

Clem Hits Politicos, Doomsayers

"Serving the men who move the earth!"

ENGINEERS NEWS

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



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SAN FRANCISCO, CALIFORNIA

January 1971

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 paychecks and increased fringes starting January 1, 1971 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 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, 1971, 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	New
Group 1	6-15-70	1-1-71
2	\$5.55	\$5.75
3	5.78	5.99
4	5.92	6.13
5	6.30	6.53

5	6.45	6.68
6	6.54	6.78
7	6.64	6.88
8	6.91	7.16
9	7.06	7.32
10	7.20	7.46
10A	7.28	7.54
11	7.38	7.65
11A	8.12	8.41
11B	8.30	8.60
11C	8.49	8.80

FRINGES		
	Old	New
Pensions	62½c	67½c
Vacation and Holiday	40c	50c
Rock, Sand and Gravel employees will benefit by the following amounts:		

WAGES		
	Old	New
Group 1	7-16-70	1-1-71
2	\$5.415	\$5.665
3	5.44	5.69
4	5.595	5.845
5	5.895	6.165
6	6.25	6.53
7	6.34	6.62
7A	6.505	6.795
7B	6.755	7.045

Hot Plants		
Plant Engineers	\$6.25	6.53
Box Man	5.815	6.075
Fireman	5.815	6.075
Oiler	5.705	5.965

FRINGES		
Health & Welfare	40c	47½c
Pension	60c	67½c
Affirmative Action	2c	3c
Employees of the Steel and Tank Erectors have agreed to the following increases:		

WAGES		
	Old	New
Group 1	6-15-70	1-1-71
2	\$5.90	\$6.11
3	6.16	6.38
4	6.83	7.08
5	6.94	7.19
6	7.13	7.39
7	7.45	7.72
8	7.73	8.01
9	8.77	9.09

FRINGES		
	Old	New
Pensions	62½c	67½c
Vacation and Holiday	40c	50c
Signatory employers of the Piledriving Contractors Association are given the following increases:		

Truck Crane		
Oiler	5.92	6.13
Group 2		
Tugger Hoist	6.35	6.58
Compressor Operator (2 to 6)	6.50	6.73
Group 3	6.69	6.93
3A	6.96	7.21
4	7.33	7.59
5	7.43	7.70

FRINGES		
	Old	New
Pensions	62½c	67½c
Vacation and Holiday	40c	50c

NEVADA AGC

WAGES

	Old	New
Group 1	7-1-70	1-1-71
Area 1	\$5.44	\$5.76
Area 2	6.44	6.76
Group 2		
Area 1	5.68	6.02
Area 2	6.68	7.02
Group 3		
Area 1	5.83	6.17
Area 2	6.83	7.17
Group 4		
Area 1	6.17	6.53
Area 2	7.17	7.53
Group 5		
Area 1	6.31	6.68
Area 2	7.31	7.78
Group 6		
Area 1	6.38	6.76
Area 2	7.38	7.76
Group 7		
Area 1	6.51	6.89
Area 2	7.51	7.89
Group 8		
Area 1	6.76	7.16
Area 2	7.76	8.16
Group 9		
Area 1	6.91	7.32
Area 2	7.91	8.32
Group 10		
Area 1	7.06	7.48
Area 2	8.06	8.48
Group 10A		
Area 1	7.14	7.56
Area 2	8.14	8.56
Group 11		
Area 1	7.23	7.66
Area 2	8.23	8.66
Group 11A		
Area 1	7.97	8.44
Area 2	8.97	9.44

FRINGES		
	Old	New
Health and Welfare	38c	40c
Affirmative Action	6c	21c
Vacation and Holiday	36c	40c
Employees of 3 Material Dealers Associations will receive:		

UTAH AGC WAGES		
	Old	New
Group 1	7-5-70	12-27-70
Area 1	\$4.89	\$5.17
Area 2	5.89	6.17
Group 2		
Area 1	5.09	5.38
Area 2	6.09	6.38

FRINGES		
	Old	New
Health and Welfare	38c	40c
Affirmative Action	6c	21c
Vacation and Holiday	36c	40c
Employees of 3 Material Dealers Associations will receive:		

UTAH AGC WAGES		
	Old	New
Group 1	7-5-70	12-27-70
Area 1	\$4.89	\$5.17
Area 2	5.89	6.17
Group 2		
Area 1	5.09	5.38
Area 2	6.09	6.38

See NEW WAGES Page 11

Positive Leadership Can Solve Problems

By KEN ERWIN

SAN FRANCISCO — Foregoing 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 9th at the Marine Cooks & Stewards Hall, that unemployment in the construction industry in Northern California "could get much worse before it gets better."

International Vice President and Business Manager Al Clem said, "the unemployment rate in the construction industry for our members in Northern California is hanging at 26 per cent, this is over four times the national average for all unemployment and more than three times the average of the seven per cent overall figure statewide."

Clem laid most of the blame at the door of the "economy-tinkering politician who is not responsive to the real needs of the middle American and scored the 'bird watchers and panic-ecologists as those who would throw out the baby of national progress with the bathwater of their own lack of confidence in the American Dream."

"I'm still old-fashioned and just starry-eyed enough about this nation to believe we Americans can do anything when we put our minds and hearts to the task," said the union leader, "and if the panic-button pushers and political opportunists will turn from negativism to positive programs for solving our problems, we can move into the future with the same assurance that made this country in the words of Lincoln 'the last great hope on earth'."

Clem urged the membership to become even more active in political life, pointing out that "we must select and help elect those representatives who

will be responsive to both reasonable and constructive changes in our system without dynamiting the very structures that will be needed to effect lasting change.

The union leader saw a ray of hope in the deceleration of the Viet Nam conflict which is "costing us blood and resources that are badly needed for the sadly neglected domestic crisis affecting our cities and our countryside."

In a detailed union progress report Clem noted that Local 3's membership had grown from 22,935 in 1960 to 35,838 in 1970. He pointed out that the

See SEMI-ANNUAL Page 11

OAKLAND DISTRICT MEETING PLACE CHANGE

The regular quarterly District No. 2 meeting will be at the LABOR TEMPLE, 3rd floor, 23rd and Valdez Sts., Oakland, on Thursday, February 18, 1971, at 8 p.m.

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.

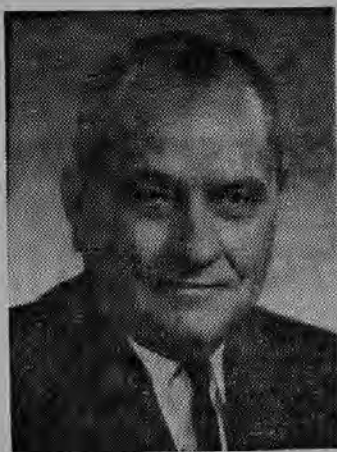
Union Business Manager Al Clem announced this week that wages and fringe benefits for all classifications of members working under the Agreement (DCAC) on hydraulic suction dredges and clam shell dredges would increase, effective January 1, 1971.

"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 sixty-two and a half (62½c) cents to sixty-seven and a half (67½c) cents per hour and from forty (40c) cents to fifty (50c) 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	New
Group 1	7-1-70	1-1-71
2	\$5.45	\$5.65
3	5.98	6.20
4	6.07	6.27
5	6.55	6.79
6	7.22	7.48
7	1,500.00	1,550.00
Clam Shell Dredges		
Group 1	\$5.45	\$5.65
2	5.98	6.20
3	6.07	6.27
4	6.55	6.79
5	7.22	7.48



Collectively Speaking with Al Clem

On behalf of the Officers and the members of the Executive Board, we would like to take this opportunity to wish you a belated Happy, Prosperous and Healthy New Year to all Operating Engineers and their families.

From all indications the year 1971 will not be so kind to many of us unless the economic picture of this country changes a great deal. Hopefully the war in Viet Nam will subside to the degree that the American dollars which have been spent there can be put to use in the good old U.S.A. to not only improve the economic well being of all working men and women but also to improve the highways, water systems, rebuild the cities and in general make America a better place to live.

I suppose when we read about how people live in the other parts of the world, we should be thankful for the blessings which have been bestowed upon us, however, being Americans we always have a tendency to not be content with our lot in life. We are striving to improve our situations in life as well as to gain a better way of living.

A great deal of our time in the past month has been taken up in developing statistics for a task force consisting of government, management and labor. We are endeavoring to secure additional funds for the public works program in the jurisdictions of Local 3 and more specifically in the State of California. It seems that in California the rate of unemployment is the highest in any portion of our jurisdiction. It is our belief that if the government agencies would give some thought to the continuity of work, the peaks and valleys could be smoothed out where it would not be a feast one day and famine the next. In other words, the work could be scheduled where we would have a steadier rate of employment than we have at the present time.

During the past month I was in Honolulu where we held a meeting with the Board of Trustees of the Affirmative Action Trust. We looked at several parcels of property that the Affirmative Action Trust is considering buying as an investment, and in addition to this there were meetings held preparatory to the negotiations of the Model Agreement in Guam.

The General President called a meeting of the Reciprocity Committee which was held in Washington, D.C., dealing with reciprocity of pension credits with all the local unions throughout the United States. We hope to be able to conclude our talks on this in the not too distant future and it would mean an improvement in the manner in which the Operating Engineers can qualify for their pensions.

While there the General Executive Board discussed many other problems that are confronting our International Union which will have a direct bearing on the livelihood of every engineer in the United States and Canada.

As you may or may not know, there is a tremendous drive throughout the United States to make the construction industry an open shop industry or to break down the conditions of the building trades unions. It will take all of us working together to protect our craft jurisdiction for as you recall, I have spoken to you many times in the past about reporting on-the-job violations of our jurisdiction by other crafts. With the number of people we have out of work, it is mandatory that we put forth a special effort to protect the jurisdiction of the Operating Engineers on every job throughout the length and breadth of our jurisdiction regardless of where it may be.

In addition to this, there were many other subjects discussed at the Executive Board of which you will be hearing more in the future.

Our Semi-Annual meeting was held on Saturday, January 9, 1971 and it was a rather well attended meeting and I might say a very interesting one. I think that in some of the discussions there many of the brothers were enlightened as to the works of our local union and more specifically, the contents of our Constitution. It was brought home very forcefully to many at this meeting that we have a very fine local union and the membership as a whole are a dedicated membership.

Those members working in the construction industry in California know we sent out questionnaire cards to be answered regarding the forthcoming A.G.C. negotiations. We are endeavoring to get started on the negotiations early this year, so if you have any ideas dealing with changes in the contract, we hope you will fill out the card and send them in as soon as possible.

Those employed in the dredging industry and in the Technical Engineers field will be receiving questionnaire cards and special called meetings will be held where you can set forth your desires and wishes.

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

See MORE CLEM Columns 4 & 5

Army Engineers Hope Bridge Job Bids Will Go Out Soon

By A. J. "BUCK" HOPE
Financial Secretary and
District Representative

SAN FRANCISCO — Army Corps of Engineers officers are hoping they can schedule the \$3 million Fruitvale Ave. bridge for Oakland and Alameda for bid advertising late this spring.

Exact advertising date depends on distribution of early 1971's appropriations. It will be built with federal funds by the San Francisco Army Engineers District which is taking particular care with esthetic details of design.

The new bridge will replace the present two-lane span now obsolete and deteriorating as an element in the improvement of the Oakland estuary's navigation channel.

A single span bascule type bridge, the new one will have a counterweight at one end and will open to allow for passage of ships; it will also have a 15-ft. clearance when closed, allowing most craft to pass without need to open the span. Present bridge has only a six ft. clearance.

The new four-lane structure will have none of the usual supportive steel and machinery framework above the traffic level; this will all be contained in an area below the bridge in an area below the bridge deck. Under consideration are provisions for recreational fishing piers adjacent to the bridge, possibly using a portion of the old trestle.

The new bridge will have a 114 ft. four-lane span extending from the Alameda side with fixed spans continuing to the Oakland side of the channel. If future waterborne traffic requires a wider navigation channel, these fixed spans can be removed and a second matching bascule leaf installed.

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

Controls for raising and lowering the bridge will be in the tower of the Southern Pacific railway bridge on the Oakland side.

The District has been hoping to start construction in June and complete the project in May 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 13 per cent during the month of November, the F. W. Dodge Division of McGraw-Hill Information Systems Co. reported.

The contract total, at \$495,957,000 showed a 13 per cent increase compared to the \$440,518,000 recorded in November, 1969.

Non building contracts — streets, highways, bridges, dams, etc. — were up by over 100 per cent, from \$63,076,000 in November, 1969, to \$134,226,000 in November, 1970.

Nonresidential work — commercial, manufacturing, educational buildings, etc. — was up

by 1 per cent, from \$143,554,000 to \$144,490,000.

Only residential work showed a decline, down by 7 per cent, from \$233,888,000 to \$217,201,000.

For the year, to date, on a cumulative basis, the totals were—

Nonresidential: \$1,939,688,000, down to 24 per cent from \$2,537,578,000.

Residential: \$2,819,773,000, down 4 per cent from \$2,934,867,000.

Nonbuilding: \$1,480,160,000, down 14 per cent from \$1,726,088,000.

Total construction: \$6,239,621,000, down 13 per cent from \$7,198,533,000.

By WILLIAM PARKER,
Business Agent

Rain, rain, rain there doesn't seem to be much let up. It has really put a stop to dirt work in the area, as you well know.

As we told you last month, Williams & Burrows are getting started on the Candlestick Park job; they have five Brother Engineers working on the project at this time. The job was let at over 11 million dollars. Malcolm Drilling is also working on this job with two drill rigs.

PKS is starting land work on their Lash Project at Pier 95; they will have two cranes going soon, with one truck crane doing the hook work and one crawler crane doing pile driving.

We would like to stress to you Brothers the importance of notifying the District Office, or giving your business representative a call, whenever you see other crafts doing our work. We cannot catch all of them without your help and since work is slow for everyone at this time, there is more of this going on. So if you will 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 Sir:

We are deeply grateful to Operating Engineers for all you have done for us since my husband Sandy passed away.

Thanks for the \$1,000—it helped a lot, and for every expression of sympathy and for the nice white bible which I will always treasure.

Thanks again for all that Local 3 has done for my son and me. May God bless every one.

Sincerely yours,
Mrs. A. G. Sanders
Castro Valley, Cal.

Most Polluted City in the U.S.

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

Pollution control offices of Steubenville, operating 30 testing stations through the 8-county area around the city, count an average of 50½ tons of grime dumped on every square mile in the area every year. Steubenville is a mill town with a population of 34,000.

A rain storm last summer brought down quantities of hydrogen sulfide suspended in the sky over Steubenville and turned several hundred houses pitch black from their original colors of white, pale green, pink, or whatever.

GET A CHOICE

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

"Can you genuflect?" she whispered to him as he looked around in awe.

"No," he whispered back, "but I know how to somersault."

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 70 agreements signed.

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Oakland Work Looks to Spring Pickup

By DON KINCHLOE
Treasurer & Dist. Rep.

Just a brief note in this first column to thank the hundreds of Brothers who have called regarding my return to the field in Oakland. I appreciate your support, suggestions and your encouragement! It is a good feeling to be back and actively at work in the district I had 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.



D. R. Kinchloe

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By BOB HAVENHILL
SHOPS, PLANTS AND GRAVEL PITS

Here's hoping all of you brothers had a very Merry Christmas and are on your way to Happy and Prosperous New Year.

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

Some of the brothers employed in the Shops, especially those in the Rock, Sand and Gravel Industry, have had to drink from the bitter cup of unemployment for the first time to 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 Murieta Training Center" to acquire a new skill which was more in demand.

Many of those brothers have been able to get dispatched and are managing to work out the Winter. Some of you mechanics who don't know how to weld, and Operators who would like to learn grade setting, foremen who can't read drawings; plant engineers with 20 years seniority who have been laid off while some Johnny-come-lately with less than a year has been working as a loader operator all through the rains; maybe you can spend six weeks at the "Rancho." It is to your advantage. You know, brothers, The Ranch is for you, and it's for free. If you were to decide right now to go up, you would have that new skill you will need around the first of March. If you don't decide to go what will you have? What more can you offer to the employer this Spring, then you were able to offer last Spring?

Brother Marvin Pierson, employed by Silver Sands Co. at Cowell, California, was killed on November 15, 1970 when he fell into a sand bunker and was covered over by sand. Suffocation was the cause of death. Brother Pierson had worked as a plant operator for about six and half years, and left a widow and two sons. I wish to extend to his family and friends the most sincere condolences for their loss.

Brother Alon Martin (retired), passed away on December 6, 1970 after a long and courageous battle with cancer. Brother Martin had been a long time employee of Kaiser Sand and Gravel (Radium

Plant) until he was forced to take a disability retirement because of his illness. Sincerest condolences to the family and friends of Brother Martin.

Most of the brothers employed in the equipment dealer shops are managing to get at least thirty-two hours a week this winter. It seems the work is not coming in as it had been expected.

By HERMAN EPPLER
EASTERN CONTRA COSTA

Walter Bros of San Luis Obispo was the low bidder on the Kirker Pass project at a cost of \$637,079.75. The project is just south of Pittsburg City Limits. The contract will be to reconstruct the existing highway to four lanes from the city limits of Pittsburg for about 2 miles and will complete all of Kirker Pass to four lanes.

Combustion Engineering at the P.G.&E. Steam Plant have moved in the main turbine which weighs approximately 368 tons which will be set into the structure sometime in January.

The Dirt Contractors is a hit and miss proposition this time of the year, however, there is some underground work going on.

Standard Oil Co. has let 28,000 feet of pipeline in the Concord area and will start this sometime late in December.

An architect's model shows what Contra Costa Junior College District's new East college of Pittsburg and Antioch will look like when it is completed.

The East college campus planners have incorporated a 25-foot deep ravine into its plans and have planned to start work on the first building in the Fall of 1971.

The first structure will be a three story complex which will span the ravine and provide 175,000 square feet of floor space under one roof.

The college is to be located north of Highway 4 on 118 acres of land and to the West of the Delta Fair subdivision it will be inside the limits of Pittsburg, part of the Camp Stoneman troop staging area of World War II. The complex will contain approximately 20 class rooms, 20 laboratories, a 90-seat lecture hall, counseling center and cafeteria.

The scheduled opening will be the Fall of 1973 with an expected enrollment of 2400 day and 1500 night students. Site preparation is scheduled to get underway by next July for the \$12 million dollar project.

By JOHN NORRIS
RICHMOND AND VICINITY

The work in this area is about what we would expect it to be for this time of the year. Most of the jobs are shut down due to the heavy rains but they will be able to resume again as soon as it stops.

The work in the Scrap Yards has slowed down quite a bit during the past two months.

Levin Metals has had a lay off on the night shift in their Richmond yard.

Quarry Products has laid off their night shift, but they are keeping a full crew on the day shift.

We would like to say something at this time to all the brothers, about contract violations. This is the time of the year when some of the contractors ignore the manning pro-



SIGN OF THE TIMES as the old makes way for the new in downtown Oakland. Brother Bob Brogan is at the switch as he levels the landmark furniture store between 13th and 14th streets. A new shopping area is slated to replace the old structure.

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visions in the contract. On several occasions during the past month, we have caught other crafts doing our work. This in itself is bad enough, but there have been times when our brothers have been on the same job working right beside these violations and have neglected to report it to their Business Representative, so at this time we would like to urge all of you brothers to report these violations, even if it is just going to be one day's work. Some of our brothers have been out of work for a long time and one day's work would look pretty good to them.

By TOM CARTER
SOUTHERN ALAMEDA

Bids for an estimated \$250,000 first phase development of water oriented, Shadow Cliff Regional Recreational Area near Pleasanton, will be called for and the contract will be awarded around January 5, 1971.

The East Bay Regional Parks Division stated this will be the first phase of a total \$1.7 million dollar development that will include a bath house complex and a 270 stall parking area, playfields, two fishing piers, acres roads, service yard, and the underground utilities.

Work on the project has

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been held up pending studies on the fluctuating water level in the 74 acre lake. These studies have been completed and they estimate this first phase will be completed about mid Summer of 1971.

