

Dedicate Training Center This Month



LOCAL UNION 3 Business Manager Al Clem stands in front of a line-up of part of the heavy construction equipment used for upgrading the skills of Operating Engineers at Rancho Murieta Training Center. The new center, which is located at Sloughhouse, California, some 20 miles from Sacramento, is part of the 3500 acres purchased by the Operating Engineers Pension Trust Fund as a land development investment. The Training Center will be officially dedicated with pomp and circumstance on Saturday, November 15. (More pictures on page 16.)

"Serving the men who move the earth!"

ENGINEERS NEWS



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



GUAM, WHERE AMERICA'S DAY BEGINS

HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

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SAN FRANCISCO, CALIFORNIA



November, 1969

Labor Department Will

Seek Local Solution In Construction Disputes

WASHINGTON—The Labor Department has issued a policy statement regarding its role in civil disputes affecting the construction industry in major cities. The statement is in response to numerous queries as to the Department's present and future role in such situations.

The text of the statement follows:

Civil rights disputes affecting the building and construction industry have recently occurred in several major American cities. The U.S. Labor Department has been involved in these disputes in such cities as Pittsburgh and Chicago. For the City of Philadelphia a definitive compliance program was worked out that has become known as the "Philadelphia Plan." Officials and leaders of other cities have made inquiries concerning the plan and concerning the Labor Department's future policy in similar disputes elsewhere.

This policy can be expressed in three points. First, it is recognized in these disputes that the best solution is a home town solution—a local arrangement to meet local needs. Second, when Federal Government involvement does become appropriate in these disputes the Labor Department's objective will be to be helpful in ways best suited to the particular city. Finally, it must be remembered that the Government's overriding obligation at all times must be enforcement of equal employment opportunity.

These points can be elaborated on as follows:

1. The best solution is a home town solution.

Communities have many problems that can best be solved on a local basis. This is especially true of problems affecting relations among groups and races—people that must live together. In spite of some general surface similarities

in these problems now affecting many of our major cities, underlying issues and elements differ in each case. So in their own self interest it is essential that cities bend every effort to work out local solutions to these essentially local problems.

2. When it becomes involved in these city disputes, the objectives of the Labor Department is to provide help in ways best suited to each city.

The Federal Government gets involved in a city's problems of this nature for several reasons. Sometimes Federal construction is affected; EEO contracts compliance activity and labor relations problems may be involved. Direct requests for assistance are often received from civic and community leaders.

Whatever the impetus for the involvement, the Labor Department looks at each city individually in providing assistance. This assistance can take the form of everything from informal counsel to establishing a complete program like the Philadelphia Plan. The assistance can also take the form of mediation services, Government-funded training programs or special manpower services.

In Philadelphia the Department came forward with a specific plan for Government construction; in Pittsburgh it supplied mediation services; in Chicago it held hearings and con-

(See POLICY Page 13)

Construction Shows Net Member Loss

California labor unions added 277,400 members to union rolls between July 1962 and July 1968, growing by 2.5 percent annually, on the average. 1968 marked the sixth year in a row that membership rose to a new all-time high.

Membership growth over the six year period centered in the non-manufacturing industries, which claimed seven out of every 10 new members added since mid-1962. The industry displaying the highest rate of growth was government. Public employee unions boosted their membership 72,200 over the July 1962 level; this amounted to a 64 percent gain in membership, almost double the 38 percent rise in public employment over the six years. Other sizeable membership gains came in air transportation, public utilities, trade, and professional, educational, and related services.

Construction was the only non-manufacturing industry to register a loss during the period. Substantial membership gains during 1962 to 1965 were offset by large losses between mid-1965 and mid-1968; the result was a net membership loss of .8 percent over the six years. The membership decrease, which began during 1965-1966, was far less than the 6.7 percent drop in construction employment.

