**Local 3 Wins Nevada Pit Dispute**

**ENGINEERS 3 NEWS**

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

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SAN FRANCISCO, CALIFORNIA 

November 1968

**$2 Billion Needed**

**State Water Project Vital**

By DOUG PALEY

California, now deep in its $2.5 billion State water project, is set eventually to spend at least $2 billion to maintain high water quality in San Francisco Bay and the San Joaquin-Sacramento Delta. Once that capital investment has been made, it will take another $600 million a year to operate the program.

Raymond Walsh, project director for the California Water Quality Control Board, told the San Francisco Planning & Urban Renewal Association last week that the board will give the figures full report and recommendations to the next session of the legislature in January. The $2.8 million study was authorized by the legislature in 1963.

Kaiser Engineers Division of Kaiser Industries Corp., of Oakland, is the "water contractor" for study.

The figures now in the boards' hands are not "real figures," Walsh said, in that they are estimated on the basis of anticipated 1969 costs. However, they do provide comparisons of the various alternative solutions studied. Capital investment for the program would be amortized over 40 years.

If the money is spent not, if some long-range control plan is not approved, it would, both the cost and the pollution can only increase. Walsh described three principal alternatives:

1. A centralized system that gathers wastes from the entire area for discharge into the ocean would require a capital investment of $2.5 billion and annual operating costs of $125 million.

2. A similar gathering system plus facilities for treatment and discharge into the center of the bay, where rapid currents would result in quick dispersion, would cost $1.4 billion initially and $100 million a year. The wastes would undergo primary treatment and chemical precipitation and filtration, more effective for suspended solids removal than conventional secondary treatment but for removal of biological oxygen demand.

3. A system to reclaim water for reuse in agriculture would cost some $2.2 billion initially and $375 million annually. Walsh said reclaiming large volumes of water would be feasible in the near future because water costs are on the rise.

By GAIL BISHOP, JOE HAMREINK, MONT PARKER, JACK KANS and BUD JACOBSEN

This month saw a final ruling on the material pit dispute on Rogers Construction Washoe Valley job. This dispute has cost our members two months work. We made several appearances before the County Commissioners hearing. The hearing was to find out if the Special Use Permit. Equipment is now sitting in and we are dispatching the job.

Silver State Construction, bet­ ter known as "A. D. Security Drum, Jr.", was low bidder on the Highway 89 Alternate job at Schurz. The job went for $650,000.00. This will keep most of his employees busy for the winter months.

We have just completed negotiations on a new three year agreement with National Land—Reno Div. For that purpose the em­ ployees at the Diamond Hill.

We are currently in negotia­ tions with Rock, Sand & Gravel companies and hope to have this finished by the end of October.

The work picture, as far as the negotiations are concerned in Northern Nevada, with the coming of winter does not look too good.

Several apprentices are working on Interstate 80 in the Wells and Carlin areas. Morrison & Knudsen Construction Company expect to get their screening proj­ ect going very soon and will put 2 apprentices to work.

The 2 Rogers Construction jobs in the Reno Area should kick off in the near future and they will take 2 or 3 apprentices at that time.

The H. M. Byars Construction Company of Reno have started the Reno Northern Parkway at Incline Village. The bid was $197,959.00 and they will move 100,000 yard of dirt.

The rock job consists of vending 60,000 yards of rock. The job consists of vending 60,000 yards of rock. If the snow doesn't stop the job, they will be finessed by the end of November. The job should be done next spring. This will keep 2 apprentices and good number of men until the snow comes.

The Walker-Boudwin Company of Reno was awarded the new $3 million dollar Legislative Building in Carson City.

The Earl Games Company is doing all the excavating and back­ fill work. This job will keep about 6 or 7 Brothers busy for most of the winter. With our large out­ of­ work list, every Brother that we can put to work this time of year is welcome to us.

Brother B. C. Wilson will retire November 13, 1968 from the Ana­ cordia Company in Weed Heights, Nevada. Roy, as all Brothers know him, has been a long standing member of the Oper­ ating Engineers.

Roy and his wife, Carolyn, will reside in Truckee for now. The membership at the Ana­ cordia Company Mino will miss Roy and we wish him and Carolyn the best of luck in their retirement.


The work has been compar­ atively good this season in Nevada and we expect some jobs to go all winter, when it is at all possi­ ble to work.

Rogers Construction Company at Carlin has kept about 400 brothers on the job, and with the jobs they have, both North & South of Reno, should keep most of their men through the winter.

Charles T. Parker Company, west of Wells, is nearly completely with the excavation. They have had a lot of the work shifting and only about 5 operators are on the day shift.

Due to the cold weather they were unable to pay the C.T.B. They are still giving full hand with the constructors with about 3 employers employed.

**VACATION CHECKS**

**IMPORTANT NOTE**

As listed below, these men are in the following National Jobs: 1) West 1st Street, Reno, Nevada 2) in order to the job for the State of California, 3) 1800 South College, Reno, Nevada. You must have a secured job that you would keep them with this list. They will mail them as soon as they are issued.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Doe</td>
<td>123 Main St.</td>
<td>555-1234</td>
</tr>
<tr>
<td>Jane Smith</td>
<td>456 Apple Ave.</td>
<td>666-5432</td>
</tr>
<tr>
<td>Bob Brown</td>
<td>789 Peach Rd.</td>
<td>777-6543</td>
</tr>
<tr>
<td>Mary Johnson</td>
<td>101 Orange St.</td>
<td>888-9012</td>
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<tr>
<td>Tom Williams</td>
<td>222 Plum Ln.</td>
<td>999-2105</td>
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DISCUSSING JOB SAFETY with Local Union 3 members at Pacific Cement and Aggregate in Bristowton, California is Local 3 Vice President and Safety Director Dave Blak (center) along with San Mateo Business Agent Bill Raney (right). Brothers are (l. to r.) Apprentice Bob Hermon and Oper­ ator Harry Pearson. PSC was the site of one of five industrial accidents that have taken the lives of Engineers in the past three months. International Vice President and Local 3 Business Manager Al Crem is asking Job Stewards and Safety Com­ mittes to take a hard look at working con­ ditions on their jobs "in order to prevent this senseless loss of life in the construction in­ dustry."

