**Union Official Scores Construction Cutback**

"Despite statements to the contrary by some economists, many elements at work in today's economy suggest that there is 'a worker's recession' and could plunge the country into a deleterious spiral in the construction industry," according to T. J. "Tom" Stapleton, Recording- Corresponding Secretary of Local Union No. 5, 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, 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 sparks haunt the American workman today: loss of buying power because of the inflationary spiral in the retail and service areas, i. e. medical care, food, clothing and housing construction and repairs, 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 chasing 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 12.5 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 1960 to 1968 and have already topped last year's profits by some 7 per cent to date in 1969.

"This leads us to believe that wage negotiations are inevitable in the retail and service areas if the worker is to retain any semblance of economic equality," stated Stapleton.

As for the construction industry, "more haste 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 1960 and further that in 1969 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)

**Unemployment in California**

Unemployment in California totaled 364,000 last month, 20,000 more 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 3.1 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 more than 13 percent of the nation's jobless workers. Last month unemployment nationally totaled 2.9 million.

The state's total civilian employment declined to 8,935,000, reflecting an over-the-year increase of 231,000 or .2 percent.

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

It said employment in this complex, now at 855,000, 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 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 kindling 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 plight 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, how much longer can we wait for workers to ask what would such an increase in unemployment mean in terms of actual people?

The answer in 700,000 more jobsless workers!

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

Since California houses roughly 35 percent of the nation's population and has enjoyed a hefty slice of the federal spending for aerospace, defense and federal installatons, there is a pretty good possibility that California's jobless ranks will be some 70,000 more within the year.

And, in the light of Nixon's recent order of a 75 percent cutback in federal construction spending, the loss of skilled work as well as workers in unskilled and minor group are liable to be further within those jobless ranks.

Meanwhile:

- The Nixon Administration decreed 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.

- The Nixon Administration's present restrictive fiscal and monetary policies continue, but once again the time for workers to ask what would such an increase in unemployment mean in terms of actual people?

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The answer in 700,000 more jobsless workers!
Now that the installation of officers is behind us, we can look for­ward to the next year (1969) and well as looking back to the last year and the wages and working conditions for the members of Local 3.

When you review the last nine (9) years of achievements and accomplishments by the Members of your Union, you will begin to realize what we have been able to accomplish by working as a team. By the way, we mean the Officers, Executive Board Members and the Members 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 at 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 Operating Engineers throughout the United States of Canada. Nevada, and being this is a right-to-work state, the Operating Engineers throughout the United States of Canada. During 1968 the Nixon administration had been appointed a new Governor and Lieutenant Governor appointed to the various job, and 14 long form agreements signed and 151 million new job applications from veterans. Nonfarm placements through most major cized by Angelo Weir and all the instructors the program was one of a surfacing event during the previous year and noting that the slowdown has run through most major cities and major construction areas.

During the past nine (9) years we have come to the realization that the unions have been a successful part of the economy in this country. I attended the General Executive Board Meeting in Washington, D.C. during the past month, which was of a short duration, and there has been a new Governor and Lieutenant Governor appointed to the various office, and been this is a right-to-work state, 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 and that many of our members and their families are concerned with all the violations of the contract which they feel are not being serviced.

Part of the difference was in the basic straight-time wage rates. The average union worker made $2.02 for each of the four hours in the survey, as compared to $1.86 for the non-union worker.

It has been our right to work, and in the following paragraphs, the Operating Engineers throughout the United States of Canada.

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by ACE LELIAH
Quarterly Diary of Growers, Scrapyards and Plants
Rock, Sand and Gravel Industry

Moving along very well. The industry has again picked up in Alameda County and we can see the Deliveries & Aggregate in Centerville making a big push to get their Rounder Beach Mix in Mt. View, San Carlos and in San Jose which is about 70% of the total volume. Delivering. Danbury Quarry is supplying the same project in Newark and Fremont with 17,000 tons of aggregate for the Area Improvement District. They are also going to deliver 6,000 tons of material and that will leave them with about 14,000 tons. Also, for the Area Improvement District in Newark and Fremont. Dambury Quarry is also going to supply C.T.B. and other aggregates for the 685 project which is being developed by the State of California. Stack and McErlane also have a number of bids in the quarry. So the Brothers are keeping busy. Kaiser-Bordenow just moved in and is busy converting the Bordenow-Craney Co. L.C. Smith with a total of 2000 tons of aggregate for their project on Highway 50.