A pre-job conference was held on December 1, 1970, with Tomblinson Inc. from Salinas regarding their school job in Dublin. This project will be the Murray Intermediate school and will be a little over a million dollar job. At the present time they are doing the preliminary underground and grade work when the weather permits.

By JIM JENNINGS
DOWNTOWN - OAKLAND

Blue Cross will build an \$18 million dollar building to consist of 26 stories with 3 underground and 23 above. Dinwiddie will be the prime contractor on this project. Excavation is expected to begin shortly after the first of the year.

Rothschild & Raffin Construction Company has completed the new underpass at the foot of 7th street, with O. C. Jones doing the paving. This project will take the bottle neck out of the old Southern Pacific underpass on 7th street.

Robert Mulloy was the low bidder on the four parking lots for the BART project be-

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tween San Leandro Station and the Fruitvale Station. This project has been shut down due to heavy rains, however, work should be resuming soon with the weather permitting.

P.M.I. will keep a few brothers working throughout the Winter on the Kellogg Plant located at Williams Avenue, San Leandro, Calif., as this is an inside job installing machinery.

New shopping areas will replace an old historical building in downtown Oakland. S. Garland is the demolition contractor. At the controls is Bob Brogan of B. B. Crane Service doing the demolition on the old furniture store building between 13th and 14th streets in Oakland.

Robert M. McKee Company has completed their work on the Langley College and also are winding up their second college project on Redwood Road in Oakland.

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

Brother Venn Deago, a 35 year member of the Operating Engineers Local Union 3 was initiated in December of 1935

"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 shops and plants are doing the same.

The rain and rising level of the Eel River held up Eugene Luhr Company a few days from completing their Eel River Levee Project, but by the time this article reaches you, we are sure they will have had enough time between rains to complete this project.

Weather conditions also prevented Ray Kizer Construction Company from completing their Hiway 299 job at Berry Summit, and also their hopes of opening up two lanes of of their Scotia-Stafford Hiway 101 project.

We would like to start this new year out by giving you information on the projects for the coming year of 1971, but unfortunately, at this time, we are unable to obtain a definite answer from either the City, County or State Division of Highways. There are a number of jobs proposed, budgeted, or in the hopper. We hope to have more information for you in the next issue.

In the way of new work the only thing we have to look forward to at the moment is the Klamath Levee project. As

you Brothers know the bid opening date has again been postponed until the 16th of December.

A familiar sight on Humboldt Bay will soon be gone. The big floating crane, "Mr. Guy" belonging to the Guy F. Atkinson Co., is being readied for towing to Long Beach. For the past year and a half the familiar red and white boom towering over the waterfront buildings has become an accepted part of the Eureka skyline.

On their Eureka-Samoa bridge job Guy F. Atkinson Company is pouring the deck at the present time. Concrete is being placed with pumps. Mercer Fraser Company is furnishing the readi-mix from their Essex plant.

Beacon Construction Company has a couple of small hoes and trenching machines on their Pine Hill sewer job trying to do a little work between storms. With any break at all from the weatherman this should be a good winter job.

Umpqua River Navigation Company is completely shut down at the South Jetty, they are hoping for a break in the weather, so they can resume some work in the casting yard.

• CRAB FEED •

We have had many inquiries if and when we are going to have our annual Crab Feed this year. Yes, we are definitely making arrangements at the present time for our 10th Annual Crab Feed - Dinner and Dance, which will be held in March. The next issue of the Engineers News will let you know the date, time, place, etc.

Including Depreciation:

Car Mileage Costs Placed at 11.9 Cents

The biggest expense in running a car is the cost of depreciation and maintenance. 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.

The cost per mile of operating a car has just been 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.

Depreciation accounts for 3.2 cents of the total; maintenance, accessories, parts and tires cost another 1.9 cents. Gas and oil cost 1.9 cents; insurance 1.7 cents; 1.8 cents goes for garage, parking and toll fees and 1.4 cents for state, federal and local taxes.

The study is based on a \$3,185 car driven 100,000 miles over a 10-year life span. Few motorists drive a car for 10 years, but the department assumes that the average auto is sold or traded three or more times and is on the road that long.

The analysis involved a 1970, four-door sedan owned by a Baltimore family. Motorists in Boston, Washington, San Francisco or New York would have a higher per-mile cost; while those in Atlanta, Jacksonville or Fort Worth would pay less.

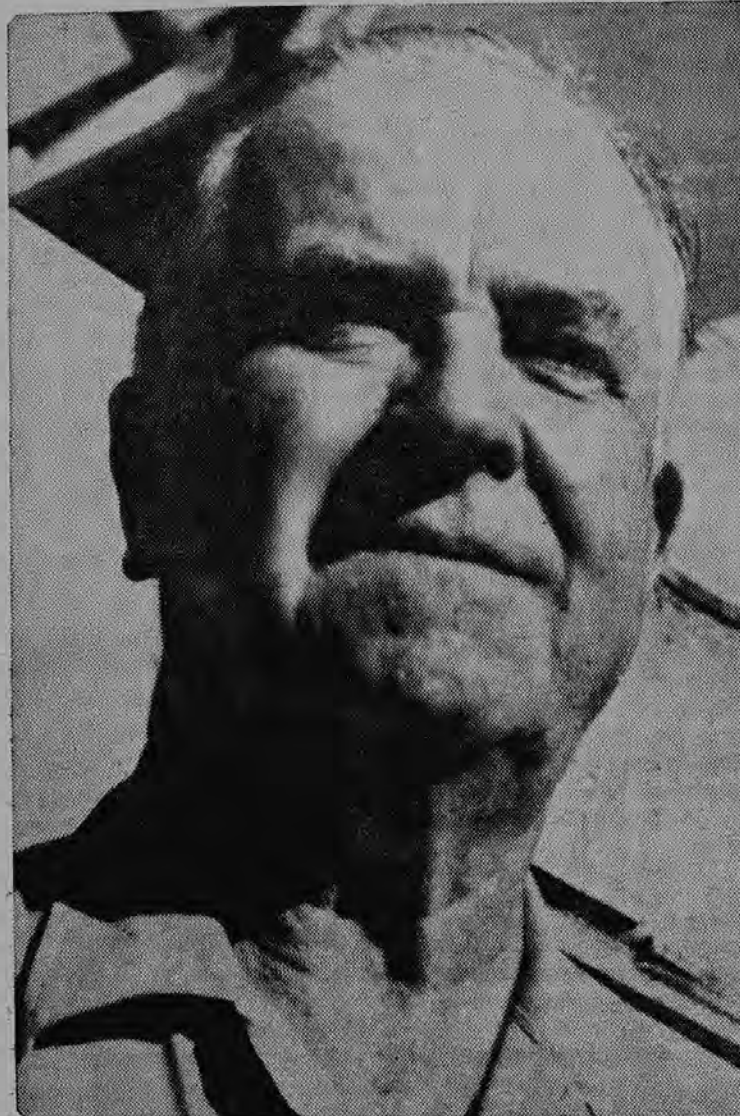
The proportionately low amount spent for taxes dashes the contention of the gasoline industry that the biggest part of the motorist's gas and oil bill goes for taxes.

In Most states, says the department, auto taxes are used entirely for highways.

Careful drivers who keep their cars in good operating condition pay less than those who ignore oil changes and lubrication jobs while indulging in tire-screaming stops and starts.

The cost per mile is higher in the earlier years of ownership because of depreciation, but the per-mile cost remains fairly constant over the 10 years because rising maintenance costs offset lower depreciation.

According to department figures it cost \$11,890 over the 10 years to operate the studied car which broke down like this: \$3,185—original cost; \$1,733—7,200 gallons of gasoline; \$543—replacement tires, oil; \$1,722—insurance; \$1,521—maintenance and repairs; \$1,805—parking and tolls; \$1,353—taxes. (PAI)



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.

More Oakland

(Cont. from Page 3)

by Local 59-B. He has been employed for the past 12 years for the Independent Construction Company as a master mechanic.

Brother Deago has a perfect safety record with his crew as having 100 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 recalls in those days the wage rate was \$1.25 hour with no pension or fringe benefits.

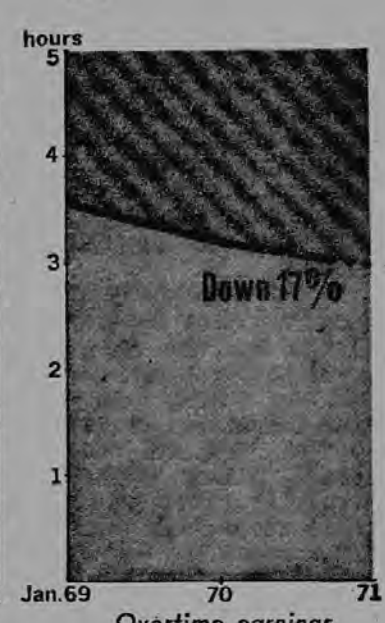
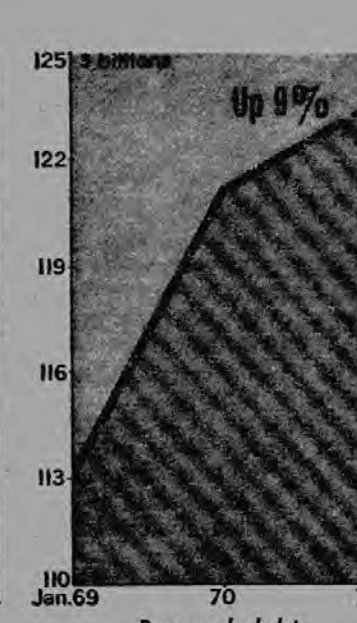
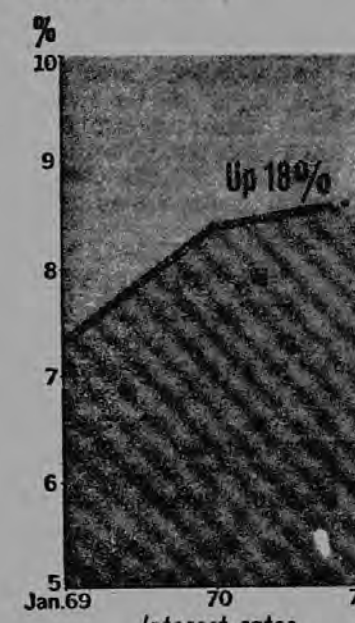
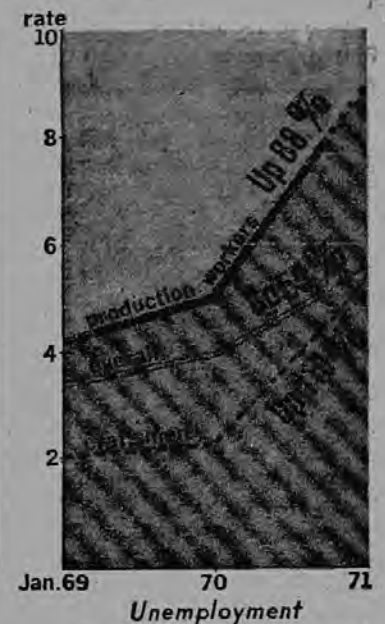
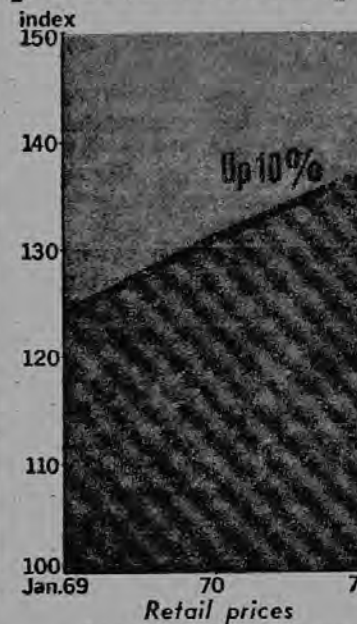
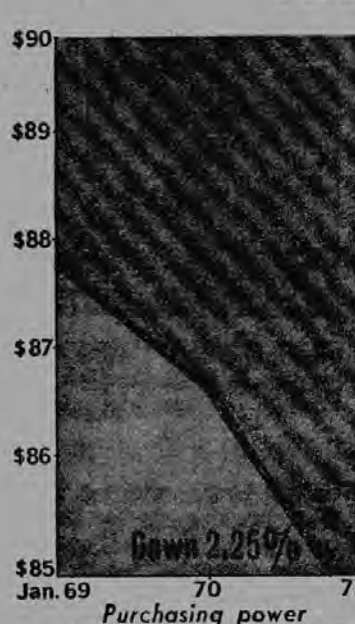
White-Collar Salaries Rise 6.2% in Year

White-collar salaries rose an average of 6.2 per cent 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.

The information is used to submit the government's recommendations to Congress for "comparability" pay adjustments for federal employees.

The pocketbook problem



Nixon, Weather Unbeatable Elements

By Harold Huston
District Representative
& Auditor

MARYSVILLE DISTRICT WEATHER CONTROLS WORK SCHEDULE—We are extremely unhappy with the weatherman because of the way he has treated us during the months of November and December. The heavy winds, rain and snow have all but paralyzed the construction work now in progress.

According to the weather reports Marysville and Yuba City had 2.36 inches of rain in a 24 hour period in November, breaking a 36 year old record. Greatest daily total in weather records was 4.24 inches recorded between 9:00 a.m. on October 12 and 9:00 a.m. October 13, 1962.

The rains were heavy enough that both pumps were needed to lower the level of Ellis Lake at Marysville. The lake overflowed onto the sidewalks surrounding it and the pumps were started. Since the Feather River is low, gravity flow normally would be enough, but there was too much rain to handle this time.

State Department of Fish and Game officials closed the Sutter National Wildlife Refuge in Sutter County until further notice due to high water from overflow from the Tisdale and Colusa weirs into the Sutter Bypass. Some Sutter County Bypass roads remain closed, but there were no reports of other problems. In Yuba County there was minor flooding problems in the lower elevations and minor slides in the New Bullards Bar area, but no roads were closed.

SNOW IN HILLS—An estimated three inches of new snow fell at Clipper Mills in the Yuba foothills. Six to eight more inches at LaPorte brought snow depth there to just under five feet. Temperatures at LaPorte were near freezing.

Storage at the Bullards Bar reservoir is 530,000 acre feet out of a total capacity of 960,000 acre feet. This represents an elevation of 1347 feet or 56 feet below the spillway. Oroville Dam was storing 2,643,000 acre feet of water with a capacity of 3,538,000 acre feet.

The season's total for Marysville-Yuba City rose to 10.28 inches well above the normal to date of 3.36 inches and even exceeding the December 15th normal of 5.50 inches. The fact remains if it were not for the Oroville and Bullards Bar Dams we would still be faced with the threat of a flood that could occur at any time. We won't be completely satisfied until the Marysville Dam is built which should give us complete flood protection.

STATE AWARDS CONTRACTS FOR ROAD PROJECTS—The California Department of Public Works has announced two area road construction contracts have been awarded. In Plumas County a \$401,805.50 contract has been awarded to Robinson Construction Co. Inc., of Gridley for construction of a 32 foot roadbed on Quincy LaPorte and Little Grass Valley Roads.

The construction will effect a 2.7 mile section of road between LaPorte and 2.7 miles northeasterly. It will provide improved alignment and grade.

A \$12,551.27 contract for road work in Yuba County has been awarded Golden Center Construction, Inc. of Grass Valley. They will build a left turn lane at the intersection of Highway 20 and Loma Rica Road about four and a half miles east of

Marysville where the highway curves sharply.

CHICO BUILDING BIDS RECEIVED—The Robert G. Fisher Company, Inc. of Fresno, is the low bidder for construction of a seven story classroom and office building on the Chico State College campus. The company's bid, lowest of six received, was \$3.07 million.

\$147,000 JOB AT COLUSA AVENUE IN YUBA CITY—Bank of America's Yuba City Branch at 777 Colusa Avenue is undergoing a \$147,000 facelifting operation. The alteration-expansion is being performed by Lamons 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 carpeted 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 low bidder on a project to reconstruct a 2.4 mile section of Marysville Road near Bullard's Bar Dam according to the State Division of Highways.

Sutherland Construction Company of Auburn submitted a bid of \$310,241.85 on the project. Marysville Road is on the secondary system of county roads and plans to improve it were initiated by the Yuba County Board of Supervisors. Project specifications were prepared by the county road department. The route is a link between Highway 20 and Highway

49 and carries recreational travel to the new Bullard's Bar Reservoir and the Sierra Nevada. Work could begin in a month, depending upon weather, and will be completed next spring.

DEATH CLAIMS FORMER DISTRICT REPRESENTATIVE LES COLLETT—Brother Lester M. "Les" Collett who was District Representative of the Marysville Office for several years passed away on November 28, 1970. Brother Collett had been working as an Operating Engineer for Vinnell Corporation at Cam Ranh Bay in Vietnam about a year before he became ill and returned home on November 13, 1970.

He served in the Army during World War II in Southeast Asia. A member of Standard Masonic Lodge in Oakland, he belonged to Scottish Rite Bodies and the Ben Ali Shrine Temple in Sacramento. He was chaplain of the Scottish Rite Club at Cam Ranh Bay at the time of his death.

A native of Tennessee he had lived in this area since 1947 with his wife, Reba. His home was at 545 Linden Avenue, Yuba City, California.

Mrs. Collett sent the following letter to us: "Operating engineers Local Union No. 3, Marysville District Office and staff. Harold Huston, District Representative. Thank you, each, for the beautiful wreath and thank you, Harold, for your many kindnesses shown. It would have meant a lot to Les for what you each have done. Sincerely, Reba Collett & Family."

By DAN SENECHAL
Business Representative

The weather factor governs the work picture east of the Feather River and the mountain areas.

A. Teichert & Son has had to stop plant work at Gold Lake because of the low temperatures and heavy staying snows. Unfortunately after the equipment is winterized crews probably won't be able to get back into production until late February or early March because of the snow.

Weather also has halted McGuire and Hester from completing their change order project at Quincy College. Although they have completed the excavation of the site they were awarded additional work to install tennis courts and drainage facilities. Butte Creek Rock has subbed the work and after moving equipment on the project they were hit by heavy rains and deep snow. They were lucky just to get their equipment out.

Technical Enterprises from Richmond is doing the structures at the Quincy College site. The structures consist of modular type dwellings. All but three were placed before the bad weather set in. The weatherizing of the buildings also beat the weather and will make it possible for other crafts to work during the winter.

When bad weather hits in the mountain areas of Highway 70 and the Feather River Canyon area the Western Pacific Railroad starts to worry. In the fall of 1969 W. K. Ingram removed a large slide at Twain that threatened to wipe out a quarter of a mile of track thus bringing rail transportation to a halt in the canyon area. Although the slide removal was successful the area has developed another large crack that again threatens the main rail. Railroad experts were called in and as a result Bordgen Bros. of Richmond were called in to dragline a

ditch and place pipe that is hoped will divert water away from the main crack.