* * *

By ROBERT COLE

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Due to the cold weather they were unable to pay the C.T.B. They are still giving full hand with the constructors with about 3 employers employed.
As we prepare to write this article for the Engineers News we notice that it is raining and no doubt this will knock some of the work off. We expect to get the work done before the rains hold off until later on in the year, however, these are the fortunes of the construction industry.

In this issue we are concerned with the future picture work- ing in the industry. As many of you know B.A.B.T. is out of money. We are fearful that this will slow down the pace of construction work. The law says the workers are thinking of when a county so wealthy as our start projects and then they cannot be completed.

Hopefully the election is over and the votes are counted and the people and the people have made their choices of whom they desire to operate the government for the next four (4) years, the situation then will settle down and perhaps America will be a better place in the future.

We are continually busy negotiating agreements, securing the signatures to the short form agreement and again I ask all of you working for an Employer who is paying the proper wage scale to report it to your Business Agent or District Representative immediately. As you know, the contract was negotiated in good faith by the representatives of your union and representatives of the Employer Association and it is mandatory that those Employers engaged in construction work in Northern California abide by the terms and conditions contained in the contract in order to have uniform pay and working conditions in the industry.

The construction agreements are now pointed in booklet form and are available in the dispatch offices and the Business Representatives will have them in their cars so we urge every member to secure one in order to become familiar with the contents of the contract. We do have a good contract and if we all police it, I am sure you will derive a great deal of benefits.

The addition to the headquarters building in San Francisco is coming along as well as can be expected, however, we got rather impatient at times hoping the work would go along faster than what it is. We are confident however that when the addition is completed and our computers are moved to roomier quarters that we then can put into effect some of the projects we have in mind which will be beneficial to all the members and their families.

During the coming month we are meeting with a group of contractors from Guam to hopefully consummate a model agreement for the construction industry on this island. It is unbelievable what skill of the wage scales are there at the present time.

Our organizing campaign is coming along as well as can be expected. We have approximately 1,000 members in Guam at this time.

On rare occasions we hear that some member who does not understand that the organizing campaigns being conducted by your Business Agents is an effort to increase the members numbers who are so unconsciously organized constantly raise the threat to the economic well being of all of those who are part of the trade union movement. We would certainly be one of the largest local unions in the world if we had just sat back and rested on our laurels and not continued to work for the betterment of all men and women working for a living. For after all, aside from the fact that in organizing we create a reservoir of revenue which helps bear the expenses of operating our union whereby we are able to give all the members of Local 2 improved service with the dues being held to a minimum.

We recently won a certification election at the Wheeler Metals, located at Lakeside and Geary Boulevard in San Francisco, and ratified by the employees by an overwhelming majority.

A labor organization which does not continue to grow will ultimately lose its effectiveness and die and as a result if any of you brethren happen to know people who need help in securing better wages, more agreeable working hours and working conditions I am requesting you to notify the Business Agent serving you.

We all know that the construction industry is practically 100 per cent organized in our jurisdiction and those other units in the country are not organized do not pose a threat (initially) as their job opportunities are concerned.

They are a threat to the economic well-being of every man and every woman in this valley and for any unorganized they will make the predetermination of wages that count the wages being paid in the unorganized units.

Oakland Work Still Moving

By NORRIS A. CASEY
GUY JONES, TOM CARTER, ALLEN HAY, ALLAN SOBER, DON LUBA, and BILL LARMER

We have just been back for the past few weeks been going good. Winter, of course, is just now setting in and the cold will have its effects. The future depends on how much snow can be shoveled off the tracks and to the proper yard work, etc. As weed there are lots of men out of work, as they are on the material side, others we believe when we see them in motion.

Brothers working under Con- struction Agreements should remember, your negotiating com- mittee negotiated a four-day hol- iday over Thanksgiving weekend.

Brother Bob Mayfield is still back at Harvard University at- tending the Trades School. We receive word from him quite often. He is doing fine and enjoys it and we're happy that they have the ability to go back to the field after the first of the year.

Many of our Brothers have been on the sick list lately. They are all improving and will be back on the yards in no time. We know that the body is not a fiddle. Brother B. R. Elson, Ralph "Bag" Chasey and Gene Baham.

Our Hall, the Brothers lodge is still under construction and will be finished in the near future. The work began to be done on the building about three months ago and will be completed soon as the the electric work is begun. The room at the time will be one of the largest local lodges in the State.

The recent accidental death of Brother King was a sad blow to all. Brother King was employed by the Martin Brothers Construction Co., Concord, Some- how, no one will ever know how, he was run over by a self-loading scraper and was killed instantly. He was 32 years old. Left a wife and four children.

We have had many of the members who have suffered accidents for some time about retirement. We, of course, refer them to the Fringe Benefit Program. We urge to keep in mind that the voluntary retirement program offers the wonderful talent and experience, but we're happy that they can see their way clear to do so, a $2 million

On this note I want to add a line about health insurance. The price at the time is $6 or so. We've had $6 or so.

To OUR BUSINESS ENGI-
NEERS:

We have many amongst us who are fortunate enough to become seriously injured or sick. When this occurs, of course, the ex- penses mount up and it is always a shock. Don't feel you are unable to go on. Give the Business Agent servicing you to notify the Business Agent serving you.