Scrap industry in the Oakland area is very good. The construction of the Schiatter Steel working two shifts and operating at 95% of capacity.

Company is back in the swing scrapping old ships.

Two large projects are moving in high gear at present time serving equipment in the ships and fields.

by TOM CARTER
Richmond-West Contra Costa County

The work throughout the area is still very good as it has been all summer. The most work this year is to date is the 685 project.

by JACOBSEN
Contra Costa County

The Hayward firm submitted their bid to the South Bay Aqueduct for the purchasing agent. The project, estimated by county Board of Supervisors, is expected to be ready by 1971. The Board intends to hire a consulting firm to plan and design the project and construction of a city- line distribution system for the South Bay Aqueduct.

A 230,154 square foot construction contract has been awarded to W.A. Schutt in Newark for the Parkinson表情 Block of Supervisor's hauling to Sipper's Pipeline Construction Co. for Hayward.

by ROY MATTHEW
Upper Contra Costa County

At this writing leaves are starting to turn brown and fall with a shower of rustling leaves. The falling leaves also signal to most of the contractors to get in gear and to get to work before the time runs out. We have to start them before rains and snows. We also have to get the concrete mixers and grade-checkers have been in demand somewhat, but we have continued to work on our job that started in the spring. The Perini Corporation at their Eastpointe job in Richmond have been in demand carrying out this layout. The Perini Corporation is carrying out this layout for the State of California as part of the Federal Highway Construction.

by JERRY ALLGOOD
Southern Alameda and Southern Contra Costa County

Blue Diamonds has turned over a large project to the City of El Sobrante which will be making the El Sobrante project to the City of El Sobrante.

Both companies are working a large crew on their job in El Sobrante. This job consists of moving about 600,000 c.f.t. of soil for a housing development. This work will be started by the end of November.

by BOB WITZEN
Nevada Senate Maxine Division yard in Richmond is busy constructing a large building for the Nevada State Department of Labor to be used as a source to set up the 135 too American Cranes so the complete top deck had been built and they were putting the sides 14 feet. They are now putting the bauches behind the built so it makes it structurally sound and seaworthy. We should have it on the deck by the end of the year.

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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 much could be furthered from the truth. Congressmen pay attention to their mail. They have to, because the voters' views form a major listening post for voter sentiment on pending legislation.

Remember: A surprising amount of the letters to congressional offices are read by the congressmen themselves. The more personal, the better targeted by key staff personnel who notify their bosses of the contents.

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 correspondence depends upon the point you make and the clarity with which you make it. Set forth clearly why you consider a bill good or bad, how you feel that it would affect you and your community.

Correction of omissions, threats, and abuses merely antagonize Congressmen. Effective mail is concise and the Congressman is well aware, without remarking him in a letter, that he may be your "second favorite" candidate in the next election if he lets you down. Nor does your Congressman need to be promised a "callback" at the polls if he votes the "right" way. If you or your organization can double the voter turnout at election time, he knows that, too. If you are pleased with the Congressman's position on a bill, be sure 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 your mail, but if your reply is just a brief acknowledgment, 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 Delay of mail just as a measure is about to be voted on is less effective than a single intelligent letter mailed before 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. House a bill, a letter should be introduced, as a floor vote. When possible, always refer to the bill under discussion by its number and names.