Unions in aircraft and ordnance and metals and machinery claimed 76 percent of the 79,600 new members added in manufacturing. Membership declined in four manufacturing industries—apparel; lumber and furniture; petroleum, chemicals, and rubber; and stone, clay, and glass—despite employment gains in those industries.

The 25 largest unions in California are listed below, ranked by their size in July 1968, with their corresponding rank in July 1962 shown also.

(See LESS MEMBERS Page 13)

In Writing, on hand!

FCC States Prime, Subs Must Have AA Plans

WASHINGTON—Government contractors and subcontractors will be ineligible for Federal contracts if they do not keep on file written affirmative action plans for achieving equal employment, the new director of the Labor Department's Office of Federal Contract Compliance (OFCC) has declared.

OFCC's new director, John L. Wilks, said his office will strictly enforce the July 1, 1968, regulation that requires Federal contractors and subcontractors with 50 or more employees and holding contracts of at least \$50,000 to keep these plans on file in their establishments.

He said that OFCC surveys show that many contractors or subcontractors do not have affirmative action programs on file when they are visited by compliance investigators.

Government contractors and subcontractors, the OFCC Director stated, must have on file written programs which analyze all major job classifications at their facilities and explain why minorities are under-utilized in any given job class in terms of their availability.

The programs on file, Mr. Wilks added, must make commitments to numerical goals and targets, with timetables for their achievement, correct any deficiencies turned up by company officials, and list data supporting both the analyses and revised programs. The support data should include job progression line charts, seniority rosters, applicant rejection and hire ratios indicating minority status.

Under Executive Order 11246 the OFCC is responsible for administering the Federal Government's program of equal opportunity among contractors and subcontractors where Federal funds are involved.

Written descriptions of the programs must be available to Government contracting agencies as a part of compliance investigations under Executive Order 11246.

Adequacy of each contractor's plan will be reviewed by the investigator as part of his total investigation.

SUB-DISTRICT ADVISOR TO THE EXECUTIVE BOARD

At October meetings in Hilo and Honolulu, HAROLD LEWIS, S.S. #576-12-5512, was elected by the membership to serve as Sub-District Advisor to the Executive Board. The term of office is until the next election of Officers in 1972.

Aids Available for Union Shop Stewards

A number of bulletins, placards, articles and reprints describing rules and procedures to improve safety in the work place are available without cost from the State Division of Industrial Safety.

Shop stewards and other union members concerned with improving safety on the job may obtain a list of the titles of publications available (Bulletin S-145) by requesting it from the Research and Education Section, State Division of Industrial Safety, P.O. Box 603, San Francisco, California 94101.



Collectively Speaking with Al Clem

Our time in the month of October has been occupied by various programs affecting the Union. One of the most important ones was the fact that I could attend the District Meetings in Eureka, Redding and Marysville. I never cease to be amazed at the wealth of information we accumulate when we attend the District Meetings and visit with the Brothers and exchange ideas as Engineers.

I think one of the most significant issues that makes Local 3 a great organization is that we have been able to conduct our business at the District and Semi-Annual Meetings in a gentlemanly and democratic manner. We have long realized that many of the ideas that are incorporated into our various collective bargaining agreements emanate from the employee working in the field. At these meetings they are able to discuss with the Business Agents and Officers, not particularly on the meeting floor but in discussions before and after the business sessions, the various ideas that the people who work in the field from day to day have in mind to improve the Union.

I want to commend those Brothers who are now working so diligently to report all violations of the contract. We know more generally that the great number of the Employers want to adhere to the contract as it was negotiated. We know that in negotiations that no one achieves all the aims that they want. In other words, negotiations are an end to a compromise of ideas that are laid on the bargaining table by the parties.

The training facility at Rancho Murieta is coming along in fine shape. I would again urge any Employee who is desirous of upgrading his skills and improving his earning capacity to contact your District Representatives or Dispatchers and make arrangements to spend some time at this facility for I am sure that in the long run, it will mean money in your pocket and a better way of life for all of you and your families. I repeat again, if the work picture continues to deteriorate as it is at the present time, the Employee who has varied skills will no doubt be the one who is employed.

