

# Officers Installed At Special Meeting



INSTALLATION of newly elected officers of Local Union No. 3 was held at a specially called district meeting in District 1 on Saturday, September 13, in the Union Hall at 474 Valencia Street in San Francisco. Shown taking the oath of office are: Back Row (l. to r.) I. Jay Neeley, Trustee; Harold J. Lewis, Trustee and Sub-District Advisor to the Executive Board; Dale Marr, Vice President; Walter Talbot, Auditor; A. J. "Buck" Hope, Financial Secretary; Gail Bishop, Guard; Don Kinchloe, Treasurer; Harold Huston, Auditor; James J. Twombly, Regional Director, 10th Region, International Union of Operating Engineers who officiated at the ceremony;

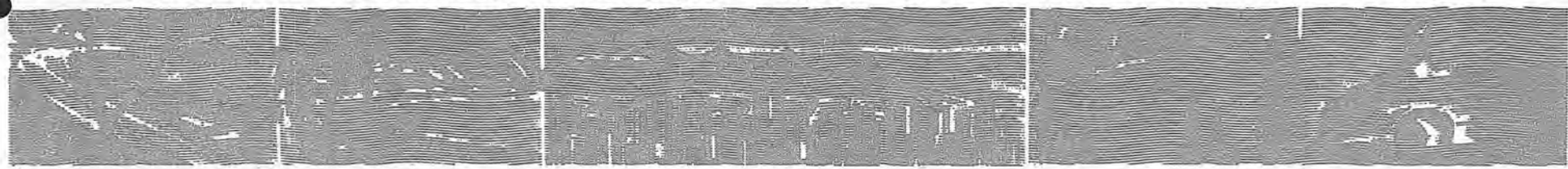
Bill Raney, Auditor; Paul Edgecombe, President; Al Clem, Business Manager and International Vice President; T. J. "Tom" Stapleton, Recording-Corresponding Secretary; Norris Casey, Conductor and F. O. "Fran" Walker, Trustee. Second Row (l. to r.) Executive Board Members: Guy Basil Slack (1); Ted N. Mason (2); Merle W. Isbell (3); Don C. Dillion (4); A. E. "Jack" Lofton (5); Jack W. Slade (6); George R. Farrell (12); Joe Ames (7); Johnnie Lee Hinote (8); Al P. Perry (9); Garth Patterson (10); and Daniel R. Ellis (11). More pictures on page 16.

"Serving the men who move the earth!"

## ENGINEERS NEWS



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



GUAM, WHERE AMERICA'S DAY BEGINS

HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 28 - No. 10

SAN FRANCISCO, CALIFORNIA



October, 1969

### Sees Real Danger

## Union Official Scores Construction Cutback

"Despite statements to the contrary by some economists, many elements at work in today's economy will lead to, at best, a strong recession and could plunge the country into a worker's depression," according to T. J. "Tom" Stapleton, Recording-Corresponding Secretary of Local Union No. 3, Operating Engineers.

Stapleton, a key administrative officer for the giant 35,000-member construction union which has jurisdiction over Northern California, Northern Nevada, Utah, Hawaii, Guam and the Mid-Pacific Islands, a graduate of the Harvard Labor School is a long-time student of labor law, labor economy and negotiations.

Stapleton made the statement in calling for quick reaction on the part of members both "as a strong union and as individual citizens and taxpayers" to the recent announcement by President Nixon of a 75 per cent cutback in the construction industry.

In asking each member to write personally to his representative in Washington, Stapleton pointed out that "two major specters haunt the American workingman today; loss of buying power because of the inflationary spiral in the retail and services area, i. e. medical care, food, clothing and housing construction and repair, and failure on the part of the politicians to enact fair and proportionate tax laws."

"We must support strong and equitable tax reforms that will eliminate soaking the worker to enrich the rich and vigorously destroy the mythical cliché that 'high wages lead to high costs'," stated the union leader.

Stapleton pointed out that living costs have risen 12 per cent since 1966 and by 23.5 per cent

since 1960, completely eroding all wage increases gained during that period and this was taking place while corporate earnings were rising some 15 per cent after taxes from 1966 to 1968 and have already topped last years' profits by some 7 per cent to date in 1969.

"This leads us to believe that price ceilings are inevitable in the retail and services area if the worker is to retain any semblance of economic equality," stated Stapleton.

As for the construction industry, "more basic to the nation's economic and social growth than any other industry," Stapleton pointed out that unemployment in construction was twice that of the national average and that in Local 3's jurisdiction that the number of Operating Engineers employed in the construction industry had decreased by 4 per cent since 1966 and further that in 1966 Operating Engineers were averaging 145 work-hours per month and that the average in 1969 to date was only 125 work-hours per month.

(See REAL DANGER page 2)

## Job Losses Up 20,000 In Cal Count

Unemployment in California totaled 380,000 last month, 20,000 higher than in August 1968 and the state's seasonally adjusted jobless rate rose to 4.6 percent.

This means that California's jobless rate is now 31 percent higher than the 3.5 percent rate of the nation as a whole.

It also means that, although California has a little less than 10 percent of the nation's population, it currently houses better than 13 percent of the nation's jobless workers. Last month unemployment nationally totaled 2.9 million.

The state's total civilian employment climbed to 8,096,000, reflecting an over-the-year increase of 231,000 or 2.9 percent.

A report released recently by William C. Hern who was named acting director of the State Department of Industrial Relations to replace the late Peter Weinberger, noted, however, that "the downtrend in the aerospace manufacturing industry (aircraft, electrical equipment, ordnance and instruments) continued in August."

It said employment in this complex, now at 565,000, is some 50,000 lower than at the end of 1967 when cutbacks began.

On the national level, the Bureau of Labor Statistics said that in the past six months non-farm payroll employment "has slowed down substantially."

Monthly increases averaged

(See JOB LOSSES page 2)

### Empty Lunch Pails?

## 700,000 Jobs at Stake In Inflation Battle

The Nixon Administration had indicated that it will accept a boost in unemployment as part of the cost of curbing inflation.

Now the word "unemployment" is a nice impersonal word. For the most part it fails to conjure up any inkling of the real hardships imposed on the average family of four when the paychecks suddenly stop coming in.

Likewise, the phrase "an increase in unemployment" common to the monthly state and federal reports on the plights of thousands of U.S. citizens searching vainly for jobs also minimizes the very real, individual human and social problems created by such a rise.

Since some economists are now predicting that the nation's jobless rate could climb from its present 3.6 percent to 4.7 percent within the next year if the Nixon Administration's present restrictive fiscal and monetary policies continue, maybe it's time for workers to ask:

What would such an increase in unemployment mean in terms of actual people?

The answer is: 700,000 more jobless workers!

Instead of having 2,900,000 U.S. workers actively searching for jobs, we may have 3,600,000!

Since California houses roughly 10 percent of the nation's population and has enjoyed a hefty slice of federal spending for aerospace, defense and federal installations, there is a pretty good possibility that California's jobless ranks will rise by 70,000 or more within the year.

And, in the light of Nixon's recent order of a 75 percent cutback

in federal construction spending, a number of skilled works as well as workers in unskilled and minority groups are liable to wind up within those jobless ranks.

Meanwhile:

- The Nixon Administration deplores workers' wage increases, particularly in the building trades, but remains mute when corporate giants in our basic industries like steel and copper hike their prices.

- Nixon's Commerce Secretary Maurice H. Stans makes special allowances for the nation's automobile manufacturers saying their price increases are "a consequence of the inflation we are fighting, not a cause."

- Bank profits skyrocket while the Nixon Administration lets interest rates climb to their highest level in a century. Prime interest rates rose 36 percent—from 6½ to 8½ percent within six months after his election in November 1968.

The Nixon Administration ignores the fact that price inflation, which has risen to between six and seven percent, makes most union negotiated wage increases quite modest, particularly if weighed against industrial profits and dividend payments.

(See EMPTY PAIRS page 2)





## Collectively Speaking with Al Clem

Now that the installation of officers is behind us, we can look forward to another three (3) years of working together to improve the wages and working conditions for the members of Local 3.

When you review the last nine (9) years of achievements and compare them with other local unions, it is almost unbelievable of what we have been able to accomplish by working as a team. By the team, we mean the Officers, Executive Board Members and the Engineers who make up our great Union.

The work picture continues to hold good but again we know that many of our members and their families are concerned with all this talk of a cut-back in the construction programs. However, we are hopeful that the politicians will take another look of what havoc this would bring about in the economy of our country, and that they will review their decisions.

During the past month I attended the AFL-CIO Convention in Nevada, and being this is a right-to-work state, the people there are faced with many problems which we are not confronted with in the states of California and Hawaii. Of course, many of the same problems, we face in the state of Utah.

Our organizing campaign in Guam is proceeding as well as can be expected. Since the change in the administration in Washington, there has been a new Governor and Lieutenant Governor appointed to serve the people of Guam. It is too early to evaluate how they will work with Local 3, but we are hopeful that they will be sympathetic to our problems so we can work together to improve the economy in this portion of our nation.

I attended the General Executive Board Meeting in Washington, D.C. during the past month, which was of a short duration, and many subjects were discussed that would affect the lives of the Operating Engineers throughout the United States of Canada.

In our traveling around our jurisdiction and talking to the members who we know personally, they tell me that there are some violations of the contract which they feel are not being serviced as they should be. We urge you that if you work on a job and you see any violation of the contract to contact your Steward or Business Agent immediately. If you do not receive a satisfactory answer from them, contact your District Representative and, of course, at a last resort, give me a call and leave a message as to the location of the job, nature of the violation, and I assure you that it will be corrected.

As we have many Business Agents and Stewards, it is almost impossible for them to personally observe every violation of the contract. More generally our Employers, and specifically the owners, intend to observe the contract as it is negotiated, but, of course, some of the field supervisors perhaps do not understand the intent of the contract as negotiated. Then again, we have the hero in supervision who intentionally takes short cuts in our working rules with the specific thought in mind of trying to save a few dollars at the expense of the engineer, and I am sure that this is not the wishes of the owners for a good healthy understanding between the owners and the members of our Union mean money in the pockets of the owners as well as the members.

We all have an obligation to the general public, so when the contract is negotiated, signed and agreed to, it should be lived up to in its entirety, and it is my intention to see that our contracts are observed as they are negotiated. I repeat again, if you see a violation of the contract, please let me somehow know in order to correct it. If the work cuts back or if there is a cut back in employment, we know there will be more chiselers coming into the industry and this is something we do not need.

By the time you receive this paper, the training facilities at Rancho Murieta at Slough House, California, will be in full swing with a mess hall and barracks available for those who wish to avail themselves of this opportunity to up-grade their skills. If the construction cutbacks are put into operation as rumored, the members of our Union possessing the greater number of skills will be able to work steadier, so I urge you to investigate this golden opportunity and avail yourself of the chance to participate in this training program.

At the present time, we are conducting a refresher course for the various District Representatives and Business Agents in order that they become more familiar with the contracts, Health & Welfare Plans, Pension Plans and the workings of our Union. While this is being done, we know that they will be better able to serve you. As the techniques of operating our Union are changing so fast, we feel that these refresher courses will partially be the solution to many of our problems. Also, it will aid the District Representatives and Business Agents in this ever changing world.

During the month of September there were 3570 men dispatched to the various job, and 14 long form agreements signed and 151 short form agreements, making a total of 165 agreements.

## Dollar Value of Union Membership

Washington—What is a union contract worth to the average worker?

In 1966, according to the Labor Dept. it was worth \$1.14 an hour or about \$2,371 a year.

That was the difference in the average hourly compensation of non-office workers in establishments with union contracts and those without union contracts.

The dollar difference is almost certainly greater now, but the 1966 data was the latest available when the Bureau of Labor Statistics published its report on "Employee Compensation in the Private Nonfarm Economy."

Part of the difference was in the basic straight-time wage rates.

The average union worker made \$2.62 an hour at the time of the survey, as compared to \$1.88 an hour in non-union employment.

But he also got substantially more vacation time, holidays, pension benefits, health insurance and other fringe benefits.

That brought his total hourly compensation — the amount the employer pays out on his behalf — to \$3.37 an hour. For the worker without a union contract, the comparable figure was only \$2.23 an hour.

Since the union worker puts in fewer hours on the job because of his longer vacation and added holidays, the difference is even greater when measured in terms of total compensation per hour actually worked. The Labor Dept. figures for that category boost the union differential to \$1.29 an hour more than the non-union worker.

## Real Danger

(Continued from page 1)

"This is a sad commentary in an industry that must provide the economic and environmental base for this nation; an industry already some 40 years behind the needs of a burgeoning population, especially at a time when the crocodile cry for more jobs is heard throughout the Nixon administration. We fail to see in our wildest imagination how a 75 per cent cut-back in construction can lead to anything but a depressed job market and a depressed economy."

(See pages 4 and 5 for additional details.)

## Empty Pails

(Continued from page 1)

The truth of the matter is that under present conservative economic policies the bulk of the burden of curbing inflation is being foisted off on middle and low income workers while the rich get richer.

And the trouble is most of us can't see the forest for the trees until we're the ones pounding the bricks in search of a job.

## Job Losses

(Continued from page 1)

145,000 in the March-August period in contrast to a 250,000 average pickup during the previous six months, the report indicated, noting that the slowdown has run through most major industries and that construction employment has continued a steep decline.

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

## On The Safety Side



By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY

● Did you know that accidents are the leading cause of death for people aged 1 to 37?

● Or that 44 people died last year from bites or stings of venomous animals and insects?

● Or that 8,000 to 10,000 lives could be saved each year if everyone riding in cars wore seat belts at all times?

● Or that 245 million man-days were lost during 1968 from accidents occurring that year? And that in future years another 135 million work days will be lost because of additional recovery time for the injuries suffered during 1968?

These are but a few of the documented facts to be found in the 1969 edition of *Accident Facts*, a comprehensive analysis of accidents that is compiled each year by the National Safety Council. From time to time, this writer will be bringing some important conclusions on these facts that affect your personal safety on and off the job.

You should treat your vacuum bottle with tender, loving care. Innocent as they may look vacuum bottles are potential bombs looking for a time and a place to explode and a moment of carelessness on your part could lead to a lifetime of blindness.

One of the National Safety Council's monthly newsletters recently carried a story about a worker in Hamilton, Ontario who was spooning soup from a quart-size vacuum bottle when the bottle exploded in his face.

It seems the metal spoon cracked the glass lining causing it to implode, then explode, sending glass fragments out the thermos opening into the worker's face.

One of the worker's eyes had to be "frozen" to remove numerous glass splinters. He also suffered cuts to his face.

The damage to his eye fortunately did not affect his vision.

The Council says the following safety guidelines for the home as well as on the job can be concluded:

● Never insert metal utensils or other objects inside vacuum thermos bottles.

● Avoid sudden temperature extremes, such as pouring boiling hot coffee into a thermos containing ice cubes.

● Handle with care as you would any other glass object.

Dear Sir:

I am an apprentice Operating Engineer and have just completed six weeks at Rancho Murieta. This letter is to say that I think Local Union No. 3 has a terrific training program, and feel that my six weeks were well spent.

At first my intentions were to stay just two weeks, but after the first day, thanks to Angelo Weir and all the instructors the program was presented so well I decided to stay the full six weeks.

At the beginning I thought it would only be possible to familiarize myself with the various pieces of equipment, but after a week or so I found myself doing much more than that.

The one thing that really makes the program is that it is actual on the job training and a small city in the making. I am proud to have been a small part of it.

The strict safety program there is well enforced. If, perhaps, it hadn't been for my Coordinator, Lew Jones, who encouraged me to attend the school, I may not have taken advantage of the opportunity.

Without your foresight and ability, the whole complete program would not have been made possible.

With deep appreciation,

Sincerely yours,  
JIM SHORT  
Livermore, California

## ENGINEERS NEWS

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



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103. Advertising Rates Available on Request.

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

## Vets Seeking Jobs

During 1968 the 2,300 local offices of the Federal-State employment service received more than 1.8 million new job applications from veterans, including 157,000 from disabled veterans. Nonfarm placements in this period totaled 1,164,000, including 120,000 disabled veterans.



# Detailed Look At Oakland Work Picture

## NORRIS CASEY

### District Rep & Guard

By ALEX CELLINI

Quarries, Equipment Dealers, Scrapyards and Plants

Rock, Sand and Gravel industry in Contra Costa County is still moving along very well. The industry has again picked up in Alameda County with Pacific Cement & Aggregate in Centerville making material and supplying Pacific Ready Mix in Mt. View, San Carlos and in San Jose which is keeping a two-shift operation going. Dumbarton Quarry is supplying Hiltop Construction in Newark and Fremont with 17,500 tons of aggregate for the Area Improvement District. Silva Brothers is taking 6,000 tons of material and De Silva is also going to use 14,000 tons; also, for the Area Improvement District in Newark and Fremont. Dumbarton Quarry is also going to supply C.T.B. and other aggregates for the 680 project, which has been approved by the State of California. Stack and Vining is mining all these materials in the quarry. So the Brothers are keeping busy. Kaiser-Radum Plant in Pleasanton is supplying L. C. Smith with a total of 250,000 tons of aggregates for their project on Highway 50.

Scrap industry in the Oakland area is again moving well, with Schnitzer Steel working two shifts loading ships out and Learner Company is back in the swing scrapping old ships.

Equipment Dealers are moving in high gear at present time servicing equipment in the shops and field.

By TOM CARTER

Richmond-West Contra Costa

The work throughout the area is still very good as it has been all summer. The outlook for the rest of the year is the same.

Gordon H. Ball Construction Company has started to repair the slide on Highway No. 80 in Pinole. At the present time P & Z Drilling Company is in the process of drilling 150 deep wells on the east side of the highway that will connect with a like amount of wells on the west side of the freeway within the slide area. These wells should drain the water from around this area with its full underground springs.

When this work is completed they will be able to refill the slide and open the freeway on its original alignment before the end of the year.

Piombo Construction is now working a large crew on their job in El Sobrante. This job consists of moving about 600,000 yards of dirt for a housing development. This job should run till about the end of November.

Peter Kiewit & Sons Marine Division yard in Richmond is busy converting an old liberty ship to a barge to set the 125 ton American Crane on. The complete top deck had to be cut off this ship lowering the sides 14 feet. They are now busy putting a series of beams back inside the hull to make it structurally sound and seaworthy when this heavy crane is set on the deck.

By JERRY ALLGOOD

Southern Alameda and Southern Contra Costa Counties

Awarding of \$97,940 in state funds to a contractor for initial development of the Del Valle Reservoir recreation area this week appears to assure use of the new recreation area by next summer.

The Department of General Services, office of architecture and construction in Sacramento, announced this week that the Berke-

ley contractors firm of O. C. Jones and Sons, won the bid award to begin development of the Arroyo Mocho area at the reservoir.

The project comprises the grading of an entire roadway and parking areas to accommodate about 175 vehicles and boat trailers. Construction of a paved boat launching ramp is included in the work.

Del Valle will provide the Valley with its largest recreation area once the entire area is developed. Some 16 miles of shoreline has been created by the Del Valle Dam.

Roads and launching ramps will be only the first phase of a large-scale recreation grounds expected to draw over three million persons annually, according to predictions in 1967 when the reservoir project first began.