By A. A. CELLINI
Business Representative
WEST SIDE

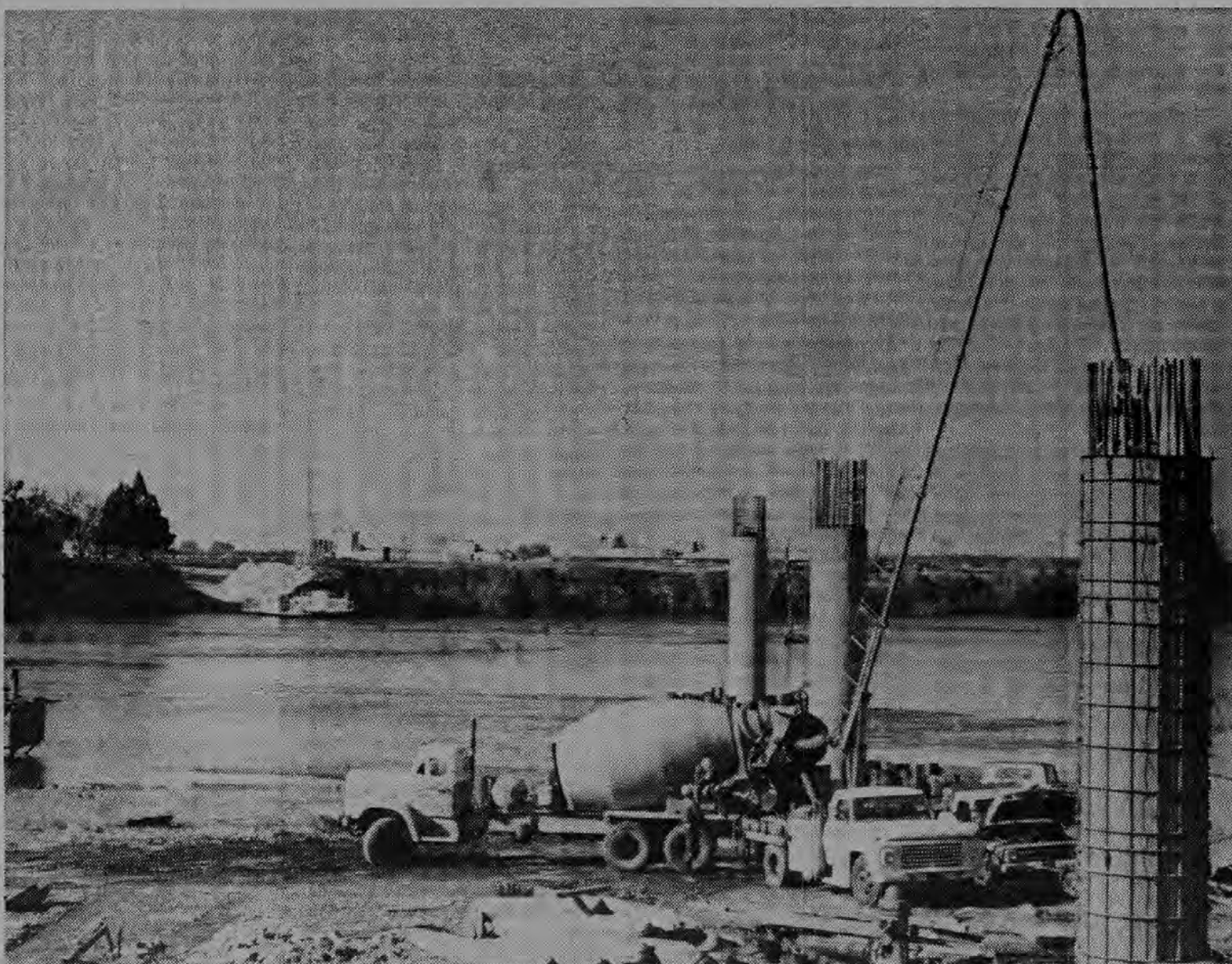
Rain and snow has most of the work moving at a very slow pace in this area.

THE ORD BEND BRIDGE project which at completion will cost \$935,470 has poured three of the eight concrete support columns which are about 50 feet high and six feet in diameter, as shown in the above picture. The span will stretch across the Sacramento River between Glenn and Butte Counties. Working on the project as prime contractor is Lord & Bishop Inc. of Sacramento and has had five brother engineers working.

Other contractors working on this project are A. A. Plumb Concrete Pumping of Paradise and Taylor Ready Mix who has batch plants in Chico and Hamilton City is supplying concrete for the project. These plants are operated by Brother G. B. "Dub" Taylor and Brother Maurice D. Herlax. Supplying the aggregate for the concrete is Kaiser Sand and Gravel of Hamilton City.

Most of the other contractors are keeping small crews of mechanics working in their shops, servicing and repairing equipment.

Lamons Construction Company of Yuba City has a project in Gridley for the Farm Labor Housing which will keep two brother engineers busy operating the backhoe and forklift. Robinson Construction will be doing some of the excavation and paving.



THREE SUPPORT COLUMNS for the Ord Bend Bridge, that will span the Sacramento River between Glenn and Butte Counties, have been poured. When finished the new span will have eight of the columns shown above. Each measures about six

feet in diameter and is 50-feet high. Lord & Bishop Inc., is the prime contractor and five Local 3 brothers are employed on the job.

'Big Year' Predicted for Marin County

By AL HANSEN
Business Representative

WE LOOK FORWARD TO A VERY GOOD YEAR HERE IN MARIN—1971 looks like a big year for apartment building. The big 96-unit Del Prado apartment project on Alameda Del Prado is nearing completion; four units are all but completed, and approved projects totaling some hundred of units are likely to be built in 1971. The Del Prado construction consists of 96 units on 4½ acres.

In the offing for 1971 are: The Diablo Hill apartments in Novato, consisting of 24 units on one acre. Final plan approval is pending. Another is a huge projected construction of a total of 1000 units on 79 acres in San Marin East. Also another 78-unit apartment project cooking on six acres located on the south side of San Marin Drive from San Carlos to San Andreas. Last but not least is the planned 92-unit Cow Barn apartment complex on South Novato Boulevard on five acres of the Cheda Ranch across from the fire station in Novato.

BIDS CALLED FOR HIGHWAY 101 WIDENING AT RICHARDSON BAY—Highway 101 will be widened from six to eight lanes, about one mile to be widened on and near the Richardson Bay Bridge. A total of \$4.43 million is available for the project. Bids will be opened Jan. 27 in Sacramento. A two-mile segment between the Richardson Bay Bridge project and Spencer Avenue in Sausalito will be widened from six to eight lanes in the near future.

Other Marin highway projects being worked on include installation of guardrail at various locations in and near Novato between 2.5 miles south and 6.4 east of the junction of highways 101 and 37. Bids should be called for early 1971, and cost of the project is estimated at \$44,000.

Design is nearing completion for a project to remove slide material and restore cut slope on a fifth-of-a-mile long section of Highway 101 immediately north of the Corte Madera Creek Bridge. Cost of the project is estimated at \$204,000. Another \$110,000 has been budgeted for a project three-tenths of a mile north of Corte Madera Creek Bridge. Bids will be called for in early 1971 for the project to correct slide and slipout, restore the slope and build a retaining wall.

Another 1971 project will be the construction of a ramp and frontage road on the west side of Highway 101 between San Pedro Road and the Forbes overpass near San Rafael. Estimated cost of the project is nearly \$1,000,000.

On Shoreline Highway, bids should be called for early in the year for a \$86,000 slide repair project three-tenths of a mile south of Stinson Beach and another \$200,000 slide repair project on a mile-long section near Marshall.

\$5.5 million sewer bond measures have been passed in Novato to which will enable Novato to get its share of the federal and state aid, amounting to more than half of the total project costs. This in turn will make it possible for the district to reduce its current capital improvements tax of 35 cents per \$100 assessed valuation to 19 cents. Strong support for the sewer bond ballot proposal throughout the entire Novato area was a

big help. The citizens are keenly aware of the threat to our environment from pollution, and the need for cleaning up the waters of the bay and tributary streams by improved sewer facilities.

NO DELAY WILL RESULT IN INTERCHANGE design of freeway by-pass without causing any delay in final freeway plans, in San Marin Drive, Novato. While freeway by-pass construction bids are pledged to be invited no later than spring of 1972, the availability of the final freeway plans by January could coincide with the combination of proper flow of funds and delay in the final designs of other state projects to bring about asking of Novato freeway bids by early next year "anyway, some time between spring, 1971 and spring 1972, the way could be cleared for start of freeway bypass construction." What's certain at this point, however, is the uncertainty of a definite date.

Movement southbound from the freeway to southbound on Redwood Boulevard will function with little or no congestion until at least 1990.

The legs on the Atherton Avenue side of the interchange will produce high levels of congestion by 1990 due to conflicting heavy volume left turn movements. This problem can be solved by adding another lane on the overcrossing for traffic turning left to go north on the freeway. This lane can be added by modifying the median and stripping at the time congestion occurs. The San Marin Drive-Redwood Boulevard intersection will function adequately until sometime near 1980 and will become congested thereafter. This congestion can be reduced by the addition of another lane on the overcrossing structure and an additional turning lane on Redwood Boulevard together with signal modifications providing for a left turn from Redwood Boulevard to San Marin Drive.

Due to the topography of the interchange area there is nothing more that can be done, to improve the situation short of totally removing the hill at the northeast quadrant of the interchange and redesigning the last mile of freeway.

GOLDEN GATE CORRIDOR TRANSIT STUDIES — Long range transportation facilities plans for Golden Gate Corridor. Studies, which were begun early in 1970, were made at the request of the State Legislature and detail five alternatives to meet public transportation requirements between the District's north counties and San Francisco through the year 2015. The District has scheduled 20 public hearings at which the plans will be explained and public comments and recommendations will be sought. Following the hearings the Directors will select one of the proposed plans, or a variation of it, for submission to the State Legislature.

A transit deck on the Golden Gate Bridge for exclusive busway or fixed guideway (train) transit systems is suggested in three of the five plans. Two others call for an underwater tube for fixed guideway transit between San Francisco and Sausalito. One of the transit concepts has BART entering Marin over a new bridge parallel to the Richmond - San Rafael bridge. All of the plans include

bus feeder services from Marin and Sonoma County communities to mainline stations. Initially, plans call for a northern terminal for rapid transit line at Novato, with eventual extension of the proposed systems northward.

In San Francisco, terminals are recommended in the Post-Market-Kearny area with varying underground approaches from the Bridge or the Bay's edge depending upon the terrain. Generally, from the north end of Sausalito, the right-of-way of Northwestern Pacific Railroad will be followed by

the fixed guideway or exclusive busway system.

Total capital requirements for the proposed transit systems range from \$495 millions (bus an exclusive right-of-way) to \$987 million (fixed guideway rapid transit). It is anticipated that Federal funding would take care of two-thirds of the capital costs.

Operating and paying for the complete transportation system would initially cost the District between \$17 and \$35 million a year, decreasing progressively, until by 2015 the District would have a yearly cost of as high as

\$1 million or an operating surplus of \$2.6 million, depending on the system built. The five alternatives were selected from 25 possibilities with the aid of a Citizens' Advisory Panel, made up of individuals and representatives of interested organizations in the District counties.

The Legislature, in 1971 session, will review the plan selected by the District Directors after the District's public hearings. Before a plan can be implemented, however, voters in the District must approve issuance of bonds necessary to help pay the capital costs.

"What 'Right to Work' Is All About, Alfie!"

QUESTION: What is this "right-to-work" proposal and what will it do if it is passed into law?

ANSWER: A "right-to-work" law guarantees no one a job. There is no such thing as a full-employment law. If there were, there would never be any unemployment in this country. If a "right-to-work" law would guarantee everyone a job, organized labor would be in favor of it instead of opposed to its passage.

A "right-to-work" law outlaws union shop clauses in your contract. Even though the majority of workers in your place of employment want a union shop agreement, a "right-to-work" law forbids the majority its desire. It makes open shop compulsory. Under "right-to-work" you have no choice in determining your collective bargaining status with your employer.

QUESTION: What would a "right-to-work" law do to my present contract, and how would it affect fringe benefits, as health and welfare plans, pensions, overtime provisions, and holiday pay, for example?

ANSWER: "Right-to-work" would not affect your present contract, but when it expires your wages, hours, and working conditions are in peril. Your fringe benefits such as health and welfare, pensions, holiday and overtime pay would disappear. That conclusion is a fact, not a scare technique. Ask any one who has worked in a "right-to-work" state how many fringe benefits he had, or ask him how wages compare with wages in free states. Experience shows that employers in "right-to-work" states so dilute their working force with non-union members that the union either becomes ineffective or disintegrates altogether.

QUESTION: What about corruption in organized labor? Wouldn't a "right-to-work" law weed out dishonest labor leaders and protect union members?

ANSWER: A "right-to-work" law makes no provision for punishing anyone who commits a dishonest act. It does nothing to make unions more democratic; in fact it makes majority rule impossible in determining collective bargaining status. The surest way to insure honest unionism and democratic unionism is full attendance at union meetings. With

a majority of the members present, your union will meet the highest standards of conduct. Dishonesty is a human trait found in business and labor alike. That is why we have laws and enforcement agencies to cope with dishonesty. Outlawing union shops will bring about no moral miracle which will suddenly make all mankind honest.

QUESTION: But, don't individual people have the right to join or not join a union according to their wishes? It seems that the union show is compulsory unionism.

ANSWER: A legal union shop clause can only be arrived at by a secret majority vote of the people involved in the bargaining unit. Since when did majority rule become compulsory? What about the individual rights of a majority which wants a union shop? A "right-to-work" law is contrary to American principal because it makes majority rule impossible. Persons who don't want to join a union are free to seek employment where no union shop exists. Yet, they seldom do because they are unwilling to work for the low wages and poor conditions of the open shop. What these people really want is a free ride on your back. They want the union wages and benefits, but they want to be legally free from paying dues to support negotiations.

QUESTION: If that is what the majority wants, it is only American that open shop is what the majority should have. That's why the law requires secret ballot elections to determine the wishes of the majority. And, under such a system of majority rule, the individual freedoms of the greatest number of people are protected.

What organized labor is saying is that if the majority wants a union shop, it should have the right to have it. If the majority wants an open shop, it should have the right to have it. No federal or state law should be substituted for majority rule, whether it be in labor-management affairs, or any other segment of our society.

Under compulsory open shop, minority rule and industrial unrest wrote a black page in Colorado history at the Ludlow Massacre!

QUESTION: The "right-to-work" crowd says unions grow

faster in "right-to-work" states than they do in free states. What about this?

ANSWER: Debaters for the "right-to-work" proposal quickly refer to the McClellan Committee hearings, implying that all labor leaders are crooks. Does it seem reasonable that if they actually believe all labor leaders are crooks they would be pushing a law which would make union treasuries bigger? Would these people be working so hard for a law which would make it possible for union leaders to make off with more union money in the dead of night?

Actually unions are small in "right-to-work" states, any membership gain is big percentage-wise. In large unions in free states percentage gains are smaller. In "right-to-work" states unions are impotent at the bargaining table. In free states union shops are strong at the bargaining table and meet management on nearly equal terms. Wage rates in "right-to-work" states are lower than in free states. "Right-to-work" unions are weak.

QUESTION: What is behind "right-to-work" laws which make open shop compulsory? If they don't provide work, if they don't cure union abuses, just what is their purpose?

ANSWER: A compulsory open shop law has but one purpose. Union shops are effective at the collective bargaining table. Open shops are weak. By hiring the "right kind of people" it won't take the boss long to out-number you with non-union workers. When you are out-numbered, it won't take long to "bust" your union. Then, where you once had a voice in your wages, hours, and working conditions through union negotiations, you will speak alone. You will have the 'right' to bargain alone. Non-union workers will have the right to underbid your standard of living.

In all other undertakings, collective action accomplishes the most for the common good. Collective bargaining is no different.

PRETTY GARBAGE

During the recent Earth Day festivities—a demonstrator carried a sign with the following message: "Beautify America—if you must throw something away—throw something beautiful."

On The Safety Side



By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY

Lasers are devices producing intense beams of light of a single wavelength by stimulated emission from materials, such as a ruby or a mixture of helium-neon gas. Many construction workers have been told to not stare directly at a welder's torch, 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 used to project a reference line for precise alignment for tunnels, 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 intense beam of monochromatic light may cause burns of the retina.

The heat generated by the equipment used to stimulate emission and amplify it for use is also a potential hazard to those operating the laser.

PRECAUTIONS TO BE TAKEN. The following precautions are applicable 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 device, in order that precautions may be taken to shield or otherwise protect their eyes. Warning devices, such as a loud horn, may be used to indicate that the laser is in operation.
3. Signs should be placed in appropriate positions to warn members of the general public or others who may unknowingly come into the path of a laser beam. Such a sign might read: "Danger—Laser Light. Do not look into direct laser or reflected beam. Aim lasers only at reflectors supplied with unit."
4. Personnel should be instructed regarding the hazards of the laser beam and related equipment.
5. Laser goggles may be required to reduce the possibility of laser beam damage to the eye. If protective eyewear is required, it should be labeled as to 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 as possible consistent with performing the required tasks.
7. Personnel exposed to laser light should receive pre-placement, periodic (every six months), and final eye examinations. These exams should check on gross lesions of the retina and lenticular opacities.
8. The equipment should not be left without an operator while it is emitting a beam. 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 beam. The reflected beam may cause injuries identical to those of the direct beam.
10. Attenuator caps and/or laser goggles should be used if operators must work close to the beam 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 utilized to view the direct beam or reflected beam from mirrors or corner-cube retro-reflectors, unless the beam intensities are greatly below safe levels. A filter having sufficient optical density may be required for such situations, or adequate laser protective eyewear may be needed.
16. Corner-cube retro-reflectors should be avoided at close ranges, if the reflected beam is to be observed. Diffuse or retro-reflectors should be avoided at close ranges if the reflected beam is to be observed. Diffuse or retro-reflective card targets are recommended for short ranges.
17. During alignment and setup procedures, care should be taken to avoid aiming the laser into potentially occupied areas.
18. Stable mounts for the laser are important so that the beam traverse can be effectively controlled.
19. If the beam is directed through a glass window, the beam should pass perpendicular to the plane of the glass, or

Somebody Lives There

North Hughesland Has Work Moving

By BILL RELEFORD,
District Representative;
ED KNAPP, RUSSELL TAYLOR and DALE BEECH,
Business Representative;
GAIL BISHOP,
Coordinator-Apprenticeship

Brunzell Construction Co. is getting a good start on the Crystal Bay Club addition which went for 2.5 million. This consists of four floors with parking for 900 cars. Brother Frank Fornengo is Crane Operator and Apprentice James Lavender is Assistant to Engineer. Manderville Construction has two rigs on the job doing the dirt work.

Jacobsen Construction has a Tower Crane set up at Brockway and are now on the second floor of their condominium.

At Tahoe Keyes, C. Norman Peterson Co. is working between storms on his water purification plant and the William Simpson Co. is busy driving pile.

H. M. Byars has finished their work for Bruce Subdivision in Sun Valley, Nevada and have moved to the South End of Carson City. There are seven operators on this job at present.

Fedrick & Sundt are busy at Incline Village on their pump station and sewage treatment plant.

The U. S. Department of Transportation has set December 15th as the bid opening date on 1.5 miles of grading and minor structure work on Kingsbury Grade. Estimated cost of this project is one million dollars.

The Incline Village General Improvement District has awarded a contract to Capriotti-Lemmon & Associates for beach improvement. This went for \$98,400 and should start in the near future.

Tahoe City Public Utility District has called for bid on 28 thousand feet of underground work on west shore. This is to be let January 7, 1971 and the estimated cost is 1.4 million dollars.

Harker & Harker is about 70 per cent complete on the underground work they have in Carson City.

Parsons Construction Co. in Winnemucca is still working in spite of the wet weather. The crusher is all through and has moved back to Utah. The job is going real well and they are hoping to go all winter with the dirt spread. The job is presently employing about 37 Local 3 men.

Morrin & Son is still driving pile and pouring concrete structures. They will be ready to set the beams over the Southern Pacific Railroad soon.

Helms Construction Co. in Elko has finished the paving on the detour, so they can get right with the rock cut. The traffic has been quite a problem. They have had some moisture, but not a great deal for this time of year.

Helms Construction Co. is underway on the Reno Street program. Some of the underground work for Bell Tel is complete. The streets in some areas are pretty well torn up, but think how nice it will be when the black top goes down.

Ferretto Construction Co. has a small underground job

on Prater Way and are presently preparing to bore under McCarren Blvd.

McKenzie Construction Co. is presently working on the warehouse on Glendale Road, they are setting the tilt-up walls now. Brother Roy Tucker is the Operating Engineer on the crane.

Byars Construction Co. is down off the hill from Incline Village and are presently working on two trailer parks in Sun Valley. One of the parks is about 70 per cent complete, and they just started the second.

Helms Construction Co.'s work on the Spaghetti Bowl on Highway Inter-State 80 is about 80 per cent complete.

Stone & Webster in Wabuska on the Fort Churchill Power Station is still working and looking for a completion date sometime next summer.