I look back to the depression days in the 30's when the jobs were not so plentiful and the Employers were more particular, so I suggest that if you have not looked into this opportunity that you do so for you may find a piece of equipment that you are desirous of operating and you can avail yourself of this training or retraining opportunity, as the case may be.

Some of the other projects we have been working on include studies towards looking forward to the improvements in the Health & Welfare and Pension Plans. You will be receiving the report on the Pension Plan in the not too distant future and you will note that in spite of the money we have in the plan, we have an accrued liability to those members of the Union who will be retiring in the years to come.

You read in the daily press and hear so much on the radio about the tight money market. This necessitates keeping in close touch with the Employer Trustees and those who advise us on our investment portfolio in order that we are assured of the highest rates on the investments, and more important that these are invested in securities and/or real estate or bank deposits where they have the very maximum amount of guaranty on returns as the years roll by.

Another important event that we reported last month was the Seminar conducted in the Main Office for the Business Agents bringing them up to date on the contents and the intent of our various agreements looking to the time when everyone interprets the agreement in the same way.

Many of you who operate cranes know that we have had a disagreement as to the employment of oilers on center mount or hydro-cranes, etc. We are hopeful that this problem is now resolved.

I need not tell you that most of the Employers are extremely busy endeavoring to finish their work before the rainy season starts. We only hope that we do not have inclement weather for some time for we realize that many of the members did not have too good a work season.

During the month of October there were 93 short form agreements and 20 long forms signed, making a total of 113 agreements, and 3047 men dispatched to the various jobs.

As you all know, November 27 is Thanksgiving Day. We realize that the great majority of us have a great deal to be thankful for, while on the other hand, we are cognizant of the fact that during the past year many have had some heart-breaking experiences. On behalf of the Officers and Executive Board Members, I would like to take this opportunity to wish you and yours a very Happy Thanksgiving Day.

Need To Be Organized

In 1968, 1.7 million women constituted 98 percent of all private household workers. The median wage for full-time workers in 1967 was \$1,298 and in 1968 their median educational attainment was 8.8 years.

Less Members

(Continued from Page 1)

	Membership Rank in California	July 1968	July 1962
Teamsters	1	1	1
Machinists	2	2	2
Carpenters	3	3	3
Hotel and restaurant employees and bartenders	4	4	4
Retail clerks	5	5	5
Automobile workers ..	6	10	8
Service employees ..	7	8	8
Electrical workers (IBEW)	8	7	7
Laborers	9	6	6
Operating Engineers ..	10	9	9
Butchers	11	11	11
Steelworkers	12	13	13
Communications workers	13	16	16
Painters	14	12	12
Plumbers	15	15	15
Musicians	16	14	14
Government employees ..	17	35	35
Longshoremen and warehousemen ..	18	17	17
Actors and artists ..	19	18	18
Letter carriers	20	24	24
Seafarers	21	20	20
Stage employees (IATSE)	22	19	19
California Nurses Association	23	29	29
State, county, and municipal employees	24	33	33
Sheet metal workers ..	25	22	22

Of the top 25, the fastest growing union was the American Federation of Government Employees, which nearly tripled its membership over the six-year period, moving up in rank from 35th in 1962 to 17th in 1968. Other unions composed exclusively of government employees which displayed sizeable gains and advanced in rank were the State, County, and Municipal employees and the letter carriers.

The automobile workers' statewide membership almost doubled between mid-1962 and mid-1968; the increase, which boosted this union from 10th to 6th place, was associated with employment gains in aircraft and ordnance, combined with stronger union security provisions negotiated with major aerospace companies in 1962 and 1965.