We all know that the construction industry is practically 100 per cent organized in our jurisdiction and those other units in the country are not organized do not pose a threat initially as their job opportunities are concerned.

Collectively Speaking

with Al Clem

By PAUL EDECOMBE
DAME MARIE
T. J. STAPLETON
A. J. HOPE
KEN EWING

If winter comes ...
$4.2Okayed for Valley Freeways

BY BOB SKIDDEK, HARLEY DAVIDSON, MIKE KRAYNICK and DOUG FARLEY

A brief slowdown in construction of the Valley Freeway was caused by an early storm, but contracts continue to be let. The biggest of these is the $4.2 million allotted for a new interchange at State Highway 17 onto Interstate 280. The project includes a new overpass and a left exits. The vicinity of Bascom Avenue which calls for a new overpass and a left exit from the 280 State Division of Highways was allotted $4 million for the first of the contracts, the one for the interchange at Highway 17 onto 280. The State Division of Highways was allotted $4 million for the first of the contracts, the one for the interchange at Highway 17 onto 280.

The uses of a social security number are quite evident. But why use numbers? Wouldn't names be enough?

With our ever increasing population, the actual number of people with the same surnames also increases. It would be a monumental task just to keep the records of, for example, all people named Smith. Numbers, or series of numbers serve as a simple solution to identify a specific person.

Your social security number is a nine digit number. It provides approximately one billion usable numbers before any number will be repeated.

The following questions and answers give additional information on the purpose and use of your social security number:

1. How does this social security number apply to your work?

2. Does your social security number identify your individuality?

The amount of earnings subject to FICA taxes as recorded under this number.

3. What does FICA mean?

It stands for the "Federal Insurance Contributions Act." It is a federal act that requires income tax on social security.

4. How are the FICA deductions figured?

The amount is determined by the prevailing tax rate and base. Presently you pay 4.2% of the wages paid to you, up to a maximum of $7800.

5. What if you earn over $7800 this year?

If you have worked continuously for one employer, withholding of FICA will be stopped when you reach the $7800 level. Should you work for more than one employer, chances are the FICA tax will be collected by both employers. In this case, you should claim the excess on your income tax return. The excess tax will not be credited to your number if you fail to claim it.

6. Does a self-employed person pay the same amount?

No. As an employer your social security number must match your contributions. A self-employed person is his own employer. He pays 0.6% of the net profit from his business.

7. How does one insure himself that his employer has his correct social security number?

Contact your social security office and verify his number.

8. How can you check on your past earnings?

By submitting a written request for this information. Or you may complete a "Request for Statement of Earnings," Form No. OAR-704. These forms are available at any social security office. A record of your earnings will be sent directly to you.

9. What if there are errors in this record?

Contact your local social security office immediately. Any recent errors are usually easily corrected. If these errors were made more than three years ago, a statute of limitations may prevent their correction.

10. If these errors are over three years old and uncorrectable, how does one prevent them from occurring?

Always give your correct social security number to your employer. Always check on your earnings at least every three years. Should any errors have occurred, you will be able to catch them easily and correct them promptly.

In the San Jose Mercury News, November 1968, page 3.

The rest of the column is devoted to the second part of a convenient online form to Social Security in the hope that it will clarify and answer most of the questions frequently asked by the members.

A social security number serves many purposes other than its intended use. The Armed Forces are currently converting to the use of social security numbers. The old serial number system is being discarded. Internal Revenue has used social security numbers to identify records for a number of years.

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In the San Jose Mercury News, November 1968, page 3.
The motor vehicles under certain safe occupation orders of Phase 1 in the development of construction of three concrete wall, and replacing four old log jetties with the same sea level. The county of Humboldt has approved bids for the proposed construction of repairs to the Mad River. The project has an estimated cost of $197,834.

The Army Corps of Engineers has approved a bid for the Okarina on Bay in the bay of the city of Arcata. The State Ports and Waterways Commission has approved a $90,000 loan for the city to the construction of a concrete levee and it is to be a part of the levee in the development of the Okarina.

The city is at present building a road which will lead into the main section of the area for cars and trailers will be used. They also plan that sanitary sewer installations will be directed toward the main section of the area. The access road is being improved to make it easier for those who are trying to access the area.

Work in Redding is just holding its up this week but it will be able to hold about a constant force for the next few weeks. Some of the jetties have cut back and are trying to complete, while others are going two shifts a day and are trying to cut it up the rest. A few of the jetties have been built and are the central core of the levee.

The bridges on 299 near Bella Park will be reality by December. The Senate has also proposed an exchange of land in the 14,567-acre Northern Redwood Purchase.
A Letter to the Editor

Dear Sirs:

I am writing to express my concern about the recent incident involving the construction of the new highway in our area. As a long-time resident, I have observed the impact of such projects on our community and believe there are several issues that need to be addressed.

Firstly, the noise levels caused by the construction have been excessive, affecting both day and night. Many residents have reported difficulty sleeping and concentrating due to the constant noise.

Secondly, there have been concerns about the impact on the local wildlife. The construction site is located near a nature reserve, and there have been reports of birds and other animals being disturbed.

Lastly, there is concern about the traffic congestion that will result from this project. The increased traffic is expected to affect local roads, making it difficult for both residents and businesses.

I urge the relevant authorities to consider these concerns and take appropriate measures to mitigate the negative impacts of this construction project.

Yours sincerely,

[Your Name]
TEXANS WITH A QUICK EYE for beauty are of­ficers from Operating Engineers Local Union 3 as they attended in San Francisco at an educational conference of the National Foundation of Health, Welfare and Pensions at the Hilton Hotel.