A warm-water fishery is planned for the reservoir, which eventually will have 1,075 surface acres. The reservoir and accompanying recreation areas have been created as an outgrowth of a flood control project and construction of a circulating holding basin for the South Bay Aqueduct.

A \$220,134 construction contract for several shore drainage lines in Newark is expected to be awarded by the Alameda County Board of Supervisors to Silva's Pipeline Construction Co. of Hayward.

The Hayward firm submitted the lowest bid of seven reviewed by the purchasing agent. The project, as estimated by county flood control engineers, was \$248,000. Bids ranged as high as \$257,424.

The contract involves installation of 9,100 feet of reinforced concrete pipe, from 15 to 42 inches in diameter, in several areas in or near Thornton Avenue, to improve drainage in Newark's business district.

By BOB MAYFIELD

Upper Contra Costa County

At this writing leaves are starting to turn brown and fall with a slight nip in the air which is a positive sign that old man winter is just around the corner. This is also a signal to most of the contractors to get in gear and to get extra serious about finishing what they have started before rains set in. Blade men that are top finish men and grade-checkers have been in demand somewhat but, most other jobs are fairly stable.

The Perini Corporation at their Antioch freeway job are finally nearing capacities in all classes as their shipments on new Euclid scrapers finally have arrived by railroad shipments. As soon as they were unloaded and serviced they were put to work. This job entails building several large structures plus excavation which will total around three and one half million yards. A great deal of this yardage consists of sand and it is hopeful by all that crews will be able to navigate at least part of the winter due to these sandy conditions.

Gallagher & Burk are beginning their Roosmoor projects which for the past several years have been done by Fredrickson & Watson. This take-over by the company represents a never ending project which consists of excavation at first and then related underground work and finally complete paving. This work is done in phases and as one phase is completed and is partially sold, new phases are started according to the demand of sales of houses within each unit.

In Martinez the Ernest Pestana Company is well on their way towards full production of their large pipeline. The job has a length of about six miles and should last until in the early spring. Also in Martinez the new

Stouffer Chemical Plant is in full production with the Winston Company and host of sub-contractors employing a large crew that has proven to be an excellent job for many of the good Brothers.

At the Fibreboard Corporation in Antioch, the D. W. Nicholson Company is in the midst of a shut-down and has been good work for several of the Brothers.

By DON LUBA

Oakland-San Leandro Area

The work picture in the Oakland area is still looking good. Plenty of building construction going on. McDonald & Nelson of Oakland have started the footings on their new job at 6th & Webster. This is a three-story Salvation Army Service Center, costing approximately one and a half million dollars and approximately one year to construct. This same company has also started excavation and footings on their Merritt Hospital addition. This is three million dollars worth of work consisting of a four level parking lot and a four level addition to the hospital itself. This will take approximately 18 months to complete. McDonald-Nelson are presently about 50% complete on the Alameda College job, and in the cleaning up stages on the 34th Avenue BART Station job. These four jobs alone aside from providing some key jobs for some of our Brothers, also provide a good amount of work for us through many of their sub-contractors. O. C. Jones, Bay Cities Excavators, P & Z Drilling, Inland Steel, E. C. Braun, Flo-Crete, to name a few. Dillingham Construction have

started work on the new 13-story Mosswood Park Office Building on Broadway near MacArthur Boulevard. Judd Drilling of Walnut Creek is doing the boring and Lauritzen is driving a little over 200 prestressed concrete piles. The total project runs in the price range of 3 million dollars.

Middle Harbo is a beehive of activity in recent days. Pomeroy has completed the dock facilities completely, but, are still doing some driving for office building for this new Sea Trains operation. Houben Industries have finished setting up one 100 ton container crane, and now busy setting up the second one. This has kept some of San Jose Crane & Rigging crews and Bigge quite busy. Gallagher and Burk are presently engaged in paving the entire area with a 15-inch lift of A. C. which will run about 60,000 tons. Underground Construction are putting in sewers and utilities. While all this activity is going on Sea Trains Corp. has been moving in a hundred or so container vans and trailers and parking them around the fringes of the entire area ready to start loading ships the day construction work is completed. Immediately next door to this operation Brogden Brothers and Heim Brothers are busy tearing out four more of the old more shipyard dock facilities to make room for even more expansion of the container business in Oakland.

Pomeroy having some slow going with the excavation and footing portion of their contract at the Kaiser Hospital. This is a tough one calling for the erection of a trestle to enable truck cranes and

drill rigs to gain access to four inner courtyards by going over the top of the one story portion of the old hospital. After the excavation and footings are completed around mid-November, Kaiser Steel will come in to make a twelve story erection over the top of the present hospital. All this work to be performed without curtailing any of the hospital's daily operations.

## Handicapped Aided

The Labor Department reports that physical or mental impairments limit the work activity of 16 million Americans 17 years of age and over. To help these people to become productively employed, the Federal-State employment system engages in specialized job development for the handicapped, suggesting that employers modify hiring requirements or adapt the working environment to the capabilities of these individuals.

## Workers Compensation

The U. S. Department of Labor reports American workers averaged \$3.40 an hour in total compensation in 1966. The Department says straight-time pay accounted for 81% of total compensation, with fringe benefits making up the balance.

## Opportunities

A total of 336,000 jobs will be available for disadvantaged high school-age youth this summer through more than 1,000 Neighborhood Youth Corps projects.

# Nevada Labor Federation Condemns Construction Cut

★ ★ ★

By GAIL BISHOP  
District Representative

JACK EVANS and  
BUD JACOBSEN  
Business Representatives  
and BOB VICKS  
Apprenticeship Coordinator

The Nevada State AFL-CIO Federation just completed a very successful convention. This year it was held in Northern Nevada at the Sahara-Tahoe Hotel.

A number of strong resolutions were passed, including one condemning the 75% cut-back in Federal Construction money as ordered by President Nixon. This will bring ruin to the construction industry in the Silver State if not stopped. It behooves each of us and our wives to write to our two Senators and Congressman telling them what we think of this situation.

Our Legislative team and their mailing addresses are:

- Senator Alan Bible, Senate Office Building, Washington, D. C.
- Senator Howard Cannon, Office Building, Washington, D. C.
- Congressman Walter Baring, House of Representatives, Washington, D. C.

Just a few lines will make these men aware of our feelings. Write them now.

Several new jobs have been awarded in the Tahoe Basin.

M-K and Byars Construction were awarded a 2.7 million dollar underground job in the Incline Village area.

Frontier Contractors has a 1.6 million dollar job in the Home-wood Area.

★ ★ ★

Dorfman Construction is going full blast at Tahoe Vista.

Granite Construction and Dillingham Construction are working the Tahoe Keys area.

Hughes & Ladd have moved in on the Kingsbury job.

Valley Engineers are in the Meyers District. Mostly underground.

Terry Construction is keeping several engineers working.

A. Teichert Construction is working on a big Subdivision at Incline.

Two or three good underground jobs should be let in the near future.

Industrial Construction has started moving on their job outside of Elko and should start a 2nd shift soon.

Commercial Asphalt has a few more weeks at the Pine Valley job widening Highway 51. Brother Charles Fetcher is Job Steward and has done a very good job in that area.

Nevada Rock & Sand has the job and Commercial Asphalt subcontracted the paving. Nevada Rock & Sand also has the job on Highway 51 at the Mountain City Project, which is 80 miles north of Elko.

Rogers Construction is hoping to complete their job before the weather sets in. The Brothers there are working 11 hours and 2 shifts in order to complete the job this year on Interstate 80.

At Cortez Gold Mine's meeting, the Brothers welcomed their new Chief Steward Larry Simpson. Larry who was also Chief Steward at Carlin Gold Mine is an old member of the Operating Engi-

★ ★ ★

neers. He is a shovel operator and has been at Cortez Gold Mine since the contract was signed in '68.

Mentzer Detroit Diesel has moved into their new building and the Brothers there are enjoying the new facilities. The new shop is located on Vista Lane in Sparks, and has double the working area.

Also moved to a new location is Sierra Engineering. They have doubled their work force and have put 10 more Brothers to work.

The Brothers at Rogers Construction at Carlin will miss Brother Earl Beach while he is in the hospital at Elko. I'm sure as soon as Earl can receive visitors, he will appreciate a visit from each of them. Earl has been a member of Local 3 for many years and would appreciate any get well cards and visits.

Two apprentices were tested this month and 11 applicants were tested for the "C" list. The work picture hasn't been too bad for the apprentices. There are 27 working now in District No. 11.

The J.A.C. had a booth at the Nevada State Fair, September 10th through September 14th. The display was well received.

## Tied to Their Jobs

A Department of Labor survey discloses that handicapped workers compare favorably with their able-bodied co-workers in production, efficiency, safety, and attendance. Their turnover rate in jobs is much lower than that of able-bodied workers. Ability counts.



# Ask Members' Support Against 75% Cutback

## Tax Reform, Construction Actions Vital To Economy

### HOW TO WRITE

To Your Congressman . . .

Many people think any letter to Washington is just a waste of time, but nothing could be further from the truth. Congressmen pay attention to their mail. They have to, because the writers' views form a major listening post for voter sentiment on pending legislation.

**Who reads them?** A surprising amount of the letters to congressional offices are read carefully by the congressmen themselves. Those that aren't are handled by key staff personnel who notify their bosses of the contents.

**Form letters and petitions:** Form letters with identical wording, long telegrams signed by lists of people, mimeographed petitions and other "bulk" entreaties carry little or no weight in Washington. The legislators know from experience that sudden outpourings, with suspicious similarity, are largely from disinterested persons who were goaded into signing a form letter or petition by some lobbyist or political action group.

**Be yourself and write your own letter.** It is the carefully thought-out, individual letter that a lawmaker appreciates. Write to your Senator or Representative just as you would write anyone else. The influence of your communication depends upon the point you make and the clarity with which you make it. Set forth exactly why you consider a bill good or bad, how you feel that it would affect you and your community.

**Courtesy always:** Threats, warnings, and abuse merely antagonize Congressmen. Effective mail is courteous and the Congressman is well aware, without reminding him in a letter, that he may be your "second favorite" candidate in the next election if he lets you down. Nor does he need to be wooed with a promise of "all-out" support at the polls if he votes the "right way." If you or your organization can muster votes at election time, he knows that, too. If you are pleased with the Congressman's position on a bill or with his vote, write to thank and compliment him on his stand. This is important. Letters to a congressman for a job well done are altogether too rare.

**Follow through:** Almost all Congressmen answer their mail, but if your reply is just a brief acknowledgement, write again to ask for more specific information, e.g., precisely how he stands on the issue, how he feels toward its success, and if he proposes to support or oppose it. It is highly unlikely that he will ignore your second "follow-up" request, and he will appreciate your proven interest in the bill. In short, persistence pays.

**Timing:** Another important factor is when you send your letter. A deluge of mail just as a measure is about to be voted on is much less effective than a single intelligent letter months before while the legislator is still formulating his opinions. When the bill is introduced, send a copy of your letter (or a separate one) to the chairman of the committee to which it was referred. Sometimes a bill may never get out of committee for a floor vote. When possible, always refer to the bill under discussion by its name and number.

**Address your letters:**

**Senators:** The Honorable John S. Doe  
Senate Office Building  
Washington, D. C. 20510  
(Dear Senator Doe)

**Representatives:** The Honorable James K. Roe  
House Office Building  
Washington, D. C. 20515  
(Dear Mr. Roe)

### WHO TO WRITE TO

**San Francisco—District No. 1**  
*Elected Government Representatives*

**U. S. Senators:**  
Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

**U. S. Representatives:**  
Philip D. Burton (D)  
William S. Maillard (R)  
Paul N. (Pete) McCloskey (R)  
House Office Bldg., Washington, D. C. 20515

**California State Senators:**  
John F. McCarthy (R)  
Milton Marks (R)  
George R. Moscone (R)  
Richard J. Dolwig (R)  
State Capitol, Sacramento, Calif. 95814

### California Assemblymen:

William T. Bagley (R)  
Willie L. Brown, Jr. (D)  
Leo T. McCarthy (D)  
John L. Burton (D)  
John Francis Foran (D)  
Leo J. Ryan (D)  
State Capitol, Sacramento, Calif. 95814

**Hawaii—Subdistrict No. 1-D**  
*Elected Government Representatives*

**U. S. Senators:**  
Hiram Fong (R)  
Daniel Inouye (D)  
Senate Office Bldg., Washington, D. C. 20510

**U. S. Representatives:**  
Spark M. Matsunaga (D)  
Patsy T. Mink (D)  
House Office Bldg., Washington, D. C. 20515

**Utah—District No. 12**  
*Elected Government Representatives*

**U. S. Senators:**  
Wallace Bennett (R)  
Frank Moss (D)  
Senate Office Bldg., Washington, D. C. 20510

**U. S. Representatives:**  
Laurence J. Burton  
Sherman P. Lloyd (R)  
House Office Bldg., Washington, D. C. 20515

**Santa Rosa/Ukiah—District No. 10**  
*Elected Government Representatives*

**U. S. Senators:**  
Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

**U. S. Representatives:**  
Donald H. Clausen (R)  
House Office Bldg., Washington, D. C. 20515

**California State Senators:**  
Randolph Collier (D)  
State Capitol, Sacramento, California 95814

**California Assemblymen:**  
Frank P. Belotti (R)  
William T. Bagley (R)  
State Capitol, Sacramento, California 95814

**Nevada—District No. 11**  
*Elected Government Representatives*

**U. S. Senators:**  
Alan Bible (D)  
Howard Cannon (D)  
Senate Office Bldg., Washington, D. C. 20510

**U. S. Representatives:**  
Walter S. Baring  
House Office Bldg., Washington, D. C. 20515

**Oakland—District No. 20**  
*Elected Government Representatives*

**U. S. Senators:**  
Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

**U. S. Representatives:**  
Jeffery Cohelan (D)  
George P. Miller (D)  
Jerome R. Waldie (D)  
House Office Bldg., Washington, D. C. 20515

**California State Senators:**  
Lewis F. Sherman (R)  
Nicholas C. Petris (D)  
State Capitol, Sacramento, California 95814

**California Assemblymen:**  
Robert W. Crown (D)  
Carlos Bee (D)  
James W. Dent (R)  
March K. Fong (D)  
John T. Knox (D)  
Don Mulford (R)  
State Capitol, Sacramento, California 95814

**Stockton—District No. 30**

**U. S. Senators:**  
Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510  
(See WRITE NOW page 6)

WASHINGTON: The National Committee on Tax Justice, a new organization dedicated to prompt and meaningful Federal income tax reform, has called for a five-point tax reform package. These reforms would provide equity to taxpayers, relieve the tax burden on low and middle income families, and provide new funds for the Federal government.

The Committee named former Illinois Senator Paul H. Douglas as its chairman and called for swift enactment by the Congress of the following program:

#### 1. Eliminate preferential treatment of all capital gains.

"This one step would also eliminate the single greatest source of both inequity and complexity in the existing tax system," the committee said.

#### 2. Eliminate special deductions for depletion of oil and other minerals beyond the cost of the mineral property and for the expensing of exploration and development costs.

"Even if a mineral exploration subsidy is needed, the existing tax provisions are highly inefficient," the committee said. "It is nonsense to continue tendering a multi-billion dollar oil exploration subsidy while we are artificially restricting domestic well production to less than half of capacity and restricting oil imports."

#### 3. Provide federal assistance to state and local bond issues instead of allowing a tax exemption on their interest.

The committee said this provides an "enormous tax boon" to wealthy persons and huge financial institutions while costing the federal government more than it benefits other political entities.

#### 4. Withhold taxes on interest and dividends at the source.

"Treasury experts believe that . . . nearly \$4 billion of

dividend and interest income annually is not reported on tax returns, with a resulting annual revenue loss of \$1 billion," the committee stated.

#### 5. Provide tax relief for low and middle income families by providing a minimum standard deduction of \$1,100 for all families.

A family of four with income of \$3,500 a year or less would pay no taxes under this provision.

This also would provide tax relief to most families with incomes of \$11,000 or less.

The committee estimated that its program would provide \$7 to \$10 billion more in federal revenues while relieving low and middle income families of \$2.5 billion in tax liabilities.

In addition to these five points, the committee also asked the Congress to give attention to the ending of "other unwarranted tax favors." Among these, the committee listed: accelerated depreciation on buildings, multiple surtax exemptions on corporations, and tax law provisions that encourage the formation of "conglomerates."

"The American people know that essential public programs must be paid for; they only ask that their share of that payment be just; that every individual be taxed according to his ability to bear the burden of taxation; and that no one be asked to bear more than his fair share of that burden because of special tax favors accorded others," the committee said. "It is to that end that this Committee on Tax Justice has been formed."

"There are many organizations lobbying for special tax treatment. This is the only organization, as far as we know, that is dedicated solely to advancing the interest of all taxpayers," Senator Douglas said in accepting the chairmanship.

### What A \$1,100 Standard Income Tax Deduction Means

Income†	TAXES* PAID UNDER			Nixon Plan Saving	NCTJ Plan Saving
	Present System	Nixon Proposal	NCTJ Proposal		
\$ 3,500	\$ 70	\$—0—	\$—0—	\$70	\$70
4,000	140	105	70	35	70
6,000	450	450	370	—0—	80
8,000	772	772	715	—0—	57
10,000	1,114	1,114	1,095	—0—	19
11,000	1,307	1,307	1,285	—0—	22

\* Surtax not included.

† Family of four filing a non-itemized joint tax return.

The National Committee on Tax Justice (NCTJ) would extend a \$1,100 standard deduction to all taxpayers, while the Nixon Administration proposes giving this deduction only to those under the poverty line. The NCTJ proposal would provide federal income tax relief to an estimated 32 million middle-income taxpayers.

### Plato on Taxation

"When there is an income tax, the just man will pay more and the unjust less on the same amount of income."

*The Republic*

### JFK on Taxes

"So many taxpayers have become so preoccupied with so many tax-saving devices that business decisions are interfered with, and the efficient functioning of the price system is distorted."

*Special Message to Congress on Taxation, April 20, 1961.*

"The present patchwork of special provisions and preferences lightens the tax load of some only at the cost of placing a heavier burden on others."

*Address to Economic Club of New York, Dec. 14, 1962.*

"The present tax treatment of capital gains and losses is both inequitable and a barrier to economic growth."

*Special Message to Congress on Tax Reduction and Reform. Jan. 24, 1963*



# "Whither, oh whither?" Asked of Nixonites

HAROLD T. (BIZZ) JOHNSON  
2d DISTRICT, CALIFORNIA

OFFICE ADDRESS:  
2347 HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515

DISTRICT OFFICE:  
324 VERNON STREET  
ROSEVILLE, CALIFORNIA 95678

**Congress of the United States**  
**House of Representatives**  
Washington, D.C. 20515

September 11, 1969

Mr. T. J. Stapleton  
Operating Engineers Local Union #3  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Stapleton:

Your letter expressing the concern of the members of the Operating Engineers Local Union #3 over President Nixon's order for a 75% cutback in the construction industry is a timely one. I, too, share that same anxiety.

At the present time, I am waiting for the Public Works Appropriations Committee to make its views public. Additionally, I am anxious to receive the report of the Bureau of the Budget, which is to present detailed information as to the effect of the cutback.

I am deeply concerned about this situation. You can be assured I will do everything possible to influence the reinstatement of funding for the Public Works projects.