Dear Sir:

I want to express my deep appreciation to the Operating Engineers Local Union No. 3. My husband, Marvin Roney, was always so proud to be a member of your organization and said so many times. I didn't really appreciate and understand his pride before his untimely death this summer, but I certainly do now.

The many benefits included with membership in your organization amaze me and the promptness with which you acknowledged these benefits is deeply appreciated.

I want to take this opportunity to thank each and everyone for the sympathy and courtesy extended to my family and me since the loss of our beloved husband and father.

Sincerely yours,
Mrs. Marvin Roney
Livermore, Ca.

Lowest Since WWII

The percentage of unemployment insurance benefit recipients in relation to the number of people in the Nation so covered, fell to 2.1 percent during fiscal year 1969. This is the lowest recorded rate since World War II.

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On The Safety Side



By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY

The worrisome Brown Recluse spider has been giving North Americans reason for concern over the past few years. And, as predicted, it is getting worse. The National Safety Council warns that this shy, nocturnal spider is gradually spreading across the nation from Southern states to Northern states, from Western states to Eastern. Its progress is slow, but in the space of a few years, it has reached the heart of the Midwest.

The Brown Recluse can survive temperatures ranging from 40 degrees to 110 degrees, making it adaptable to every section of the country. In addition, the spider's natural habitat is indoors—hidden away in closets, shoes and apparel that have been left unused for long periods of time or in sheds and around machines and equipment in long disuse. Thus, it is a year-round problem even in the colder regions.

The bite of the Brown Recluse can be deadly. Experts estimate that the insect's venomous bite is more deadly than that of the Black Widow spider and that volume for volume, its venom is more potent than that of a rattlesnake. However, unlike these two poisonous problems, the Brown Recluse bites without warning, in that the spider is usually not even seen.

The bite of the Brown Recluse is usually not felt as much more than a mild sting. A few hours later—anywhere from two to eight hours—pain, varying from mild to severe, begins. This is followed by swelling, blistering, and maybe even hemorrhage and ulceration. Blood vessels in the immediate area of the bite may collapse and lead to degeneration of the surrounding tissue, an appearance often compared to gangrene.

The ulceration takes months to heal, and leaves a depressed scar that may require skin grafting, a process that is not always successful.

Extensive research is being conducted to develop an effective antidote for the poisonous venom of the Brown Recluse Spider, but the best antidote is to avoid getting bitten in the first place.

The National Safety Council offers the following suggestions for protecting yourself from the advances of the Brown Recluse Spider:

1. Learn to recognize the Brown Recluse. It is about a half-inch long, slightly smaller than the Black Widow, and has an oval body with four legs on each side of the thorax. It varies in color from light fawn to dark chocolate brown. A dark, violin-shaped band over its body is the one distinguishing mark that differentiates this from other brown spiders.

2. It is believed that vacationers are responsible for contributing to the geographic spreading of this spider, due to its habit of hiding in dark places like bedrolls, packed clothing, folded blankets, and even rolled up newspapers. If you vacationed this summer in areas inhabited by the Brown Recluse, make a careful check of the clothing and bedding you stored on your return. Be especially wary of dark corners, closets, and storerooms where the spider may be preparing to spend the winter.

3. Entomologists say the female may produce as many as 300 fertile eggs per year and about 50% of these survive to sexual maturity. Make a thorough check for these egg cases, which are off-white, silky, and about one-third-inch in diameter. They'll be tucked away neatly where they're hard to find.

4. The common pesticides have proven relatively ineffective for control of this pest. Government bulletins recommend the pesticide lindane, and exterminators have had good results with a combination of lindane and chlordane.

5. If you should discover a Brown Recluse Spider, do not touch it. The spider will not bite, according to authorities, unless molested or its mouth becomes accidentally pressed against a person's skin. Most bites occur when a person puts on infested clothing or comes forcibly in contact with the spider by, say, rolling over on it in bed. If you find one on your skin, it is best to brush it off gently—do not swat it—or let it walk away on its own.