Carlin Gold Mines of the Newmont Mining Company is anticipating that their new carbon process installation will be operating by the end of January. If this process is successful, it will improve their gold recovery and add to their ore reserves.

The Standard Slag Company has announced that their iron mine a few miles north of Yerington is phasing out its operating within a year. The company employs 65 men and has offered them the opportunity to transfer to other Standard Slag operations.

Although, there are a few jobs available in the mines, the turn-over has greatly decreased because the winter months. Despite the cold weather and snow, exploration work around northern Nevada is continuing.

'Biz' Helps Hold Price For Parks

WASHINGTON, D.C. — California Congressman Harold T. (Bizz) Johnson today revealed that no extra fees, over and above the Golden Eagle Passport, will be assessed on National Forest public recreation sites in California during 1971.

This decision was made by the Forest Service following a plea by the California Representative not to require daily fees at boat launching ramps on reservoirs located in National Forests.

Congressman Johnson 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 Johnson charged, emphasizing the cost over a period of several months to pensioners or young family men who want 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 these (public boating sites where a fee is being charged) areas. Visitors who do not have the Golden Eagle Passport will be required to purchase a \$1 daily permit. No extra fees are being assessed for any of our public sites in California."

"There continues to be quite a number of public boating sites on the National Forests where the degree of development is limited and where no fee will be charged."

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



NEW CHAIRMAN of the National Safety Council's Labor Conference, Thomas A. Dillon, business representative of Machinist District 55 in Joliet, Ill., accepts a gavel from retiring chairman Alan Burch, left, at the NSC annual congress in Chicago. NSC Pres. Howard Pyle is at the right. Burch is the safety director of the Operating Engineers.

More 'Safety Side'

(Continued from Cols. 1 & 2)

protective eyewear should be required for personnel in the vicinity of the window.

22. Reflections from rain, snow, dust, and other particulate matter are not of concern unless the beam intensity is above .5 watts/cm².

FIRST AID PROCEDURES. 1. Eyes: Employees should be encouraged to report all persistent after-images to the medical department.

2. The low-powered laser does not appear to damage the skin or other parts of the body unless focused.

REMEMBER: AVOID VIEWING THE DIRECT BEAM AND ITS REFLECTION.

OK Highway Projects For Fresno District

By CLAUDE ODOM
BOB MERRIOTT
HAROLD SMITH

The California Division of Highways will spend \$1,687,454 in the next year on Highway 99 in Tulare County. About seven miles of what now is Route 99 Freeway's northbound two lanes were built back in 1912 as the first paved section of the then brand new two-lane highway. It was done by putting a layer of concrete over the old dirt road, two lanes in width. For years this constituted the Golden State Freeway section in that part of Tulare County.

In succeeding years, two more lanes were built to the west for southbound traffic when Route 99 ultimately became a freeway. The original northbound lanes continued and except for an occasional new layer of asphalt mix as needs warranted, it has stayed exactly as it was in the beginning.

The Eldon Haskell Co. of Santa Barbara will start a year long project to add a third lane to the existing two northbound lanes. The job will start at North Goshen Overhead and extend to the Traver Overcrossing.

Another \$417,519 contract has been awarded to the Eldon Haskell firm to construct five miles of two-lane highway along Manning Avenue in Fresno County between Douglas Avenue and Interstate 5, the West Side Freeway.

Granite Construction Co. of Watsonville were low bidders on the pipeline to put water from the Pleasant Valley Canal to the city at a cost of \$1.9 million.

Margate Construction of Wilmington were low bidders on the storage reservoir at \$800,000. They were also low bidders on the sanitation plant at \$3.6 million.

Due to rain the work activity has slowed down.

R & D Watson has shut down their Huntington Lake job and have moved their equipment to Madera.

Anderson Construction at Big Creek finished their job and have moved their equipment to Redding.

Clyde Wood is down at Wishon due to weather conditions, as well as F & M Engineering and Thomas Construction on their Boise-Cascade jobs.

Fresno Paving still has their crews at work on Tollhouse.

M. L. Dubach and H. E. Graf have about two more weeks of dirt moving to finish when the weather clears.

Brewer, Wunschel & Small has the dirt and subgrade finish on Russell Avenue and Flintkote has started paving.

R. G. Weir still has six cats working on their Kings River project.

The U. S. Department of Transportation has approved an allocation of \$600,000 to complete the 7.5 mile stretch of new Tollhouse Bypass on Forest Highway 48 also known as State Route 168.

The House has approved a \$584 million package of new authorizations for the Army Corps of Engineers which gives a go ahead to flood control work worth \$37.2 million in Merced County.

The Merced County project provides for three new reservoirs, enlargement of four existing ones and 52 miles of channel and levee improvement in lower reaches of Bear, Black Rascal, Mariposa and Deadman Creeks.

Funds have been allocated to widen Route 180 where it intersects Piedra Road east of Centerville.

We would like to thank the Brothers for their good turnout at our December District meeting.



BIG PICKUP—Lift for the 300 ton section of the Sacramento River Bridge job is shown in process above. Operator is Brother John A. Paro, Brother Joseph "Joe" C. McCarthy is the Deck Engineer and Brother Leslie M. Mears is the Oiler.

Sac Housing Authority Sets Housing For Aged

By D. M. FARLEY Dist. Rep.
AL SWAN & AL DALTON,
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 26 and L Streets.

Chris Berg, Inc. and Harbison-Mahoney are making good progress on their buildings projects.

In the Woodland area the lowest bid on the last unfinished section of Interstate 5 north of Sacramento, a 5.5 mile section in Yolo County, was submitted by the C. K. Moseman Construction Company and the Merrill L. Dubach Firm. The section is known as the Woodland Bypass. Upon completion, the freeway section, with other sections already completed, under contract or construction, will provide 188 miles of uninterrupted freeway from Sacramento to Mount Shasta in Siskiyou County.

Up in the high country at

Penn Valley, F & M Engineering is keeping a few brothers working all winter. This will be a real good job when the weather breaks. They also have been awarded the contract on the water treatment plant, so it looks like Ken Guerrero will be running a good size spread this year.

Hensel Phelps Construction Company is on the final stages of the Auburn Foresthill Bridge sub-structure work at both abutments. The two main piers, each 403 feet high, are close to the top; thirty feet remain to be poured on one and fifty feet on the other. The Manitowac Tower Cranes servicing the piers have been raised to their final heights, approximately 425 feet. Del Bennell is still operating one of the tower cranes and Chet Wabath has taken over the controls of the other crane. They reduced the pour cycle to a two-day operation, but now that the piers are nearing the top and they are flaring out, the pour cycle increased again. Wendel LeDu now servicing the compressors on the job. Big John and his son are running the batch plant for Van Con Inc. and doing a good job.

1972 CALENDAR RECIPES NEEDED

Now that the 1971 calendars have been mailed out, we are preparing the 1972 calendars, which promise to be more popular than ever, as we will feature Operating Engineers Favorite Recipes in the 1972 calendar.

Knowing that a collection of favorite food recipes of Local 3 members and wives will be as distinctive as is the membership, we want you to send your favorite recipes in to: Mary Kelly, Calendars Department, Operating Engineers Local Union No. 3, 474 Valencia St., San Francisco, Ca. 94103.

27 Minutes, Average Shopper

A major supermarket chain conducted a survey recently to find out how much time and money its customers spend buying groceries.

An average of 27 minutes and \$17.50 were par for end-of-the-week buying trips, the study found.

Progressive Grocer Magazine reported that average weekly spending at big grocery chain outlets amounts to \$36.37.

Dredging



By GUY JONES

In approaching 1971 from the viewpoint of dredging we find areas of optimism and other areas of very great concern. No big jobs are in the planning at this time and 75 per cent of the dredging that is going now will be completed.

Ideal Cement have closed down their Redwood City plant, permanently, and all dredgers are laid off.

Utah Dredging have a small job in Oakland Outer Harbor lasting four weeks or so. Dredge "San Mateo" will do this job.

Western Pacific Dredging should be close to completion on their Rio Vista River clean up job by the time this report comes out.

Olympian Dredging has a levee job at Coyote Point. This job will be dredged by dredge "Monarch."

Shellmaker Dredging have had a good long job in Mossdale, and we are sorry to see it end, as it has kept 35 mem-

bets working for several months.

Manson General has been hauling sand for their Oakland Outer Harbor job, with their two hopper dredges "Manson No. 11" and "Manson No. 12." They are working two shifts on each dredge.

Great Lakes Dredging are working three shifts on their Oakland Outer Harbor job. Dredge "Boston" is handling an 18-yard bucket. They have three 200 yard dump barges. All material is being dumped outside the Golden Gate.

Kiewit Dredging have had dredge "Thelma" loading sand barges off the Presidio, helping out dredge "Sandpiper" catch up with their back fill sand. The "Thelma" handles a 14 yard bucket.

Basalt Rock have two barge Clamshells Whirlies placing rock in Oakland and Alameda working shift.

Dutra Dredging are not as busy as they have been their work is down to one and two shifts.

Santa Clara County Plans Are Moving

By **BOB SKIDGEL, MIKE KRAYNICK, JACK CURTIS & BOB SHEFFIELD**
Business Representatives

Prospects for 1971 look better. A few more contracts have been let and a few others are in the mill. With a week of heavy rain out of the way it is hoped that some of these can get off the ground.

Out at the San Tomas Industrial Park Freedman-Sondgroth Construction Co. is getting started on their contract with the City of Santa Clara for \$673,766 to improve Coffin Road and surrounding area.

Also in Santa Clara, A. J. Ralsch has a contract for \$95,842 for improvements on Homestead Road. In Sunnyvale, Torres Concrete has a \$37,705 street improvement contract. Also in Sunnyvale, Collinshaw Sprinkler Co. has a contract for \$134,057 to install overhead sprinklers in the Civic Center remodeling project.

More than 1,000 miles of six state highways in Santa Clara County will be resurfaced during 1971. The projects expected to begin next spring are: Route 9 from 0.6 miles west of Rt. 17 to Rt. 17, Route 82 from north of Embarcadero Rd. to the San Mateo County Line, Route 237 from Golf Course undercrossing to east of Matilda Avenue. All these depend on the rains, of course.

Other builders at work include Trammel Crow Co., who are ready to put up a \$200,000 movie house on Stevens Creek Boulevard near Kiely Boulevard. This will be part of Meridian Center shopping area being developed by the firm.

Santa Clara County hopes to start its new \$12 million service center project at Schallenger Road and Old Oakland Way. Good Samaritan Hospital has an \$8 million addition of three new stories, a new general services area and entrance involving 160,000 square feet of building space. With a little bit of luck in the weather it should be started this month.

Let's all keep our fingers crossed and hope the rains don't set us back again.

While visiting one of Kaiser's Sand and Gravel plants, located on Highway 101 near Morgan Hill, we met Clair E. Hay, Manager of safety. We were fortunate to be asked by Mr. Hay to see a 30 minute safety film put out by Michigan Equipment Company.

McCarthy and Speisman have started excavation on the Santa Teresa Medical-Dental Building. It will be completed soon and will service the southern part of San Jose. This area is rapidly growing.

A. J. Ralsch has started detour work on a 4½ mile section of U.S. 101, bypassing Morgan Hill. It should be going full force soon.

Two other sections of U.S. 101 by passing Morgan Hill and Gilroy should be let around the first of the year. When completed, this should greatly relieve the traffic situation.

Renz Construction Company has started excavation on a Federal-subsidized housing project in Hollister.

Work in the Southern part of District nine is still fairly good for this time of the year. There are quite a few unfinished jobs.

It is a hit and miss situation due to the rainy weather.

Granite Construction Co. in Santa Cruz has approximately forty unfinished jobs.

The Santa Cruz University was granted \$265,488 more to its budget, which brings it over \$10,000,000 for construction work. This will consist of underground street work and structures.

Floyd Fleeman of Salinas was low bidder at \$101,543 for reconstruction of Sequel Drive from Daubenbiss Ave., to Sequel Creek in Sequel.

Madonna Construction Co. is over half way through with their Highway 17 job near Scotts Valley.

H. A. Ekelin of Salinas was awarded a \$97,825 job at Marina, which consists of underground sanitation.

Mossman Construction Co. and Lloyd Rodoni are moving right along on their Bridge and road work near Fort Ord.

Thomas Construction Co. has completed the Bridge over the Salinas River in Carmel Valley.

Central Coast Pipelines of Salinas was awarded a \$21,317 street improvement job in Greenfield.

Madonna Construction Co. is moving right along on their highway job, as weather permits at San Ardo. This job has kept about 40 Brother Engineers working this year.

In King City D & C Equipment Rentals have finished with the Excavation on the Sewer Ponds.

Ekelin Construction Co. is half finished with their underground work on this job.

In Salinas Granite Construction has about 16 jobs to finish as weather permits.

Work on the new addition at the Firestone Factory is progressing rapidly in Salinas. Granite, Ekelin, C.S.B. and Fleeman Construction are doing the work on this job.

O. K. Mitty & Sons are ahead of schedule on their 101 Highway job south of Gilroy.

Here's wishing you more work for the New Year.

By **KEN GREEN and LOU BARNES**

Happy New Year from the Northland. We hope your Holidays were bright this year. From all indications we have been hearing, the "Great Leader" in Washington has or is going to again cut the Federal Highway Budget by approximately \$1,000,000,000 (1 billion) effective for the balance of the fiscal year. So far Governor Reagan's construction cuts have not affected the Highway Department budget, but if the cuts by Washington do go thru, most new 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. "Bizz" 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 Creek Project development on the largest uncontrolled tributary on the Sacramento River. Representative Johnson told the House Representatives that the heavy flows from the Cottonwood Creek watershed were major contributors to the heavy flooding suffered along the Sacramento River earlier this year.

The U.S. Forest Service is planning a \$1.25 million Visitor Information center on the point north of Turntable Bay on Shasta Lake. The center will be both informative and interpretive, supplying burning permits and other facts of information, as well as explaining the local biology, botany and geology of the area to make visits more meaningful.

A 23,000-acre recreation-oriented development is being planned just west of Shingletown. The developer, N. K. Mendelsohn, President of North American Towns Inc., will try to develop a community which will be intimately tied to the existing communities in the area. The property is located 25 miles east of Redding on Hiway 44.

A Redding developer, Frank Wilson, is planning 200 apart-

ments near the Village Plaza Shopping Center. Also Meyers Motels, Inc. of San Mateo is making plans for a 54-unit motel to be located at 2240 Hilltop Drive. The development firm constructed the Plantation Motel at the south edge of Red Bluff near Interstate 5. The Redding Motel will be identical to that of the Red Bluff facility.

There are only a few hold-over jobs for next Spring here and this is a brief re-cap. Hughes & Ladd working at Lakehead, north of Redding, are shut down now and should finish dirt moving during early spring. They quite probably will be finished paving and open to traffic by November of 1971. Lord and Bishop with J. F. Shea, will finish their bridge widening project at Red Bluff east towards Chico. This will help relieve traffic congestion in the "Antelope" area of Red Bluff near the Tehama County Fairgrounds.

Gibbons & Reed on their Reach 1 of the Tehama-Colusa Canal will finish in July, but until further construction funds are forthcoming it won't go anywhere. This project got underway in 1962 with the diversion dam construction. Since then the canal has been constructed to near the Glenn-Tehama County line.

A. Teichert & Son have been having some trouble with their project near Ravendale-Termo on highway 395 in Lassen County. This project is in a rough area for materials and seems they got a thorough inspection team from the Division of Highways. A. Turrin & Son are also shut down on their job north of Susanville. This has been a rough one for them and has caused a lot of unforeseeable expenses.

Peter Kiewit Sons' have finished the dirt work at Alturas on their piece of Hiway 395. They have shipped out most of the equipment and anticipate doing the fine grading in the Spring. O'Hair Construction Co. will crush and do the paving of this job.

O'Hair was also low bidder on a small grading job near

Lookout in Modoc County which will get rolling in the Spring.

Hughes & Ladd just received a contract to build a bridge and do some grading work in the Ruth-Zenio area. Bid price was in excess of \$500,000. This won't get underway until Spring.

We are still scheduled to get a project at Wood on Interstate 5 underway in February or March, but any cut in Interstate money will curtail this job. This is in the \$11,000,000 size so we surely could use the work.

REMEMBER THE DISTRICT MEETING JANUARY 20, 1971 at 8 p.m. at the hall in Redding.

More Cal. Jobless Benefits Will Start Next Week

California's own extended duration benefits plan will go into effect with the calendar week beginning January 24th, making thousands of additional workers eligible for more unemployment insurance payments, according to an announcement by the Department of Human Resources Development.

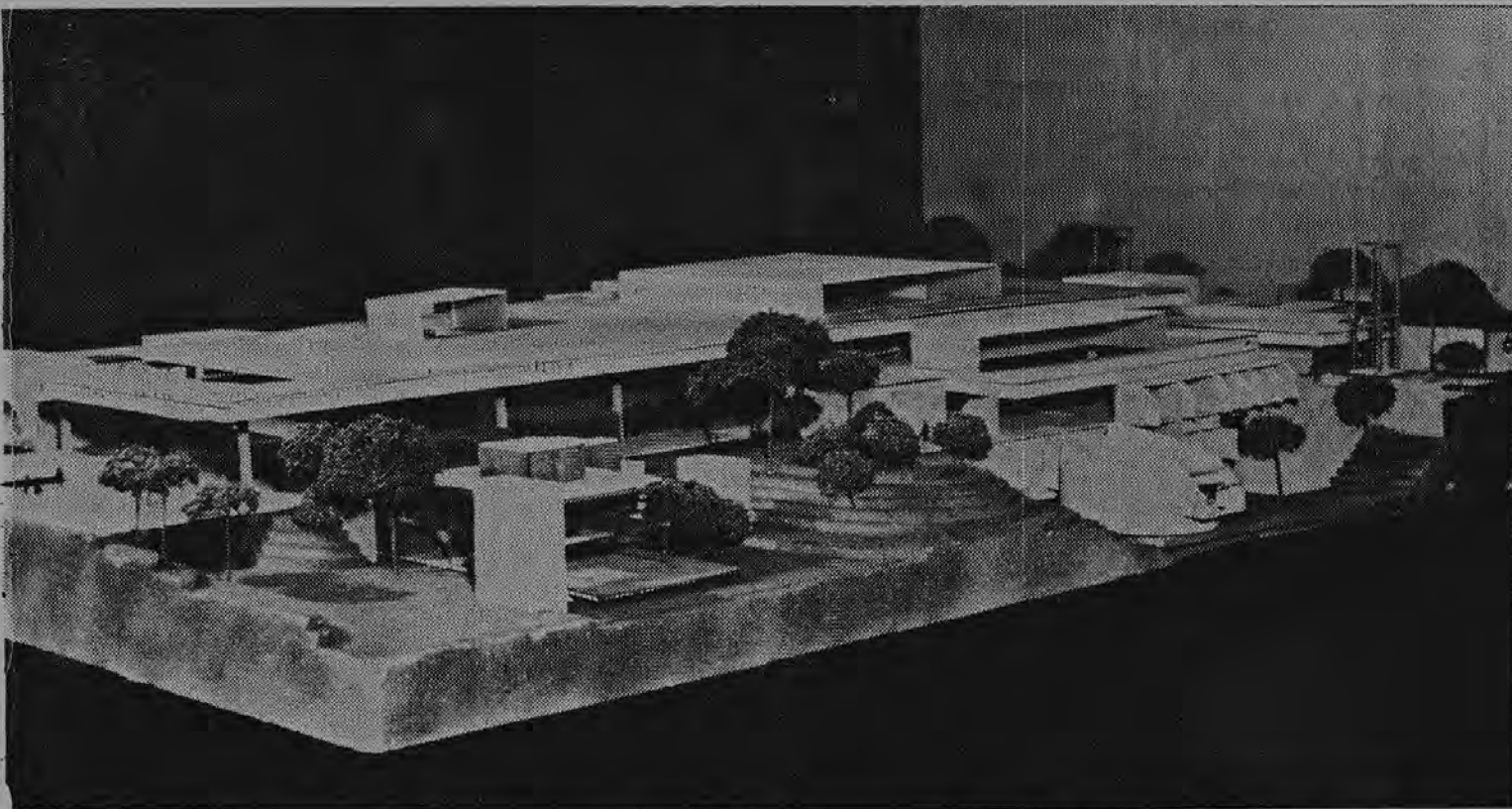
Unemployed workers who were not eligible to apply for additional unemployment benefits under the recent Federal-State plan which went into effect December 20th may be eligible under the California plan. The reason many additional workers may apply for extended benefits under the California plan is that it allows claimants to file up to 13 weeks after his regular benefit-year ended. The Federal-State plan requires that the benefit year must still be in effect at the time of filing.