Sincerely,

*Harold T. (Bizz) Johnson*  
HAROLD T. (BIZZ) JOHNSON  
Member of Congress

ROBERT L. LEGGETT, M.C.  
4TH DISTRICT, CALIFORNIA

COMMITTEES ON:  
ARMED SERVICES  
MERCHANT MARINE AND FISHERIES

WASHINGTON OFFICE:  
Room 229  
CANNON HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515  
202/225-5716

OWEN CHAFFEE  
ADMINISTRATIVE ASSISTANT

**Congress of the United States**  
**House of Representatives**  
Washington, D.C. 20515

September 11, 1969

Mr. T. J. Stapleton  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Stapleton:

I have your letter of September 9, expressing your amazement at the massive White House construction cutback.

I have always found it very difficult to explain to the men on the bench why their numbers must be increased in order for the economy to be more healthy. You might get away with this once, but, as I recall, this is about the fourth time in as many years.

Be assured of my protest.

Very sincerely,

*Robert L. Leggett*  
ROBERT L. LEGGETT  
Member of Congress

JEROME R. WALDIE  
MEMBER OF CONGRESS  
14TH DISTRICT, CALIFORNIA

WASHINGTON ADDRESS:  
Room 408  
CANNON HOUSE OFFICE BUILDING  
WASHINGTON, D.C. 20515  
PHONE: 225-5511  
AREA CODE: 202

**Congress of the United States**  
**House of Representatives**  
Washington, D.C. 20515

September 18, 1969

Mr. T. J. Stapleton  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Stapleton:

Thank you for your letter of September 9th, and I too was "shocked and frightened by the announcement of the President of the United States that a 75% cutback in the construction industry throughout the United States will be made."

I am in agreement with the view you expressed, and do not intend to give my support to President Nixon in this effort.

Sincerely yours,

*Jerome R. Waldie*  
JEROME R. WALDIE  
United States Congressman  
Fourteenth District

COMMITTEES:  
JUDICIARY  
POST OFFICE AND CIVIL SERVICE  
SELECT COMMITTEE ON CRIME

DISTRICT REPRESENTATIVE:  
E. A. "PAT" FERGUSON  
P.O. Box 564  
CIVIC CENTER  
CORONA, CALIFORNIA 94520  
PHONE: 687-1200  
AREA CODE: 415

RICHMOND OFFICE:  
3915 MACDONALD AVENUE  
RICHMOND, CALIFORNIA 94805  
PHONE: 233-4425

ADMINISTRATIVE ASSISTANT:  
JEFFREY P. NEWMAN

FIELD REPRESENTATIVE:  
MR. AND MRS. ROYLEMON  
LATIN SQUARE BUILDING  
OAKLAND, CALIFORNIA 94612

**Congress of the United States**  
**House of Representatives**  
Washington, D.C. 20515

September 15, 1969

Mr. T. J. Stapleton  
Recording-Corresponding Secretary  
Operating Engineers Local No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Stapleton:

Thank you for your letter of September 9th expressing your concern for President Nixon's announcement of a 75% cutback in federally funded construction programs. I realize the fear and concern that this announcement has brought to your industry, and I share your concern in this matter.

Unemployment resulting from this cutback in industry does not seem to me to be the proper method to fight our current inflation problem.

Again, thank you for taking the time to inform me of your views on this situation.

Sincerely yours,

*Jeffery P. Newman*  
Member of Congress

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

The paradox of the Nixon Administration: What to believe? On one hand, the Administration announces that they are going to stabilize the economy, and that everyone will have a guaranteed income IF they want to work. On the other hand, within three months of the first announcement, President Nixon must halt inflation by cutting construction expenditures by 75%, throwing thousands of construction workers and employees of allied industries—including equipment manufacturers—on the rolls of the unemployed. This will be the fourth time in the last ten years that the Government has cut expenditures on construction work. This action in the past didn't halt inflation; why should it this time?

The Highway Program, for instance, derives its revenue from special taxes on highway users. These revenues are deposited into the Highway Trust Fund to meet the Federal share of Highway Program cost, which is 90% of all construction costs on the Highway National System of Interstate and Defense Highways and improvements to other Federal-aid secondary roads and their urban extensions with financing on 50% basis, the States paying the other 10% or 50%, whichever the case may be. The 10% to 50% to be paid by the State of California comes mostly from gasoline tax. These funds cannot be spent for other than highways, roads, etc.

Instead of having our good and bad years, why can't the Government give a little thought to stabilizing the construction industry? Must we have a year of prosperity followed by years depression?

Why doesn't the Government stabilize the construction industry by not only meeting the demands of the highway users, etc., but also the employment factors? Why have a year of construction work when the amount of work exceeds the amount of qualified workers to perform the work, followed by periods of no jobs and no work? How can an employer determine his need for new equipment; how can he stabilize his business under these conditions?

If our Government can put a man on the moon, why can't they solve our domestic problems? Do they want to?

The construction industry derives its revenue from the tax dollar. Why can't the Government, instead of putting Operating Engineers on the rolls of the unemployed, plug some of the tax loopholes that are costing the Government approximately \$16 billion a year; make more jobs instead of cutting jobs?

Did you know that Atlantic Richfield Oil Company didn't pay any income tax for the years 1965 through 1967—even though it had an income of \$377,943,000; and, that Standard Oil of California reported (before taxes) in 1967 an income of over \$513 million, and paid \$6 million, 1.2%, in Federal income taxes? There are approximately 99 oil producing and refining companies enjoying the lucrative oil depletion loophole.

Does the "Tax Reform Act of 1969" passed by the House of Representatives plug this loophole? No, the excess oil depletion allowance was reduced from 27½% to 20%; this action reduces the unwarranted \$1.6 billion subsidy only by one-quarter.

If you and your family are unhappy with the prospects of unemployment and the unfair tax laws, use the guide and facts on page 5 to prepare a letter or post (See IMPORTANT page 12)

SPARK M. MATSUNAGA  
HAWAII

WASHINGTON OFFICE:  
442 CANNON BUILDING  
20515

HONOLULU OFFICE:  
218 FEDERAL BUILDING  
96813

**Congress of the United States**  
**House of Representatives**  
Washington, D.C. 20515

September 11, 1969

Mr. T. J. Stapleton, Secretary  
Operating Engineers Local Union No. 3  
International Union of Operating Engineers  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Stapleton:

Thank you for your letter of September 9, 1969 in which you expressed concern over possible consequences of President Nixon's order of last Friday to all government agencies to reduce new construction contracts by 75 percent. I too am deeply concerned over the President's announced cutback in new construction.

It is not yet clear as to the type of construction projects which will be frozen under the Nixon ban. However, you are assured that I will follow the matter very closely and do whatever I can to avoid any curtailment of federally supported construction projects in Hawaii.

Aloha and best wishes.

Sincerely,

*Spark Matsunaga*  
Spark Matsunaga  
Member of Congress

DANIEL K. INOUE  
HAWAII

**United States Senate**  
WASHINGTON, D.C. 20510

September 12, 1969

Mr. T. J. Stapleton  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Stapleton:

Senator Inouye is presently in Hawaii and in his absence, I am taking the liberty of acknowledging receipt of your recent letter regarding the shock and fright of many of the members of Operating Engineers Local Union No. 3 over the President's announcement of a 75% cutback in the construction industry throughout the United States.

You may be assured that your letter will be brought to the Senator's attention upon his return to Washington and I am sure that he will appreciate receiving your views on this matter.

Sincerely,

*Eiler C. Ravnholt*  
ELIER C. RAVNHOLT  
Administrative Assistant

FRANK E. MOSS  
UTAH

COMMITTEES:  
COMMERCE  
INTERIOR AND INSULAR AFFAIRS  
POST OFFICE AND CIVIL SERVICE  
AGING

**United States Senate**  
WASHINGTON, D.C. 20510

September 18, 1969

Mr. T. J. Stapleton  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Mr. Stapleton:

I have your letter of September 9, and I share your great concern about the announced 75% cutback of Federal construction projects announced by the President. I believe that this could have a disastrous effect on the level of unemployment and would, as you point out, increase our problems greatly in the training of apprentices and minority groups for jobs that do not exist, and also increase the costs of welfare.

Consequently, I will do my best to see that the cuts do not go into effect. This involves a matter of persuasion on the President, and a statement of firm purpose on the part of the Congress. I'll do whatever I can to see that the construction schedule is restored and that we find other less damaging ways to deal with inflation in our economy.

Sincerely,

*Frank E. Moss*  
Frank E. Moss  
United States Senator



# \$43 Million Sinclair Project Sets Record

## Your Duty To Write Now!

(Continued from page 4)

### U. S. Representatives:

John J. McFall (D)  
Harold T. Johnson (D)  
House Office Bldg., Washington, D. C. 20515

### California State Senators:

Stephen P. Teale (D)  
Alan Short (D)  
State Capitol, Sacramento, California 95814

### California Assemblymen:

Eugene A. Chappie (R)  
State Capitol, Sacramento, California 95814

### Eureka—District No. 40

#### Elected Government Representatives

### U. S. Senators:

Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

### U. S. Representatives:

Don H. Clausen (R)  
House Office Bldg., Washington, D. C. 20515

### California State Senators:

Randolph Collier (D)  
State Capitol, Sacramento, California 95814

### California Assemblymen:

Pauline L. Davis (D)  
State Capitol, Sacramento, California 95814

### Fresno—District No. 50

#### Elected Government Representatives

### U. S. Senators:

Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

### U. S. Representatives:

Harold T. Johnson (D)  
John J. McFall (D)  
B. F. Sisk (D)  
House Office Bldg., Washington, D. C. 20515

### California State Senators:

Stephen P. Teale (D)  
Howard Way (R)  
Hugh M. Burns (D)  
State Capitol, Sacramento, California 95814

### California Assemblymen:

Eugene A. Chappie (R)  
Gordon W. Duffy (R)  
George N. Zenovich (D)  
Ernest N. Mobley (R)  
State Capitol, Sacramento, California 95814

### Marysville—District No. 60

#### Elected Government Representatives

### U. S. Senators:

Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

### U. S. Representatives:

Robert L. Leggett (D)  
Harold T. Johnson (D)  
House Office Bldg., Washington, D. C. 20515

### California State Senators:

Fred W. Marler, Jr. (R)  
Stephen P. Teale (D)  
State Capitol, Sacramento, California 95814

### California Assemblymen:

Ray E. Johnson (R)  
Eugene A. Chappie (R)  
State Capitol, Sacramento, California 95814

### Redding—District No. 70

#### Elected Government Representatives

### U. S. Senators:

Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

### U. S. Representatives:

Harold T. Johnson (D)  
House Office Bldg., Washington, D. C. 20515

### California State Senators:

Fred W. Marler (R)

### Randolph Collier (D)

State Capitol, Sacramento, California 95814

### California Assemblymen:

Pauline L. Davis (D)  
State Capitol, Sacramento, California 95814

### Sacramento—District No. 80

#### Elected Government Representatives

### U. S. Senators:

Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

### U. S. Representatives:

John Moss (D)  
Robert L. Leggett (D)  
House Office Bldg., Washington, D. C. 20515

### California State Senators:

Fred W. Marler (R)  
Stephen P. Teale (D)  
Albert S. Rodda (D)  
State Capitol, Sacramento, California 95814

### California Assemblymen:

Leroy F. Greene (D)  
Ray E. Johnson (R)  
Eugene A. Chappie (R)  
Walter W. Powers (D)  
Edwin L. Z'berg (D)  
State Capitol, Sacramento, California 95814

### San Jose—District No. 90

#### Elected Government Representatives

### U. S. Senators:

Alan Cranston (D)  
George Murphy (R)  
Senate Office Bldg., Washington, D. C. 20510

### U. S. Representatives:

Don Edwards (D)  
Charles S. Gubser (R)  
Burt L. Talcott (R)  
House Office Bldg., Washington, D. C. 20515

### California State Senators:

Alfred E. Alquist (D)  
Clark L. Bradley (R)  
State Capitol, Sacramento, California 95814

### California Assemblymen:

George W. Milias (R)  
John Vasconcellos (D)  
Earle R. Crandall (R)  
Frank Murphy, Jr. (R)  
State Capitol, Sacramento, California 95814

## WHAT TO WRITE ABOUT

PLEASE WRITE TO YOUR LEGISLATIVE REPRESENTATIVES ABOUT THE FOLLOWING MATTERS WHICH ARE VITAL TO YOU AND THE AMERICAN ECONOMY.

1. President Nixon's and Governor Ronald Reagan's proposed cutback of 75% in the construction industry.
  - (a) Tell them how being out of work will affect you and your family.
  - (b) If you have been unemployed at all this year, tell them how many months you have been unemployed.
  - (c) If you earned more in 1966 than you have in 1969—let them know.
2. Ask them what are they going to do about the tax loopholes that cost the Government approximately \$16 billion per year!
  - (a) Capital gains loophole—costs the Government approximately \$6 billion per year.
  - (b) Oil depletion and accelerated depreciation on real estate—costs the Government approximately \$2 billion in tax revenue loss.
  - (c) 21 millionaires and another 184 Americans with annual incomes over \$200,000—did not pay one single penny (1¢) in Federal income tax.

IF THE GOVERNMENT COLLECTED THAT \$16 BILLION A YEAR, IT COULD CREATE QUITE A NUMBER OF JOBS EACH YEAR AND PROVIDE MORE WORK INSTEAD OF PROGRAMS TO CUT BACK WORK AND TAKE AWAY JOBS.

## Most Costly Freeway In County's History

By BOB SKIDGEL, HARLEY DAVIDSON, MIKE KRAYNICK, and JACK CURTIS, Business Representatives

Freeways cost plenty in this valley. The last link of Interstate 280 (Sinclair Freeway) between Route 17 and Highway 101 in San Jose will cost \$4.38 million a mile. Guy F. Atkinson is getting underway on the five-mile link at a low bid of \$21,979,878—which will make the Sinclair project the most costly in Santa Clara County history—more than \$43 million.

The job consists of seven-tenths of a mile of grading and partial paving of the Guadalupe Freeway (Route 87) between Jerome and St. John Streets and completion of the direct connection between Route 280 and Route 87. It also involves interchanges near Leland and Porter Avenues and at Meridian, Bird and McLaughlin Avenues. Full interchanges will be built at South First, South Seventh and South Tenth Streets and construction of part of the Bayshore Freeway (101) interchange.

Railroad underpasses will be built on the Sinclair Link at Kingman and Meridian Avenues and bridges will be added over the Coyote River and Western Pacific Railroad.

One other project on the Sinclair Freeway nears completion between Race and Josefa Streets. The stretch between San Carlos and Brown Streets including the overcrossing at Race Street are being rushed by Stolte Inc. and Granite Construction. Completion of the Route 280-Route 17 Interchange and construction on eight lanes Interstate 280 link are keeping the brothers busy for Lew Jones and Leo Piazza companies.

Work has already started on site clearing for the \$8 million Community Theatre to be built by Barnhart Construction Co. for the City of San Jose. The building itself will cost \$4,985,000 and take 30 months to erect.

Construction is finished on the airport's new 3,000 foot "touch and go" landing strip. A. J. Raisch received another \$8,665 contract to resurface taxiway No. 4. Landings and takeoffs can be made simultaneously on all three runways.

At San Jose State College, Jasper Construction of Santa Cruz was awarded a \$6 million contract for completing the remaining leg of the H-shaped Science Building No. 2.

The new 14-story Santa Clara Plaza Building at Second and Santa Clara is underway now with Pankow Construction making good progress on the \$7 million building expected to be finished early next summer. It will have an open 30 foot plaza on the north and east sides and existing city sidewalks will be removed to create a plaza feeling on the street sides as well. Final plans are being drawn by the City of San Jose for a \$2 million parking garage to be built adjacent to this plaza. Contract should be let next month with completion due in July of 1970 on this 700-car parking garage.

In the north part of the county, ground will be broken next month on a \$5 million "dream store" in Cupertino for Mervyn's. The structure will be in the Crossroads Shopping Center at Saratoga-Sunnyvale Road and Stevens Creek Boulevard. The 90,000 square foot store will be one the largest soft goods operations in the west housed on a single floor.

In Santa Clara, a new ten-building apartment complex is underway at Benton & Flora Streets near Lawrence Expressway. Also, in Santa Clara, a \$567,807 contract was awarded by the City Council to Freeman-Sondgroth Co. for opening a pair of major traffic arteries to provide for better crosstown and downtown ac-

cess. Work will soon be underway on Lexington-Liberty and Winchester-Lincoln cut-throughs and should be completed by June, 1970. The cut-throughs will funnel traffic from the heavily used major arterials from the west. Wheatley-Jacobsen Inc. got the \$3.1 million contract for the new Santa Clara High School. Construction is well underway at last—after the old building was torn down nearly three years ago at Main, Bellomy, Washington and Poplar.

Freeman-Sondgroth Company was also awarded a \$64,534 contract for street maintenance work in Mountain View and a \$56,710 contract for similar work in Sunnyvale. Their job at the Oregon-Page Mill Expressway improvement will keep many brothers busy until the rains come.

O.K. Construction Co. of Los Altos is working on a \$193,381 contract for sanitary sewers improvements in Cupertino. William Caprista Underground Construction is laying storm drains for City of Sunnyvale.

"Blood Alley" is a step closer to safety with award of a \$315,725 contract to Madonna Construction Co. of San Luis Obispo. Work will start immediately on an interchange on Highway 17 at Summit Road near Holy City west of Los Gatos. Maybe next year's beach traffic will be less congested with the completion of this new interchange.

Local brothers are hoping that predictions of Donald Curdin, chief of the county's Flood Control and Water District never come to pass. Prospect of two successive winters of heavy rainfall isn't likely, but 1969 could go down as the year of the big flood if the rainy season equals last year's. The Valley's reservoirs are nearly brimming and the East Side lacks adequate percolation facilities to hold run-offs. A drier winter would surely speed all our work.

A contract for resurfacing of Freedom Blvd. from Prospect St. to North City Limits and installation of traffic signals at the Clifford-Gardner intersection was awarded by the City Council to Floyd Fleeman of Salinas on a low bid of \$61,703.

F & M Eng. Contractors have started their job in Watsonville on their 18" steel water main on Green Valley Road. This job was awarded for \$86,017.

Granite Construction Co. has started their job at Nacimiento Dam for construct slope protection. This was a \$114,207 project. Guy Murphy is the job super.

Granite Construction Co. will be starting the Mt. Herman Road job soon. This will be an all winter project.

Gold Coast Construction Co. low on another Flood Control Project. (See HIGH ROAD page 12)

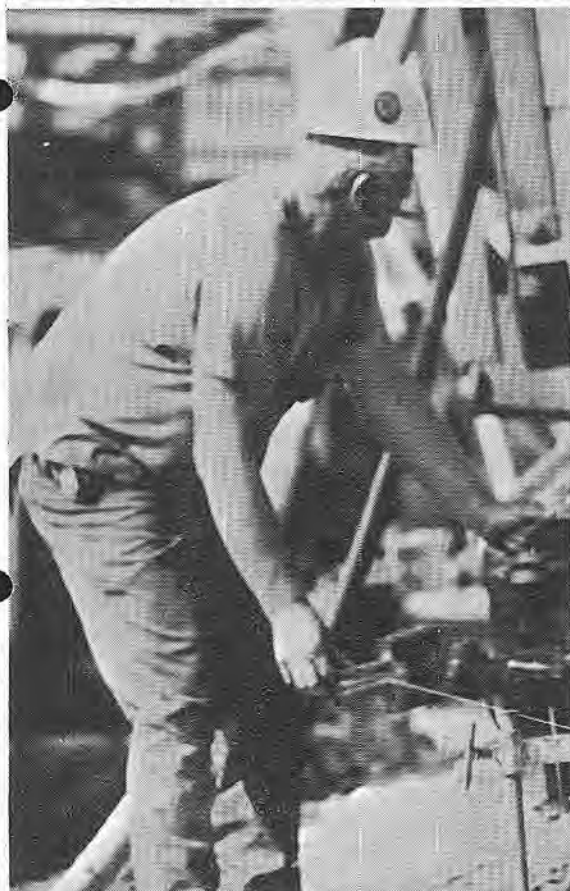
## Gee, Thanks Fellows!