**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 (Dear Senator Doe)  
Representatives: 
The Honorable James K. Roe  
House Office Building  
Sacramento, California 95814 (Dear Mr. Roe)

California Assembliesmen:
California Assembliesmen:
8. William T. Bagley (R)  
9. Wille L. Brown, Jr. (D)  
10. John L. Burton (D)  
11. Leo J. Ryan (D)  
State Capitol, Sacramento, California 95814

California State Senators:
California State Senators:
California Assembliesmen:
7. Douglas Bergler (D)
4. Paul N. (Pete) McCloskey (R)
1. George Murphy (R)
3. George Murphy (R)
2. Richard J. Davich (R)
State Capitol, Sacramento, California 95814

**What A $1,100 Standard Income Tax Deduction Means**

Washington revenue would provide $7 to $10 billion more in federal revenue while relieving low and middle income families of $2.5 billion in tax liabilities. In addition to these three points, the committee also asked the Congress to give attention to the ending of "other unsanctioned tax favors." Among these, the committee found accelerated depreciation on buildings, multiple excisions on corporations, and tax exemptions on capital gains. The American people know that every dollar of tax paid must be for; they only ask that their share of that payment be levied on every individual according to his tax assessed 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. If the committee extended a benefit only to special tax favors accorded others, the committee said, it is to end that this Committee on Tax Justice has been formed.

If you have many organizations belonging to special tax treatment, this is the only organization, as far as we know, that is dedicated solely in advancing the interest of all taxpayers." Senator Douglas said in accepting the chairman's.

The National Committee on Tax Justice NCTJ would extend a $1,100 standard deduction to all taxpayers, who, if the Nixon Administration proposes giving this deduction only to those under the poverty line. The tax was particularly noted that the $1,100 standard deduction would add 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 a lesser amount of it."  

The Republic

**JFK on Taxes**

"So many taxpayers have been so preoccupied with so many tax reductions that they have forgotten that the decisions are interfered with, and the efficient functioning of the price system is distorted."  

Special Message to Congress  
April 20, 1961

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

The pardon 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 scrapheap of unemployment. This will be the fourth time in the last ten years that the Government has cut consumption on construction work. This action in the past didn’t halt inflation; why should it this time? The Highways 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 of 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 shelves of unemployment, plug some of those tax loopholes that are costing the Government approximately $10 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 $877,943,000; and, that Standard Oil of California reported (before taxes) in 1967 an income of over $15 billion, and paid $6 million, 1.23%, in Federal income taxes? There are approximately 99 all greasing and refinishing companies enjoying the lucrative oil depletion loophole.

Does the “Tax Reform Act of 1969” passed by the House of Representatives give us what we want? No, the excess oil depletion allowance was reduced from 27% to 20%; this action reduces the unwaranteed $1.6 billion so badly needed by our industries.

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 write a letter or post (See IMPORTANT page 12)
**Your Duty To Write Now!**

**$43 Million Sinclair Project Sets Record**

First costly highway in County’s History

By BOB SKIDELL, HARLEY DAVIDSON, MIKE KRAYNICK, and JACK CURTIS

Freeways cost plenty in this valley. The last link of Interstate 250 (Sinclair Freeway) between Route 17 and Highway 101 in San Jose will cost $4,358.8 million, a Guy F. Atkinson is getting underway on the five-mile stretch at $3,879,578—which will make the Sinclair project the most costly in Santa Clara County history—more than $43 million.

The project will consist of seven-tenths of a mile of grading and partial paving of the Candelir 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 Purser Avenues and at Meridian, Bird and McCla- lin Avenues. Full interchanges will be built at South First, South San Jose Boulevard and construction of part of the Bayshore Freeway (101) interchange.

Rockfill underpasses will be built on the Sinclair Link at Jackson and Meridian and Avila Avenues and bridges will be added over the Coyote River and Westside Road—Railway.

The first child labor hour laws, 1912-1916, were designed to protect the children from working more than 10 hours a day.

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SANTA RAFAEL CANAL

DREDGING—Dredging of hundreds of thousands of yards of fill from the Santa Barbara Channel by Rafael B. Galvez will get underway about mid-point on the 13-mile length of the canal.

A section will be dredged three while pipe is laid to transport spoils from a site on the Channel.

The 13-mile length of the canal will be divided into five sections, each about 2.5 miles long. The channel will be widened to a depth of 10 feet and a width of 100 feet from side to side.

The project is expected to cost about $435,741 and will be awarded to Valley Construction Company of Fresno.