6. If you locate what appears to be a Brown Recluse Spider, and wish to have it identified, capture it with a crush-proof container. Do not squash it. Then call your county health officer to find out where

(See DEADLY KILLER Page 3)

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A Penny Here, a Penny There . . .



Your good friend . . .

The Genial Employer

The Labor Dept. collected \$31.7 million in fiscal 1969 out of the \$89 million it found employers had unlawfully underpaid their workers. This was about 35 cents per dollar of wages due.

The department's Wage-Hour and Public Contracts divisions said the collections on behalf of 275,000 employees were about \$5 million higher than the amount collected a year earlier for 228,000 workers.

The wage violations occurred under the Fair Labor Standards Act, the Walsh-Healey Public Contracts Act, the Service Contract Act and the equal pay law prohibiting discrimination against women workers.

The AFL-CIO Dept. of Research noted that not much more than a third of the wages withheld from employees by cheating or careless employers ever is collected, and charged that prosecution of offending employers is not vigorous enough.

Recently AFL-CIO Pres. George Meany called for more wage-hour investigators to uncover law violators. Meany told Labor Sec. George P. Shultz that the \$89 million in underpayments to more than 477,000 workers last year cannot be blamed on employer "ignorance" of wage-hours laws and that "information" programs alone are not an adequate solution.

Although 50 percent more business places were made subject to the law in 1966, Congress has failed to appropriate funds to hire additional staff investigators.

If winter comes . . .

First Storm Slows Work In Nevada

By GAIL BISHOP
District Representative;
BUD JACOBSEN,
Business Representative; and
BOB VICKS,
Apprenticeship Coordinator

The first storm of winter has arrived and work in the high country has been sharply curtailed. We are hopeful this will be a temporary setback and all the Brothers return to work for many more weeks. In any case, we strongly recommend that you get out your long drawers.

Sierra Engineering is going two shifts to get the ski lift chairs out in time for the skiing season. We have approximately 25 Brothers working for this firm. Brother Ralph Piersol is Steward in this ship. All of the shops are keeping busy and they look like the place to be working this winter.

Brothers, don't forget to write our Senators and Congressman regarding the construction cut-back. Remember this is our bread and butter the President is playing with.

The jobs in the Lake Basin are still going fairly strong, although the work seems to be shortening up. The paving will be slowing down because of the low temperatures.

Frontier Construction is about finished on the Meyers Job, just completing the clean up.

Most of the jobs will last at least 6 weeks if the weather holds out.

H. M. Byars is about to start the Incline Job, with Brother Herb Raines as Steward. Herb is doing a very good job.

Raymond Vail & Associates is scattered all over the North Shore with Ian Crinklaw as Steward and William Deighton as Safety Man.

Ray Murphy & Associates is doing quite a bit of work in the Incline Area. Frank Etcheson is doing a good job as Steward. David Johnson is Safety Man.

R. L. Helms Construction has started oiling on the Spooner Summit Job. Should be finished before snow flies. We hope! Helms is also about to start oiling on the Washoe Valley job as soon as they finish the C.T.B.

We hope the weather will hold good so the Brothers will have a little longer season.

APPRENTICESHIP — School started on the 22nd of September, 1969 for the Apprentices. We have a very good instructor conducting the classes. He is Gary Miller, who was the instructor for the last year and did an outstanding job.

Also, First Aid classes have been started for the apprentices to continue through October. The classes are held each Thursday.

All the apprentices are still working.

Seasonal Layoffs Up North

By LAKE AUSTIN and
LOU BARNES

J. F. Shea has completed his overlay project in the Shingle-town-Brokeoff Meadows area of Highway 44 East of Redding. They are working long hours on another overlay project on Interstate 5 about 30 miles north of Redding. This should be done by the early part of November. Shea Company also was low bidder on strengthening the runways at the old Municipal Airport also. These and other jobs previously reported upon have allowed them to run their crusher 3 shifts to keep up with all of the hot mix activity they've been doing. Shea was also low bidder on the Mountain Lakes Industrial Park just north of the Union Hall here in town. This would sure help the area if we could entice some new industry other than the lumbering which is the mainstay now.