By RUS SWANSON and BOB WAGNON

**Damb Job was running right along when our story appeared.** A. Titchett & Sons started off with a big bang on their dam job at Middletown with lots of time, and a good number of our brothers employed. But, due to unforeseen water problems, the job is cut short across the way. They have had to cut their crew moving, as they have hit a lot of underground and are going to pump the water out, but as of now, the problem is still not cured. If the walls do not cure the situation, Teichert says that there are several ways to do it, by deep seepage, or by grouting. However, both these processes involve a lot of time and would take them into the rainy season. Naturally this would mean that the job would not be finished this year. The rest of the project is not improved by a water problem. Lange Brothers are doing the streets and the underground, and are going very slow. The golf course is progressing nicely. Expect for two small projects this should con­close the work in Lake County.

Over in Napa Valley we have reported in the past, there has been very little work so far this year. However, there were a couple of highway jobs let, the larger of the two being close to $500,000, went to Brown-Ely Co. and the other to Harold Smith Co. Co. The Brown-Ely job is a shoulder and overjob, and is under the capable supervision of Ed. Fitches, an old timer at building highways. The job is progressing nicely and has a good number of our brothers working. The other highway job has just been awarded to Harold Smith Co. and the men have not started as of this writing. This job will be "the movie" of 1968, and they are on grade, and was awarded for just over $100,000.

Around the Santa Rosa area, Argonaut Constr. Co. has picked up a numerous amount of jobs (mainly underground) and is really busy trying to get them done before the bad weather sets in. McGinn & Hester on their channel job, even though they were completely washed out in a recent rain storm, they have made a comeback and have their job progressing nicely at this time. They should be finished by the time this goes to press.

The City of Santa Rosa has a bridge that was supposed to con­struct Minto Blvd. with Highway 12. Now due to lack of funds they are unable to complete Minto Blvd. and consequently have a bridge that goes from "nowhere to nowhere.

Up in Mendocino County, on our Broadstreet project which is located just west of Willits and has provided a lot of work, there is to be another contract let of $1,300,000. As soon as this contract is awarded, we can expect more ac­tivity. This job originally began with 50 roads and streets on a 5,000 acre project, but from the estimations shown and the num­ber of lots that have been sold, it looks as though this project will be finished. The contracts say they will continue to develop as long as sales hold up, for the next five years.

Both our GUY F. Atkinson and Marvin Knudsen jobs up on high­way 101 are progressing at sched­uled. McGinn & Knudsen are in the finishing stages and Guy F. is still flying the dirt on a two shift basis. If the weather holds, 5 M & K should be finished.

Remco Hydraulics plant at Will­its is feeling a slow period for about the last six months, but they are about to start an expansion by building a complete new addition on the back of the present plant. Added space is needed for the re­cently awarded new contracts.

After giving you an idea of the work picture in our District at the present time we would like to en­courage you to BE SURE AND VOTE AND MAKE THE RIGHT DECISION. Vote for the National Election. Vote for the friends of Labor.

**NOT ONE to discriminate, even against the ladies, Local Union 3 has on the project.**

Alfred Spring, daughter of partner Kenneth Davidson, at­ter a hard day's work... or was it night?
Peter Kiewit & Sons has completed most of the dirt work on Interstate 5 at Kettleman City. This work involved removing the large amount of silt. The paving will begin in September and should be completed in about one month. There are 28 of the Brothers on the payroll.

Fresno Paving have completed their job on Highway 65 with the exception of some overlay on old Highway 65.

Fresno Paving's job on Highway 53 north of Hanford will be a very good start. It is a major job that will be finished by the 1st of October.

Huntington Bros. are approaching completion of their job on the San Luis Canal. This job is from Panache Creek to Ket- tlemann City. The work has been located on Cantrall Creek and Highway 65 with Highway 65 running two shifts at this time.

Hoof Corp. Pipeline job on Tulare Falls is now back to one shift on the trenches but most of the Brothers are still getting it done. They are now going 80% complete with 23 operating engineers on the payroll.

W. M. Lyde job on Highway 63 is coming along very well. Brother Cliff Charette is the foreman and he has run a smooth operation. All the Brothers are happy with this job as it will run the winter and its in a subsistence area.

Kirt Construction Co. who is working on the Pleasant Val­ ley Canal have moved over a mil­ lion yards so far and are finishing work on the two main warehouse in Fresno. It is estimated overall cost of the project will be $102,000, the City and County will share the bal­ ance.

A Santa Rosa firm, Wepner, Adams and Barrie Co., Inc. has submitted a low bid of $146,474 for a project providing a series of turnouts on Highway 168 near Tollhouse, 20 miles northeast of Fresno. The turnouts will be on the stretch of road between sand­ dunes and Tollhouse.

The Hanford Construction Co. was low bidder for a project to improve the drainage along the north and south edges of the Plant. This project is another part of Marcell County, estimated cost was $15,000.

Kimbo Company is finally fini­ shed with Lateral #8 on the Tu­ lar. Work has been very long but the Brothers have been working very hard and have worked long hours. Checks are being paid for the long hours.

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United Sound & Gravel is keeping busy on San Francisco Bart Job. They are back filling with sand and are putting in a steady crew busy.

Some portions of the job are still behind barges out of Todd Shipyard. They have just added a new 8 yard bucket to the rig.

Endicott Trench has 3 rigs working at this writing, digging pipeline trench from Oakland Airport to San Francisco Airport. This will be a long good job for the Endicott.

Martin General Dredging is still busy on their haul and over to 7th St. Oakland.

Hydraulic Dredging have their Carte Madera job half completed at this time. This job is supervised by Army Corps Engineers.

'Olympian Dredging Company at this time are repairing their equipment in the Rio Vista yard. They have just finished their Army Engineers job by High Street Bridge in Alameda.

Peter Erwins' dredge "Sad Tomatoes" is in their yard being completely overhauled.