The first child labor hour laws in the United States were adopted by Massachusetts and Connecticut in 1842. These laws prohibited children from working more than 10 hours a day.

## Offer A Cleaner Bill of Health

For the 1.5 million men and women holding general or "other-than-honorable" discharges from the Armed forces, the Department of Labor offers a special service which might make them more acceptable to employers. The Department will help these people obtain an Exemplary Rehabilitation Certificate which would document their good behavior over a three-year period.





PLEASANT VALLEY CANAL is keeping a number of the brothers at work. In the top photo Brother Al Martin is running the concrete pump while Brother Rex Matthew and BA Bill Relford look on. In the center photos are Brothers Blackie Tuba

(l.) and Brother Gene Estep running the finish jumbo in the lining operation. In the bottom photo is Brother Loren Jessee, loader operator on the job.

## PVC Project Keeps Many Brothers Busy In Fresno

By CLAUDE ODOM,  
KEN GREEN and  
BILL RELERFORD

A contract in the amount of \$435,741 was awarded to Valley Excavation, Inc., of Fresno for the widening of Shaw Avenue between Van Ness Boulevard Extension and Freeway 99. The work was expected to begin in the latter part of September with completion set for March. Public Works Director Clinton D. Beery said supplemental work and contingencies will bring the total cost to an estimated \$465,000. The contract price also includes work on an improvement district for curbs and gutters. The widening of Shaw Avenue will make the road a four-lane divided highway from Clovis Avenue to the Freeway. Allied Paving Company of Fresno was awarded a \$243,500 contract to place asphalt concrete caps on various roads throughout the county.

Hertell Construction Company of Sacramento was the low bidder at \$97,350 to reconstruct the surface of three overcrossings on Freeway 99 in Fresno and Madera Counties. The surfaces of the overcrossings have become deteriorated because of the application of salt to the roadway during the winter months to prevent the formation of ice. The overcross-

ings involved are at Dakota and Herndon Avenues in Fresno County and the South Madera overcrossing.

The Clovis Avenue project will start in mid October. The California Highway Commission has reallocated \$300,000 to the City of Fresno so work can proceed to eliminate the two lane bottleneck on Clovis Avenue alongside the Fresno Air Terminal. The call for bids go out some time in early September. The project will be a lengthy one because tracks of the Clovis branch of the Southern Pacific Railroad must be moved before actual road work can start.

The American Paving Company has submitted a low bid of \$276,000 to place plain and reflective pavement markers on 30 miles of Highways 41, 168 and 180 in Fresno County. The American Paving Company was also apparent low bidder at \$147,000 for resurfacing 28.3 miles of highway in Fresno, Kings and Tulare Counties.

Zinco General Contractors of Sacramento, have submitted a low bid of \$133,000 for construction of a Division of Highways Maintenance Station off State Route 203 near Minaret Summit. The maintenance station is being built to keep the highways main link to the Mammoth Mountain ski area

open for the heavy weekend traffic experienced throughout the winter.

Gentz Construction Company of Fresno was apparent low bidder at \$49,000 for widening the approach to Gale Avenue Bridge in Los Banos. Work is scheduled to begin right away.

Allied Plumbing Company of Fresno was low bidder at \$55,000 for connecting sewer services and branches on various streets.

Hunsacker Construction Company who has been awarded California Avenue between Brawley and West Avenues in Fresno, is in the completion stages of refinishing the two lanes of an undivided highway.

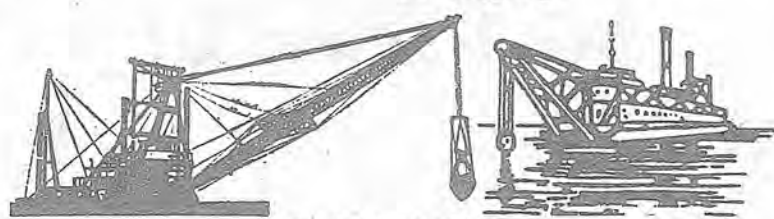
Thomas Construction Company of Fresno was low bidder at \$339,000 for grading, resurfacing and placing a culvert on Dinkey Creek Road near Dinkey Creek. Approximately 1.56 miles of the narrow two lane road will be straightened and made more accessible to the public.

American Paving Company of Fresno was the low bidder at \$335,000 for construction of new taxiways at the Fresno Air Terminal. At this time, they are approximately half way finished on their project.

The asbestos mines are going

(See FRESNO page 12)

## Dredging



By GUY JONES

**SAN RAFAEL CANAL DREDGING**—Dredging of hundreds of thousands of yards of silt from muddy San Rafael Channel got underway about mid-point on the waterway.

A section will be dredged there while pipe is laid to transport spoils from the outer channel to the 54-acre spoils site north of Francisco Boulevard and east of Kerner Boulevard.

The 24-hour a day operation will then move out to the Birdcage marker and work back toward Grand Avenue.

Initially, work will be done only under the \$170,000 contract with the Army Corps of Engineers to restore the 20,000-foot waterway to its authorized depth of six feet and width of 60 feet from Grand Avenue to the mouth of the creek and depth of eight feet and width of 100 feet from the mouth of the creek to the Birdcage marker at the edge of the bay mudflats.

After that, the dredging firm will do private jobs cleaning out yacht harbors along the canal. Contracts have not been signed for those jobs and won't be until a spoils area is assured.

The work will continue on into the winter, depending on how many jobs there are. Winter rains do not bother the operation.

The Francisco-Kerner site provided by the corps is expected to take all of the 275,000 yards of solids from the corps project plus most of the possible 400,000 yards from private jobs.

Spoils will be packed seven feet deep over the 54-acre area and won't have an offensive odor.

Two smaller fill sites are available and the firm is eyeing a larger one near the bay.

The long pipe, running 12,000 feet from the channel to the spoils area, will not cross any roads. It will carry spoils straight through without benefit of a booster pump as is customary. It's the first time such a project has been attempted in the bay.

The dredge carries a giant pump powered by a 1,250 horsepower motor which sounds something like a diesel locomotive and its own electrical plant.

It works by stirring up the silt and making it into slurry and pumps it to the spoils site where the water is drained off by means of a spillway and returned to the bay.

The dredge walks along the floor of the waterway with devices mounted on the back end and sweeps up most of the solids on the canal floor. It is that "sweeper" which could cause damage to boats and floats and the city has sent out letter notifying property owners of the work and warning them to move what they have in the channel.

The dredge can take things like soda bottles and beer cans but balks at tires and other large items. In the last dredging in 1962, the contractor ran into a potbellied stove and broke down for three days. "The bay is everybody's garbage can."

Most of what will be pumped out is silt.

One source is upstream on the bay, as far up as the Sacramento River. Another is the natural runoff which enters the creek at six different locations, and another the movement of land toward cuts.

The whole canal area is moving, floating, citing such examples as concrete cracking and a group of

homes reportedly moving toward a marina at the rate of two inches per year.

Since the canal was realigned by the corps in 1920 it has been dredged about once every eight years.

**HYDRAULIC DREDGING COMPANY** were successful bidders on the Sacramento River maintenance dredging job. There are eight sites to be dredged and they are doing this job with dredge, "Papoose." It has been some time since the "Papoose" has worked and has taken some hard work by the brother dredge men to get her going again. Captain Nick Carlson is the pusher of this crew.

Western Pacific Dredging was low bidder on Humboldt Bay dredging — Eureka — Samoa Bridge Job. This job is expected to run three or four months. They have recently purchased a fourteen inch portable dredge by the name of "Sand Hog." J. Hutchines is the Captain on this job. Western Pacific dredging job in Sacramento should be completed by the time this paper comes out. This job is being done by dredge "Polhemus." Robert Kalsukis is in charge here.

United Sand and Gravel has slowed down doing little or nothing at present. A load of sand delivered to Fifth Avenue every two weeks or so. Just enough to keep their key ment working and hoping some work will break soon.

Manson General's two Hopper Dredges are tied up in Alameda—no work.

Utah Dredge equipment is laid up in their Stockton Yard. They are keeping a few brothers on maintenance.

Shellmaker Dredging have no outside jobs at this writing. They have done some yard dredging at their Black Point Yard. They also are keeping a few men doing repairs.

Great Lakes Dredging have been working their dredge "Boston" on a joint venture job with Hydraulic at Hunters Point. They have been working one shift and it has been a good long job.

**WHAT IS A GENTLEMAN** — A gentleman is a man who is clean inside and out, who neither looks up to the rich nor down to the poor; who can lose without squealing and who can win without bragging; who is considerate of women, children and old people; who is too brave to lie, too generous to cheat, and who takes his share of the world and lets other people have theirs.

**BIDS ASKED ON RUNWAY DIKE**—The Oakland Port Commission called for bids on construction of a dike that will form the perimeter of a 2,500-foot extension of the main runway at Metropolitan Oakland International Airport.

The extension will be in shallow Bay waters at the north end of the runway.

The Bay Conservation and Development Commission has already approved the 75-acre fill project.

The dike is the first phase of the \$3.5 million improvement to allow Oakland to handle the enormous jet passenger planes being planned for the next 10 years.

**BAY GROUP TO MEET NEXT WEEK**—The San Francisco Bay Conservation and Development Commission will meet in Room 1194 of the State Building, 455 Golden Gate Ave., San Francisco.

(See DREDGING page 12)



# Marked Fringe Increases For Hawaii

★ ★ ★

By HAROLD J. LEWIS,  
Trustee and Sub-District  
Representative;

Business Representatives

WALLACE LEAN, BERT  
NAKANO, WILFRED BROWN  
and KENNETH KAHONEI

DENTAL CARE PROGRAM, PRESCRIPTION DRUG AND VISION CARE PLAN AVAILABLE FOR HAWAII BROTHERS—At negotiations two years ago, thru the foresight of the negotiating team and their awareness of the need for specialty care plans for the brother members and their families, a 10¢ Fringe Option was negotiated at that time to be effectuated September 1st of this year. This 10¢ Fringe Option increased the fringe benefits effective September 1, 1969, for our brother members as follows:

- Health and Welfare increased from 21¢ to 25¢ (4¢ increase).
- Pension increased from 27½¢ to 30¢ (2½¢ increase).
- Vacation increased from 10¢ to 13½¢ (3½¢ increase).

The Operating Engineers Trust Fund for Hawaii just a year ago provided the Health and Welfare and Life Insurance coverage for our brother members and their families. Today, thru the tremendous growth of the Operating Engineers Trust Fund for Hawaii, our brother members and their families are enjoying in addition to the Health and Welfare and Life Insurance a Dental Plan, Prescription Drug Plan and a Vision Care Plan which were all effectuated August 1, 1969.

If you are eligible for the Health and Welfare for Operating Engineers, you are also fortunate to be eligible for the Dental Plan, Prescription Drug Plan and the Vision Care Plan. If you are not eligible, on the 1st day of the second calendar month which follows a period of three consecutive calendar months during which you had worked 360 hours for a contributing employer, you will become eligible. For more information regarding any of the new fringe benefits, you may contact your business representative or call the union office. We will be more than happy to service you.

A DECADE AT HAWAII KAI—Kaiser Hawaii-Kai a short decade ago the dream of one man, Henry J. Kaiser, is today a living reality for thousands of residents. It is the most ambitious attempt in Hawaii to plan and develop an entire urban community oriented toward recreational living.

Ten years ago it was swamp, bush and country dotted with truck farms, piggeries and some junk yards. At present more than 12,000 people live in a blend of marina front, valley and hillside homes. Many of which offer panoramic views of Maunaloa Bay, Diamond Head and the blue Pacific. This vast and titanic development is geared toward a population of 60,000.

Kaiser Hawaii Kai is located on the Southeastern tip of the Island of Oahu. On a clear day, the silhouette of the neighboring islands of Molokai, Lanai and Maui can be seen. Hawaii Kai has an average rainfall of 14 inches which makes it among the most favorable in the Islands.

The project has been massive, the ponds and marinas have been dredged to an average depth of 8 feet. Three million yards of material have thus far been dredged. A continuous stone wall is being built along the marina's 12-mile shoreline at an estimated cost of 3 million dollars.



HAWAII KAI only a decade ago was an area of raw land, swamps, bush and country dotted with truck farms, piggeries and junk yards became a dream of one man; today agreed towards a population of

60,000 of marina front, valley and hillside homes with panoramic view of Moanalua Bay, Diamond Head and the blue Pacific.

★ ★ ★

A decade ago, it was 6,000 acres of raw land and swamp. Today marks just about the mid-stream of completion. All of it came about thru the dream of one man, the planning of many men and the machines and dredges operated by members of the Operating Engineers Local Union No. 3.

ISLAND OF KAUAI—Morrison Knudsen of Boise, Idaho, is returning to the State of Hawaii; more so invading than returning. M-K has picked up the multi-million dollar work on the Barden Isle of Kauai. This work is being performed for Eagle Country Development Corp. It will cover all construction and engineering for the development of the initial 1,000 acre tract. Total acres of the development are 11,000. Work is scheduled to start immediately. Lots of work for the brothers on Kauai.

THEO. H. DAVIES & COMPANY, LTD., NEGOTIATIONS COMPLETED—Negotiations for a renewal agreement at Theo. H. Davies & Company, Ltd., was finally completed on September 8, 1969. Our thanks to the ninety-five to one hundred percent of the brother members employed by Theo. H. Davies & Company, Ltd. who showed their interest and support by being present at all six negotiation meetings.

The effective date of this newly negotiated three year agreement goes back to July 1, 1969. This means our brothers will receive retroactive pay back to July 1, 1969, and with the new gains in wage increases, the retroactivity for our brothers at Theo. H. Davies will certainly be a blessing.

The amount of wage increases over a two-year period are as follows for the following classifications of work:

- Machinist, Journeyman
- Welder, Journeyman

★ ★ ★

- Mechanic, Journeyman ... 76¢ over a two-year period.
- Machinist
- Welder
- Mechanic, Equipment .... 69¢ over a two year period.
- Senior Trade Helper ..... 45¢ over a two year period.
- Expediter ..... 49¢ over a two year period.
- Receiving Warehouseman . 49¢ over a two year period.
- Trade Helper ..... 38¢ over a two year period.
- Warehouseman
- 1st 3 months ..... 38¢ over a two year period.
- 2nd 3 months ..... 38¢ over a two year period.
- Thereafter ..... 40¢ over a two year period.
- Janitor ..... 38¢ over a two year period.

An important feature added to the agreement is the new Dental Plan to be enjoyed by our brothers and their family. This fringe benefit is greatly needed.

Under the Medical Plan, daily hospital benefits were increased from \$36 to \$40 per day and hospital and office calls were increased from \$4 to \$6.

A new Pension Plan has been added to the agreement which guarantees vested rights for our brothers and is certainly great news for the oldtimers.

Under Hours and Overtime, starting times were established for and premium time before and after each shift were established.

An Employee who has had eighteen (18) years of service will be entitled to four (4) weeks vacation.

Sick Leave, the maximum accumulation was increased to seventy days.

New shift differential provisions were added to the agreement. Those employees on the 2nd shift will receive 15¢ more and those on the 3rd shift will receive 20¢ more in pay.

## Credit Unions Give Extra Salary Power

By JAMES "RED" IVY, Credit Union Treasurer

Over 680,000 labor union members have figured out how to increase their effective salaries without resorting to the normal kind of bargaining.

These labor union members belong to more than 1100 credit unions worldwide which help them stretch their salaries through regular savings programs, low cost loans, and financial counseling at no additional cost whenever needed. Of these credit unions 1044 are located in the U.S., 84 in Canada, and 11 elsewhere.

Drawing from information in the recently published 1969 *International Credit Union Yearbook*, these credit unions have over \$354 million in assets. At the end of 1968, loans outstanding to members equaled \$282 million.

Besides these credit unions which are directly sponsored by labor organizations, millions of union members belong to other credit unions at their places of work, according to CUNA International, the international service organization for credit unions and publisher of the *Yearbook*. The 1969 *Yearbook* shows that almost 80% of the 23,563 credit unions in the United States serve employee groups. Credit unions share many of the nonprofit, service ideas of unions and have been frequently endorsed by labor organizations, particularly the AFL-CIO and the Canadian Labour Congress.

Although the "common bond" which united labor credit unions is membership in a union, many of the over 51,400 credit unions worldwide serve groups cemented by ties such as religious affiliation, employment, place of residence or membership in a co-op or club. Credit unions are owned by members and these 36 million "owners" entirely control their credit unions through democratic voting, one vote per member.

In the United States, credit unions of all types increased their membership in 1968 faster than the rate of growth in the general population. Credit union members, over 20 million of them, now make up more than 10% of the population for the first time. While total membership increased by over one million, assets, savings, and loans outstanding also grew by approximately \$1 billion apiece for the fifth year in a row. The new record 1968 totals for U. S. credit unions are: assets, over \$14 billion; savings, more than \$12 billion and loans outstanding, in excess of \$11 billion.

### 30,000 Employed

In a five-year period, the U.S. Department of Labor has executed 76 contracts with Urban Leagues in 45 cities for the training and employment of approximately 30,000 men and women. About \$20 million of Federal funds have been expended under provisions of the Manpower Development and Training Act.

### Not Enough

Unemployment insurance benefits totaling nearly \$50 billion have been paid to almost 150 million jobless workers since 1936.



# Bullards Bar Dam Topped Out

★ ★ ★

## Perini-Yuba Team Nine Month Lead

By HAROLD HUSTON, District Representative and Auditor

"NEW BULLARDS BAR DAM TOPPED OUT"—Majestic New Bullards Bar Dam was "topped out" in a festive atmosphere as directors of the Yuba County Water Agency poured the last of more than 2.7 million cubic yards of concrete or 350,000 buckets onto it.

The directors pulled a cord that opened a gaudily painted, flag-bedecked bucket, sending concrete into a wooden form atop the 645 foot high arch dam on the Yuba River.

About 200 persons attending the ceremony listened to speeches and introductions by water agency manager Colin Handforth and contractor Lou Perini, then adjourned to a specially provided tent for lunch and refreshments. Those attending included federal, state, county and city officials, as well as civic leaders and members of the press.

The ceremony related only to completion of the basic work on the dam structure. Formal dedication of the entire project, the agency's \$180 million Yuba River Development, is expected in October. Work on the project is about nine months ahead of schedule. The contract between the agency and Perini-Yuba Associates, construction contractors on the job, calls for completion in June of next year, and early completion will earn the contractors a bonus of more than \$2 million. Had they failed to complete it on schedule, they would have faced a penalty of \$22,500 per day—the amount of revenue the agency will receive from sale of project-generated electric power.