Contractor:

Valley Construction Company of Fresno was awarded a $435,741 contract to construct the Santa Barbara Channel in the vicinity of the Santa Barbara Channel.

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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, they say, 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 KAUA'I—Monroe Keoland of Boise, Idaho, is returning to the State of Hawaii, more so invading than returning. M-K has picked up the multimillion dollar work on the Island of Kauai. This work is being performed for Eagle Country Development Corp. It will cover all earthworks and engineering for the development of the initial 1,860 acre tract. Total acres of the development are 11,800. Work is scheduled to start immediately.

An important feature added to the agreement is the new Dental Plan to be enjoyed by our brothers and their families. This fringe benefit is greatly needed. Under the Medical Plan, daily hospital benefits were increased from $30 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 future. During 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.

Credit Unions Give Extra Salary Power

By JAMES "RED" IVY, Credit Union Treasurer

Over 650,000 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 1,100 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 214 are located in the U.S., 26 in Canada, and 11 elsewhere.

Engineers Trust Fund for Hawaii, the maximum accumulation was increased to seventy days.

New shift differential provisions were added to the agreement. Those employees on the 3rd shift will receive 25¢ more and those on the 2nd shift will receive 20¢ more in pay.

... 25¢ (4¢ increase).

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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 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-coded 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.

The ceremony related only to completion of the base 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 Contractor a bonus of more than $2 million. Had they failed to complete 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, the Yuba River, the dam will hold enough water in its 55 mile shoreline reservoir to irrigate half of California's rice crop.

By giant concrete bulkheads, the dam was completed nearly 13 months ahead of schedule. Its purpose, among other things, it is to make sure that the Yuba-Sutter area is never again hit by a flood like the Christmas Flood of 1955 that killed 40 persons and caused $180 million in damage.

Bullards Bar bulkheads with mind-boggling statistics. It is the world's largest dam, stretching 2,000 feet wide, 645 feet high and 14 miles long. The 350,000 buckets of concrete are enough to build a four-foot-wide sidewalk from Sacramento to San Francisco.

The Yuba River, a tributary of the Feather, which in turn flows into the Sacramento, for more than 100 years has been both the highway and a menace to Sutter and Yuba counties. In 1955 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, kept its cost at $180 million project, by selling revenue bonds. The agency sold the bonds after the Pacific Gas and Electric Co., agreed to buy 85 million worth of power from the dam's Calpine Powerhouse for the year for the next 50 years. The federal government contributed $125 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 decided that the Old Bullards Dam is officially no more. In a letter to the directors of the Yuba County Water Agency, the State Department of Water Resources informed the board that the old dam is hereby deleted from the Department's catalog of dams and reservoirs,"

The old dam has been under 200 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 sides railing re­moved, but under almost 200 feet of water.

Project Won Design Approval—The California Highway Commission approved a project placing the road to the dam as a separate project.

"The commission authorized the widening of Highway 70 at three intersections and the installation of left-turn lanes." The intersections involved are at Ellis Road, Woodflll Road and Ranstrom Road.

Work is underway to complete the special projects.

"Contract is Awarded on Em­ergency Center—A Marysville firm was awarded the contract to construct the new emergency center at St. Rose Hospital. McDaniels & Burroughs Inc., was awarded the contract on its bid of $381,000. Bidding was limited to Yuba-Sutter area contractors and contractors of other bids were not disclosed, but hospital officials said that all bidders were County Construction Co., Delo L. Green, Launson Brothers, Novel Construction Co., and Otto & Short."

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

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

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. That is the main feature of the agency's $180 million Yuba River Development, and formal dedication of the entire project is expected in October.
San Mateo Work Hits Redd ing; Could Portend Wet Winter

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

The prospects of employment for Engineers for the winter are very good for this district. This is due largely to contracts that have been awarded to construct the new Interstate #8 through San Joaquin County. We feel that more contracts will be forthcoming to complete Interstate #5 in the County in spite of the unsounded cutback in construction work.