Thus workers whose claim-year expired as far back as October 31, 1970, may now file under the California plan.

IN MANY CASES

"Do you permit your wife to have her own way?"

"I should say not. She has it without my permission."



THIS FALL will see the start of work on the first building of the new East campus of the Contra Costa Junior College. Shown above is the model of the Pittsburg-Antioch campus

which will span a 25-foot deep ravine and provide 175,000 square feet of floor space under one roof.



JOB STEWARDS APPOINTED

Week Ending November 29, 1970	Week Ending December 11, 1970
Dist. Name Agent W Frank J. Tullock D. Luba Week Ending December 4, 1970 Dist. Name Agent 04 Michael DeWilde D. Western 04 Clifford Humphries D. Western 04 John C. Roasch D. Western 12 Jack Bona K. Leishman 12 Mason D. Lyman B. McPherson	Dist. Name Agent 30 Jack Barlett W. Talbot 30 Vern Bierke W. Talbot Week Ending December 24, 1970 Dist. Name Agent 80 James P. Henson A. Swan 31 Alvin Hinchman J. Bennett 11 Arvel Stevenson Relford 50 John Weathers C. Odum

SAFETY

Week Ending November 27, 1970	Week Ending December 24, 1970
Dist. Name Agent 30 Edward Dilday W. Talbot Week Ending December 4, 1970 Dist. Name Agent 01 George Mowles W. Parker 04 Donald F. Burden D. Western 04 Frank Gonzales D. Western	Dist. Name Agent 30 Everett Goold W. Talbot Week Ending December 24, 1970 Dist. Name Agent 11 Lawrence D. Fink A. Swan 31 Jose Gonzales J. Bennett 80 Obie Hall A. Swan 30 Marvin C. McCully W. Talbot 80 Robert G. Pedrioli A. Swan 80 William Waldrop A. Swan

COMMITTEEMEN

Contract Projection for Santa Rosa Indicates Steady Year

By R. F. Swanson
and Bob Wagnon

THE REDWOOD EMPIRE WISHES YOU ALL A HAPPY AND PROSPEROUS NEW YEAR.

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

Quite a lot of work is left over and 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.

Warm Springs Dam will, within the next three months, be letting 10 million dollars of new work, namely the bridge job and about nine more miles of road relocation.

At the present time, Plombo Construction is down to a skeleton crew on their 5 million dollar job at the dam site and will be starting off full blast again in the spring.

The Arthur B. Siri Company from Santa Rosa has over a million dollars worth of road contract work in Sonoma County to start on as soon as weather permits.

Kaiser Sand and Gravel and Basalt Rock Co. are both real slow especially with the Russian River having been in flood stages. However, both companies are presently doing repair work in order to be ready for the forthcoming season.

MENDOCINO COUNTY — Glanville Construction and also McKnight Construction Co. at Fort Bragg on the new sewer development job are dodging raindrops and working when possible. This is a project that is sorely needed for the City of Fort Bragg plus the fact that it has provided some work for Operating Engineers in an area which has been hurting for any big projects.

The highway jobs which were completed in the 1970 season in the Cummings and Leggett areas have extensive slides oc-

curing and any additional hard rains could cause further damage and also could provide a considerable amount of emergency work just as it has in the past few years.

A. Teichert and Sons of Sacramento are getting to be known quite well in the Santa Rosa District with many jobs scattered throughout the area and also with an office now set up in the Coddington area of Santa Rosa. Presently their job in Willits at Brooktrails is closed down for the winter but as soon as spring comes there is a tremendous amount of work to finish on this land development project.

Remco Hydraulics at Willits is back to a five day work week and are calling back a few of the Operating Engineers who were laid off due to a slump in business. The outlook now for the coming year is a little brighter.

The Berglund Tractor Company who is the Caterpillar Dealer, is down to a one week on and a one week off basis and have had to lay off some of their employees.

LAKE COUNTY — Lange Brothers and Lange Paving, who make their headquarters in Lakeport, are finishing up quite a bit of their work which they have had around the Lake. They were the successful bidders on two road jobs recently bid, one in Humboldt County and the other in Lassen County, so the moral of that story is, when you don't have work in your own back yard seek out and find it in your neighbors.

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

NAPA COUNTY — Over in Napa County we have several

jobs for the Operating Engineers to go back to, weather permitting. Lake Berryessa Highlands Land Development by Byers Construction from Reno — Silverado Trail being done by Huntington Brothers from Napa — The new high school job in North Napa being done by Slinson Const. Co., — Harold Smith with a lot of agricultural work.

As you can see, we have a lot of work to start on when the sun shines again.

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 manual handling injuries:

- Placing fingers or hands at pinch points while moving objects.
- Gripping objects improperly, allowing them to fall or slip.
- Carrying too heavy a load.
- Failing to wear safety shoes.
- Lifting in an awkward position, or lifting with the back instead of using the leg muscles.
- Failure to use cranes, hoists and elevators provided for the job.
- Failing to wear proper protective gloves or to use hand guards for sharp-edged items.
- Loosening coils or cutting taut binding wire, metal straps, or cable without wearing face protection.
- Working in cluttered, and cramped quarters.
- More details on the safety aspects of material handling may be obtained by consulting the Accident Prevention Manual (6th ed.) published by the Council.

Unionism Pays

A recent U.S. Census Bureau report compares union and non-union earnings in the same occupational groups and finds the unionists are many dollars ahead—the best possible answer to office employees who say there's no need to join a union because "non-union employers pay the same wages anyhow."

Here is a comparison of median earnings for union and non-union employees in the same occupations, as reported by the bureau. These are 1966 figures and union earnings have risen steadily since then:

	Organized	Unorganized	% Advantage of Organized
Construction Craftsmen	\$8,580	\$5,955	44
Mechanics & Repairmen	7,954	5,943	34
Operatives, Kindred Wkrs.	6,321	4,724	34
Drivers, Deliverymen	7,843	5,518	42
Clerical Workers	5,867	4,572	28
Non-farm Laborers	6,108	4,080	50
Service Workers	4,717	2,779	70

Union membership was highest among blue collar workers: craftsmen (47 per cent), operatives (51 per cent), and non-farm laborers (52 per cent). Clerical employees in the white-collar field showed the highest proportion (16 per cent) of union members. Union membership was smallest among professional, managerial, sales, and farm workers.

Particularly noteworthy is that the income advantage of the low-profile organized clerical employees was smallest among the above groups. The figures prove that high-profile unionism and high pay go hand-in-hand.

They highlight the vast potential that exists today for expansion of unionism among white-collar employees, and the tremendous gains we could all make if we were more highly unionized in offices.

Underscoring the point, in the first 1970 quarter the U.S. Department of Labor finds that wages in union manufacturing plants increased an average of 7.7 per cent, while those in non-union establishments went up only 6.3 per cent.

—From "White Collar," Nov. 1970
(Official Organ, OPEU)

Cranston'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 Act'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 veterans 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 like the present when credit is tight and a veteran's time could run out while he was vainly trying to get financing," Cranston said. He noted that other provisions of the bill also are intended "to ease conditions for the returning veterans who are coming back to civilian life at a time of high interest rates and high-priced housing."

The Act, which passed the Senate as S. 3656 and was substituted for the House-passed HR 16710, went into effect Oct. 26, the day the President signed it, except for the section dealing with mobile homes. That goes into operation 60 days from that date.

Here are the major provisions of the Act:

• A veteran can get a direct or guaranteed loan of up to \$10,000 on a mobile 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. Total loans generally can run as high as \$17,500 and for as long as 15 years.

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

"This restoration feature does not exist under the regular VA loan guaranty," Cranston pointed out. "We included it in this case because the basic purpose of the mobile home program is to provide transitional housing to a veteran who is unable to afford current financing terms for regular houses. This gives flexibility to the veteran who subsequently wants to move into a conventional home; he doesn't have to be locked in for 12 or 15 years until his mobile home is paid off."

• Condominium one-family residential units are brought under the VA program for the first time; they are already covered under the FHA program.

"Condominium apartments have come into greater supply in recent years," Cranston noted. "The trend probably reflects a reaction against the high cost of buying and maintaining individual homes and long distance commuting to the central city."

• A veteran now will be able to use his loan guaranty eligibility to refinance an existing mortgage on his home or farm residence. The new law also provides that the veteran may pay points demanded by a lender, a universal practice in refinancing.

"This provision will be of special help to veterans who acquired a conventional loan which permits them to refinance," Cranston noted.

• A requirement that the veteran pay a fee of one-half of one percent of the total home loan has been eliminated. That requirement went into effect after the Korean War.

• Finally, the new law does away with all expiration dates by which veterans must use their guaranteed or direct home loan entitlements or lose them. At the same time, it restores to more than 10,300,000 veterans of World War II and Korea unused home loan benefits which already have expired. (The deadline for World War II veterans was last July 25.)

Only the mobile home loan program retains an expiration date. Under the Act, the VA's authority to grant new mobile home loans ends July 1, 1975, unless there was a prior commitment.

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****General Rules and Instructions for Applicants**

Two college scholarship awards of \$500 each will be awarded, one to a son and one to a daughter of members of Operating Engineers Local Union No. 3 for study at any accredited college or university.

The Local No. 3 scholarship will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources, announced Thomas J. Stapleton, Recording-Corresponding Secretary.

WHO MAY APPLY

Sons and daughters of members of Local No. 3 may apply for the scholarships. The parents of the applicant must have been a member of Local No. 3 for at least one year immediately preceding the date of the application.

The applicants must be senior high school students who have, or will be, graduated at the end of the Fall Semester, (beginning 1970), or Spring Semester, (beginning in 1971), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the 1970-1971 academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between December 1, 1970, and March 1, 1971, for appointment to begin with the following Fall Semester.

AWARDING SCHOLARSHIPS

On receiving the application, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to the University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. All selections will be made by the University Scholarship Selection Committee on the basis of factors normally used in awarding academic scholarships.

Selection will be announced before the end of the current school year, and a check for \$500 will be deposited in each winning student's name at the college or university he plans to attend.

INSTRUCTIONS

All of the following items must be received by the Recording-Corresponding Secretary, Operating Engineers, Local Union No. 3, 474 Valencia Street, San Francisco 94103, California, before March 1, 1971.

1. **The Application**—to be filled out and returned by the applicant.

2. **Report on Applicant and Transcript**—to be filled out by the high school Principal or person he designates and returned directly to Local No. 3 by the officer completing it in the postage-paid envelope which is supplied with the form.

3. **Letters of Recommendation**—every applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.

4. **Photograph**—a recent photograph, 2 inches by 3 inches, preferably black and white, attached to the application. (Photo should be clear enough for reproduction.)

It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

College Scholarships
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, Calif. 94103

**PRESIDENTS OF MAJOR CORPORATIONS
Salaries and Bonuses***

Lynn A. Townsend, Chairman, Chrysler	\$398,200	\$630,700	58
James M. Roche, Chairman, General Motors	577,083	752,500	30
Charles B. McCay, President, DuPont	216,505	310,300	43
Albert V. Casey, President, Times-Mirror Co.	118,563	167,183	41
Gordon M. Metcalf, Chairman, Sears Roebuck	251,220	301,320	20

*Source: Business Week, June 7, 1969.

A SHORT COURSE IN HUMAN RELATIONS

The six most important words: I admit I made a mistake.
The five most important words: You did a good job.
The four most important words: What is your opinion?
The three most important words: If you please.
The two most important words: Thank you.
The one most important word: WE.
The least important word: I.

New Wages In Effect

(Continued from Page 1)

Group 3		
Area 1	5.38	5.68
Area 2	6.38	6.68
Group 4		
Area 1	5.51	5.82
Area 2	6.51	6.82
Group 4A		
Area 1	5.59	5.90
Area 2	6.59	6.90
Group 5		
Area 1	5.59	5.90
Area 2	6.59	6.90
Group 6		
Area 1	5.94	6.27
Area 2	6.94	7.27
Group 7		
Area 1	6.04	6.38
Area 2	7.04	7.38
Group 7A		
Area 1	6.09	6.48
Area 2	7.09	7.48
Group 8		
Area 1	6.35	6.71
Area 2	7.35	7.71
Group 8A		
Area 1	6.40	6.76
Area 2	7.40	7.76
Group 9		
Area 1	6.45	6.81
Area 2	7.45	7.81
Group 10		
Area 1	6.57	6.94
Area 2	7.57	7.94
Group 11		
Area 1	6.90	7.29
Area 2	7.90	8.29
Group 11A		
Area 1	7.62	8.05
Area 2	8.62	9.05
Group 11B		
Area 1	7.96	8.41
Area 2	8.96	9.41

FRINGE BENEFITS

	Old	New
	7.5-70	12-27.70
Pension	45c	60c
Affirmative Action	5c	7c
Utah Steel Erectors and Pile-drivers increases, effective 12-27-70, are the same as the California increases of 1-1-71, as are the fringe benefits.		

Semi-Annual

(Continued from Page 1)

Pension Trust Fund which had been in excess of \$9 million dollars in 1961, now stood in excess of \$76 million dollars. In 1961 there was a mere 288 Job Stewards serving and in 1970 there were 1,451; 30,864 dispatches were issued in 1961, 31,257 in 1970; 751 Safety Committeemen were serving the members on the job in 1970.

The union leader also pointed out that the Local Union Pension Program had continued to show steady progress with pensions at \$60 dollars per month in 1961, a progressive increase had raised then in excess of \$250 per month in 1970.

Another bright spot on the agenda was the announcement that old-timers who qualified for Medicare Payments by the union for themselves and their spouses would be raised to \$5.60 per month as of July 1, 1971. This was an increase of thirty cents per month for each qualified member and spouse.

The Business Manager's Semi-Annual Report provided a complete and detailed background of union progress and administration for the previous six-months.

HELLS CANYON

Hells Canyon in Idaho is reported to be the deepest river gorge in the North American continent.

Grievance Committee Elections Schedule**ELECTION OF GRIEVANCE COMMITTEEMEN—1971**

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district and sub-district meetings of 1971.

The schedule of meetings at which the Grievance Committee members will be elected is as follows:

JANUARY

Eureka	Engineers Building 2806 Broadway	19 Tuesday—8:00 p.m.
Redding	Engineers Building 100 Lake Boulevard	20 Wednesday—8:00 p.m.
Oroville	Prospectors Village Oroville Dam Boulevard	21 Thursday—8:00 p.m.
Honolulu	IBEW HALL 2305 So. Beretania St.	27 Wednesday—7:00 p.m.
Hilo	Kapiolani Elementary School, 966 Kilauea Ave.	28 Thursday—7:30 p.m.

FEBRUARY

San Francisco	Engineers Building 474 Valencia Street	3 Wednesday—8:00 p.m.
Stockton	Engineers Building 2626 N. California	9 Tuesday—8:00 p.m.
Oakland	Engineers Building 1444 Webster Street	18 Thursday—8:00 p.m.
Sacramento	CEL&T Building 2525 Stockton Boulevard	23 Tuesday—8:00 p.m.
San Jose	San Jose Labor Temple 2102 Almaden Road	25 Thursday—8:00 p.m.

MARCH

Fresno	Engineers Building 3121 E. Olive Street	2 Tuesday—8:00 p.m.
Salt Lake City	1958 W. North Temple	5 Friday—8:00 p.m.
Reno	Musicians Hall 124 W. Taylor Street	6 Saturday—8:00 p.m.
Ukiah	Labor Temple State Street	11 Thursday—8:00 p.m.

Article X**GRIEVANCE COMMITTEES****Section 1—District and Sub-district Grievance Committee**

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members — one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district, one (1) District Representative or Sub-district Representative, and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

SURVEYORS

There will be a series of Pre-Negotiation meetings for Technical Engineers at the following times, dates and places.

February 1—San Jose, 760 Emory Street.

February 2—Sacramento, Rancho Murieta Training Center.

February 3—Oakland, 1444 Webster Street.

February 4—San Francisco, 476 Valencia Street.

All meetings begin at 7 p.m.

It is important that each Technical Engineer attend this meeting prepared to discuss a new collective bargaining agreement proposal.

BOOM ECONOMY

It's just a little disheartening when you realize that the amazing economy boom we have enjoyed in the last decade is largely because the two fastest growing industries in the economy have been welfare and warfare.

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 delivering health care to the American people.

Copies of the pamphlet are available in reasonable quantities without cost from the AFL-CIO Pamphlet Division, 815 16th Street, N. W., Washington, D.C. 20006.

Violence

It wasn't so bad when they took the violence off of T.V.—until they re-routed it to the campus.

Food Specialties Are Often Only Big "Put On"

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 away your money.

Among new convenience foods devised by food technologists so you can spend more time worrying about your budget are Shake'n Bake, frozen omelets and ready-to-eat puddings.

Heavily advertised on TV, Shake'n Bake is a revealing example of how manufacturers take ingredients that cost pennies a pound to mix, flavor and rename them into "products" that sell literally for dollars a pound. Ordinary bread or soda crackers have a retail value of 30-35 cents a pound. Ordinary flour costs 12 cents a pound. The bread made into toasted crumbs with added flavorings costs 40-60 cents a pound depending on the brand you buy. Or buy the crackers as cracker meal and the price is 56 cents.

But General Foods is a highly advanced corporation, and has taken flour and bread crumbs, blended them with a little Crisco and seasonings, and brought you Shake'n Bake in packages of 2 and 3/8 ounces for 27 cents. (The box looks a lot bigger than the packet inside.) This comes to a mere \$1.82 a pound as you can see at once if you divide fractions in your head. That's five times as much per pound for the coating as for the chicken.

Shake'n Bake makes Nabisco Cracker Meal look cheap at 33 cents for 9 1/2 ounces, even tho the old price under the sticker was only 31 cents. Probably the supermarket raised the price on its old stock "due to inflation." (Note the fractional ounces on these products? The so-called Truth in Packaging Law was supposed to coax manufacturers to eliminate them. But they're creeping back.)

The rise in the price of even plain crackermeal is an interesting lesson in how a manufacturer dominating a product line can boost prices out of all proportion to the cost of ingredients or the general rise in food prices. In 1968 cracker meal was 26 cents for the 9 1/2-ounce box (average national price), while flour was 12 cents a pound and bread, 22 1/2 cents a pound. Now cracker meal is 33 cents while flour is still 12 and bread, 25.

Nor is prepared cracker meal at 56 cents a pound "a thrifty extender for meat, poultry, and fish mixtures" as Nabisco advertises. It costs almost as much as the hamburger and croquettes it is supposed to extend. Oatmeal is both a thrifter and more nutritious extender. So are nonfat milk powder and leftover bread.

The new frozen omelets offer an opportunity to pay 30 cents for 9 cents worth of ingredients. But look at the convenience.

You save the work of breaking an egg. But when you cook your frozen ham omelet you may find, as we did, that the picture on the package makes the bits of ham seem disproportionately larger (by reducing the size of the surrounding egg), and that 14 bits shown turn out to be three bits of ham and 11 pieces of gristle.

We estimate that a container gives you an egg and a half, worth about seven cents, plus about three cents worth of other ingredients.

The Swanson frozen breakfasts provide a little more actual convenience (if you remember to start heating it 20 minutes before you're ready for

breakfast), but not much more food for the money. In the scrambled egg breakfast you get about 24 cents worth of egg, sausage patty and potatoes for your 47 cents. Here, too, the picture on the package romanticizes the size of the sausage patty. The picture shows the patty in its correct two-inch diameter, but in a smaller compartment. So the sausage looks comparatively bigger. This is the same pictorial device Swanson used on its frozen frankfurters and beans dinner.