Towering 645 feet high and 2,200 feet wide astride the upper Yuba River, the dam will hold enough water in its 55 mile shoreline reservoir to irrigate half of California's rice crop.

Begun almost two years ago, the dam was completed nearly 12 months ahead of schedule. Its purpose, among other things, is to help make sure that the Yuba-Sutter area is never again hit by a flood like the Christmas of 1955 that killed 40 persons and caused \$100 million in damage.

Bullards Bar bulges with mind-boggling statistics. It's the world's longest high arch dam, stretching 2,200 feet across, and wide enough at the top for a four-lane highway. The 350,000 buckets of concrete are enough to build a four-foot-wide sidewalk from Sacramento to Saigon.

The Yuba River, a tributary of the Feather, which in turn flows into the Sacramento, for more than 100 years has been both the lifeblood and a menace to Sutter and Yuba counties. In 1950 it overwhelmed its levees to flood Yuba County, and in 1955 brought terror to Sutter County. Water experts claim that Bullards Bar Dam, combined with Oroville Dam on the Feather River, will end the flood threat.

Besides providing flood protection and irrigation water, the project will result in 96 new camp sites, 60 picnic units, four boat ramps along the shoreline and a huge increase in the lower Yuba River's salmon spawning capacity. The Yuba County Water Agency financed the dam, keystone of its \$180 million project, by selling revenue bonds. The agency sold the bonds after the Pacific Gas and Electric Co., agreed to buy \$8 million worth of power from the dam's Colgate Powerhouse every year for the next 50 years. The

federal government committed \$12.6 million, and the state put up 4.4 million for recreation and fish enhancement. Altogether, the development project includes two smaller dams on the middle Yuba River and Oregon Creek. Some four miles of tunnels divert their water into the main reservoir.

**Delay in Opening Dam Road—**The road from Dobbins to Camptonville across New Bullards Bar Dam might not be opened to the public until next year. Major slides along the road will require considerable excavation before the road can be completed, and excavation has not yet begun. Perini apparently feels excavating work at this time would interfere with other work.

If work on the road cannot be completed before the rainy season this fall, it could be next spring before it is opened to the public.

**Old Bullards Bar Dam Officially done for—**The State of California has decreed that the Old Bullards Dam is officially no more. In a letter read to the directors of the Yuba County Water Agency, the State Department of Water Resources informed the board the State required to have the dam inspected for safety purposes and that the dam would henceforth be deleted from the department's catalog of dams throughout the state. The old dam has been under 270 feet of water for some time.

The old structure, with its narrow two lane road over the top, was inundated by the reservoir created by construction of the New Bullards Dam downstream. The old dam stands as it always was with only the side railing removed, but under almost 300 feet of water.

**Hwy. 70 Project Wins Commission Approval —**The California Highway Commission approved a highway widening project in Yuba County and allocated \$46,000 from the special safety program fund for the work. The commission authorized the widening of Hwy. 70 at three intersections and the installation of left-turn lanes. The intersections involved are at Ellis Road, Woodruff Lane and Ramirez Road. They are located from two to seven miles north of Marysville. Work will begin as soon as contracts can be let for the special projects.

**Contract is Awarded on Emergency Center—**A Marysville firm was awarded the contract to construct the new emergency center at Rideout Hospital. McDaniel & Burroughs, Inc., was awarded the contract on its bid of \$381,000. Bidding was limited to Yuba-Sutter area contractors and amounts of other bids were not disclosed, but hospital officials said the other bidders were Coursey Construction Co., Dale L. Green, Lamon Brothers, Neves Construction Co., and Otto & Short.

Work on fill for the site, is being carried out by contractor H.

(See DEDICATION page 11)



LAST BUCKET of concrete . . . painted bright red and festooned with American and California flags . . . was poured at New Bullards Bar Dam in a ceremony atop the 645 foot high arch dam. Directors of the Yuba County Water Agency pulled a

cord that emptied the bucket into wooden forms on the dam. The dam is the main feature of the agency's \$180 million Yuba River Development, and formal dedication of the entire project is expected in October.



LOOKING FROM the air downstream from the nearly-full New Bullards Bar Reservoir East of Dobbins, the size of the structure can be judged by the barely discernible figures of workers on the top of the dam, in this aerial photo taken from a plane. The top of the dam will serve as a road-

way across the Yuba River Canyon, connecting Dobbins and Camptonville. The over-all project, including two powerhouses, two other dams, connecting tunnels and penstocks, is over 95 percent complete, and work is about nine months ahead of schedule.



# Sacramento Brothers Staying Busy



STANDING BARE and awaiting to receive steel beams that will exceed 100 tons in some cases is the underpinning for the Bryte Bend Bridge over the Sacramento River west of the city. Placement of the beams by Murphy Pacific Co. was expected to start the first

of this month and completion of the High 880 link in the Belt Line Freeway is slated for September of 1970. This picture shows the view into Yolo County from the Sacramento side of the river.

★ ★ ★

By DOUG FARLEY,  
AL DALTON,  
HERMAN EPPLER and  
DAN CARPENTER

The sale of the old Elkhorn Ferry to the Riverview Yacht Club was authorized by the Sacto. County Board of Supervisors. The Yacht Club was the highest bidder of ten. The bid was \$3,404.00 in which half of it will be given to Yolo County. The old ferry had been in use for many years until it was replaced by the opening of the new Elkhorn Ferry Bridge last month.

We have been in negotiations with several of the equipment shops, bringing more wages and fringe benefits to the brothers repairing the heavy equipment. As of this writing, work has been going along real good for the brothers with a few previously awarded contracts being started.

The Murphy Pacific Co. has moved their barge with the huge ringer crane down the Sacto. River for about three weeks until the steel beams are ready for shipment to the freeway crossing at Bryte Bend in West Sacto. Placement of the beams should start the first part of October. Several of the picks to be made will use two cranes because some of the beams weigh in excess of 100 tons.

The Bryte Bend Bridge is the main point of construction interest in the area now that the Elkhorn Bridge has been opened and dedicated. The Bryte Bridge is part of Highway 880 "Belt Line Freeway" that will bypass Sacramento. The Bridge is 4,050 feet long, the same length as the Elkhorn Bridge but wider and will have three lanes of traffic on each span. Construction began in July, 1968, and should be completed in Sept., 1970.

Work in this area keeps moving at a fast pace even though most of the jobs are small in size and money, however, there seems to be plenty of jobs and projects.

Baldwin Construction has several jobs in town. One major job is the new hospital at Mather Air Force Base. This structure will update the base's outdated medical facilities that have not been changed since the building of the base itself. There are more building projects to come up next year at Mather in order to take care of the needs of the growing base.

McKeon Construction Co. has the approval to build more apartment housing units in this area. These 4-plex units are very popular.

Teichert has a lot of work scattered around, most of which consists of construction on existing roads, such as Sunrise Blvd. and Antelope Road. Both will be widened to accommodate the heavy traffic in the Citrus Heights area.

Guy F. Atkinson has now completed the bypass on Interstate 80 which will carry the traffic until they complete the 880 interchange. There won't be very much visible progress on this job during the winter months however, they plan to work straight through and next year will peak this job.

Lloyd Rodoni has finished their part of the dirt work at Rancho Seco. At this time, we have about eighteen brothers working there. This is one of the few jobs that will try to work during the winter, according to SMUD, due to the need of the plant.

Gilbert Construction Co. has started widening Walnut Ave. in Carmichael and this job is providing work for many of our brothers.

A new Roseville joint-venture (See FULL BORE page 12)

## San Mateo Work Hits Season Peak

By BILL RANEY and  
DICK BELL

First we wish to commend the Brothers in District No. 1 for their faithfulness in performing their duties and voting in the election. It is duly noted that the total votes for executive board member in District No. 1 exceeded the other districts. The writers have always been pleased that the members in District No. 1 have always and still do take a definite interest in their union. The old adage that "a union is only as good as its members" is still true and something the Brothers in this area can well be proud of. We also congratulate the winners and our condolences to the non winners.

Work in the area is of course now at the peak of the season and at least average for the time of the year. The rather stupid suggestion by President Nixon, that federal construction be cut by 75% hasn't affected us yet. We can be sure it will have a serious effect on jobs in the near future. The whole construction industry has been ill for 3 or 4 years now with the biggest problem being lack of jobs. The presidential order to cut back 75% of federal construction work can only injure the industry seriously. The resulting loss of income and livelihood to the construction worker can cause great hardship to the individual employee. But this is only a small part of the damage done. When the construction worker is working he is spending his money for food, lodging and taxes, as well as patronizing a myriad of smaller businesses such as clothing stores, bowling alleys, T.V. sets and various recreation businesses that he cannot afford when out of work. These other merchants of course are affected to a point of laying off employees or going out of business which

(See SAN MATEO page 13)

## Early Rains Hit Redding; Could Portend Wet Winter

By LAKE AUSTIN  
and LEW BARNES

Well, from here in Redding today we hope this little fall shower we just had is not a portent of things to come. If we get another year of over 56 inches of rain I think that all the Brothers are going to storm the weather bureau and over throw them. We still haven't heard anything but some rumors about what the proposed cut in construction spending is going to do here in Redding. There is only 1 additional job proposed for letting prior to the first of the year here in the State Highway scene. This is \$2½ million project allowing for bridge widening east of Red Bluff on hiway 36. We anticipate very little being done on this even if it is awarded prior to April or May of next year.

The smaller jobs in this area are winding up now and should be buttoned up by the mid part of October as you read this. The major jobs in the north (Yreka) are going to be through with nearly all of their dirt work by the end of October and Hughes & Ladd will probably have enough of their grade done to even possibly get some of it concreted this year.

Fredrickson-Watson freeway job from Weed to south of Yreka is coming right along with their asphalt paving and should be finished late in October or middle of November. This has been a good summer show for 50 of the brothers.

Hughes and Ladd highway construction job in the Yreka area is going full tilt but still going 1 shift. The brothers on this particular freeway job will be going back to work on this project in 1970. The boys on this job have really found a home and intend to stay there.

El Rio Contractors at Doyle are in their final month of "winding up". The brothers have picked

up many, many overtime hours on this job—the job is on penalty and not yet completed.

W. H. O'Hair has been going full tilt as they supply the mix for Teichert and Sons, also for Hughes and Ladd. We have 30 brothers working on this job and going hours.

Gibbons & Reed Tehama-Colusa Reach No. 7 are working just 15 of our boys on their job at Red Bluff. The boys are working 40 hours and the company intends to keep it this way. Many of the brothers are trying to get on this job in order to live at home and work some this winter.

Gordon Ball job is also going

into the wind-up stages on grading and should proceed very smoothly into finishing by early Spring. They are setting up their 10,000 plant to produce some "hot-mix" for a blanket job on the old hiway through the Yreka area. This really caused some of the "local" boys to wonder how he got so cheap.

Even though it is early in the Fall, our "Out of Work" list is starting to build up a little bit more very week, so unless this "tight money" situation improves here in the Northland, it doesn't look like much of a Merry Xmas for part of our brothers here in this area.

## Predict More Money For Interstate Finish

By WALTER TALBOT,  
AL McNAMARA, JIM  
GENTRY and ELVIN BALATTI

The prospects of employment for Engineers for the ensuing year are very good for this district. This is due largely to contracts that have been awarded to construct the new Interstate #5 through San Joaquin County. We feel that more contracts will be forthcoming to complete Interstate #5 in the County in spite of the announced cutback in construction work.

At this time, Polich & Benedict, A. Teichert & Son, Gordon H. Ball, Inc. and Granite-Stolte have contracts totaling in excess of \$65 million under construction on the new Interstate #5.

Polich & Benedict & Hess Co. will have the fill material placed before this article reaches the press. This is the material that has been barged up the San Joaquin River from Rio Vista for the past year and a half, providing many ideal jobs for Operating Engineers

on the loading and unloading operation. This also is the work that the Longshoremen attempted to take from us but were unsuccessful. Gordon H. Ball, Inc. will pave the Polich-Benedict job with concrete before long.

A. Teichert & Son has the contract to construct Interstate #5 between Anderson Street in Stockton and Frewert Road south of French Camp. This project now has thirty Engineers employed in various phases of the job. Polich & Benedict has the sub-contract to construct the twenty-one structures for Teichert. This project has been underway since the latter part of July and is not expected to be completed before 1971.

Gordon H. Ball, Inc. just recently commenced their Interstate 5 contract with a dirt moving spread in the vicinity of Vernalis in the southwest corner of San Joaquin County. The job entails the placing of five million yards of imported fill, and, at this time, the

(See MONEY page 11)



# Dedication This Month

(Continued from page 9)

Earl Parker. The center will be located on the northeast corner of Fourth and H Streets, former location of the Marysville Medical Clinic across the street from the hospital. Initial construction is to include six examination rooms, two operating rooms with capacity for two patients each, a doctors apartment, x-ray units, laboratory and observation rooms. The 8,000 square foot emergency center will be one story, but is designed so a second floor could be added in the future. The second floor would have a 35 bed unit for patients still not sufficiently recuperated to be discharged, but not requiring general hospitalization.

By **DAN SENECHAL**  
Business Representative

**LAKE OROVILLE CREATES RECREATION WATERLAND**—Oroville Dam completed in 1968 is scheduled to become a year-round Water Playland. Big Oroville, as it is called by local enthusiasts, is the highest embankment dam in the world, towering 770 feet above stream-bed (as high as a 75-story skyscraper). It is also the highest dam of any kind in the United States, 44 feet higher than Hoover Dam.

Oroville Dam represents the largest civil construction contract ever awarded competitively in the United States—\$120.8 million. In the Oroville area alone supplemental contracts for afterbays, panels, and the world's largest underground powerhouse brought the total to nearly \$500 million. Total cost of the entire Feather River project will exceed \$2 billion.

The most extensive job of earthmoving in the United States was entailed in the creation of the Dam. It required 155 million tons of material from the old gold fields eleven miles downstream from the dam site. The tailings were hauled by special 40 car trains which ran every twenty-minutes for three years.

Oroville Dam is the first major dam and reservoir in the world which includes extensive recreational facilities around the 24 square mile reservoir. Surface area covers 15,500 acres, with a maximum length of 21 miles and a shore line of over 167 miles.

Several public recreation areas will surround Lake Oroville, the first ones being provided at Loafer Creek near Oroville and Lime Saddle near Paradise.

Baldwin Contracting Co., Inc., of Marysville has started construction on Loafer Creek Recreation area. Allocation of \$555,750 for the planned development was approved by the State Public Works board.

The new development is deadlined for opening to the public on or before July 1, 1970.

Baldwin's contract includes road development and installation of a water distribution system, which are expected to be completed far in advance of the campground opening. A mid-March completion of the water system is now visualized.

The project for which funds were allocated will include, in addition to the campground units, six comfort stations, two shower buildings and a parking area.

Lime Saddle recreation area has been awarded to Robinson Construction of Gridley at \$147,600. Robinson is to build an access road, parking lot and two-lane boat-launching ramps.

California Community Developers of Kelseyville will install and operate the concession at Lime Saddle, including a 60-slip marina boat refueling facility and concession stand. After this project

is completed, Lime Saddle will be the first place on Lake Oroville to have a permanent marina.

The work to be completed by the Robinson Construction Co. is being financed by the State Harbors and Water Craft Department.

Two additional bids were received by the State Department of Parks and Recreation from firms interested in developing and operating recreation facilities in the Kelly Ridge, Bidwell Canyon and Spillway areas of Lake Oroville.

The department said, a 40 year contract may be awarded to one of the firms in the near future.

The bids were submitted by California Community Developers of Kelseyville, which recently was granted a contract to operate concessions at Lime Saddle, and Southern California Financial Corporation.

The firm selected will be required to install and operate marinas at Bidwell Canyon and the spillway, a lodge and cottages, 150 unit mobile home park, campgrounds and equestrian center. It will also be required to offer boats for rental, boat servicing, and sale of concession items such as food and fishing supplies. In addition, it also will be expected to provide some type of transportation, possibly a tram, for visitors from the State's visitor center to the marinas.

When the Governor dedicated Oroville Dam on May 6, 1968, he offered glowing encouragement for private investments in the area. He told a large audience assembled on the dam, "The entire lakeshore, all 167 miles of it, will be open to lakeside homes and will be accessible for the public. I see rising on the shores, luxury hotels, places where people can enjoy themselves and where one of the greatest recreation areas in the nation will one day come into being."

Lets hope that these ideas are already in the making, with the start of Lime Saddle and Loafer Creek recreational area. We have to start somewhere and this looks to me as good a place as anywhere.

By **KEN ALLEN**  
Business Representative

**WESTSIDE** — With the fall rains getting closer, most of the jobs on the Westside are hurrying to complete the dirt moving portions of their projects. It has been a fairly busy year so far, but the major projects are nearing completion and the out of work list is just beginning to fill out again.

Fredrickson & Watson Construction Co. is moving along with its Interstate 5 job at Willows, employing a large number of Brothers although it looks as if another month will see most of the dirt moved.

Merrill L. Dubach is really making the dirt fly on his section of Interstate 5 and should be moving back to Highway 99 in Yuba City on the Joint Venture with Baldwin Contracting Co.

Lou Jones has a few Brothers working on the structures on both the Willows and Yuba City jobs.

Butte Creek Rock has kept a full crew busy at their plant in Chico this year and with all the street work, the construction crew has done plus the two jobs on Highway 32, it looks like their paving crew will be going full speed for quite some time.

Hughes & Ladd Inc. has a real rocky job at Forest Camp on Highway 32. This was strictly a cat & can job until most of the bad rock was moved. The night shift has been shut down and scrapers



**GOING UNDER . . .** This is the Old Bullard's Bar Dam which is about one mile upstream from the new structure. This concrete dam constructed in

the 1920's is buried under more than 300 feet of water.

★ ★ ★

moved in to help finish moving the dirt.

H. Earl Parker Inc. is going full blast on his Sacramento River job. This one is spread out over several sites and looks like it will last for a long time.

We have two nice jobs coming up in the near future. The Bureau of Public Roads job at Elk Creek and the Interstate 5 job South of Maxwell. There are also several small levee repair jobs and a few buildings scheduled for bid within the next month.

By **JOHN E. SMITH**  
Business Representative

**"SHOPS & PLANTS"** — Work in the shops and plants in the Marysville area has been very steady during the past month. Kaiser Sand and Gravel at Hamilton City has been going real good, and Bill Bebbler, Plant Superintendent, says they should be going good through December. Joe Besser, Plant Engineer, has about ten men working with him and they are doing a real fine job. Peterson Tractor at Chico has been going along steady also. Bill O'Donnel, who has been head man at Chico, now has moved up, and is over all the shops, and is working out of San Leandro —

★ ★ ★

Good Luck in your new job, Bill. Tenco Tractor has completed their new buildings at the Tech Center and will move all their men, but a few, in each area. Their new shop and buildings are real nice and all of their equipment will be done here.

Yuba City Steel Products & Fabrication has just celebrated its silver anniversary. Yuba City Steel was started in August of 1944 in a 20 x 40 shop with two welding machines and one welder. Since that time it has grown to encompass 40,000 square feet of shop space with as many as fifty men at their peak. Yuba City Steel has not only built tanks and just about anything in agriculture, but they also do steel fabrication for bridges and structures of all kinds. Twenty-five years ago the trade area of Yuba City Steel was the general Yuba City and Marysville Area. Today Yuba City Steel end-use products are shipped to Washington, Oregon, Idaho and Nevada, also all the rest of the Western states.