At this time, Polich & Benedict, A. Teichert & Son, Garde H. Ball, Inc. and Contour-Stože contracts have contracts totaling in excess of $85 million under construction on the new Interstate #5. The Polich & Benedict job has the highest bidder of ten. The bid was $100.85,000.00 which in half of it will be given to Yolo County. The old freighter will be use during 30 years until it was replaced by the opening of the new Elkhorn Ferry Bridge last month.

We have been in negotiations with other local labor unions, construction ships, bringing more wages and fringe benefits to the laborers repairing the heavy equipment. As of this writing, work has been going along well. We have some teachers with a few previously awarded contracts being started.

The Murphy Pacific Co. have moved their marge with the big labor union, directing the work. We have the teachers working with a few previously awarded contracts being started.

The Big Red Bridge is the main project for the construction work. The bridge is a high-speed bridge that has opened and dedicated. The Big Red Bridge is part of Highway 80 "Ball Line" way that will bypass Sacramento. The bridge is 1,400 feet long, the same length as the Elk- horn Bridge in Yolo County and will have three lanes of traffic on each span. Construction began in July, and should be completed in Sept., 1970.

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

Balchin Construction has several jobs in the area. The biggest one is in the new hospital at Mother Air Force Base. The company has just moved in the new hospital and should be completed in 1973.

The brothers are working on this job and shou­ld proceed very well.

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

Predict More Money For Interstate Finish

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

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Dedication This Month

(Continued from page 8)

Earl Parker. The center will be located on the northeast corner of Fourth and H Streets, former location of the Marysville Medical Clinic, now the site of the hospital. Initial construction is to include six examination rooms, two operating rooms equipped for two patients each, a day care room, x-ray unit, laboratory, and four treatment rooms.

The 8,000 square foot emergency center will be constructed at an estimated $150,000, and is expected to be in operation by the first of the year.

The two additional units were relinquished on the basis of the state Department of Health and Human Services contracts with Marysville Medical Clinic, the Fourth and H Medical Center and the Mercy-Washington Regional Medical Center.

The department said, a 40 year contract may be awarded to one of the above two companies in the future.

The bids were submitted by California Community Development Inc., owners of the Marysville Medical Clinic, and the Holiday Inn and Spaghetti area of Oroville.

GOING UNDER . . . This is the Old Ballant's bar from the old Rock & Roll Club. This concrete bar constructed in the 1920's is buried under more than 300 feet of water.

More Money Eureka Jobs Holding Well With Weather

By RAY COOPER and CENE LACE

Work in the Eureka area is still 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 & Eeislo Construction were low on one of the projects. Small rain and snow removal, grading and paving near Oroville. Hughes & Ladd picked up the Miller job for the Saddleback Village.

Sissors Bar, Storm damage repair at Hughes. The Sissors Bar Contract and Thomas Rods will be done by Nally Enterprises. David K. What is low on the Fisher and Shively Road job. John Peterson will be moving in on their Dyerville Loop & Harris Road job.

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

The Company was low with $795,422.00 for the Sumac Road project. This should be a good winter show for a number of California's best outside the high valley ways through the sand dunes near the ocean shore.

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ENGINEERS NEWS

Page 11

U.S. Highway 209 is still a beehive of activity with Greene Construction between Blue Lake and Eureka continuing. Construction on the Berry Spring Road project continues.

These jobs will continue until the rains come.

On the north end, Dredging has their 14" dredge developing the "Slate Hog," in operation doing the excess dredging and fill for Gay F. Atkinson's Eureka to Crater Lake road. The "Slate Hog" is being a big hit.

Hatchett is the Captain.

Fishing Construction is in the finishing stage on the Trinidad Freeway and Redwood Empire Drive. The company is working on the laying the base rock.

Mecray Fraser Company is still working their crew on various jobs in the area.

John Baker Company will have the Gabby Freeway open.
Full Bore  Vision Care Explained

By F. O. "FRAN" WALKER  CCIPA Completes Rating System

Since the implementation of our "safety first" policy, our company has broken a number of questions as to its applicability. It has become apparent to us that the rating system is the most logical and workable method of doing so. We have thoroughly reviewed the system and feel that it will be a real asset to our company.