Another fine expensive product from the friendly chemists at General Foods (Birds Eye division) is Cool'n Creamy pudding. It provides four half-cup servings for 45 cents; a total of 17 1/2 ounces. What is it? Certainly it's not much milk, if you think that's what the word "creamy" implies. The ingredients listed in order of importance are water, sugar, vegetable oil, nonfat dry milk, starch, thickeners, preservatives, flavorings and artificial color.

The new canned puddings are even more expensive. Hunt Snack Pack, (15 cents a serving) is a little less so than My-T-Fine Rich'n Ready (17 cents).

All the new ready-to-eat puddings use vegetable oil and skim milk in place of the whole milk used in home-prepared puddings.

You can of course make your own puddings from dry mixes to which you add milk, for six to eight cents a serving, including the milk.

While the Truth in Packaging Law now requires food processors to say on the package what they mean by a "serving," such as "four half-cup servings" apparently they use different-size cups. General Foods believes 17 1/2 ounces is four half cups. The canned puddings provide 20 ounces. The dry pudding mixes also vary in the amount provided for four half-cups.

Recently General Foods sent a handsome booklet to editors called "Commitment". A Report on G.F.'s Actions in the Field of Social Responsibility. Among the examples: how G. F. is providing extra servicing for Kool-Aid Soft drink mixes and Good Seasons barbecue sauces for supermarkets in black communities, and how the company is helping to combat pollution, aiding in nutritional education, and making "positive responses" to "consumerism."

"Everybody realizes that the old ground rules—the business of business is to make money—no longer apply," says the public relations department's letter to editors.

Good. We are glad to help with G.F.'s new social objectives and diminished interest in profits by pointing out to our readers that (1) the plastic bag provided with each small box of G.F.'s Shake'n Bake really adds to pollution; (2) that they can buy much more nutrition for their money from other foods than G.F.'s Shake'n Bake and Cool'n Creamy, and (3) that G.F.'s Kool-Aid has no nutrition at all except for sugar and a little synthetic vitamin C at a high cost for it.

Johnson Appeals Rail Steal

WASHINGTON, D.C. — California Congressman Harold T. (Bizz) Johnson has called upon the Secretary of Transportation to "mend the broken wheel" in his proposed rail transportation system.

Noting that the preliminary rail passenger network announced November 30th has many spokes emanating from a Chicago hub to western and southern cities such as New Orleans, Houston, Los Angeles, San Francisco and Seattle, Congressman Johnson declared there is no rim on that wheel.

In a formal response to Secretary John A. Volpe's request for comments on the proposal, Congressman Johnson urged him to recognize the needs of the west and expand the basic transportation system now before him to provide adequate service to the people in the Pacific Coast States.

"These needs were ignored in the original proposal," Congressman Johnson charged.

"Rails, as you well know, played a tremendous role in the development of the West and our existing railroads are among the best in the Nation. It has been said that railroads built the West. It now can be said that they should save the West."

Congressman Johnson applauded Secretary Volpe's announced goal of establishing a basic passenger transportation system, both surface and air, and added his support to Volpe's comment:

"I believe that Americans will ride the railroads in increasing numbers if they are given good, fast, clean, safe and efficient service between metropolitan centers. I also believe that we need rail passenger service, or else the congestion on our highways and in our airways will become intolerable."

Congressman Johnson declared, however, that he did not believe the preliminary proposal would achieve this goal because of the failure to serve the West, adequately, especially the North-South service between San Diego and Seattle.

"Might I point out," Congressman Johnson wrote Secretary Volpe, "that a passenger desiring to go by rail from Houston to Los Angeles, for instance, can only do this by way of Chicago. To carry this further, the person going from Los Angeles to San Francisco or Seattle, again, can only do this by way of Chicago."

Arbiter Widens Incentive Pay At U.S. Steel

Pittsburgh — The Steelworkers announced that an arbitrator has ruled in the union's favor in extending incentive pay coverage to more than 91 per cent of the union's members employed by the U.S. Steel Corp.

Retroactive payment of the award will exceed \$5 million, USWA Pres. I. W. Abel said in announcing the ruling by Sylvester Garrett, chairman of the board of arbiters for the corporation and the union.

Fair Weather Would Push San Mateo Work

By BILL RANEY &
DICK BELL

Due to extremely heavy rains in early December all grading jobs are shut down at the present time but are expected to start up again when weather permits.

Freeman Sondgroth Co. are making very good progress on the Rt. 1 Interstate 280 interchange in Daly City. Lew Jones Co. is doing the structure work on this job.

Freeman Sondgroth Co. had moved equipment to their new job on Skyline at the Sharp Park Road intersection but so far the weather hasn't permitted actual start of the job. This will be a widening of state route 35 (Skyline) of just under 1 mile. This same company had also started pioneering on their new job on Hickey Blvd. in So. San Francisco which will consist of on and off ramps to connect freeway 280 and Hickey Blvd. but this job is also down at present.

The Homer J. Olsen Co. job at the main entrance to the San Francisco Airport is beginning to show progress due to the fact that some of the ramps had to be demolished and realigned it took quite some time before it began to take shape. This will be a long job and should keep several of the brothers busy for quite awhile. Olsen Co. has sub-contracted most of the work out so quite a few contractors are working on the project.

Haas & Haynie Corp. are showing very good progress on their building for United Airlines with most of the steel in place and concrete being poured at a great rate.

San Mateo County's No. 1 priority highway project — the by-pass of treacherous Devil's Slide — may be delayed a year, the Board of Supervisors was warned yesterday. Leo J. Trombatore, deputy district engineer for the State Division of Highways, said the delay might be necessary because of cutbacks in federal highway funds to the state and the shifting of more state highway funds from the northern part of the state to the south.

Trombatore's warning was relayed to the supervisors by Chairman Jean Fassler as the board unanimously approved a resolution protesting the fund shift.

Responding to agitation by San Mateo County officials, the State Highway Commission last year moved the by-pass project up on its timetable and scheduled construction for 1972-73, the earliest the project could get started, allowing a minimum time for acquisition of rights of way and planning.

"There is no change in that program at this time," Trombatore said, "and the Highway Commission is the only body with the authority to make the change."

"But it looks to us in the Division that, because of the shortage of state money and because federal money is not coming in as it was supposed to, there is no way of holding to that schedule. We don't want to move it, but it looks now like it will be a 1973-74 project."

The State Legislature this year approved a new formula for distribution of state gas tax funds. The old formula of 45 per cent to the north and 55 per cent to the south was changed to a 40-60 split. That, Trombatore

said, and the cutback in federal highway spending, means a reduction of \$37 million a year to the local area—District 4. The engineer said the state commission probably will not decide whether to reschedule the project until sometime next year.

The by-pass is to be a 6.9-mile, \$13 million project extending on a ridge line east of Cabrillo Highway between Pacifica and El Granada.

We in the San Mateo office wish everyone the very best Christmas and New Year holiday ever.

'Lakeland Village' Slated for South Lake Tahoe Site

SOUTH LAKE TAHOE — Grubb & Ellis Development Co., Oakland, announced purchase of a 17.5 acre parcel of land in South Lake Tahoe for development into Lakeland Village, a \$10 million beachfront recreational community.

Located just west of the intersection of U. S. 50 and Ski Run Blvd., Lakeland Village will be composed of 250 townhouse and condominium units, boat docks, tennis courts, saunas and swimming pools. Construction of an elaborate model complex has begun and completion is expected in January; the first 50 units will be built in the spring.

MacKinlay/Winnacker & Associates, Orinda, will do the architecture. Contractor will be M. S. Brock Co. of Sacramento.

Major factor in approval of the village's design by the South Lake Tahoe Planning Commission and City Council and the new Tahoe Regional Planning Agency was the developer's commitment to preserve the natural beauty of the site.

Grubb & Ellis Co.'s project manager explained: "We are building only one-third the number of condominium units allowable under existing zoning. Also, we are making every effort to retain as many of the trees as possible, and we are keeping the beach in its natural state."

Foreign-Held Firm Hit By NLRB on Violations

Georgetown, S.C. — Management of the German-owned Georgetown Steel Corp. plant followed the standard anti-union practices of American businessmen in firing union adherents and threatening to close the plant, a National Labor Relations Board trial examiner reported.

Examiner Frederick U. Reel ruled after hearings that managers of the new \$30 million steel plant here illegally fired three employees who showed interest in the Steelworkers early this year.

"RIGHT START"

Neighbor to young bride: "Honestly honey, why is it that your husband is always walking around with half of his buttons missing?"

"Most of the time its because they aren't sewn on properly," replied the newlywed. "my husband is awfully careless about his sewing."

Tomorrow's Ups Are Often Today's Downs

By WALTER M. 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 at the right job at the right time. Jobs that one would expect to work a lot of overtime did not develop, and others, that were not expected to be good, were. This creates a situation where an engineer can earn \$5,000.00 one year and \$15,000.00 the next, or the reverse, which creates even a bigger problem of living within one's means. However, on the brighter side, this problem has been a condition of construction work since time began, and of course is used by your negotiating team to command higher wages because of the uncertainty of employment.

Needless to say, after the deluge of rain this area has experienced since Thanksgiving, only a few projects have been unaffected.

Huntington Bros. of Napa did commence and are working spasmodically on the construction of a portion of Highway 88 near Ione.

Sub Surface Pipelines of Hayward also have their sanitary sewer and storm drain job underway in Lodi. The job is on West Lane and starts between Kettleman and Harney Lanes to Century Blvd. Bid price was in excess of \$200,000.00.

Gordon Ball & Granite Construction Co. are making good progress on the diversion tunnel at New Melones damsite. The tunnel is now bored over one thousand feet in from the downstream portal, and the company is preparing to open the upstream portal as of this report. Total length of the tunnel is only 3200 feet, but it has a thirty foot diameter bore and a cavern to be drilled out from the tunnel.

A \$700,000 project to deepen Mosher Creek from west Highway 99 will be launched in March to provide flood protection for the growing residential area north of Hammer Lane in Stockton. This project will involve some five miles of Mosher Creek from west of Highway 99 to Don Avenue, west of the Colonial Heights subdivision. This will be the last contract in the county flood control projects following the 1955 floods.

Reeds Trenching of Modesto was low bidder to repair the diversion trunk line between Navy Drive and Main Street for the City of Stockton. Bid price for the job was \$112,000.

General American Transportation have two jobs in the area, one at the new crusher facilities at Cataract Flats for the Calaveras Cement Co., and the other in Stockton at the Texaco bulk storage plant on west Fremont. This company specializes in the erection of steel tanks.

James Fine Co. of Rio Linda has not, as yet, started the construction of a sanitary trunk and interceptor sewer line for the City of Manteca. This project was awarded sometime ago, and it is ex-

pected, due to the sandy type soil, to be constructed this winter.

Numerous owner operators are keeping busy with their hydraulic backhoes working for the P.G.&E. and Pacific Telephone Companies. This also applies to Comconex, who work in this area, exclusively for the telephone company.

Already the building construction of apartments has increased in this district with the lowering of interest rates, and probably more housing projects will be developed this year than last.

Aeme Construction submitted the low bid of \$5 million on the New Beyers High School. Work should get under way sometime in January with completion scheduled for the summer of 1972.

Budgeted next year by Stanislaus County is \$300,000 to improve the 4½ mile stretch of Crows Landing Road between West Main and the San Joaquin River. The improvement program will also include the section of Crows Landing Road between Whitmore Avenue and Freeway 99.

Five major spring and summer street construction projects estimated at \$500,000 dollars are among capitol improvements proposed by the Modesto Public Works Department.

Rock Construction of Stockton has begun work on a third floor addition to the Stanislaus County jail at a cost of \$300,000 dollars. Work is expected to be completed in August.

Campbell Construction has their Pacific Telephone Building on 12th Street. It is approximately 60 per cent completed. Brother James Flory of Modesto is running the tower crane. Brother Flory has been running cranes for 40 years, but this is his first time on a tower crane; needless to say he is doing a great job.

New Holiday Law Adds Four 3-Day Weekends

The Monday holiday law that went into effect this year will assure many workers of at least four more three-day weekends each year.

Congress in 1968 approved shifting the observance of three holidays — Washington's Birthday, Memorial Day and Veterans Day — to Monday and added Columbus Day as a legal public holiday to be observed on Monday. Labor Day will continue as a Monday holiday.

The other holidays, New Year's Day, Independence Day, Thanksgiving and Christmas, will continue to be observed on their regular dates. But this year, Independence Day and Christmas will fall on weekends, giving workers two more extended weekends.

These are the new holidays:

- Washington's Birthday, the third Monday in February.
- Memorial Day, last Monday in May.
- Columbus Day, second Monday in October.
- Veterans Day, fourth Monday in October.



NEVADA STATE APPRENTICESHIP COUNCIL MEMBERS AND SPEAKERS who participated in the Council Workshop conducted on apprenticeship activities. From left standing: Bill Gaines, Affirmative Action Officer, Operating Engineers' Joint Apprenticeship Committee, San Francisco, California; Gail Bishop of Operating Engineers Local Union No. 3, Reno, Nevada, Council Member representing Employees; Ivan S. Larkin, Council Member from Las Vegas, Nevada representing Employers; Lloyd L. Jones, U.S. Department of Labor, Advisor to the Council; Lloyd D. George, Attorney, Chairman of the Council, representing the general public. Seated: Art Pennebaker, Assistant Administrator, Operating Engineers' Joint Apprenticeship Committee, San Francisco, California, Panel Speaker; Stanley P. Jones, Nevada State Labor Commissioner and Secretary-Director of the Nevada State Apprenticeship Council; Arthur J. R. Ash, Chapter Manager, National Electrical Contractors Association, Inc., Council Member representing Employers.



PANEL SPEAKER ART PENNEBAKER discusses apprenticeship concepts of training methodology.

Nevada State Apprentice Experts 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 Counselors play?
4. What stature should State Apprenticeship Council have?
5. Can Community College assist the Joint Apprenticeship Committee? (a) How? (b) Relationship to Joint Apprenticeship Committee?
6. Drop-out problem. How you have handled it or are handling it.
7. Minority selections — how they are sought.
8. Pre-apprenticeship training concept.
9. Will the journeyman of the 70's need to be a specialist or knowledgeable (Industry needs) of all facets of the trade?
10. Benefits of full time coordinator-well financed program.
11. Do you see women in the trade in the next decade?

12. Federal, State Legislation governing training. What effects they have on the program, i.e. Title 29.

13. What method of Selection Procedures are utilized by Joint Apprenticeship Committee?

14. What are you looking for in applicants?

15. What programs are ongoing in Industrial Education?

16. Apprenticeship Safety Standards.

17. So-called home-town plans.

Nevada State Apprenticeship Council Secretary Stan Jones said: "It's unfortunate that there are those who are so blinded by color that they use every means available as a method to preach their hysterical tirade. We have come a mighty long way in equal employment opportunities in Nevada, but there are those prophets of doom who would see two black faces for every white face."

The Nevada State Apprenticeship Council asked for and was fortunate to secure Bill Gaines as a speaker during the recent workshop. Mr. Gaines is Affirmative Action Compliance Officer for the Operating Engineers' Joint Apprenticeship Training Committee and himself a Black. Mr. Gaines told of the tremen-

dous progress being made in equal employment opportunities in apprenticeship. As a matter of fact, he reported they were unable to secure as many minorities who wanted to do a day's work for a day's pay as there were openings.

The Nevada State Apprenticeship Council has never shirked its responsibility, to my knowledge, and is not doing so now when they promote workshops of the type held in Reno. However, if those prophets of doom persist in blocking our every effort by seeking headlines rather than constructive achievements, the road will be much more difficult for all of us. We would ask if they are really trying to help or hinder the goals of equal employment opportunities regardless of race, creed, color or sex. Dr. Robert Whitemore of the University of Nevada Reno Campus invested of his time explaining the value of Testing and Counseling.

Yes, the Nevada State Apprenticeship Council has indeed brought much enlightenment into the field of apprenticeship training. We ask for no bouquets but neither do we expect to sit idly by while the prophets of doom weave their web of lies and half truths about us."

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:

Agcaolli, Ernesto (Fernando Dalare)	11-1-70
P. O. Box 577, Agana, Guam	
Barker, Lee J. (Mardene, Wife)	11-29-70
396 W. North, Provo, Utah.	
Boatman, J. N. (Alta, Wife)	12-9-70
2416 E. Flora Street, Stockton, Calif.	
Chavez, Louie (Ramona, Wife)	12-11-70
2986 Pecan Avenue, Merced, Calif.	
Collett, Lester (Reba, Wife)	12-28-70
545 Linden Street, Yuba City, Calif.	
Cox, Harold (Millie, Wife)	12-20-70
324 Richlee Drive, Campbell, Calif.	
Flora, Tira (Edward, Robert and Howard, Sons)	12-19-70
1161 Hiller Street, Belmont, Calif.	
Hamilton, Luther (Dorothy, Wife)	11-29-70
650 Conrad Avenue, Red Bluff, Calif.	
Hardwick, George (Pearl, Wife)	12-18-70
P. O. Box 227, Calpella, Calif.	
Hester, E. A. (Ida, Wife)	12-16-70
380 Parkview Ave., Redding, Calif.	
Hook, William Sr. (Betty, Wife)	12-8-70
414 Seville Way, San Mateo, Calif.	
Jensen, Orland (Faye, Wife)	11-16-70
255 Coatsville Ave., Salt Lake City, Utah	
Kellogg, Bert (Dorothy, Wife)	12-4-70
14455 Bercaw Lane, San Jose, Calif.	
Kiely, Joseph (Patricia, Wife)	12-18-70
12150 Skyline Blvd., Redwood City, Calif.	
Linkert, Henry (Clara, Wife)	12-10-70
11303 N. Highway 99, Lodi, Calif.	
McCaffery, Albert (Margaret Langdon, Sister)	12-12-70
421 Rose Ave., Pleasanton, Calif.	
Magana, Carlos (Agnes, Wife)	12-9-70
11191 Avenue 424, Dinuba, Calif.	
Martin, Alton (Mary, Wife)	12-6-70
1741 W. 2nd Street, Livermore, Calif.	
Mundell, Leslie (Edytha, Wife)	12-8-70
853 Cordilleros Avenue, San Carlos, Calif.	
Olsen, Robert (Sharon, Wife)	12-16-70
8327 Edgerton Way, Carmichael, Calif.	
Petrochi, Daniel L. (Trudy, Wife)	11-23-70
1420 Rice Street, Vallejo, Calif.	
Reese, Claude (Leah, Wife)	12-5-70
5729 Nottingham Court, El Sobrante, Calif.	
San Nicolas, Felix (Rita, Wife)	10-18-70
Block 16, Lot 27, San Roque, Agat Guam	
Sloniker, Rollie (Mae, Wife)	12-20-70
466 "D" Street, Fremont, Calif.	
Smith, Garland (Sue, Wife)	11-30-70
4821 Leigh Street, San Jose, Calif.	
Spindler, Dave (Blanch McNeill, Sister)	12-14-70
P. O. Box 757, Crescent City, Calif.	
Testi, August (Ressie, Wife)	12-13-70
P. O. Box 2053, Castro Valley, Calif.	
Tipton, George (Mary, Wife)	12-18-70
637 Acacia Avenue, Sacramento, Calif.	
Valdez, John (Della, Wife)	11-30-70
5191 S. 4420 West, Kearns, Utah	
Weaver, Lewis C. (Dewade, Wife)	12-18-70
876 Jewell Avenue, Yuba City, Calif.	