Construction of permanent levee and river bank protection works along the Sacramento River and in the Delta has virtually ground to a halt due to the lack of federal funding during the Vietnam War.

A report issued by the Senate Reclamation Board and the California Central Valleys Flood Control Association said only 30 miles of levees have been re-erected (strengthened) under the 1968 program which started in 1965.

The plan called for 80 miles of river bank protection works at a cost of $221.5 million. The present cost estimate has now risen to $368 million and are there’s already a need to make emergency repairs, the report said.

The report noted that during the past century federal, state and local interests have built 3,100 miles of levees at a cost of $820 million.

The cost of replacing the system would approach $1 billion, the report said.

The levees provide flood control protection to a number of cities and about one million acres of prime farmland. The program of construction of levees was started in May 1965, with 22 million dollars budgeted for the first year of construction.

The state has asked Congress to appropriate $255 million in the 1969-70 budget to get the work on schedule.

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### R&F Wages Record

WASHINGTON—Gross weekly earnings of male and female workers reached a record high in May, and the purchasing power of these earnings increased sharply, the Department of Labor’s Bureau of Labor Statistics has reported.

Because of rising prices and increased social security taxes, however, the real earnings increased only slightly over the May 1966 levels. The average weekly earnings remained at $78.50 in April because of a 2-cent rise in hourly earnings and an 0.5-hour increase in the workweek. The real value of these earnings—$88.14 in 1957—9 dollars—rose $1.24 over the month.

Despite the over-the-month gain in earnings, real earnings are still beneath the levels of July, August and September of last year (when they averaged $80.31 and July 1966 ($85.53).

For the month of May, (after deduction for social security and Federal income taxes) amounted to $64.20 for the worker with three dependents and $88.50 for the single worker. Both weekly earnings figures were at all-time highs, up about $1.20 over the month and slightly more than $4.80 above the May 1966 levels.

After adjustment for price increases, average weekly earnings were up $7.30 for the worker with three dependents and $10.50 for the worker with no dependents, up 79 and 76 cents, respectively, over the month. Real, acceptable earnings in May reached the highest levels for any month in 1968 but were below the levels of the rec­

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### Service Apprenticeship

Service Apprenticeship work is now being offered by U. S. armies in 1966 and 1967, according to the following list, for those now flying in the field or completing their training in military service, according to a U. S. Department of Labor manpower study.

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### State Water

Continued from page 1

in Northern California is new, clean and plentiful.

After under study a nonlegisla­tional plan, calling for a high degree of water treatment, but with con­tinued discharge at present locations, full evaluation of the plant will be ready later this year.

High-Water Mark—Another $100 million worth of California water bonds goes on the block in October, putting the statewide rating of water development issues since 1964 over the $1 billion mark.

Voters in 1968 authorized $175 million in general obligation bonds to finance the huge State Water Project.

Water sales will assure these bonds. It will raise additional funds by selling $275 million in revenue bonds to be paid off by power sales derived from the Oro­ville and the Newbutte Plants on the Feather River.
Hawaii Construction

Highrise Helps Hook Scale

By HAROLD LEWIS, BERT NAKANO, WILFRED JAMES, FRANK JENKINS, KENNAH ONEHOI AND WALLACE LEAN

DISABILITY INCOME INSURANCE PLAN (If I should become disabled, how will I provide for my family?)

How can I obtain the special Disability Income Insurance Plan I have been told about if I will be contacted by someone from your fellow Brother members in Hawaii?

If you have been wondering and have asked yourself these questions, you are not alone as everyone is talking about it!

Realizing the existence of the many benefits and on how to obtain the plan, don’t delay, let your Sub-District Representative, Local 3 provide you with a special Disability Income Insurance Plan. Our plan is underwritten by Mutual of Omaha, the largest in the world specializing in health and accident insurance.

Because of the growing power of our group, our Disability Income Insurance Plan is more advantageous and more comprehensive than any other plan produced individually. We find that the benefits and the personal comparison and interest shown by the Mutual of Omaha representative in each Brother member is really a great asset. The Disability Income Insurance Plan is held by the individual member and is owned by each Brother member to purchase the plan.

Disability income insurance benefits paid on monthly to disabled members totals over $3,000. Many disabled members have received as much as $400 per month and have found peace and freedom during these troubled times. Your Disability Income Insurance Plan lessens the burden of the individual member and it is entirely up to each Brother member to purchase the plan.

Your plan will be more than happy to contact you a second time to give you additional information on how to purchase the Disability Income Insurance Plan, do not hesitate to contact him at the telephone number shown by the Mutual of Omaha representative, Local 3 or at his home or office.

Your plan has already contacted you and has written to contact as many members as possible before 1969 to give them a second opportunity to purchase the plan.

BUILDING CONSTRUCTIONS TRACTOR WATERKIKI-Highrise hotel building construction along the Kahaluu Golden Road in Waikiki which began approximately 16 years ago is still booming today. Presently two of the hotels costing more than $40 million in various stages of completion, two others costing $10 million each are breaking ground in the near future.

The big problem that fronts the rapid growth of the famed Waikiki tourist district is the TRAFFIC. Although parking establishments have been planned, the flow of automobiles from island in and out fills the streets, the general traffic problem still remains. Severe planning must be done by our City's fathers for broad landscaped thoroughfare within the area of Waikiki. Some interest has been shown by the business groups to cope with this situation, however, it will take all parties to really come up with a plan.

DOWNTOWN HONOLULU—The convenient facilities for parking and shopping at the world's largest shopping center, the Ala Moana Shopping Center, formerly threatened cutting business down to a minimum for the merchants in downtown Honolulu. Unlike Waikiki, development planning, downtown Honolulu is building a long systematic improvement program. The transition period may last for more than ten years at the tune of $32 million. The general plans specify additional interest in stream draining, street expansion, off-street parking facilities, pedestrian malls and bus areas. When completed, downtown Honolulu will be as modern as the metropolitan centers of Honolulu.