Williams & Lane in Yuba City is picking up a lot of work and is keeping the fellows busy in their shop also.

Saf-T-Cab Inc. of Yuba City is picking up more contracts for

★ ★ ★

their cabs. They build bigger, stronger and better cabs here than you can get anywhere, and they meet all Corps of Engineers specifications. They build all kinds of cabs, air-conditioned and all kinds of roll bars, which are easily installed because they are made to fit the equipment for which they are intended. They are currently employing several engineers and are doing a real good job.

We are currently in negotiations with Marysville Steel Inc. and things are going along pretty well, not only with the contract, but also in their shop.

We just concluded negotiations with Georges Contractors & Industrial Supply Inc. in Oroville and the Brothers received a 6% increase in wages plus increases in their fringe benefits. The Brothers in this shop have been real busy and it looks like they will stay real busy for quite awhile. Georges Contractors does just about any kind of work, motors, gear boxes and all types of work on equipment.

Goforth Bros. in Williams have picked up and are doing pretty well right now.

See you next month from Marysville.

## More Money Eureka Jobs Holding Well With Weather

(Continued from page 10)

company is moving the dirt with nine Cat 650's. Later, we understand, when the haul gets too far the 650's, the company intends to have a small wheel type loader and will use larger multiple hauling units. This contract extends from the Stanislaus County line to the Paradise Cut bridge east of Tracy, where it will intersect the Tracy By-Pass, which has been under construction by the same company since early last year.

Granite-Stolte has the most recent contract on Interstate 5 at the river crossing here in Stockton, with the interchange to be constructed for the cross town freeway. Although their contract was the largest to date, \$23 million, it is the shortest in length. This is due to the bridges and the intricate interchange that has to be constructed. This project is not expected to be completed until late 1971.

This completes the contracts on Interstate 5 under construction at this time; however, in order to complete the freeway through San Joaquin County, at least two and possibly three more will have to be let. The five mile stretch from Frewert Road (Teichert's job) to the

(See STOCKTON page 13)

By **RAY COOPER** and **GENE LAKE**

Work in the Eureka area is still going strong and will continue to do so as long as the good weather will cooperate. It is getting close to that time of the year where early rains can be expected.

A number of small Emergency Storm Damage Repair projects are being advertised and must be completed this fall.

Sanders Construction & Eastco Construction were low on slide removal, grading and paving near Orleans. Hughes & Ladd picked up the slide removal job near Somes Bar. Storm damage repair to Maples Hill, Salmon Creek and Thomas Roads will be done by Nally Enterprises. David R. Wilkins was low on the Fisher and Shively Roads job. John Peterson will be moving in on their Dyerville Loop & Harris Road job.

Tonkin Construction was awarded the Chezem Road job at Redwood Creek. More of these storm damage jobs will be let later this month.

Arthur B. Siri Company was low with \$795,422.00 for the Samoa Road project. This should be a good winter show for a number of Brothers as the new highway cuts thru the sand dunes near the ocean shore.

U. S. Highway 299 is still a beehive of activity with Granite Construction between Blue Lake and Lord Ellis and Ray Kizer Construction on the Berry Summit end.

These jobs will continue until the rains come.

Western Pacific Dredging has their 14" suction dredge "The Sand Hog," in operation doing the excess dredging and fill for Guy F. Atkinson's Eureka to Samoa Bridge job. James "Huckleberry" Hutchins is the Captain.

Piombo Construction is in the finishing stage on the Trinidad Freeway and Redwood Empire Aggregate is right behind them laying the base rock.

Mercer Fraser Company still keeping their crew going on various jobs in the area.

Jaxon Baker Company will soon have the Gasquet Freeway open.



## Full Bore

(Continued from page 10)

contractor, Hauben, Inc., and Hood Corp., were low bidders on a water treatment plant. Their bid was two-million with a starting date of Sept. 8, 1969, and a completion date of May, 1970. There will also be a number of sub-contractors on this job which is located at Douglas to Barton turn south two miles.

Granite Construction Co. is almost finished with the freeway section through the town of Grass Valley. This has been a very good job for some of our brothers that live in this area. Granite is going to move some of the equipment down south and planning on taking some of the brothers along.

Dravo Corp. is about ready to start work on their seven-million dollar job at Loon Lake. Mr. Troutman will be the Project Manager and Jess Hoops, Superintendent. Hank Stass is on the hoist.

There is supposed to be a snow-removal crew on duty during the winter in order to keep the road open.

Dravo is almost completed with the tunnel at Brush Creek Dam.

TAB Construction who has the Cameron Park job is just about completed with only three operators left.

## Dredging

(Continued from page 7)

The tentative agenda includes voting on the following permit applications:

Application of Mr. and Mrs. James Thacker, to dike and fill approximately .44 acre, at the northwest corner of Marina Blvd. in San Leandro, to stabilize against erosion, improve appearance, and use as site for garden apartments.

Application of San Francisco Port Commission to develop a two-berth LASH (lighter aboard ship) and container marine facility adjacent to India Basin by constructing a wharf, barge loading terminal, dredging appropriate channels and basins, and disposing of dredged spoils. The project involves approximately 13.5 acres of fill and the disposal of approximately 2.2 million cubic yards of mud.

## High Road

(Continued from page 6)

ect, between Greenfield and Gonzales, approximately \$40,000.

Central Supply has their new sand plant in operation north of Santa Cruz. This is one of the latest plants in the area.

Monterey Sand, P.C.A. Sand Plant, and Floyd Bradley Sand plant are going full blast.

The job outlook seems to be very good at this report.

## People Everywhere

In 1980, when the United States' population is projected to exceed 243.2 million, almost every sixth person will be 45 or over, and one in ten will be 65 or over.

## BUSY BRICKLAYERS

In 1910, a good day's work for a bricklayer was considered to be 400 face bricks a day. By 1963, the average bricklayer's daily output was up to 637 units. Today, it is 725 units indicating a production increase at an average annual rate of 5.5 bricks over a 58-year period. If this production increase continues at the same rate, the average bricklayer would be laying 1,000 bricks per day by the year 2020, the Labor Department predicts.

## Vision Care Explained

# CCHPA Completes Rating System

By F. O. "FRAN" WALKER  
Trustee

Since the implementation of our vision care plan there have been a number of queries as to its application. Since every case presents its own special problem, there is no absolute rule of thumb for every member; however, it is hoped that the following schedule of reimbursement for members and their dependents who obtain vision care from sources other than the California Vision Services Panel will clear up a number of questions. If you need additional information please contact your Fringe Benefits Center at 474 Valencia Street, S. F. 94103; telephone 415 431-1568.

For a vision examination performed by an ophthalmologist (M. D.) who is not a member of the CVS Panel, the member will be reimbursed the actual charge incurred up to:

• Vision examination . . . \$17.50

If the member obtains services or materials from an optometrist or dispensing optician who is not on the CVS Panel, he will be reimbursed for such expenses which exceed \$7.50 (deductible). Following are the maximum charges that will be considered eligible charges; the member must pay the first \$7.50 as well as any charges which are in excess of the maximum eligible charges shown below:

- Complete single vision service . . . . . \$25.00
- Complete bifocal service 30.00
- Complete trifocal service 37.50
- Complete service requiring lenticular lenses . . . 65.00
- Complete service requiring contact lenses . . . . . 90.00
- Frame only . . . . . 7.50
- An additional allowance up to 50¢ will be made for a case if it is itemized on the bill submitted.

Contact lenses will be covered hereunder ONLY when required after cataract surgery, or when visual acuity is not correctable to 20/70 in the better eye except by their use.

As a delegate to the California Council for Health Plan Alternatives I can report to you that the Council is moving with deliberate speed to put the newly developed health rating system to work.

A pamphlet describing the system, explaining how it works, and reporting the first tests of established health plans, is due off the presses about mid-August. It is being published at the University of California at Los Angeles where the rating system was developed under the direction of Dr. Lester Breslow in the School of Public Health.

The pamphlet is intended to provide union and employer trustees, union officials, and other interested laymen with a non-technical description of the rating system. It explains how it works, describes the standards that are used to make up the "ideal" health plan. And it reports on the tests that Dr. Breslow and his associates made on ten different union health plans.

The pamphlet is not intended, however, to qualify its readers to use the rating system. An extensive manual, drawn up by Doctor Breslow on the basis of his and his associates' studies, provides the only technical guide to the application of the system.

As the second step, then, toward putting the health plan yardstick to work, the CCHPA in co-operation with Doctor Breslow and the UCLA School of Public Health, is laying plans for a series of training programs to equip



WALKER

qualified professionals to apply the rating system. At the start Doctor Breslow and his associates have offered to be available for consultation in applications of the testing system.

Qualified personnel, trained in the use of the criteria and their application to ongoing health plans, will then be made available to trust funds and unions. Their availability will assure trustees and union officials that the rating system will not be manipulated in a way that will yield pre-ordained results.

It will assure them instead of a qualified, impartial and objective appraisal which the rating system, properly applied, makes possible.

CCHPA plans to charge fees for evaluation services, which will vary according to the size and complexity of the plan being tested. *The service will be supplied at cost.* Trust funds and unions are invited to ask for a preliminary estimate of the charges they would be asked to pay.

The results of any grading tests undertaken through CCHPA will be held in complete confidence and communicated only to the trustees of the plan authorizing the test.

The point-rating system is intended primarily to assist trustees in refining and improving the plans under their care. CCHPA feels that simply evaluating the plans is without significance unless the results are used to develop better plans.

★★★

CCHPA would hope to gain, in encouraging utilization of the grading system, the cooperation of trustees in developing graded-benefit health plans fitted to the criteria of the rating system.

The Board of Delegates of CCHPA authorized further studies in this area, looking toward discussions with health plan underwriters, and aimed at designing statewide graded-benefit plans at a number of levels of cost. Collaboration of trustees in developing such plans would be enormously useful.

It is in this fashion that CCHPA hopes to pool the financial bargaining strength of the union-negotiated trusts and to introduce competitive pressures into the health care field as one means of getting more health care for the workers' money.

With this in view, CCHPA encourages union officials who are faced with upcoming negotiations, to seek a provision which would permit their health and welfare trust fund to offer a graded-benefit health plan, when available, as an alternative coverage. CCHPA is not suggesting a commitment to such a plan at this point; rather, it is suggesting that the door be kept open for adopting such a plan when it is developed.

Development will inevitably take time. The adoption of graded-benefit plans, however, need not be delayed if union negotiators leave open the opportunity for adopting or offering such a plan when it becomes available.

In the long run, it will be through the medium of such graded-benefit plans that labor will be able to apply its collective buying strength with the greatest pressure, and to make the sharpest impact on the cost and quality of health services.

In the long run, too, the rating system will make its greatest impact when it is used to shape health plans increasingly to fit the "ideal" criteria set up as the system's yardstick. Backed by labor's

★★★

massive buying power, the labor movement can then achieve its maximum influence in shaping the cost and quality of the health care it provides its members.

The California Council for Health Plan Alternatives joined the Association of California Consumers last month to urge the establishment of a commission to review and regulate rates in non-profit hospitals.

In letters to Mayor Joseph L. Alioto of San Francisco and Ernest E. Debs, Los Angeles County Board of Supervisors, CCHPA Executive Director Thomas G. Moore said the time has passed "when hospitals can wrap themselves in a cloak of charitable intent and charge what they please."

The financial implications of increased hospital rates for public and private health programs are enormous, Moore said. Those rate decisions should be subject to public scrutiny in advance.

Moore said that the public has no way of knowing whether quality of care has been influenced by financial considerations. Full and public discussion would be valued in assisting public choice between hospitals.

In his letter to Debs, Moore said the Council was doubtful that labor costs in the hospital are any more to blame for rising hospital charges than inefficient administration, unwise investment decisions, and poorly conceived and planned investments in medical gadgetry and buildings.

The letters urged a commission, made up of public and consumer members, to regulate the rates charged by all non-profit medical facilities. Burden of proof would rest with the medical facility and provision would be made for subpoena and cross-examination of witnesses.

Both organizations also urged a nominating committee which would recommend consumer representatives in sufficient number to maintain a majority of votes on each board of trustees of non-profit medical facilities.

## Fresno

(Continued from page 7)

strong this month with both mines going three shifts. There are approximately 58 of the brothers on the payroll. Mr. Jim Goodwin, Manager of Coalinga Asbestos, is being transferred to Canada. We look forward to having the same congenial cooperation with his successor Mr. Archer as we have had with Mr. Goodwin in the past.

Brother Sheriff Babcock is returning as Manager of Atlas Asbestos after being on a two month fishing trip. Brother Babcock has been missed by one and all.

Griffith Company on their Interstate 5 job is in the process of overhauling and converting one of the CMI machines to trim CTB. They should be able to start their paving spread by the middle of October. 26 of the brothers are on the job at this time.

L. D. Folsom has completed the grading and paving on their Lassen Avenue job except for minor clean-up. They also have the paving of the shoulders and ramps on Interstate 5.

## Important

(Continued from page 5)

card to your Legislative representatives.

Write President Nixon and Governor Reagan to ask them who will feed your family; ask them how can you pay your taxes if you are unemployed. Your letter is important! Write! Now!

## More Obits . . .

(Continued from page 14)

Rose, John R. . . . .	3	0228672	8/10/69
Clara—Wife		SS#572-14-8987	
6694 Crow Canyon Road			
Hayward, California			
Southworth, Frank . . . . .	3E	0665480	8/11/69
Wilmetia—Wife		SS#568-07-2142	
1331 West "L" Street			
Benecia, California			
Watt, D. W. . . . .	3	0683481	8/15/69
Ida Mae—Wife		SS#470-14-5775	
2301 Hemlock Avenue			
Concord, California			
Webster, Hadley . . . . .	3A	1152921	7/26/69
Gizella—Wife		SS#040-05-3835	
P.O. Box 515			
Cloverdale, California			
Yeager, Owen W. . . . .	3	0477038	8/1/69
Ellen—Wife		SS#546-05-6550	
291 California Street			
San Leandro, California			

78 Deceased Members—June 1969 through August 1969.  
7 Industrial Accidents.

## DECEASED DEPENDENTS

August 1969

Daniel, Inez, 6-27-69; deceased wife of Claude Daniel.  
Trusty, Margie, 8-6-69; deceased wife of Chris Trusty.  
Vogensen, Leonard, 3-11-69; deceased step-son of Wm. Mello.

## How Many Still Working?

During the year ended June 30, 1969, 68,400 on-the-job training (OJT) opportunities for unemployed and underemployed persons were authorized under the Manpower Development and Training Act (MDTA) by the U. S. Department of Labor at a Federal outlay of \$49.3 million.



## San Mateo

(Continued from page 10)

causes a whole new negative chain reaction which further depresses the whole community. Manufacturers, retail stores and service industries all are aware of these probabilities and usually immediately cancel any proposed expansions that keep the economy growing. It has happened many times before and after a year or two the government realizes its mistake, and starts pumping millions into the construction industry, thereby assuring the boom-bust cycle. One always notes that the wage earner is the first hurt, the small business man next, but we note that the large businesses — P.G.&E., P.T. & T., huge chain stores, etc. are still around and doing business as usual with far less competition than before. This is very noticeable in construction companies. The very big ones survive and the smaller ones go out of business and of course when they go out of business they don't hire Engineers.

The largest single dirt job that we have had in the county has been the Redwood Shores development. Leslie properties in conjunction with Bragato, Fisk, Firenze & McLean, Freeman Sondgroth, L. C. Smith, Bianchi, Hood Corp., McGuire & Hester and many others have employed hundreds of Engineers this summer in preparing the area for more housing. The Leslie properties side of this has been under the able supervision of Brother Dick Poe with the assistance of Brothers Bob DeNardi and Gene Siler. They have managed to corral over the summer one of the finest spreads of highly skilled operators that we have seen in many a year, resulting in high production with a minimum of disputes.

After about 4 years of the "Whipple Road Quarry" being down we are happy to announce that it is going again under the name of Edgewood Materials. Many tons of new equipment is being installed where the quarry will be able to handle any and all of the industry needs in basic materials. The spread is again being ramrodded by Brother Larry Hall with the help of Brothers Amos Smith, Ed Davis, Jim McGee, Gene Killeen and Herhall Pence. The plant will need 3 or 4 more men when they get in full production.

S. F. Airport construction work: at least \$160 million in new construction will be under contract by the end of 1969 for the San Francisco International Airport. Recently a bid call for reconstruction and repair of Runway 1-Left 19-Right was formally ratified by the Public Utilities Commission. In order to complete the project before the beginning of the rainy season a bonus has been offered to contractors. For each day under the 25 days allotted for completion the contractor will receive \$2,000.00. When completed, this should put the runways in good shape for several years.

## Stockton

(Continued from page 11)

Paradise Cut Bridge (Ball's job) and from Hammer Lane (Polich & Benedict's job) to the Sacramento County line, a distance of approximately fifteen miles, has yet to be let.

Asbury Contractors has resumed hauling for Ball on the Tracy Bypass job. The company was shut down with a Teamster picket over a conflict of contracts recently.

Holt Bros., the Caterpillar dealer in Stockton, Modesto and Los Banos, recently secured a contract in excess of \$1 million to build diesel electric generating plants for the government. This has necessitated the hiring of additional help for the company.

In Modesto, Guy F. Atkinson

(See STOCKTON page 15)

# Gibbons & Reed In Parley's Canyon

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

Acme Vickery Company has finished laying the concrete on the Gibbons and Reed job on Wasatch Boulevard. They are moving their equipment back to a job in California. It seems this equipment spends more time traveling between jobs than it does on the job. They produced a fine job here which will enable Gibbons and Reed to finish this portion of the Belt Route on schedule.

Gibbons and Reed Company have started their job in Parley's Canyon. They have pioneered a few cuts which enable them to start in earnest when they shut the canyon traffic off on October 1. After that the traffic will be diverted around the lower Parley's job by way of Emigration Canyon. Morrison Knudsen Company should have one lane of their upper Parley's road open to traffic by then. The Emigration Canyon road has been improved by widening some curves and the installation of passing lanes. It will, however, still be a hazardous route for large trucks.

Morrison Knudsen Company has a fine crew on the upper Parley's section and have recently started a swing shift to insure completion of a traffic lane by October 1. Some thirty-two Brothers are employed there at present. The oak leaves are turning at this elevation, and this means the snow is not far away.

Thorne Construction from Springville is at work on an overlay job between Wanship and Coalville. They have a Crusher and Hot Plant going, and seem to be progressing nicely. They set both plants up in Northwestern's old pit and found it necessary to run the Crusher two shifts to keep up. The reject almost exceeds the finished material.

Strong Construction Company is laying oil on their Coalville job. This company was awarded a job at Snowville in Northern Utah in time to transfer most of the equipment operators from the Coalville job. They have made a real good looking section of freeway under unfavorable conditions on the west side of the Echo Reservoir. A tribute to a very fine crew of operators.

Enoch Smith and Sons Company has started a dike project for the National Lead Company plant north of Timpie on the edge of the Great Salt Lake. This plant was scheduled to be started this fall, but unforeseen circumstances have delayed it until spring. They have 3 ¾-yard draglines, a loader, and a cat working at present. It is hopeful that this will develop into some winter work.