DECEASED DEPENDENTS December 1970

Beecroft, Merlin A.—Deceased December 4, 1970
Deceased Wife of Vernon Beecroft
Caldwell, Velma—Deceased November 14, 1970
Deceased Wife of Jimmy Caldwell
Charles, Leona—Deceased November 24, 1970
Deceased Wife of Oliver P. Charles
Cremeen, Floetta—Deceased November 20, 1970
Deceased Wife of John Cremeen
Duffy, Geneva—Deceased November 15, 1970
Deceased Wife of Paul Duffy
Engel, Verneda—Deceased November 23, 1970
Deceased Wife of Lyle Engel
Freed, Betty—Deceased December 2, 1970
Deceased Wife of Andrew Freed
Salvador, Jewel—Deceased December 10, 1970
Deceased Wife of Val Salvador
Shiner, Maxine—Deceased November 6, 1970
Deceased Wife of John Shiner

Food For Thought

If everyone who drives a car would lie a month in bed, With broken bones and stitened up wounds, or fractures of the head,
And there endure the agonies that many people do, They'd never need preach safety any more to me or you.
If everyone could stand beside the bed of some close friend, And hear the Doctor say, "No hope," before that fatal end, And see him there unconscious, never knowing what took place, The laws and rules of traffic I am sure we'd soon embrace.
If everyone could meet the wife and children left alone And step into the darkened home where the sunlight shone, And look upon the vacant chair where Daddy used to sit, I'm sure each reckless driver would be forced to think a bit.
If everyone who takes the wheel would say a little prayer, And keep in mind those in the car depending on his care, And make a vow, and pledge himself to never take a chance, The great crusade for safety then would suddenly advance.

Soldier Creek & Water Hollow Still Moving

By TOM BILLS,
WAYNE LASSITER,
KAY LEISHMAN,
VICTOR LONG and
BOB MAYFIELD

Burgess Construction Company of Fairbanks, Alaska is now under way on their job at the Soldier Creek Dam project. At the present time they are employing six engineers and they are planning to keep them working right on through the winter months.

Water Hollow Contractors are still going and should be pretty well finished sometime in February. They are employing about thirty-nine engineers.

Strong Construction's relocation of Highway 40 at Strawberry has been shut down for the winter or until the weather will permit them to start up again.

The work in and around the Provo area has been slowed down for the winter months and there are quite a few brothers out of work. However, we expect the work to be back to its normal pace by the first crack of Spring.

A three mile section of I-80N has been closed between Devil's Slide and West Henefer so construction crews of Peter Kiewit and Sons can start work on their \$3.1 million project.

The contract calls for building a bituminous surface of four lanes and also three structures at the Devil's Slide interchange to Croyden. At least two lanes of the project will be completed by September of next year and the remainder should be finished in August, 1972.

A short detour route through Croyden will be used while the section is under construction.

The company plans to work through the winter if the weather permits. They are planning to work two shifts and should keep about thirty-five Brothers busy.

When this stretch is reopened, I-80 will be complete from the mouth of Weber Canyon to Evanston, except for seven miles near Emory that will be under contract by 1972.

The Union Pacific Railroad has received OK to build a spur line to the Little Mountain area, extending from the UP main line near Hot Springs to Little Mountain. The 12-mile spur is expected to cost more than \$1.2 million.

The spur will link Great Salt Lake Minerals & Chemical Company, which operates a plant at the foot of Little Mountain near the shores of Great Salt Lake, with Intermountain markets served by the UP.

OVERHEARD

"There's one thing you can say in favor of retirement — you can brush your teeth after every meal."

"They say it's better to be poor and happy than rich and miserable but couldn't something be worked out such as being moderately rich and just a little moody?"

"You're middle-aged if you can remember when radios plugged in and toothbrushes didn't."

"Inflation hit us at a bad time — just when everything costs so much."

Surveyor's Notes

Instrumentation Could Have Great Job Impact

By MARTY COORPENDER

Brothers, we had the best part of the year going for us until the storm hit a few weeks ago. We haven't seen the list so low in many months and even though our Governor and President keep cutting back on construction contracts, most of the survey firms are still putting crews out, to be ready when the weather breaks and they are able to get to the job. Otherwise, the survey picture looks very bleak indeed, for this time of the year, and as we have said before, hang on to what you may have at the moment, to last out the winter season.

Nothing so clearly confirms what we have been saying, as to pick up a trade paper or magazine and spot articles on technology which can cut the length of jobs to 1/20 of the original time. A good example, in fact, is the new tellarometer for geodetic uses, doing work that normally required from 2½ weeks to 2½ months in twenty minutes. No better way to keep up with the times than staying on top of all the new developments thru school, books and Rancho Murieta Survey classes. Keep up with all the new developments, brother. This tellarometer is fairly new, yet it is being used all over North and South American countries and on surveys, like controls, section corner ties and triangular networks, in the deserts and mountains. It has even been used on Hovercraft for seismic operations and also in underwater acoustic tests.

With the assistance of Danny Dees, Director of Local 3 Apprenticeship Program and Art Pennebaker, we have been working in conjunction with Local 12's program, and have obtained an agreement whereby two of Local 3 surveyors, formerly members of Local 12, who have obtained certified chief cards down in the southland, were able to get their certification certified to Local 3. The two brothers, George Cary and Bill Jacobson, several years in Local 3, are now proud certified chief card carriers. These brothers are also the hard working owners of the Ponderosa Camp Grounds on the south fork of the American River at Coloma.

We are still trying to get the certified chief class going, so all you brothers from the hills, Lake Tahoe and Sacramento area, who have expressed a desire to get this class going, come into the Sacramento office and get your name on the dotted line. Also, anyone waiting to up-grade skills and keep up with the next guy, try the school at Rancho Murieta.

By PAUL WISE
TECH NOTES

Brothers here it is, January 1971 and with the early wet Season here things are at a slow pace as usual.

The sharp increase in housing permits during the last part of 1970 improves home construction prospects in the month ahead as one of the few bright economic indicators.

There's been quite an interest among the Surveyors about overseas work. According to a recent survey, the volume of overseas work for most large United States International Design firms is leveling off and

dipping. Some of the biggest firms have experienced a decided drop in military work; unprofitable operations have discouraged some other firms from pursuing Foreign Design work.

"We decided in late 1968 to cease off shore design work," says Harold Schone, Vice President of Wilsey & Ham, San Mateo, primarily because of problems in getting paid per contract, and unforeseen taxes.

At this time our out of work list is at an all time high in many years, so if you are fortunate to be employed, hang on for a few more months and then it looks like, by the forecasts of our so-called economic experts, you can once again be more at ease and independent. (Aren't all surveyors when the sun shines.)

We would at this time like to welcome the following firms who have signed Tech agreements with Local No. 3: Construction Engineering and Surveying Co. of San Carlos; Francis C. Smigle Engineers, of Napa, California.

With the work situation so slow and a good number of you brothers out of work, now is the time to take advantage of the training at Rancho Murieta. If you are interested, be sure and go to the nearest Local 3 hall and inquire about the program. You won't be sorry because it is a great opportunity to get some free training.

File Soon for State Refund On Disability

Workers are reminded by the Department of Human Resources Development to file their claims for refund of excess Disability Insurance deductions early after January 1st.

Employees who worked for two or more separate employers during the Calendar Year 1970, including agricultural and hospital employers, and had a total of more than \$74 deducted may claim a refund of the amount deducted above \$74.

Claim Form DE 1964 may be obtained from any office of the Department. Employers, labor organizations, accountants, income tax representatives customarily obtain supplies for distribution.

Refund claims will be accepted only until June 30, 1971.

Apprenticeship Council Meets

A public forum on the question, "Is the Division of Apprenticeship Standards Necessary?" will be a feature of the quarterly meeting of the California Apprenticeship Council in San Diego, Thursday through Saturday, Jan. 28-30, according to Charles F. Hanna, secretary, who is chief of the division.

The forum will be held Friday morning at Le Baron Hotel. Council meetings concentrate on matters and policies affecting state approval on-the-job training. Currently, 36,800 Californians are receiving such training, 28,800 apprentices and 8,000 trainees.

Personal Notes

MARYSVILLE

Mrs. John Waddington entered the Sutter General Hospital in Sacramento for some extensive tests.

Brother Jack Powell, employee of H. Earl Parker, entered the Rideout Hospital in Marysville. We hope he has a steady recovery.

Brother Johnny Johnson has been discharged from the Rideout Hospital.

Congratulations to Brother Richard Bagley and his wife on their new baby girl.

We have not reported our blood donors for the past couple of months and we would like to acknowledge these generous people. They include Lee Garner, Kenneth Bettis, Sandra Bettis (she has given TWICE since we last reported), Raymond Dolce, Mrs. Ruth Bruner, Mrs. Edna Matthews and Robert G. Borsden. Once again our special THANKS to all of you.

SAN RAFAEL

Congratulations to Brother Tommy Palmer and his wife, Gale, on becoming proud parents of a baby girl born on November 18—weighing in at 6-5—"Stacey Lynn."

Best wishes for speedy recovery to Brother Gene Spagnoli who was recently hospitalized at Ross General.

Best of luck to Brother Richard Ghilotti who will be taking a trip to Europe for three months. The nature of the trip: Skiing his way through places like Innsbruck—France—Spain—Switzerland and Italy.

STOCKTON—MODESTO

Brother Russell Meidinger suffered an ankle injury on his job that has him disabled at this time.

Brother Clifford Niblock has been confined to the Elmhaven Convalescent Hospital in Stockton for sometime and would like to see some of his old friends.

Our deepest sympathies are extended to the family and friends of Brother Kenneth Burns, who was killed in an automobile accident, and to the family and friends of Brothers J. N. Boatman 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 cards will be appreciated. Brother Jeppson is one of our Retired Brothers.

Secondo Bugica is home recovering from recent surgery. I'm sure he would appreciate hearing from some of you Brothers.

Brother Ted Wiebers in Carson-Tahoe hospital. We are sure he would appreciate hearing from the Brothers.

We wish all the above Brothers a speedy recovery and hope to be seeing them soon.

On November 20th Brother Andrew Freed became the proud father of twin sons. We offer our congratulations. However, due to complications, Brother Freed's wife, Betty, passed away on December 4, 1970. All of the members offer our deepest sympathy to Brother Freed.

SACRAMENTO

Brother Richard Hardin underwent open heart surgery at Sutter Memorial Hospital on December 14, 1970. We wish Brother Hardin a speedy recovery.

Brother Charley DeLong is home recuperating from an operation on his legs.

Our deepest condolences go to the families of Brothers George Tipton and Robert L. Olsen who passed away in December.

Local 3 thanks Mrs. Louise Meeks, 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 Hillside Hospital having suffered from 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 sincere wish, along with all of the brothers especially in the Ukiah area who know him so well, that by the time this is in print 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. Chet has been a member for many years and prior to his retiring had been in the contracting business operating his own pavement breakers (or POGO-STICK as he would have them known.) Get well soon comes from all of your friends.

Remember brothers—WE STILL NEED BLOOD SO IF AT ALL POSSIBLE PLEASE TRY AND DONATE NOW THAT THE WINTER MONTHS ARE UPON US.

SAN JOSE

ATTENTION GOLF PLAYERS! !! Anyone interested in playing golf with the Operating Engineers Golf Club this coming year—"now is the time to sign up." The dues are \$12.00 a year.

Please contact:

Harvey G. Pahel
1203 Greenmoor
San Jose, Calif. 95118
Phone No. 264-7334

We would like to extend our sympathies to the families of the following deceased Brothers: John M. Ferreira, Garland Smith and Bert Kellogg.

We would like to take this opportunity to wish a quick recovery to the following Brothers who have recently been hospitalized due to heart attacks: Bob Long at Good Samaritan Hospital in San Jose and Les Bongiovanni in a hospital in Santa Cruz.

ENGINEERS NEWS

SWAP SHOP CORNER: Free Want Ads for Engineers

HEAVY DUTY, 5 TON capacity. 4-wheel Dolly 8' x 15', solid rubber tires. \$150 or trade for cement mixer or building material. B. F. Brooks, 4716 Mowry Ave., Fremont, Ca. 94538. Reg. No. 0421765. 11-1.

BYRON JACKSON 6" DEEPWELL turbine pump 7 1/2 h.p. complete well set up 160' of 4" pipe & shaft. \$350 or trade for cement mixer, welder, bldg. material. B. F. Brooks, 4716 Mowry Ave., Fremont, Ca. 94538. Reg. No. 0421765. 11-1.

NEAR OROVILLE, 4 BR., 1 1/4 bath, 7 yr. old, app. 2 acres, barn, pasture, lge. pool w/fenced, lighted concrete area, covered patio, \$33,500. T. L. Bruden, 2544 Palermo Rd., Palermo, Ca. Reg. No. 544925. 11-1.

FOR SALE: SABER TOOTH RIPPER, fits on all dozers, \$250. Joel Cardozo, 5451 Scotts Valley Dr., Scotts Valley, Ca. 408/438-2509. Reg. No. 1043591. 11-1.

FOR SALE: PINE MOUNTAIN LAKE front lot. Water, power & roads in. 1 1/2 mi. to Groveland. 40 mi. to Yosemite. Henry Kearns, 13055 Lombard Rd., Oakdale, Ca. 95361. Call collect 209/847-2438. Reg. No. 1099282. 11-1.

1968 SPORTS HONDA 90, 3,800 miles, good cond. \$200 or trade for cement mixer, welder or bldg. material. B. F. Brooks, 4716 Mowry Ave., Fremont, Ca. 94538. Reg. No. 0421765. 11-1.

CLEAR LAKE RETREAT FOR SALE, 97' waterfront, 400' channel, 3 BR home partly furnished, on 2 acres. Veg. garden, private floats, boat slips, trees, secluded, quiet water, exc. fishing, \$47,500; owner will finance. R. F. Thomas, 56 Thurston Lane, Lakeport, Ca. 95453. 707/263-4917. Reg. No. 1309046. 11-1.

WHITE COINMASTER METAL locator, \$150. Two 5 gal. butane bottles w/stand & regulator, \$30. Sell or trade for small boat. 209/563-6460. J. E. Morris, P.O. Box 127, Snelling, Ca. 95369. Reg. No. 0688904. 11-1.

FOR SALE: 30 TON SMITH BALL mill concentrating table 30kw Diesel power plant 75 hp three phase motor. Crusher. \$2,500. George J. R. Williams, Box 183, Weaverville, Ca. 96093. Reg. No. 1113007. 11-1.

PICKUP BED, \$150, CHERRY, short W.B. Red, portable shaft arbor "Winona" complete. Trade for motorcycle or \$400. Hard seal insert. K. O. Lee, 5225, W. Cullen, 415/689-3404. Reg. No. 092450. 11-1.

FOR SALE: BUSINESS PROPERTY, 2 BR home, main street, fast growing area, best buy ever at \$25,000. 100' frontage. Gene Stanley, 7067 Skyway, Paradise, Ca. 877-2302. Reg. No. 0821412. 11-1.

FOR SALE: 12.5 ACRES ten miles S. of Redding. Paved road, federal irrigation & domestic water, barn. \$11,000. 916/241-2858 or 415/687-3043. Reg. No. 1006688. 11-1.

PUPPIES FOR SALE: 8 A.K.C. REGISTERED Brittany Spaniels. Charles Amman P.O. Box 8, Salver, Ca. 95563. Reg. No. 1192097. 11-1.

HOUSE IN OROVILLE, 3 BR, 1 1/2 baths, large shop & out-buildings. \$20,000 terms. 916/533-2055. Reg. No. 745112. 11-1.

FOR SALE: B2040 INTERNATIONAL motor. Low mileage. Patrick Linn, P.O. Box 373, Folsom, Ca. 95630. 916/988-2220. Reg. No. 324319. 11-1.

1959 FORD F.U. F100 4 wh. dr., 6 pass, custom bld. cab. 1954 390 V8 eng., warren hubs, 4000. cap. winch, -pw, brakes, radio & heater. Hvy. duty Borden bumper, grill guard, spotlight racks. \$950. F. Gonzales, Rt. 1, Box 5218, Vacaville, Ca. 95688. 707/448-9081. Reg. No. 1447053. 11-1.

PICK-UP FOR SALE: 1965 1/2-TON FORD. Custom cab, R&H, short wide bed, 6 cyl., 4spd. trans., 6 ply tires, \$900 or best offer. One owner. Tom Schweppe, 5920 Dahlbo, Orangevale, Ca. 95662 or 988-0923. Reg. No. 1148392. 11-1.

FOR SALE: BEAUTY SHOP EQUIP. 2 hydraulic chairs, 3 chr. dryers w/foot rests, 2 dressers w/mirrors & shampoo bowls, 1 manicure table, 1 stool, 1 desk, room divider. Cost \$3,000, sell \$600. Edwin Lowry, Box 693, Weaverville, Ca. Ph. 623-3712. Reg. No. 053576. 11-1.

CORVAIR AUTOMATIC DUNEBUGGY pick-up. Metallic yellow, custom seats, \$800. 657-1794, Bill Swartz, 3387 Deodora St., Fremont, Ca. Reg. No. 1332612. 11-1.

FOR SALE: 1967 EL CAMINO, 327 4-speed. Chrome rims & new tires. \$1,700. 657-1794, Bill Swartz, 3387 Deodora, Fremont, Ca. Reg. No. 1332612. 11-1.

ONE 55 ARMSTRONG DRILLING RIG in A1 shape. Drill good, runs good, with tools, \$3,500. Charles W. Criswell, 240 North A St., Tulare, Ca. Ph. 686-9245. Reg. No. 0918845. 11-1.

FOR SALE: TEN ACRES nr. Bull Shoals, Gainsville, Mo. on Hwy. 60, Ozark County. Asking \$1,500. Jack Dills, 744 E. Kern St., Avenal, Ca. 93204. Ask operator for Avenal 209-5796. Reg. No. 0683168. 12-1.

FOR SALE: '69 BULTACO MATADOR (250cc) fresh bore, piston, rod, bearing, exc. chamber, Mikuni Carb, head work, stock muffler system, lights, speedometer. Buck Wentworth, 38088 Canyon Hts., Fremont, Ca. Reg. No. 1187254. 12-1.

RAMBLER STATION WAGON 440, 1967, Bld & auto, radio, htr, air cond., new tires & brakes, tinted windshield, \$1,050. James L. Hester, 6828 Del Monte, Richmond, Ca. Phone 235-0827. Reg. No. 0683266. 12-1.

WANT TO RENT SELF-CONTAINED TRAILER. Good condition, good tires, best reference. Refired, arthritic & Arizona-bound 3 to 5 months. E. B. Loyd, P.O. Box 297, Brownsville, Ca. 95919. Reg. No. 0321463. 12-1.

STEREO SYSTEM Heathkit 100 watt Amp., AM/FM tuner & 2 speakers. Exc. cond. \$230. S. Franco, 7720 Santa Theresa, Gilroy, Ca. 95020. Phone 408/842-5841. Reg. No. 1049066. 12-1.

LARGE LOT FOR SALE: At Lake Berryessa Estates, Has 10x10 aluminum bldg. Elec., sewer, water, Good fishing & hunting. John Fenrich, 4770 Harrison St., Pleasanton, Ca. 415/846-2428. Reg. No. 0574324. 12-1.

FOR SALE: FOLEY AUTOMATIC SAW filer, hand, circular 4" x 24", band, back, meter box. All attachments, like new. Sacrifice \$350. Keith Mullins, 18444 Swarthmore Dr., Saratoga, Ca. 95070. Phone 379-8896. Reg. No. 085455. 12-1.

P.U.C. LICENSE (common carrier) 25000. Kenworth Tractor 300 Cummings, go cond., good rubber, 52 cab, 2500.00 or make offer. Roy Gondolfi, 930 Delaware Ave., Los Banos, Ca. 93635. 209/826-2356. Reg. No. 500939. 12-1.

RANCH FOR SALE: 432 foot frontage on Foothill Blvd., San Martin, Ca. 13 acres, prunes, walnuts, Modern home; la shed; exc. well & sprinklers. Owner will finance. \$85,000. G. Billard, 21710 Reginald Rd., Cupertino, Ca. 95014. Reg. No. 1302585. 12-1.

FOR SALE: UNFINISHED HOUSE w/approx 2 1/2 acres on Lower Banner Mountain, Grass Valley, Ca. Deep well of water, nice trees, \$12,000. Phila Northrup, 7544 Linden Ave., Citrus Heights, Ca. 95610. Reg. No. 8863913. 12-1.