ALA WAI AREA—New giant construction project is elected for early 1969 in the Ala Wai area. The $25 million “Ala Wai Plaza” will be built at the intersections of Kapahulu Avenue and University Avenue. The enormous parcel of land on which this giant concentration will be built is one of the most important parcels of land in the state. When built, the “Ala Wai Plaza” will be the largest concentration for tourism planned to date. The world famous Hilton is the largest at present, it did not start as a concentration. The Hilton was first built as a cooperative. The entire concept of this giant concentration will consist of three high-rise apartment buildings and a parking structure. The smallest would be a thousand parking spaces, one 17-story structure, one 24-story structure and the largest structure will be the next phase.

All three residential structures will have parking spaces.

A very unique feature, a first for condominiums in the State, will be split level apartments. The actual buildings will have separate units with separate steps connecting to the residential unit below on each floor. Floor area will range from 600 sq ft. to 1,000 sq ft. Prices will range from $18,000 and up to $28,000. Surrounded complex will be the site for the Wool Company, Ala Wai Canal, and Island School which makes for unstructured view of the mountains and the sea. The general contractor for this project will be Hawaiian Dredging & Construction Company, subsidiary of the Dillingham Corporation.

HIGHRISE CONSTRUCTION AFFECTS HOOK INDUSTRY CONTRACTORS—Highrise projects of the ever soaring skyscraper building boom, both in Honolulu, the reknown tourist center, and the Big Island, a project which involves eight contractors, has an added feature affecting the Hook industry.

Operators, Mold Crane Operators, Assistants to Engineer, and former Hook industry operators with hoists of eighty feet or more, including jib, receive additional premiums. Booms of 80 feet up and not including, 130 feet—$35 per hour premium; Booms of 130 feet up and not including, 190 feet—$40 per hour premium; Booms of 180 feet and over—$45 per hour premium.

Our Members employed in the Hook Industry are very pleased with this added feature in their renegotiated contract which makes added money in their pockets.

Hook Industry contractors include: Allied Construction, Inc.; Kodama & Company; Hawaiian Crane & Rigging, Ltd.; Hawaiian Hook & Rigging, Ltd.; Hawaii Steel Stone; Mutual Welding Company, Pacific Welding Co., and the M.W. Bishop Co., Ltd.; Hawaii United Crane Rentals, Inc. A total of sixty Brother members are employed in the Hook Industry according to our last count.

Obituaries (continued)

Smith, Samuel ... 3 438562

Stauffer, Mike ... 3 1144740

Vigars, Raymond ... 3 110656

Wells Wins in Hawaii

Recording Corresponding Secretary T. J. T. Stamenoff announced this week that Hendi Lewis had won an unopposed election as the new Sub-District Advisor to the Executive Board for Honolulu.

Lewis was already serving in this capacity on an appointed basis. Lewis is also a Local 3 Trustee and Sub-District Repre­ sentative for Honolulu.

Brother Lewis has been a member of Operating Engineers since 1951 and has been successful in increasing the membership in Hawaii from a mere handful to several hundred strong since being signed as Business Representative.

Obituaries (continued)

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Stauffer, Mike ... 3 1144740

Vigars, Raymond ... 3 110656
Bottles, buttons— you name it!

Engineer Couple Are Real Collectors

The hobbies of Mr. and Mrs. R. C. Workman in Linda, California, shown with their bottle collection recently displayed at a meeting of the Sutter County Historical Society. The Workmans also have several other major collections.

P.O. Box 21
Phoenix, Ore. 97535
Feb. 13, 1968

Dear Sir and Boardmen,

I wish to express my thanks for receiving my 25 year membership pin and scroll. Very pleased of it.

Am enjoying retirement for the past 20 years in Nevada at 3 Pequot and Health and Welfare Plan.

I read the Engineers' News from head to foot-wise paper. You officials are doing a wonderful job. Your truly,

A. J. RUELL
By HAROLD HUSTON, W. R. WEEKS, DAN CARPENTER, JOHN SMITH and GENE BROWN

Yuba Consolidated Ends Operation Here — The shuddering draw of steel on steel seemed especially loud the day it died. California’s last operating gold dredge was closed down last week in Hammon, east of Marysville because of, it, money. Money in dredger talk means gold. “We knew it was coming for some time,” said Albert Brophy, general manager of Yuba Consolidated Gold Fields, a division of Yuba Industries.

The shut-down of the 64-year-old operation eventually will probably place out about 40 men out of work — right away and the rest later as the operation is gradually phased out. An arm of California’s industrial songbook was removed as the community that once had its own school, stores, post office and numerous dwellings. All that remains now are huge mounds of Polygon stripped of their gold content which hold out for some future fate. Dust play on the awash bed in the hundreds of acres roughly nine miles east of Marysville which were worked a year ago and since have been turned back to form valleys, a little grass at the bottom with polar trees fed by the water level of the Yuba River will not fall far below the surface.

There are quite a few in the area and the gold field’s precipitous holding on its property for the past 15 or 20 years Brophy said to do a total of 37,507,580.30 worth of gold and recovered from the dredge fields since Wendell F. Hammer, the last dredger to work in 1904. Some of the area has been reworked three times. The dredges have produced about 1.7 billion cubic yards has been processed by the 21 dredges that have inched their way back and forth over the gold bearing area 1,079,787.58 cubic yards to be exact. When a dredge is working it runs 24 hours a day, seven days a week, bearing a major breakdown.

At the peak of activity around Hammon there were seven dredgers plying at the same time. In 1957 there were cut to two. Last year No. 21, the last dredger of them all was taken out of operation. This week the twenty-fifth and last of the dredges at Hammon scraped up its last spash of gold.