To date, we have completed the first six months of the rating system and have found it to be a great tool for our company. The system has helped us identify areas where we can improve our safety practices, and we are already seeing results in terms of reduced injuries and accidents.

We are pleased to report that our rating has improved significantly over the past six months. We believe that the implementation of the rating system has played a key role in this improvement, and we look forward to continuing to measure our progress.

Walker

qualifications to apply to the rating system.

We believe that the rating system will continue to improve our company's safety performance as we continue to use it and make necessary adjustments. We are confident that the system will be a valuable asset to us in the future.

Walker
San Mateo

(Continued from page 10)
causes a whole new sensitive chain reaction which further depresses the whole industry. Manufacturers, raw materials and service industries all are aware of these problems. After many conferences and carefully considered any proposed expansion that keep the economy growing.

We have already gone through this before and after a year or two the depression states its misdeeds. And starts pumping millions into the construction industry, thereby stimulating demand. It is always noted that the wage earners is the first hurt, the small business man next, but we note that the large businesses - P.G.E., P.T.A. and the like - have been 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 others go out of business.

The largest single dirt job that we have had in the county has been the Redwood Shores development. Leslie properties in cooperation with Babcock, Geo. L. McLean, Freeman-Snell, and the Jeffrey Building Co., have many others have been involved. Babcock this summer in preparing the ground for housing.

Tennis has been played over the course of this has been under the able supervision of Brother Dick Cox with the assistance of Brothers Bob DeNardi and Gene Siler. They have been running runs as fast as one player can play over the course of the elevators, and this means the whole community. Manufacturers, retail stores and service industries are involved. When the government 'realizes' its mistake, equipment back to the same job next, but we note that the Reed to finish this portion of the job. Always notes that the wage earner They produced a fine job with far less competition.

The very big ones survive and the others go out of business. The quarry on October 1st. The Leslie properties side of the Parleys section and have recently

determined by the Brothers in the area. They have seen in many a year, resulting in a tremendous job. The Ogden L.D.S. has a distance of approximately 170 miles from Ogden to Layton in Davis County. They have opened a circular move up to a mile south of the Summit which are part of the Interstate Highway System, now about one third completed. About 300 miles of the 503.6 Interstate Highway System, including Wyoming in Utah is now open to traffic. But some type of work proceeding on virtually all the balance of Utah's portion.

The first of this month in addition to the highway moves open to traffic, 11.5 miles under construction. They set at at present running behind schedule and all of the industries need in basic materials. The spread again being the variability of the job.

With the help of Brothers Anna Smith, Sister June McGee, Gene Killion and Hardball Pence. The plant will need a few runs to work when they get their production.
**Obituaries**

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

<table>
<thead>
<tr>
<th>Name</th>
<th>City</th>
<th>Age</th>
<th>Sex</th>
<th>Social Security #</th>
<th>Date of Death</th>
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</thead>
<tbody>
<tr>
<td>Mary-Daughter</td>
<td>225 17th Avenue</td>
<td>30</td>
<td>Female</td>
<td>546-01-6452</td>
<td>7/27/69</td>
</tr>
<tr>
<td>John Repetti-Nephew</td>
<td>4793 South Street</td>
<td>30</td>
<td>Male</td>
<td>567-03-6124</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Violet-Wife</td>
<td>2471 Mission Street</td>
<td>30</td>
<td>Female</td>
<td>567-03-6254</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Juanita-Wife</td>
<td>3942 Dennis Street</td>
<td>30</td>
<td>Female</td>
<td>514-22-4802</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Margaret-Wife</td>
<td>1567 Compton Rd.</td>
<td>30</td>
<td>Female</td>
<td>503-01-1358</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Manka, Guy F.</td>
<td>Rt. 1, Box 189A</td>
<td>30</td>
<td>Male</td>
<td>888-863</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Mary-Mother</td>
<td>1332 Pu'eo Street</td>
<td>30</td>
<td>Female</td>
<td>572-09-8695</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Grace-Evelyn-Wife</td>
<td>3572-03-7673</td>
<td>30</td>
<td>Female</td>
<td>575-05-2256</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Leona-Wife</td>
<td>P.O. Box 534</td>
<td>30</td>
<td>Female</td>
<td>526-24-6016</td>
<td>7/22/69</td>
</tr>
<tr>
<td>Jennie-Wife</td>
<td>158 Andrew Road</td>
<td>30</td>
<td>Female</td>
<td>559-05-8876</td>
<td>7/22/69</td>
</tr>
</tbody>
</table>