TOWN HOUSE MOBILE HOME, 2 BR. utility area, skirting, carpet, patio & awning, carpeting like new; Castle City Mobile Park, Space 102. Phone 663-3876, 663-3483. S. Prado, Jr., P.O. Box 61, Sla. A., Auburn, Ca. 95603 Reg. No. 0657898. 12-1.

WANTED: USED CLEVELAND TRENCHER 22" sq. buckels for Model 140, Mr. Barnard, P.O. 1447, Mt. View, Ca. 94040. Reg. No. 557446. 12-1.

1955 FORD HALF TON PICK UP for sale. Custom cab, V8 eng., runs good, looks sharp. \$400. Don Sandoval, 1671 Alamo St., Oroville, Ca. 95965. 916/533-8044. Reg. No. 1003126. 12-1.

FOR SALE: THREE ACRES on paved county road ideal for trailer court or home sites \$6,000. Clifford Comer, Rt. 1, Box 70, Willits, Ca. 707/459-2625. Reg. No. 255202. 12-1.

FUEL TANK, APPROX. 450-500 GALS., heavy steel, good cond. \$45.00 or make offer. Call eve. or wk. end 415/854-4030. Frank Fredrickson, 2120 Prospect St., Menlo Park, Ca. Reg. No. 0293919. 12-1.

1969 LAS VEGAS TRI-HULL, 85 HP Chrysler, trailer, full canvas, low hours. Kohler 110-220 generator, trailer mtd. gas eng. \$250. 65 Chev. wagon, loaded. \$1,250 or trade for pickup. D. Brinkerhoff, 1954 Canal Dr., Stockton, Ca. 95204. 209/462-7039. Reg. No. 1051258. 12-1.

BEAUTIFUL HOME, FOUR BEDROOMS, 2 baths. Lg. shop & barn, 5 1/2 acres \$30,000, \$10,000 down. C. Comer, Rt. 1, Box 70, Willits, Ca. Ph. 707/459-2624. Reg. No. 255202. 12-1.

FOR SALE: FOUR BEDROOM, 2 bath, 2 fireplaces, masonry construction, 26 acres, irrigation district, radiant heat, 9 mi. from Redding. Leonard Pierce, 5811 Sierra, Richmond, Ca. 415/234-8775. Reg. No. 0531562. 12-1.

FOR SALE: CONN SPINET ORGAN, excellent condition, w/percussion effects, \$600. John Seares, 1107 Donner Pass Rd., Vallejo, Ca. 707/642-0034. Reg. No. 1419401. 12-1.

TRADE: ONE ACRE Improved wooded, water. Mr. Hogan & Comanche Reservoirs, \$1,500 equity for late model car or motorcycle. Charles Young, 6550 Cdown Blvd., San Jose, Ca. 95120. Reg. No. 997636. 12-1.

FOR SALE: CHOICE HOMESITE LOT. Excellent location, Napa. Ca. Corner lot, fully improved, underground utilities, \$8,700. John Seares, 1107 Donner Pass Rd., Vallejo, Ca. 707/642-0034. Reg. No. 1419401. 12-1.

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1967 - PONTIAC GTO

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CORNER LOT 200 x 115. Water & nat. gas, nr college & town of Redding, Ca. 1/4 mi. off 299-E, paved rd. \$4,500 terms. Lee R. Morley, Rt. 1, Box 1083, Anderson, Ca. 96007. Phone 345-1610. Reg. No. 1178037. 1-1.

1936 PLYMOUTH FOUR CYL. ENGINE for sale. Complete, runs good. 707/994-3035 eves. 707/994-3607 days. R. R. Davis, P.O. Box 491, Clearlake Highlands, Ca. 95422. Reg. No. 0615104. 1-1.

JEEP, 1964 WAGONEER 4-whl dr. powered by 1968 327 Chev. eng. Pow. brakes, steering. Trans. rebld., new clutch, good tires. C. Fulton, 15196 JoAnne Ave., San Jose, Ca. 95127. Phone 408/258-9766. Reg. No. 1046727. 1-1.

FOR SALE: 1965 CHEV. EL CAMINO, good condition, \$1,000. Phone 415/387-6585. Jim Lampley, 2201 Lake St., San Francisco. Ca. Reg. No. 068103. 1-1.

FOR SALE: GRAYMARINE SIX CYL. 2 carburetor 135 HP complete marine w/reverse gear eng. overhauled, \$750. Jay Crownable, 3911 Cavente Way, Sacramento, Ca., 916/487-3957. Reg. No. 0670731. 1-1.

FOR SALE: ONE RITE WHITE HAT dust protector, new—never used. 707/994-3607 days, 707/994-3035 eves. R. R. Davis, P.O. Box 491, Clearlake Highlands, Ca. 95422. Reg. No. 0615104. 1-1.

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1969 AMERICAN double ender houseboat. Kitchen sized galley. Stove, oven, refrigerator, sun-deck; decks and walkways. Sleeps 10 people. 55 h.p. out-board motor.

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MOBILE HOME FOR SALE: 8'x35' NA-SHUA. Good condition. R. R. Davis, P.O. Box 491, Clearlake Highlands, Ca. 95422. 707/994-3607 days, 707/994-3035 eves. Reg. No. 0615104. 1-1.

FOR SALE: 69 CASE BACKHOE diesel w/Digmore extension, 55 Chev. blackhoe transport, \$10,700. Phone 707/996-6631. Duaine Warden, 18780 Orange Ave., Sonoma, Ca. Reg. No. 1123477. 1-1.

FOR SALE: 1955 METROPOLITAN recently overhauled, upholstered, painted, 1969 BSA 2,000 mi; 1969 El Camino custom, power, air, tinted glass, Proteo-top. Phone 209/835-8023. Reg. No. 1051348.

WANTED: HEAVY OAK TABLE to seat ten. Charles Gebhart, P.O. Box 395, Santa Cruz 95060, 408/422-3800. Reg. No. 1229814. 1-1.

FOR SALE: A. C. HDS DOZER, hydr. blade 1w/hydr. lift \$2,250. Small grader w/9" blade, 4-whl drive, 4-whl steering, designed after Austin Western. \$750. 1961 Ford 1850 dump trk. 534 eng. 5 & 4 trans. 10-12 vd box \$4,250. C. Gebhart, P.O. Box 395, Santa Cruz, Ca. 95060. 408/422-3800. Reg. No. 1229814. 1-1.

FOR SALE: REGISTERED APALOOSA MARE 3 yrs old, broke, good color, \$500 or lucky call reg. thoroughlybred mare in foal or open not over 14 yrs. Thoroughbred calls starting at \$800 at Route 2 Box 55, Fallon, Nev. John Pousley 423-5783. Reg. No. 0613395. 1-1.

GAS DRYER, KENMORE new timer & pilot. \$75. Call 415/359-1680 after 6 PM. Reg. No. 0863916. 1-1.

FOR SALE: 1970 CHEV. PICKUP 3/4 ton 6 cyl, 292 motor 07700 mi, w/8'6" cabover camper w/boat & motor rack like new. \$3,550. Phone 443-1950, Livermore, Ca. Reg. No. 0489700. 1-1.

ST. BERNARDS OF SHOW QUALITY female 32 mo., male 11 mo. Call 415/359-1680 off. 6 P.M. Reg. No. 0863916. 1-1.

1964 FORD GAX 500 XL 58000 mi V8 auto. Trans., pow. slrg. exc. shape. 4 nw poly-bloss tires, new shocks & brakes. \$750 or offer. Call 415/359-1680 after 6 PM. Reg. No. 0863916. 1-1.

TRADE: CLEAR LAKE VIEW LOT \$1,200 EQUITY for late model car, motorcycle or anything of equal value. Harold Schultz, 824 Creek Dr., San Jose, Ca. Phone 408/286-5465. Reg. No. 1328357. 1-1.

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Steel Flat Bed With Racks

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1971 MEETINGS SCHEDULE

1971 SCHEDULE OF SEMI-ANNUAL,
DISTRICT & SUB-DISTRICT MEETINGS

SEMI-ANNUAL MEETINGS	
JANUARY	
9 San Francisco, Sat., 1 p.m.	4 Provo, Fri., 8 p.m.
JULY	5 Reno, Sat., 8 p.m.
10 San Francisco, Sat., 1 p.m.	10 Santa Rosa, Thurs., 8 p.m.
DISTRICT & SUBDISTRICT MEETINGS	
JANUARY	
19 Eureka, Tues., 8 p.m.	20 Eureka, Tues., 8 p.m.
20 Redding, Wed., 8 p.m.	21 Redding, Wed., 8 p.m.
21 Oroville, Thurs., 8 p.m.	22 Oroville, Thurs., 8 p.m.
27 Honolulu, Wed., 7 p.m.	28 Honolulu, Wed., 7 p.m.
28 Hilo, Thurs., 7:30 p.m.	29 Hilo, Thurs., 7:30 p.m.
FEBRUARY	
3 San Francisco, Wed., 8 p.m.	4 San Francisco, Wed., 8 p.m.
9 Stockton, Tues., 8 p.m.	10 Stockton, Tues., 8 p.m.
18 Oakland, Thurs., 8 p.m.	12 Oakland, Thurs., 8 p.m.
23 Sacramento, Tues., 8 p.m.	24 Sacramento, Tues., 8 p.m.
25 San Jose, Thurs., 8 p.m.	26 San Jose, Thurs., 8 p.m.
31 Fresno, Tues., 8 p.m.	31 Fresno, Tues., 8 p.m.
MARCH	
2 Fresno, Tues., 8 p.m.	2 Ukiah, Thurs., 8 p.m.
5 Salt Lake City, Fri., 9 p.m.	17 Salt Lake City, Fri., 8 p.m.
6 Reno, Sat., 8 p.m.	18 Reno, Sat., 8 p.m.
11 Ukiah, Thurs., 8 p.m.	
APRIL	
6 Eureka, Tues., 8 p.m.	5 Eureka, Tues., 8 p.m.
7 Redding, Wed., 8 p.m.	6 Redding, Wed., 8 p.m.
8 Marysville, Thurs., 8 p.m.	7 Marysville, Thurs., 8 p.m.
21 Honolulu, Wed., 7 p.m.	27 Honolulu, Wed., 7 p.m.
22 Hilo, Thurs., 7:30 p.m.	28 Hilo, Thurs., 7:30 p.m.
MAY	
4 Sacramento, Tues., 8 p.m.	4 Watsonville, Thurs., 8 p.m.
11 Stockton, Tues., 8 p.m.	9 Stockton, Tues., 8 p.m.
13 Watsonville, Thurs., 8 p.m.	11 Oakland, Thurs., 8 p.m.
20 Oakland, Thurs., 8 p.m.	17 San Francisco, Wed., 8 p.m.
26 San Francisco, Wed., 8 p.m.	23 Sacramento, Tues., 8 p.m.
JUNE	
1 Fresno, Tues., 8 p.m.	

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg. 474 Valencia St.	Oakland, Engineers Bldg., 1444 Webster St.
Eureka, Engineers Bldg., 2806 Broadway.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Redding, Engineers Bldg., 100 Lake Blvd.	Fresno, Engineers Bldg., 3121 E. Olive St.
Oroville, Prospectors Village, Oroville Dam Blvd.	Ukiah, Labor Temple, State Street.
Honolulu, IBEW Hall, 2305 S. Beretania Street.	Salt Lake City, 1958 W. No. Temple.
April meeting only, Washington School Cafetorium, 1633 S. King St.	Reno, 124 West Taylor.
Hilo, Kapiolani School, 966 Kilaua Ave.	Marysville, Elks Hall, 920-D Street.
San Jose, Labor Temple, 2102 Almaden Rd.	Watsonville, Veterans Memorial Bldg., 215 Third.
Stockton, Engineers Bldg., 2626 N. California.	V Santa Rosa, Engineers Bldg., 3900 Mayette.
	Provo, 165 West 1st North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

He that is proud eats himself up; pride is his own glass,
his own trumpet, his own chronicle.—Shakespeare.

CREDIT UNION

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

FRINGE BENEFIT
SERVICE CENTER

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

IMPORTANT

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Invest in Yourself!

There Are Multiple Gains in
Using Your Own Credit Union

By JAMES "RED" IVY
Credit Union Treasurer
LIFE SAVINGS INSURANCE—Your Credit Union provides each insurable Member/Shareholder with a unique type of Life Insurance called Life Savings Insurance. This Insurance is

supplied to savers without extra charge as an added inducement to thrift.

Under the plan, each eligible dollar a Member saves (up to \$2,000) before age 55 is matched with a dollar of Life Insurance. A decreasing scale (decreased by 25c each 5 years) applies to money saved after age 55.

Needless to say, the value of this insurance greatly enhances the attractiveness of the dividends paid on Credit Union share accounts. In fact, many Members have expressed themselves as placing more value on the Life Savings Insurance than the Credit Union dividends which have been comparable to the interest paid on bank savings accounts.

INCREASE YOUR INSURANCE BENEFITS—With the January pay-out of California and Utah Vacation Pay, many members who have used the Vacation Pay Plan as a savings medium, will find their share account balances going over the \$2,000 mark. In instances where the amount in excess of \$2,000 is substantial, we suggest the member consider opening a joint share account with his spouse or other member of his family.

Transferring the excess to the new account will provide additional benefits by insuring the life of the family member named as owner. The Credit Union will be pleased to forward the necessary forms on request.

NAME YOUR BENEFICIARY—Many of our Credit Union Members have their share accounts opened through the automatic transfer of their Vacation Pay to the Credit Union. At the time these accounts are opened, a signature card titled "Application for Membership" is mailed to each new member with a request that they complete the face of the card and return it to the Credit Union immediately.

This provides the Credit Union with the information necessary to facilitate transacting Credit Union business by mail (share withdrawal, etc.) without having to request the mem-

ber to have his signature verified each time by a Notary or Union Representative. The reverse side of the card also provides the member with the option of naming a joint tenant of his account and BENEFICIARY of his LIFE SAVINGS INSURANCE.

We would like to emphasize the importance of the member completing this card and naming a joint tenant and beneficiary. Taking this action greatly simplifies the legal process required to release funds to the rightful owner in the event of the death or incompetence of the member.

Members not desiring to name a joint tenant of their account should consider designating a beneficiary of their Life Savings Insurance only.

Forms for taking either of these actions are available through your Local No. 3 District Office or may be obtained from the Credit Union Office in San Francisco. If your marital-family status has changed or you are not sure we have your account recorded showing the joint tenant or beneficiary you desire, now is a good time to find out. A note to the Credit Union will do it.

NEED MONEY????—Your Credit Union is still the most economical place to borrow money to pay bills, finance your new car, mobile home or any other consumer item. We have ample money on hand to meet your financing needs.

The Loan Officer in your Local No. 3 District Office and the Credit Union staff in San Francisco will gladly assist you in preparing application and comparing costs with the rates charged by other lenders. They also have valuable information that will save you money on purchasing, insuring and financing motor vehicles.

Amendments to the Credit Union Law enacted in the last session of the Legislature have made it possible to expedite the processing of Credit Union loans and give the members in the outlying districts much faster service than was previously permitted.

The Credit Union belongs to you. Use it to your advantage.

Business Offices and
Agents Phone Listing

DISTRICT 1—SAN FRANCISCO

Dispatch Office:
470 Valencia Street 94103 (Area 415) 431-5744
A. J. "Buck" Hope, Dist. Rep.992-1182
Don Luba (Dial Operator) Enterprise 1-5345
Bill Parker223-3417
Fran Walker, Trustee456-6304

SAN MATEO
1527 South "B" 94402 345-8237
Bill Raney368-5690
Dick Bell359-5857

SAN RAFAEL
76 Belvedere Street 94901 451-3565
Al Hansen479-5874

VALLEJO
404 Nebraska Street 94590 644-2667
Aaron S. Smith643-2972
Dudley Western648-1775

DISTRICT 2—OAKLAND
1444 Webster Street 94612 893-2120
Don Kinchloe, Dist. Rep.837-7418
Guy Jones525-5055
Tom Carter682-6382
Herman Eppler754-3072
Robert Havenhill846-1756
John B. Norris223-4957
Paul Wise586-2587
Jim Jennings828-5803

DISTRICT 3—STOCKTON
2626 N. California 95204 (Area 207) 444-7687
Walter Talbot, Dist. Rep.477-3210
Al McNamara454-0706
Elvin Bolaffi948-1742

MODESTO
401 H Street 95354 522-0833
Jerry Bennett529-5389

DISTRICT 4—EUREKA
2806 Broadway 95501 (Area 707) 443-7328
Ray Cooper, Dist. Rep.443-1814
Eugene Lake443-5843

DISTRICT 4—FRESNO
3121 East Olive 93702 (Area 207) 233-3148
Claude Odom, Dist. Rep.439-4052
Bob Merriott734-8696
Walter Norris439-3455
Harold Smith

DISTRICT 4—MARYSVILLE
1010 Eye Street 95901 (Area 916) 743-7321
Harold Huston, Dist. Rep.742-1728
John Smith743-6113
Dan Senechal673-5736
Alex Cellini

DISTRICT 7—REDDING
100 Lake Blvd. 96001 (Area 916) 241-0158
Ken Green, Dist. Rep.347-4097
Lou Barnes243-7645

DISTRICT 8—SACRAMENTO
8580 Elder Creek Road 95828 (Area 916) 383-4400
Doug Farley, Dist. Rep.685-3062
Al Dalton622-7078
Martin Coopender489-4180
Al Swan487-5491
Ralph Wilson

DISTRICT 9—SAN JOSE
760 Emory Street 95110 (Area 408) 295-8788
Bob Skidgel, Dist. Rep.269-3436
Mike Kravnick266-7502
Jack Curtis476-3824
Bob Sheffield225-5458
Mike Womack

DISTRICT 10—SANTA ROSA
3900 Mayette 95405 (Area 707) 546-2457
Russell Swanson, Dist. Rep.545-4414
Robert Wagon539-2821

NEVADA
DISTRICT 11—RENO
185 Martin Avenue 89502 (Area 702) 329-0236
Bill Relertford, Dist. Rep.747-3509
Russell Taylor423-5630
Dale Beach
Lenny Fogg

UTAH
DISTRICT 12—SALT LAKE CITY
1958 W. N. Temple 84103 (Area 801) 328-4946
Tom Bills, Dist. Rep.255-4515
Wayne Lassiter

PROVO
125 E. 300 South 84601 (Area 801) 373-8237
Victor Long
Bob Mayfield

OGDEN
2538 Washington Blvd. 84401 (Area 801) 399-1139
Kav Leishman773-0254

HONOLULU, HAWAII
2305 S. Beretania 96814 (Area 808) 949-0084
Harold Lewis, Sub-Dist. Rep.923-1207
Wilfred Brown845-3750
Wallace Lean455-3908
Bert Nakano (Hilo)968-6141
Valentine K. Wessel (Hilo)935-1043

AGANA, GUAM
P.O. Box E-J 96910772-4222
Harry Bouwens
William Flores749-2400
Yong Hae Jun772-4222
Mike Page746-3422
Virgilio Delia

More Personals . . .

(Continued from Page 15)

EUREKA

Congratulations are in order to the parents of new baby boys:
Mr. and Mrs. Paul McEwen
Mr. and Mrs. Ron Pelletier
Mr. and Mrs. Wallace Mitchell

We wish a speedy recovery to Brother Richard Baker who was injured in an auto accident at Big Flat in October. Also, a speedy recovery to Brother Lewis Baily who is at home after a heart attack.

We wish to extend our deepest sympathy to the family of Brother Dave Spindler who passed away December 14, 1970.

We wish to extend our deepest sympathy to the family of W. J. John Peterson, a long time contractor in this area who passed away December 14, 1970.

FRESNO

We wish to express our condolences to the family of Brother Louie Chavez who recently passed away.

Also, our deepest sympathies are extended to Brother Van Salvador on the loss of his wife, Jewell.

Many thanks to Brother E. L. Evans for his donation to our Blood Bank.

We in the Fresno office would like to take this opportunity to wish one and all our very Best Wishes for the New Year.