Nevada Rock and Sand has completed their job on I-15 at Cedar Summit, and it is now open to traffic. This has been a good job for the Brothers in the area. They

are at present running behind schedule on their section of I-15 at Beaver. The majority of the dirt has been moved, and they are in the finishing stages. Allied Paving, Incorporated, is the sub-contractor and with fall just around the corner has moved a second hot plant in to try to get finished before winter.

According to the State Highway Department District Three, a section of I-70 from Cove Fort to Clear Creek Canyon is to be advertised for bids this fall. The six mile portion will eliminate the steep hairpin turns on the west side of the summit which are part of Utah Highway 4. It will also run near the present U-4 Route, moving up to a mile south of the present route. The project will be one of two or three separate jobs to be let in construction of the Interstate over the 20 miles from Cove Fort to Sevier in the next several years.

Utah has been apportioned \$15.8 million in federal aid highway funds for the first quarter of fiscal year 1970 to finance work on Utah's portion of the Interstate Highway System, now about one third completed.

About 300 miles of the 933.6 mile Interstate Highway System within Utah is now open to traffic, with some type of work proceeding on virtually all of the balance of Utah's portion.

To the first of this month in addition to the highway miles now open to traffic, 219.8 were under construction, right of ways being acquired on 362.6 miles, and preliminary engineering was in process on the last 50.8 miles. The national system, when complete, will be a 41,000 mile linkup of Interstate and Defense Highway and will eventually carry more than 20 percent of all traffic.

In 1956 it was estimated that Utah's portion of the system would cost about \$379 million. However, increased road building costs, coupled with a stop-and-go federal funding program, has set the entire system back many years and greatly increased the costs. It is now estimated that the Interstate system in Utah will cost about double the original estimate.

The Ogden area continues to enjoy a busy work season, the out-of-work list remains low. But we, like everyone else in the construction industry, are vitally concerned with the much talked about Federal cut-back in proposed construction funds. Should the cut-back affect planned projects, on which federal funds are used alongside State money, some \$15 million in highway projects in Northern Utah may be hard hit. These include:

- Lagoon to Layton in Davis County on I-15, 6.5 miles of highway expected to cost \$3.5 million, and scheduled for bidding in April.
- Hot Springs to Brigham

City, 10.4 miles of I-15, \$4.5 million, bidding in May.

- Devil's Slide to Henefer, 3.1 miles of I-80, \$2 million, bidding in June.

- Emery to Castle Rock, \$3 million, bidding in May.

- Riverdale Road, 1.3 miles, \$250,000, bidding in July.

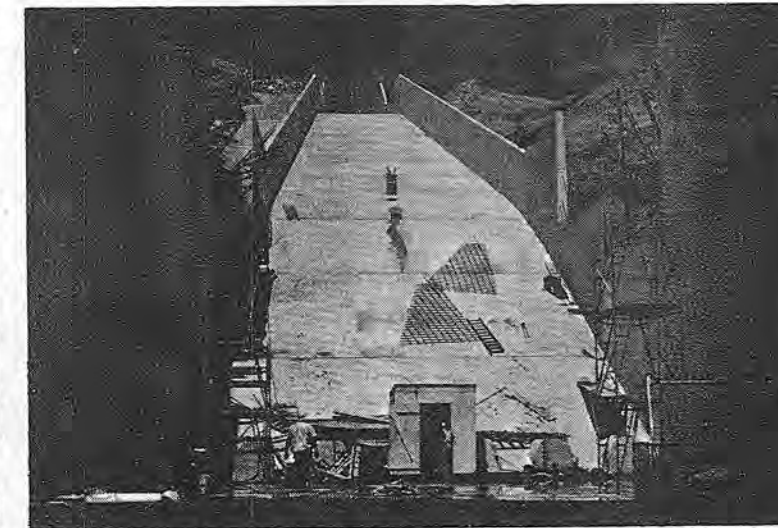
- Harrison from 42nd to 36th Streets, ½ mile, \$150,000, bidding in June.

- Utah 39 on Monte Cristo, 4.5 miles, \$250,000, bidding dated for sometime next spring.

- 20th Street, 1.7 miles, \$1.5 million, bidding in July.

Other areas of work include the expected completion of a \$2.7 million Mountain Bell service expansion project in Ogden late next year by Iverson Construction. Oakland Construction is the low bidder on the Ogden L.D.S. Temple which will be a \$4.2 million project.

All other freeway construction now under way in this area is going at a good pace, as always in this game, trying to beat the fall and winter weather.



TWO NEW DAMS are being constructed to create the Bottle Hollow reservoir which is part of the Bonneville Unit in Central Utah. Above are several shots of Starvation Dam which has about 6-weeks away from topping out. There are some 102 brothers working on the dam and the grade is in and they're now putting in the riprap with soil cement to follow. At left is a shot of Bottle Hollow Dam about fifty miles from Starvation in the Duchesne area. Some twenty operators are currently at work on this dam with another season to go before completion.



# Obituaries

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

Name — City	Local Social Security No.	Register	Deceased
Bryson, Thomas D .....3	0307990		7/24/69
Grace—Wife	SS#573-18-0550		
4636 Tulip Ave. Oakland, California			
Climmer, Louis .....3	0387573		7/21/69
Gladys D. Wees	SS#552-24-7888		
835 N. Scott Rd. Merced, California			
Cofer, Harley .....3E	987444		7/3/69
Georgia—Wife	SS#558-32-5989		
349 Plum Vacaville, California			
Goolsby, Ray .....3	479788		6/29/69
Helen—Wife	SS#546-14-0557		
16677 Bradbury Turlock, California			
Horn, Tracy .....3	0915597		6/20/69
Mattie—Wife	SS#530-03-0947		
P. O. Box 31 Gabbs, Nevada			
Hutchins, William B. ....3	0982973		7/10/69
Anna Mae—Wife	SS#525-09-5255		
Box 13 Truckee, California			
Jeremiason, George .....3	0347196		7/28/69
Margaret—Wife	SS#503-01-1358		
4474 MacArthur Blvd. Oakland, California			
Jordan, Loren .....3D	1195135		7/10/69
Kathryn—Wife	SS#559-07-7088		
2215 "I" St. Sacramento, California			
Kanoa, Rodney .....3	1296070		7/3/69
Thelma—Wife	SS#575-34-8441		
P. O. Box 88 Hauula, Hawaii			
King, Kermit .....3	0889034		7/28/69
Muriel Thompson—Sister	SS#558-32-7200		
27 Carlson Ave. San Anselmo, California			
Lennon, John J. ....3E	1130384		6/27/69
Joan—Wife	SS#516-28-2427		
1175 Culligan Blvd. San Jose, California			
Listoe, Wm. ....3	0714931		7/25/69
Lois—Wife	SS#711-18-6707		
Rt. 1, Box 189A Grenada, California			
Manka, Guy F. ....3	888863		7/26/69
Myna—Wife	SS#500-01-5532		
2001 Carver Rd. Modesto, California			
Monahan, Thomas .....3D	0519972		7/20/69
Mary—Daughter	SS#546-01-6452		
1641 Gold Street Marysville, California			
Morris, Darrell .....3	1181651		7/25/69
Juanita—Wife	SS#514-22-4802		
3224 Meadowbrook Concord, California			
Munson, James W. ....3D	1087813		6/18/69
Romania—Wife	SS#530-03-8796		
P.O. Box 754 Yerington, Nevada			
Oiler, Chester .....3	0908752		7/24/69
Neva—Wife	SS#170-16-2610		
1004 Palm Avenue Martinez, California			
Pack, Allen J. ....3D	1071032		7/4/69
Violet—Wife	SS#567-03-6254		
P.O. Box 42 Live Oak, California			
Pasco, John .....3	0230999		7/4/69
Corrina—Wife	SS#571-05-2362		
1567 Compton Rd. Eureka, California			
Pierce, Roy .....3	0437830		7/23/69
Ityle—Wife	SS#545-22-1276		
245 Hillborn Lodi, California			
Rossie, Jack .....3	0418454		7/19/69
John Repetti—Nephew	SS#567-03-6124		
225 - 17th Avenue San Francisco, California			
Sells, Fred .....3	0267477		7/22/69
Irene—Wife	SS#560-03-1581		
2471 Mission Street San Francisco, California			

# More Obits . . .

Sherman, Carlton .....3	286463		6/28/69
Emma—Wife	SS#502-07-0271		
45465 E. Florida Hemet, California			
Smith, Delbert .....3D	1265273		7/23/69
Esther—Wife	SS#549-28-9074		
Rt. 1, Box 13 Potter Valley, California			
Stanley, Richard .....3	0304406		7/11/69
Helen Avant—Daughter	SS#572-03-9703		
245 - 17th Street Oakland, California			
Stivers, Henry .....3	0698429		7/13/69
Viola—Wife	SS#391-10-6466		
5140 Winston Fremont, California			
Taylor, Frank .....3	939798		7/7/69
Grace—Wife	SS#547-09-8695		
3942 Dennis Street Stockton, California			
86 Deceased Members—May 1969 through July 1969. 6 Industrial Accidents.			
DECEASED DEPENDENTS — July 1969			
Abell, Constance, 4-30-69; deceased wife of Chester Abell.			
Baum, Beth M., 7-69; deceased wife of Glen P. Baum.			
Burnett, Effa, 7-18-69; deceased wife of Harold Burnett.			
Cortez, Juanita, 6-27-69; deceased wife of Guillermo Cortez.			
Hansen, Bessie, 6-30-69; wife of Peter Hansen.			
Harrah, Dorothea, 6-8-69; deceased wife of Joseph Harrah.			
Kolesar, Georgia, 7-14-69; widow of deceased member John Kolesar.			
McFarland, Ina Mae, 6-31-69; deceased wife of Peter McFarland.			
Baker, Henry .....3	0273356		7/15/69
Ellen Blevins—Sister	SS#555-10-7558		
22 Roache Road Watsonville, California			
Beecher, Art .....3	1006583		8/7/69
Wm. Beecher—Son	SS#552-03-5840		
131 Kailua Circle Marina, California			
Bowles, Walter .....3	0249025		8/8/69
Jennie—Wife	SS#559-05-8876		
726 Marvel Avenue Santa Cruz, California			
Bowman, L. H. ....3	0434382		8/7/69
Mattie—Wife	SS#446-07-3679		
P.O. Box 534 Shasta, California			
Busby, Jerry .....3	1046714		8/5/69
Leona—Wife	SS#426-24-6016		
3275 E. Lathrop Road Manteca, California			
Cramphorn, Clifford .....3	0745402		8/5/69
Doris—Wife	SS#564-09-8032		
1015 Bird Avenue San Jose, California			
Dressel, Lester .....3	0529144		8/9/69
Pauline—Wife	SS#558-09-1371		
158 Andrew Road Vallejo, California			
Glover, Kenneth .....3	0572640		8/11/69
Beulah Claesson—Sister	SS#557-05-4348		
114 Wilshire Avenue Daly City, California			
Holtz, Dean .....3D	1166715		7/26/69
Nadine—Wife	SS#485-07-8845		
1819 Holly Drive Lodi, California			
Horstman, Leroy .....3	1079743		8/13/69
Faye Evelyn—Wife	SS#496-05-0155		
P.O. Box 1325 Oroville, California			
Hulihee, David .....3B	0498079		7/30/69
Agnes—Daughter	SS#575-09-8964		
1332 Pueo Street Honolulu, Hawaii			
Moller, Erick .....3	1142809		6/13/69
Virginia—Wife	SS#566-01-2584		
10 Cerrito Avenue San Francisco, California			
Onizuka, Robert .....3	1175370		8/2/69
Yuki—Wife	SS#575-05-2256		
66 - 133 Ninuula Road Haleiwa, Hawaii			
Poissant, Joseph .....3	1231362		8/13/69
Lillian—Wife	SS#023-18-8647		
27908 Calaraga Hayward, California			
Roney, Marvin .....3	0605116		7/29/69
Wildas—Wife	SS#551-18-7939		
930 Camelia Drive Livermore, California			

# Most Jobs Finishing Up North

By RUSS SWANSON and BOB WAGNON

As autumn arises, we can look back over our district and say we have had a good work year. Mendocino County had the most work of the 4 counties this year. However, this picture is quickly changing, due not only to winter coming on, but also to the contractors finishing up.

Up in the North, on Hwy. 101, our highway projects, which consist of 3 large ones, are fast coming to a close. The Guy F. Atkinson job has already gone into the finishing stages and laid off the night shift. At this time Fresno Paving is doing the finish work and Guy F. hopes to be able to sell this job this year. We dislike seeing this one come to a close as it has been a tremendously good one for the past 3 seasons.

Adjoining this job, Vinnell Corp. from Phoenix, Arizona, has had numerous setbacks and stoppages this year due to the wet ground, but has overcome these problems and should have all of the dirt moved by the time the rains come. About 10 miles further up on 101, the Peter Kiewit Co. has really had its job humming all year and should have the dirt moved by the time this goes to press. Both this and the Vinnell project will have finishing work left for next year. Coming back further South, in Mendocino County, the Arthur B. Siri Co., on its Willits bypass job, and it looks like the paving should be finished before the winter storms hit.

Also in Willits, on the Brooktrails Land Development project, the Thomas Const. Co. has already finished their portion and have looked for greener pastures. They did the dirt-moving on this job. The Ebert Spartan Co. has about all of its underground work finished and should be moving out before the bad weather sets in. About the greatest activity at the present time, Joe LaMalfa and H. Earl Parker, who are doing the base rock and paving here, will have to stay in high gear the rest of the season, in order to finish up.

Over in Lake County country, the vacation season has ended, but the work is still going on, primarily at Lang Bros. This company was the successful bidder on 3 different projects, in one week, which amounted to a million and a half dollars, and have just gotten well started on these. They should have work left over for the year of 1970.

Also in Lake County, Absco Paving set up their hot plant at Middleton, and are getting ready to start the Cobb Mountain Overlay.

In Napa County, Huntington Bros. have their C.T.B. down on their 4½ mile freeway job and should be paving in the very near future. On the Silverado Trail job, the Harold Smith and Son, Co., has its boulder pile moved and is also going into the finishing stages. This job should finish this year.

Up in the beautiful Lake Berryessa Country, two years ago Lake Berryessa Highlands No. 1 was completed and all the lots sold and this year they let a contract to the Byers Const. Co. of Reno, Nevada, to do Highlands No. 2. Byers subbed out the dirt work to J. E. Robinson Co. from Southern California, which amounted to approximately one million yards. The job is about seventy-five percent completed and the contractor is in

(See SANTA ROSA page 15)



# Personal Notes

## MARYSVILLE

Brother W. E. (Bill) Metz is recuperating in the Rideout Hospital in Marysville after receiving surgery.

Brother James Cole has been sent home from the Rideout Hospital in Marysville after his long stay due to a serious accident at the race track.

Brother Chris Trusty has been released from the Oroville Medical Arts Center in Oroville and is getting along fine.

Brother Leo Paulson's wife is back in the Oroville Medical Arts Center Hospital in Oroville. We hope she has a very speedy recovery and is home soon.

Brother C. O. Osborne is getting long fine after his serious accident on a motorcycle. He is in the Oroville Medical Arts Center Hospital in Oroville.

Our deepest sympathy goes to the family of Brother Earl Shepard who was killed on the job at Chester, California.

## FRESNO

Brother Wesley E. Carlson would like to take this opportunity to thank the Health and Welfare and Fresno office for their assistance during the illness of his wife Magdeline who recently passed away.

Our deepest sympathy to the family and friends of Brother Jim Mertz who passed away.

Also, we wish to express our deepest sympathies to Brother Norby Flanagan and family on the loss of their daughter and Brother Charles Kenwood and family on the loss of their son during the month of September.

Best wishes for a speedy recovery to Brothers Millard Eveland, James Wilkinson, Gene Lamley, A. W. Gravlee and W. L. Waters.

## NEVADA

Brother Earl Beach is in the Elko Hospital with a heart attack. Brother Russell Taylor, member of the Grievance Committee, in Washoe Hospital for observation.

Brother Ralph Wilson released from hospital under doctor's care at home. Still suffering from a pinched nerve in his neck.

Brother Bert Larsen, injured in an industrial accident on September 10, 1969, will be off work approximately 21 days, with a badly cut left arm.

Brother Mitch Azparren, whose arm had to be amputated last month, is at home doing well.

Brother Ray Karnes in Carson City Hospital September 16, 1969 with a heart attack.

We wish all the above Brothers a speedy recovery and we are sure they all would appreciate receiving cards and visits from the Brothers.

Brother Gordon Douglas, Job Steward for Teichert Truckee Plant, is well on the road to recovery from injuries incurred in an industrial accident this year.

Brother Garnett Jackson passed away in Canada in July. His death was due to an accident. We offer our deepest sympathy to his family.

## SACRAMENTO

Our deepest sympathy to the family and friends of Brothers Fred Campbell, August 19, 1969; William L. Crisler, August 26, 1969; Lamberto Herrera, August 20, 1969; Nerious C. Kazar, August 18, 1969; Hollis Mathis, September 2, 1969, and Harold L. Sowder, August 20, 1969. Our deepest sympathy is also extended to Brother Joseph Downin and family on the passing of his wife, Violet D. Downin.

## HAWAII

Our sincerest condolences to the families and friends of Brothers John T. Makuakane, Rodney Kanoa, David Hulihee and Robert M. Onizuka who have all passed away during the past three months due to illness.

## SAN RAFAEL

Best wishes for a speedy recovery to: Brother Dave Robertson who was recently hospitalized for a few days with a broken leg—hurt at Hutchinson Quarry.

Our best wishes go to Brothers Lorry Azevedo and Ron Piombo on their recent marriages.

A fast and speedy recovery go to: Brothers Mel Piombo who was recently hospitalized for eye surgery—and to Brother Max Chadwick hospitalized at Marin General.

Brother Vern Coker was hospitalized at Marin General Hospital—hope it wasn't serious.

## STOCKTON

Our deepest sympathies are extended to the family and friends of our late departed Brothers Jerry Busby, Farrell Simmons, Dean E. Holtz and Norman K. Jones.

## SANTA ROSA

It's real interesting to see the number of activities that our Brother Operating Engineers are involved in, but to single out just one of the activities, Brother Carl Van Horn is President of the Cloverdale Gem and Mineral Society and Brother Dick Greg-

# SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

**VOLT-OHM-MILLIAMMETER** 260 Series Simpson Voltage Ranges, D.C. 0-250 mv to 5000v, A.C. 0-25v, 0-5000 v, AF 0-2.5v to 0-250v and carrying case, Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

**HEARING AID** Arcard Model like new. Cost \$325 new, will sell for \$75.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

**FOR SALE TWO BUCKEYE TRENCHERS** and Lowboy Chevrolet truck. Phone (209) 838-2887. Nelson Schneider, 20187 McHenry Ave., Escalon, Calif. 95320. Reg. No. 0915764. 8-1.

**INDIAN HEAD NICKELS** 1936 and 1937. Dates clear; also five nickels with big "S" on the back. Ivan J. Shuey, P.O. Box 10, Brookings, Oregon 97415. Phone 469-2257. Reg. No. 1288111. 8-1.