No Marysville — Many “old timers” and Marysville businessmen have said that there wouldn’t be any Marysville if it hadn’t been for the dredgers. Hammon was built as a company town in 1903-04 after Hammon, a Biggs area farmer who built his first dredge in 1900, found the enterprise so profitable that he formed the Yuba Consolidated Co., and began exploitation of the gold-bearing land east of Marysville. Hammonton was a more or less self-contained community in the days before the automobile gave men greater mobility. The men and their families lived in houses — some in tents — near — the dredge pugilists and “went to town” infrequently. At one time an auto stage run between Hammon, Marysville and Olivehurst. Many of the original Hammon houses were sold in their occupants for $1 and still stand where they were moved to Lithia and Olivehurst.

Some of the present Brophy engineers have been with the company for over 40 years. Some of the men will retire and some of them will look for a change of work. Many of the early dredgers were built in Marysville, but the manufacturer was moved to Rose City in 1953. Dredge No. 21 was built there and was brought to the Hammonton Fields in 1957 from fields in the Folsom area. About 100,000 cubic yards of rocks and more that much earlier this week, crew members came back to the site and laid the “boil boxes” and other pieces of equipment.

No. 21 is for Sale — The dredger will continue to sit in the pond to sit out of the flatland south of the Yuba until a buyer comes along. When a dredger is working, an endless chain of 110 steel buckets scoop material from the bed of the Yuba River for the dredge to continue to sit in the pond for some time. The dredge sucks the rocks, gravel and gold to the top of the dredge, then it is a huge perforated revolving drum where the water is then spread out on the rocks and gold. The gold is magnetized with mercury and later separated and the mercury is then reused. It was McCorkle’s last inspection before the dredge was closed down a few hours later.

WENCHMAN BROTHER LEO CEBERT for the last time hands the controls of dredge No. 21 the last remaining active gold dredger in California. Earlier this month the giant mining boat tanned into silence following a decision by company officials to end its 54-year gold mining enterprise due to costs in relationship to the fixed price of gold. Colbert had worked 23 years for Yuba Consolidated Gold Fields.

BROTHER C. M. McCORKLE, 23-year veteran gold dredge employee at the Yuba Consolidated Gold Fields at Hammonton, inspects one of the “boil boxes” where fine particles of gold collet after having been dredged from the rocky land about nine miles east of Marysville and a mile south of the present bed of the Yuba River. The gold is amalgamated with mercury and later separated and the mercury is then reused. It was McCorkle’s last inspection before the dredge was closed down a few hours later.

GOLD DREDGER NO. 21, the last of its line. During the last day of its operation this week on a pond east of Hammon, Yuba Consolidated Gold Fields, a division of Yuba Industries, shut down its last gold dredging in the area on profitable and ordered the close of operations. The last gold dredging in California. The dredge was working about a mile east of the site of the former town of Hammon, named after the company’s founder, Waddall Hammon. He was a Biggs area farmer until he became interested in dredging possibilities, devised a dredge, and in 1904 commenced mining the Yuba River area east of Marysville. The water level is at the same level as the Yuba River about a mile away in the background. At one time there were seven dredgers working in the Hammonton area — now there are none.
WABCO Scraper Wins Siri International

First Road Race Held at Sears Point International Racetrack: Sears Point International Race... 

Friday, the 13th of September saw the rather informal christening of California's newest, and destined to be finest, road racing circuit. It was interesting to note that the entries were limited to American manufacture only. This might have been a disadvantage factor in the rather slow lap times that were turned in, which were estimated only, at the official time clock, consisting of a Westclox Baby Ben and a Grandfather's Clock that struck the first race, causing a dispute between the apparent winner and second place, which came in 135 minutes behind.

The winner for what is to be the first and last annual event was the Arthur B. Sirit International Racetrack. The competition consisted of 4 engines designed for street racing. The engine was also a first to be run at this track and finished well ahead of the starting machine. True, there had been some speculation that some of the two engine entries also a first to run at this track – held positions, but lost out at the end. These were two of these light green Euclid entries.

Sears Point International Raceway is a scint 45 minutes north of San Francisco via Highway 101 and the J. C. Penney store has a four square mile radius that takes in Sacramento and San Jose, three good road surfaces, as well as the East Bay cities.

Marysville

North area News—The North Valley Plaza shopping center in Chico has been completed and a grand opening is scheduled for October 1968. Construction was by Harris Construction Co., of South San Francisco as the general contractor on the job. The J. C. Penney store has a four square mile radius that takes in Sacramento and San Jose via Highway 101, the site provides. There are four parking areas. A good road surface is all under one roof and single story.

Site grade work was done by M & K Company which had its engineers on the job for several weeks. Butte Creek Rock supplied all the concrete for the tilt up, exposed rock paving and floors for the buildings and also paved the parking area which has space for 2,000 cars.

Campbell Construction of Sacramento also is progressing very well on the ten story dormitory and penthouse at the Chico State College keeping a few Engineers busy on the heating equipment around the project. Completion is slated for next year at an approximate cost of $4 million. Also of the colleges, $14 million worth of new buildings construction is proposed for the coming year.

Apprenticeship—At the writing we have nineteen indentured and one apprenticeship applied for in the Marysville area. There are four four-year apprentices on the one year's list and eighteen young men waiting to start their programs. Not included in this summary are five boys who for one reason or another have opted to leave the program or due to their own fault, were able to use up the responsibilities of Apprenticeship and being relieved of their J.A.C.S.

We have four additional apprentices to add to the total who are in the process of being transferred to other areas for a grand total of seven currently on our books.