J. W. Vickery Company has finished the first portion of the concrete paving on the Hughes & Ladd job near Yreka. They will move in the Spring weather permitting to do the rest of the concreting on this job through the town. Gordon Ball's job just north of Yreka is still anticipating finishing the excavation portion of their job during the month of November.

This will allow them to get with the program next Spring and probably done by early fall. Ball has started paving on the overlay of the old highway paralleling their job and should be done by the time you read this. Brother Wes Kinney is Steward on this Ball job with Brother Joe Craig as Safety man.

Don McCollum has his small job underway near and through the town of Callahan. This job will give about 8-10 brothers a few months work.

Gibbons & Reed still are working 8 hours, 5 days. Brothers Larry Agnew, Henry Waits (Steward), Emil Gibbs, Chuck Fisher and C. V. Atkins are enjoying the steady checks, even though the hours are short. This job has a long way to go with completion in 1971.

El Rio Contractors finally completed their job at Doyle. This has been quite a long drawn out affair but the boys finally got it done.

Even though it's early in the year the first rain of the season is with us and many of the smaller jobs in the area are coming to a sudden halt.

Our "Out-of-Work" list is getting longer everyday and by the time you read this, nothing will be moving. This would be a good time for all you brothers to write your elected representatives and see about getting some work going for the whole Local #3 area.

Dear Sir:

I want to take this opportunity to express my thanks and sincere appreciation for the Pre-Retirement Benefit that I receive from our union since the death (June 14, 1969) of my husband C. R. Van Winkle.

There are not enough words to really express my deep gratitude to you and to all of the officers of our union who have worked so diligently to make this possible.

Cod bless you all and again thank you for the pension I receive.

Sincerely yours,
Mrs. May Van Winkle



BROWN RECLUSE SPIDER, potentially more dangerous than the Black Widow, is on the move northward. Somewhat smaller than the Black Widow, the body of the Brown Recluse measures about 1/2 inch long. A dark violin-shaped band on its body is the one distinguishing mark that differentiates it from other brown spiders.

A Deadly Killer

(Continued from Page 2)

it can be sent for identification. If you wish a response, include a stamped, self-addressed envelope. Should the identification prove positive, begin a thorough, but cautious search in case the spider has a family.

7. If you think you've been bitten by a Brown Recluse, see your doctor immediately!! Remember, the bite could have a fatal reaction if left unattended. Immediate hospitalization and/or prompt treatment can absorb much of an extreme reaction.

In Our Mail . . .

Dear Brother Al:

I would like to thank you and all the members of your staff for setting up the Rancho Murieta Project. I attended that school this spring when we were rained out and I learned a great deal. I have been doing this type of work for 31 years and was amazed at how much your instructors taught me. In addition to the benefits of upgrading our skills, the benefits we will derive from the sale of this property will be tremendous. The thoughtfulness and business acumen on the part of you and your staff is to be greatly admired.

I would also like to thank you for selecting such a fine group of men to act as supervisors and instructors at the school. In my opinion Angelo Weir and Grady Dean and the rest of the instructors are some of the best men I've ever known. In addition to their desire to instruct us their concern about our safety is very appreciated. I am now employed on an \$800,000.00 earth moving project as general foreman. Largely due to the help your men have given me. Thanks again and with best personal regards.

Sincerely,
Del Hicok,
9045 El Cajon Way, #3
Sacramento, Calif. 95826

To All Officers and Members:

My daughters and I wish to express our sincere Thanks for the lovely Bible presented to us in memory of my dear husband and loving father, Joe Franklin.

Also for the promptness in which we received the check from the Death Benefit Fund.