**SHASTA COUNTY RETREAT**, 15 acres, tall oaks and pines, secluded, rolling hills and flat land. \$6,000, \$450 down, \$50/month, 7% int. I will finance balance. Phone (916) 357-2241. William A. Asher. Reg. No. 1014517. 8-1.

**DRUMS: LUDWIG**, Gold metal flake with \$140 worth of cymbals. Stool cost \$150. \$400 takes. Perfect condition. Phone 934-8237, Gary Schalesky, 1910 San Luis Road, Walnut Creek, Calif. Reg. No. 0027069. 8-1.

**FOR SALE CAMPER** Travel Queen, 10' cab over 2 1/2 gal. water tank. Fits any 8' pick up bed. Ready to go. \$650. Jim Daigh, 2328 Orleans Dr., Pinole, Calif. Phone (415) 758-0765. Reg. No. 394870. 8-1.

**FOR SALE: BARDEN BUMPER-wrap** around, drop center. Tail lights, back-up lights, center trailer hitch. \$39.00. Gene Mendes, 5355 Radele Ct., Fremont, Calif. 94536. Phone 793-3155. Reg. No. 879752. 8-1.

**POLAROID CAMERA** Model 250 and portrait kit, close-up kit, self-timer, UV filter cloud filter, flashgun, fitted compartment case. \$135.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

**BON AIRE CAR COOLER** 12 volts \$25.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

**SMALL COMPRESSOR** Briggs Stratton motor. \$95.00. Troy Manzer, Jr., 6100 Pothill Blvd., Oakland, Calif. Phone 568-8513. Reg. No. 0766500. 8-1.

**FOR SALE: TRUCK VAN BODY** 8' x 8' x 20' aluminum w/double swinging doors in rear; used as portable shop. \$350.00. John R. Franklin, P.O. Box 2021, Dublin, Calif. 94568. Phone 828-7191. Reg. No. 1076473. 8-1.

**FOR SALE:** two 5+ acre parcels, level, one with pipeline irrigation, road frontage in S. Sacto. Co. in country. After down payment, 6% on balance. Write Joe Landis, Rt. 2, Box 831, Galt, Calif. 95632. Phone 745-1726. Reg. No. 0317668. 8-1.

**FOR SALE: 1963 YAMAHA** 55cc, good condition, \$75 or swap for 12 ga. auto. shotgun. Telephone 996-1987, Sonoma. Reg. No. 0286157. 8-1.

**CAMERON PARK LOT** No. 888 for sale. Cambridge Rd. & Westworth Rd., 8' x 150' level. All utilities incl. Terms \$4,750. I. Proto, 3971 Burkhalter Ave., Oakland, Calif. 94605. Phone (415) 562-4922. Reg. No. 643156. 8-1.

**BOAT FOR SALE**, \$450, 15' Whitehouse 40 h.p. motor, trailer, cover. Stored Lakehaven Cottages, Clearlake Oaks. Will take deer rifle and 12-ga. shotgun as part payment. Dan E. Hudler, 345 Fulton St., San Francisco, Calif. 94102. Telephone 626-2467. Reg. No. 848486. 8-1.

**FOR SALE: DODGE** 1960 1-ton pick-up, dual wheels, 56,000 orig. miles. Good rig for heavy duty repairman or large camper. \$600. John Davis, 6145 Wildhorse Valley Road, Napa, Cal. 94558. Phone 707/226-9108. Reg. No. 1137549. 8-1.

**LAKE OF THE PINES**, 1/2 acre on 9th fairway one block to beach. Many large oaks, fishing, sailing, water skiing, golf, skeet. Beautiful private clubhouse, paved roads, utilities incl. Between Grass Valley and Auburn. Fred Cucksey, 3729 Branson Drive, San Mateo, Ca. (415) 349-0475. Reg. No. 1351425. 9-1.

**WILL TRADE MODEL D-L-8** Hyster Winch for Double Drum Cable Control Unit. Model 25, for 2-U Cat. Jim Oberster, Box 123, Virginia City, Nevada 89440. Phone No. 751. Reg. No. 0486187. 8-1.

## More Personals . . .

ory is Vice President, with Charles Beers as Secretary. Charles' father is Operating Engineer Leo Beers. They recently staged a two-day "Shindig of Gems" which drew more than 450 persons from all over the country. I'll bet if the truth were known, hundreds of other Operating Engineers are involved with some sort of rock collecting or cutting and polishing. Send us your names and maybe we can be instrumental in getting you together.

Our relationship with the various Department of Employment offices in the area continues to be real good, so please, if you do have a problem, contact our offices and we will get involved and do our best to help you.

Continue to work safely and think safely.

## SAN JOSE

Brother and Mrs. Larry Hagle took a six-week trip to Europe visiting Austria, Germany and Switzerland. They had many wondrous experiences to relate and were especially boastful of Switzerland and the Alps. Most unique were the homes in Switzerland exhibiting some of the most beautiful designs of artwork upon their exteriors—indeed a very impressive sight.

Brother Walt Havens is recuperating from a couple of broken limbs sustained in two separate accidents, i.e., a broken foot on the job and a broken arm sometime thereafter while operating T.V., which evened up the score. We wish Brother Havens a speedy recovery.

We would like to take this opportunity to thank Brothers Bill Dalton and Bob Sandow for their donations to the Blood Bank.

Our deepest sympathy to the families and friends of the following deceased Brothers: Robert McGregor, John Fauvor, and Frank Davis.

**40 ACRE FARM** for sale, including water shares, 28 acres new alfalfa, 12 acres cultivated, cement ditches and headgates, new corral with loading chute, water pump and pump house. Write to P.O. Box 563, Fillmore, Utah 84631. Reg. No. 580348. 9-1.

**FOR SALE:** 1967 Ford F-250, ranger, camper. Special bucket seats, V-8, 4 spd., 55 amp. alt., 2 gas tanks, h.d. springs front & rear, five 7.50x16 eight-ply tires, h.d. brakes, power steering, radio, 2 batteries, EZ lift hitch with sway control, gem top camper, 23 channel c.b., power converter, tire chains, 29,400 miles. Phone 969-9033. Roy Tillman, 1075 Space Park Way, Mt. View, Ca. 94040. Reg. No. 0996036. 9-1.

**QUICKWAY CRANE FOR SALE**, Model 125-A 50' boom and trailer, 2 clam shell buckets, 2 dragline buckets, backhoe arm with 3/4 yd. bucket, good condition. Dale Miholovich, Sunnyvale, (408) 736-3702. Reg. No. 1301475. 9-1.

**FOR SALE:** 1964 Harley 74, chopped \$950. Exc. condition. Write to Fred Grimshaw, 220 Gibson Road, Woodland, Ca. 95695 or call (916) 662-6696. Reg. No. 1196434. 9-1.

**CHOICE FIVE ACRES** in beautiful Christmas Valley, Oregon. Excellent investment property. Must sacrifice for \$2,500 cash. A. F. Paulazzo, 396 Sloat Ct., Santa Clara, Ca. 95051. Reg. No. 0603448. 9-1.

**TWO AND A HALF ACRES** near Grass Valley, nice trees, best 50 ft. well of water. Unfinished but livable. See to appreciate. P. E. Northup, P.O. Box 196, Grass Valley, Ca. 95945. Phone 273-0987. Reg. No. 0863913. 9-1.

**TRACTOR TRAILER**, approx. 8-ton capacity. Dual 15-inch wheels. Beaver-tail with ramps. Legal lights, vacuum brakes, licensed for all of 1969. \$450.00. Phone 423-3600. Charles Gebhart, P.O. Box 395, Santa Cruz, Ca. 95060. Reg. No. 1228814. 9-1.

**HAPPY VALLEY LAKE** 1/2 acre, slight incline, panoramic view of beautiful valley, club house, golfing, horse trails, fishing, hunting and water skiing. Call after 5 P.M. 234-4267. Paul Emerson, 6040 Rose Arbor Avenue, San Pablo, Ca. Reg. No. 321464. 9-1.

**FOR SALE: HARMONY** Electric guitar, like new, with amplifier \$300 cash. Phone 251-9525. 1763 Bermuda Way, San Jose, Ca. 95122. Reg. No. 1277898. 9-1.

**BACKHOE MASSEY FERGUSON** 200 with 30", 24", 16" and 12" buckets on an MF 205 tractor equipped with hydraulic operated leveler & loader, bob tail international dump truck and tilt bed trailer. \$5,000 firm. (415) 388-6844. Reg. No. 0987276. 9-1.

**1961 CHEVELLE**, 2-dr. SS 427 engine, 425 HP, 4.88 gears. Legal street or strip. Leather upholstery, carpeted. Call 534-3556 days, 562-1547 eves. A. C. Bashnick. Reg. No. 360521. 9-1.

**WILL SWAP** \$8,200 equity in mobile home 10' and 57' two BR with expanding living room and 1,000 awnings for 20' self-contained trailer A. H. Obert, 3229 E. Thomas, Fresno, Ca. 93702. Phone 266-6653. Reg. No. 381755. 9-1.

**FOR SALE: 3+ ACRES** 1/2 mi. Biggs, Ca. Fenced pasture, good well pump with 250 gal. storage, large barn. Three bedroom, 2 bath older type home containing 2,500 sq. ft. family room lots. Fruit & nut trees. \$14,000. Phone 868-5781. C. H. McCauley, Box 251, R. 1, Biggs. Reg. No. 357477. 9-1.

**SKI BOAT:** 14' inboard, Ford V8, V-drive. A-1 condition, good seating capacity, turns on a dime. \$700. 326-2554, Palo Alto. Reg. No. 1102050. 9-1.

**TRUCK FOR SALE**, Ford '66, 1/2 ton, gas tank bumper, electric brakes, lights for trailer, 4-speed. Boles Aero 14 ft. trailer house. Frank Taylor, 3942 Dennis, Stockton, Ca. Phone 209/965-2979. Reg. No. 0939798. 10-1.

**FOR SALE: ANTIQUE** ranch wall phone. Cranks and rings, solid oak and brass parts. Sloping writing shelf, wall jack, long pear-shaped ear piece. Complete, in good condition. \$35. Gerry Billard, 21710 Regnart Road, Cupertino, Ca. 95014. (408) 252-2104. Reg. No. 1382385. 10-1.

**RETIREMENT** or weekend mobile home. 10' x 55' 2 BR. two bath expanded, furnished. Screened porch, boat house, storage shed, 60 x 90 lot. 2 blocks from lake at Clear Lake Oaks. \$11,500. J. C. Enos, 1032 Aberdeen Drive, Livermore, Ca. 94550. Phone (415) 447-4957. Reg. No. 620122. 10-1.

**FOR SALE OR TRADE** Sonora Meadows lot No. 34 near clubhouse and swimming pools on Sullivan Creek, 8 mi. from Sonora, Ca. near Twain Hart. Jim Daigh, 2328 Orleans Drive, Pinole, Ca. 94964. Phone 415/758-0764. Reg. No. 349970. 10-1.

**CHESAPEAKE BAY RETRIEVER** pups. AKC sired by "Walt Disney's" Hector. Champion background. Hunting and show. Lynn Slavich, 8160 Dierks Road, Sacramento, Ca. 95829. Phone 916/363-4237. Reg. No. 1225978. 10-1.

**PATRICK'S POINT OCEAN BLUFF** lot, approximately one acre, four miles North Trinidad, California. Lee F. Kirkman, Phone 916/533-4025. Register No. 0301425. 10-1.

**FOR SALE OR TRADE** 3/4 acre, R.2 at Lake Tahoe; one acre single family resident at Hayward, both view lots. Telephone 582-3722 or write P. O. Box 554, Hayward, California. Reg. No. 267878. 10-1.

## RULES FOR SUBMITTING ADS

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

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

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

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

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

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

## Santa Rosa

(Continued from page 14)

high gear in order to beat the rains.

The Javelin Co. from Southern California is just getting started on the underground portion of the project. The streets and paving work will be subbed out but at this writing we do not know to whom.

The Sonoma County area has a number of jobs in progress. Don Dowd Co. is in the final stages of its Oakmont Project. The O. C. Jones Co. is once again in the area, for a short period, doing the parking facilities at the Sonoma State College, with Godfrey apparently receiving able instructions from Parkhurst and Brady Johns, because by the time you read this the company will be long gone from this area. Nearly everywhere you look in the Santa Rosa Area Argonaut Const. can be seen doing various types of underground and road work. Art Siri Const. has about wound up their Petaluma-Valley Ford Highway project and are getting ready to move to their highway widening job on Highway 29. Siri also has a number of grading and paving jobs around town and further are working a few Engineers at the Sea Ranch project, with Hank Pacheco giving the instructions. Wise and McGinty finishing up on their High School Street job in Sebastopol, but continue to work a number of Engineers out at the Sonoma County Dumps. All of the Rock, Sand and Gravel producers in this area, so far as we can determine, have had a fairly good year based on the number of Engineers employed.

## Stockton

(Continued from page 13)

Co. on New Don Pedro Dam continues to employ the most Engineers of any single employer through this office.

Peter Kiewit Sons is making scheduled progress on their road, bridge job near Jacksonville. This relocation of Highway 49 was necessitated by the larger reservoir that will be created by New Don Pedro Dam. In fact, Jacksonville will be no more, as it will be inundated when the water is backed up by the new dam.

A. Teichert & Son has Larry Aksland's earth moving equipment busy on their Highway 99 freeway job near Salida.



# Regional Director MC's Installation Rites



TOUGH CAMPAIGN behind him, International Vice President and Local Business Manager Al Clem (left) enjoys a moment of retrospect as he looks over the large group of members that attended the Installation ceremonies. He is joined by IUOE Regional Director Jim Twombly.



FOLLOWING GENERAL INSTALLATION ceremonies Harold Lewis, Trustee, is installed as Sub-District Advisor to the Executive Board by Regional Director Jim Twombly. Don Kinchloe, Treasurer, is in the background.



PROUD & SOLEMN MOMENT as constitutional officers listen to IUOE Regional Director Jim Twombly praise Local Union No. 3 for its progress and accomplishments. Twombly said that unions throughout the nation looked to Local Union 3 for leadership.

## Clip & Save MEETING SCHEDULE

1969 Schedule of Semi-Annual,  
District and Sub-District Meetings

### DISTRICT & SUB-DISTRICT MEETINGS

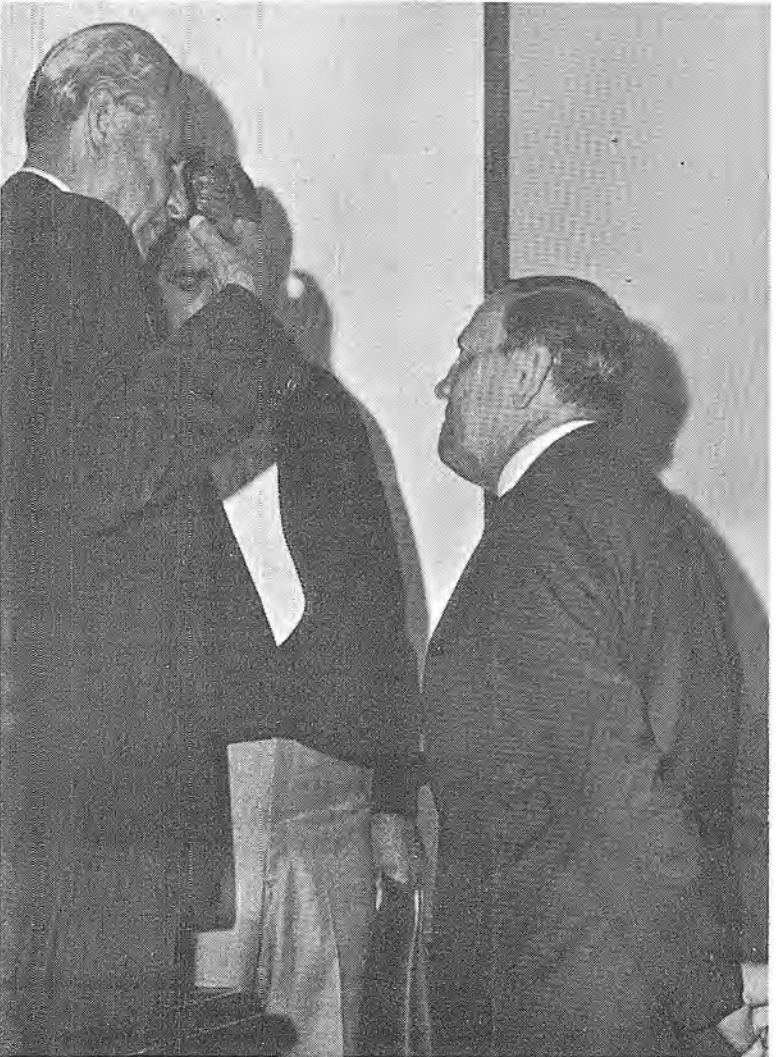
- OCTOBER
- 1 San Francisco, Wed., 8:00 p.m.
  - 7 Eureka, Tues., 8:00 p.m.
  - 8 Redding, Wed., 8:00 p.m.
  - 9 Marysville, Thurs., 8:00 p.m.
  - 15 Honolulu, Wed., 7:00 p.m.
  - 16 Hilo, Thurs., 7:30 p.m.
- NOVEMBER
- 4 Sacramento, Tues., 8:00 p.m.
  - 6 Watsonville, Thurs., 8:00 p.m.
  - 11 Stockton, Tues., 8:00 p.m.
  - 13 Oakland, Thurs., 8:00 p.m.
- DECEMBER
- 2 Fresno, Tues., 8:00 p.m.
  - 4 Santa Rosa, Thurs., 8:00 p.m.
  - 5 Ogden, Fri., 8:00 p.m.
  - 6 Reno, Sat., 8:00 p.m.

### DISTRICT & SUB-DISTRICT MEETINGS

- San Francisco, Engineers Bldg., 474 Valencia St.
- Eureka, Engineers Bldg., 2806 Broadway.
- Redding, Engineers Bldg., 100 Lake Blvd.
- Oroville, Prospectors Village, Oroville Dam Blvd.
- Honolulu, YWCA Community Rm., 1040 Richard St.
- Hilo, Hawaii Tech. School, 1175 Manono St.
- San Jose Labor Temple, 2102 Alameda Rd.
- Stockton, Engineers Bldg., 2626 N. California.
- Oakland, Labor Temple, 2315 Valdez.
- Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
- Fresno, Engineers Bldg., 3121 E. Olive St.
- Ukiah, Labor Temple, State Street.
- Salt Lake City, 1958 W.No. Temple.
- Reno, Musicians Hall, 120 W. Taylor St.
- Marysville, Elks Hall, 920 - D St.
- Watsonville, Veterans Memorial Bldg., 215 - 3rd.
- Santa Rosa, Veterans Bldg., 1351 Bennett St.
- Provo, 165 West 1st North.
- Ogden, Teamsters Hall, 2538 Washington Blvd.



LIGHTER MOMENTS as President Paul Edgecombe and Jim Twombly kid Recording-Corresponding Secretary Tom Stapleton about his bright tie.



INTERNATIONAL VICE PRESIDENT and Local Union 3 Business Manager Al Clem emphasizes a point in discussion with Auditor and Sub-District Rep Harold Lewis and Edward P. Park, Director of Education and Research, California State Conference of Operating Engineers.

CREDIT UNION


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

FRINGE BENEFIT  
SERVICE CENTER

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

IMPORTANT

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



REG. NO. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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