The work load in Marysville...
most of their engineers to the section of I-15 at Beaver. This job is just breaking and should be good for the winter for about 25 to 30 engineers.

Firmest function has priority over all the highway work in the northern part of the state and it should be let this fall sometime. The Forroon Dam has been advertised and work is expected to start sometime in October. Many jobs are expected to be let late this fall if the money isn’t pulled again.

Construction activity in the Northern Utah area is on a defi- 

The mountain work was a beautiful campus when completed. One of the smallest jobs, but yet one of the more interesting, will be the bridge across the Syr-a-

croad to Antelope Island. The State of Utah is realizing this job so that they can explore and develop new ways of tapping the recreational potential of the 2,000-

acre northern tip of the island. This island is considered unique because of its landscapes and wildlife.

The largest single project at this time is Northwestern Engi-

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Legal Limits
Hazardous Occupations Orders issued by the Department of Labor prohibit the employment of minors under 18 in hazardous occupations or under 16 on farm jobs deemed particularly hazardous.

Service Connected
The number of military retirees in civilian life is increasing rapidly, according to the U. S. Department of Labor. With 55,000 to 60,000 military personnel retiring annually, the total is expected to reach one million by 1980.

Government Service Contracts
The Labor Department has announced new regulations affecting labor standards on service contracts with the federal government. The standards include minimum wages and fringe benefits for the contractor's employees.

FINANCE

Today: Visit Your Credit Union! Tomorrow: Buy Your New Car!!

Use the handy chart* below to compare the payments on a Credit Union Loan with the financing offered by your dealer.

DON'T FORGET: Credit Life and Total Disability Insurance is provided on all insurable borrowers at no additional cost.

CREDIT UNION GROWTH RECORD

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<th>ASSETS</th>
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PERIOD:
9/30/66 - 12/31/66

$3,235,856  1,639,093

CREDIT UNION FINANCING IS AVAILABLE FOR:

- Home Improvement
- Motor Vehicles
- Mobile Homes
- New Furniture and Appliances
- Boats and Boat Trailers
- Aircraft
- Real Estate (up to $10,000.00 plus member's shares)

SAY AND BORROW THE CREDIT UNION WAY

San Rafael

The zooming aviation industry will need 45,000 additional pilots in the next decade in order to meet its expected growth in civil air carrier and general aviation needs, according to a manpower survey by the Department of Labor.

Poor Run Program

The Labor Department says the poor are going to help run the Concentrated Employment Programs from now on. CEP sponsors have been ordered to recruit at least half their staff from among residents in poverty neighborhood served.
SAN RAFAEL

Our thanks to the following brothers who took the time to donate to our Blood Bank:

Roger Hilton, Ray H. Schank, and Diane Tipte.

NEVADA

Brother Frank Gebhardt is in the Washoe General Hospital with a ruptured disc. Brother Frank, who is a longtime member of the Operating Engineers, is wished a lot of luck and a speedy recovery.

We are sorry to note that Brother George Kohlberg's wife passed away the other day, after a long illness. Brother George is an old-time member and we extend our deepest sympathy and with this note.

We regret to inform the membership of the passing of Brother Clay Brinko last week at St. Mary's Hospital. We extend our deepest sympathy to his family. Brother Brinko was a fine engineer and friend and will be greatly missed by all of us.

Brother Tracy Horn is recovering from an illness.

MARYSVILLE

We received the following letter from Mrs. L. L. Silveira whose husband recently passed away. He had been working for L. C. Zomin et Co. at their shop in Colusa for over 25 years.

There are no words with which to express my deepest gratitude to you for all you have done and offered to do for me at this time in the great loss of my beloved one and of great need and comfort. It seems harder as time passes. We had such a happy life together. Pray that God give me strength to bear all. The Bible means so much to me. Thanks for everything.

Mrs. L. L. Silveira

A. C. Silveira Family

Get well wishes to the following members who have been hospitalized during the past month: Opany Johnson, George McCaffrey, Bob Crase, Fred Mullinax, Jack Roberts and George Meiers and Nick Griffin.

Still in critical condition at San Joaquin Community Hospital is Brother Don Barrie who was involved in a car accident last month. Brother Barrie was returning home to Marysville from his work in the Stockton area when the crash occurred.

SAN JOSE

We would like to take this opportunity to thank Brother Bill Dutton for his donation to the Blood Bank.

We wish to express our condolences to the families of the following brothers who recently passed away: W. E. "Ted" Dearman and Bob A. Silvey.

Reacts Are Working

Of the 87,000 men rejected by the Selective Service in 1967, Federal-State employment service personnel placed 18,000 in jobs at open hearing, according to the Labor Department's manpower administration.

Hear No Evil Noise

A large Chicago insurance company has found that the deaf make better-than-average file clerks and checkers because their concentration is unaffected by office noise. The deaf also perform well as typists, tabulators, and keypunch operators, according to the U. S. Department of Labor.
Educaion Is Key

The relationship of education to job stability can be seen in the unemployment rate for young adults. According to the Labor Department’s Manpower Administration, only 1.4 percent of 20-24-year-olds with a college degree were unemployed in March 1968. The percentage row to 5.3 for those with a high-school diploma and to 10.5 individuals in that age group with an eighth-grade education.

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

FRINGE BENEFIT
SERVICE CENTER
474 Valencio Street
San Francisco, Calif. 94101
Phone: 431-5566

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Clip and mail to Engineers News, 474 Valencia St., S.F., Calif. 94101

Marysville

Continued from page 13

area is very light, as it is in all areas this time of year. However, it is gratifying to know that our contractor thinks so much of all approaches and the way they handle on its work rules before they are laid off. The four-man area is particularly cooperative. The unionization agreement of the company on their jobs. These men are the real activators of the program and too much cannot be said for their fine attitude.

Marysville

Continued from page 13

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