DECEASED DEPENDENTS — July 1969

Abell, Constance, 4-30-69; deceased wife of Peter Abell.
Baum, Beth M., 7-6-69; deceased wife of Glen Baum.
Barnett, J. L., 7-24-69; deceased wife of Harold Barnett.
Cortez, Juanita, 6-27-69; deceased wife of Guillermo Cortez.
Fay-Evelyn-Wife | 1014 Palm Avenue | 30 | Female | 575-03-7576 | 7/22/69 |

**More Obits...**

Sherman, Clifford 3 286-683 6/25/69
Emma-Wife | 4565 E. Florida | 3 590-00-6721 | 6/25/69 |
Henderson, Florence | 3 S-549-28-9074 | 6/25/69 |
Smith, Dorothy | 1328-2571 | 7/1/69 |
Esmeralda-Daughter | 2415-17th Street | 3 572-03-7673 | 7/1/69 |
Hurt, B. T. | Potrero Valley, California | 3 591-01-6400 | 7/1/69 |
Stanley, Richard | 1235-40-3010 | 7/1/69 |
Helen-Avast-Daughter | 2415-17th Street | 3 572-03-7673 | 7/1/69 |
Vida-Wife | 1328-2571 | 7/1/69 |
Stanley, Richard | 1235-40-3010 | 7/1/69 |
Lillian-Wife | 2004 Colusa Avenue | 3 502-18-8647 | 7/1/69 |
Riley, Frances | 1328-2571 | 7/1/69 |
Riley, Elvira-Wife | 3 S-549-28-9074 | 7/1/69 |
Riley, Elvira-Wife | 3 S-549-28-9074 | 7/1/69 |
Riley, Elvira-Wife | 3 S-549-28-9074 | 7/1/69 |
Riley, Elvira-Wife | 3 S-549-28-9074 | 7/1/69 |

**Most Jobs Finishing Up North**

**By RUSSELL SWANSON and ROV WILSON**

As autumn azures, 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 areas, are fast coming to a close. The 75-Akron job has already gone into the finishing stages and laid off the night shift. Fresninet is doing the finish work and Gary F. hopes to be able to sell this job off this year. We dislike seeing this 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 end of the season. About 10 miles further up on 101, there Peter Kiewit Co. has really had its job humming and should have the dirt moved by the time the rains come. About 10 miles further down on 101, there Peter Kiewit Co. has really had its job humming and should have the dirt moved by the time the rains come. About 10 miles further up on 101, there Peter Kiewit Co. has really had its job humming and should have the dirt moved by the time the rains come.

Both this and the Vinnell project will have finishing work left for next year. Coming back further South, in Mendocino County, Arthur B. Siri Co., on its 22nd Street bypass job, it looks like the paving job is complete or finished before the winter storms hit.

Also in Willits, on the Brooktrout Land Development project, the Thomas Corp. Co. has already finished their portion and have looked for greener pastures. They did the dirt-moving on this job. The Elber Corp. 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 LaHil and H. Earl Parker, who are doing the base rock paving here, will have to stay in high gear the rest of the season, in order to finish up.

Over in Lake County, the vacation season has ended, but the work is still going on, putting in the final touches. This project was the successful bidder on 3, the Kline & Bode Co., who have finishing work for the town of Lakeport, which amounted to a million and a half dollars, and have just gotten well started on these. They should have their work left over for the year of 1970.

Also in Lake County, Abaco Paving set up their hot plant at Middletown, and are getting ready to start the Cobb Mountain Overpass.

In Napa County, Huntington Bros. have their C.B.T. down on their 4 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 its paving stages. This job should finish this year.

Up in the beautiful Lake Berryessa County, two years ago Lake Berryessa Highlands No. 1 was completed and all the lots sold and this year they let a new contract to the Byers Co. Co. of Reno, Nevada, to do the Highlands No. 2. Byers put out the bid work to J. E. Robinson Co. from Southern California, which amounted to approximately one million dollars. The job is about fifty percent completed and the contractor is in
**Personal Notes**

**MARYSVILLE**

Brother W. E. (Bill) Metz is recuperating in the Rideout Hospital in Marysville after his long stay due to a serious accident at the rodeo.

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

Brother Leo Fasold's family has returned to the Oroville Medical Arts Center Hospital in Oroville. We hope she has a very speedy recovery and is home soon.

I am getting long after his serious accident on a motorcycle. He is in the Oroville Medical 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 Magdelene who recently passed away.

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

Also, we wish to express our deepest sympathies to Brother Nhappy Onizuka and family on their recent loss. We hope she has a very speedy recovery.

**NEVADA**

Brother Earl Bech 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 Arpaarner, whose arm had to be amputated last month, is at home doing well.

Brother Ray Karos in Carson City Hospital September 18, 1969 with a heart attack.

We extend our sympathy to the family of the brother lost in Carson City.

Brother Garnett Jackson passed away in Canada in July. His family have been notified.

After a period of recovery to Brothers Millard Eveland, James Wilkinson, Gere Lamley, A. W. Graecke and W. L. Watters.

**SACRAMENTO**

Our deepest sympathy to the family and friends of Brothers Fred and John O'Connell, who passed away in August, 1969. Lamberto Herrera, August 20, 1969; Nortes K. Cazan, August 18, 1969; Hollis Marsi, September 2, 1969; and Harold L. Soeder, August 11, 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. Malukoske, Rodney Kazma, David Hallbye and Robert M. Ozumka 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 at Hutchinson Quarries.

Our best wishes go to Brothers Larry Averado and Ron Piimano on their recent marriages.

A special word of appreciation goes to Brothers Mel Foono who was recently hospitalized for eye surgery—and to Brother Max Chadwich hospitalized at Marin General.

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

**STOCKTON**

Our deepest sympathies are extended to the family and friends of our late departed Brothers Jerris Busby, Farrell Simmons, Dean E. Holte 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-
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 IUE Regional Director Jim Twombley.

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

LIGHTER MOMENTS as President Paul Edgecombe and Jim Twombley kid recording Corresponding Secretary Tom Stapleton about his bright tie.

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

REGIONAL DIRECTOR MC’S INSTALLATION RITES

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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.
2 Fresno, Tues., 8:00 p.m.
3 Redding, Wed., 8:00 p.m.
9 Marysville, Thurs., 8:00 p.m.
10 Sacramento, Wed., 7:00 p.m.
16 Hilo, Thurs., 7:30 p.m.

NOVEMBER
4 Salinas, Tues., 8:00 p.m.
6 Placerville, Thurs., 8:00 p.m.
11 Stockton, Tues., 8:00 p.m.
13 Oakland, Thurs., 8:00 p.m.

DECEMBER
3 Fresno, Tues., 8:00 p.m.
4 Santa Rosa, Thurs., 8:00 p.m.
5 Ojai, Fri., 8:00 p.m.
6 Reno, Sat., 8:00 p.m.

DISTRICT & SUB-DISTRICT MEETINGS

San Francisco, Engineers Bldg., 474 Valencia St.
Fresno, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, YWCA Community P., 1420 Richard St.
Hilo, Hawaii Tech. School, 1175 Manhattan St.
San Jose Labor Temple, 2102 Alameda Rd.
Stockton, Engineers Bldg., 2038 N. California.
Oakland, Labor Temple, 2315 Valdez.
Sacramento, C.E.L&T Bldg., 2225 Stockton Blvd.
Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Labor Temple, State Street.
Salt Lake City, 1955 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.
Paso, 105 West 1st North.

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.

IMPORTANT

Detailed completion of this form will not entitle you to receipt of any special benefit or services of your joint labor-management program. If you want periodic information of interest to members, please fill out completely and return before meeting.

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LOCAL UNION NO.
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Note: Membership forms will not be processed.