A special Thanks to Mr. Harold Huston, District Representative of Local #3 in Marysville, who has been at our beck and call at all times to assist us during this most trying time.

Sincerely,
Mrs. Joe C. Franklin
Natalla Franklin
Cynthia Pelfrey
216 - 5th Street
Marysville, California

Dear Mr. Clem,

It is with deep appreciation, that I write this, I want to thank all of you in Local #3, for the kind letters, the moral support and financial help, that you all have given me, through the last nine months of Joe's life, especially the staff in the Santa Rosa office, who were so concerned and so very helpful every time I called or went in there for advice, and the girls in the Sacramento office, who helped me with things that had to be done, after he died, to all of you, "Many thanks."

The White Bible is very beautiful, and will be a family keepsake, in memory of a loving husband and father, also a memory of a Union that cares for its members, and their families.

Again, I thank all of you.

Sincerely,
Gladys R. Williams
(Mrs. Joseph H.)
3620 Bausell Street,
Sacramento, Calif. 95821

Demolition Crews Re-Face Stockton

By WALTER TALBOT, AL McNAMARA and ELVIN BALATTI

With the early snow storms and icy conditions at the higher elevations forcing the curtailment of work for the season, our out-of-work lists are now beginning to get larger. This situation will worsen as projects are completed in the valley. However, we anticipate a fairly busy winter, barring heavy rains of course, due to the dam and seven road jobs that are now in progress.

Don Pedro Dam on the Tuolumne River under construction by the Guy F. Atkinson Co. continues to provide employment for approximately 80 engineers. The project is on a three shift basis for both operators and mechanics, with the midway point of completion expected to be reached this month.

In the same general area, Peter Kiewit Sons has the contract to relocate Highway 49, as the old road will be inundated by the reservoir created by the New Don Pedro Dam. This project has two shifts of operators and three of mechanics. The subsistence area splits the job at the new bridge being constructed over the Tuolumne River.

The A. Teichert & Son jobs at French Camp on Interstate 5 and at Salida on Highway 99 are both sandy type loam soils, that will probably withstand more winter rain before being saturated than any of the other projects under construction in this district. On the French Camp job, Brothers Ray Munjar, Blackie Litz, Bill Harper, Jim Meyers and Harold Bell are the foremen. Job Steward Waldo Ogan and Safety Committeeman William Adams.

Polich & Bendict has increased their working force somewhat after Tom Hess Co. completed the fill for them from the San Joaquin River to Hammer Lane north of Stockton. This material was barged up the river from Rio Vista, unloaded in a stock pile and reloaded into a string of trucks by two thirteen yard Hough Loaders operated by Brothers Stewart Jacobs and William Puliz. The Polich crews are now busy finishing grade for the on-off ramps to the freeway and sub-grading the entire length of the job for cement treated base in preparation for the concrete roadway that will be placed by the Gordon H. Ball Co.

The two Tracy projects of the Gordon H. Ball Co. are providing work for approximately seventy-five engineers with theirs and the sub-contractors personnel. On the Tracy By-Pass project, which started in the spring of 1968, Asbury Contractors has the contract to truck in the imported borrow. According to State Department of Public Works employees, this is the largest single contract for imported borrow that has been let to date by the State of California. The contract called for 13 million tons to be imported. Ball's latest contract, underway since August, has a spread of eight 650's and supplemental equipment, under the direction of Brothers Gene Forth and Steve Phillips, moving borrow material from the spoils bank of the California Aqueduct to the new road bed of Interstate 5. Brothers Bud Greer and Don Kiemele are Job Stewards for each project and Harold Bowen and Barney Gruber are the Safety Committeemen.

Granite-Stolte has pretty well churned up the earth in West Stockton in preparation for the

interchange of Highway 4 and 5 and the approaches to the San Joaquin River bridge that is yet to be constructed. Kaiser Steel apparently has the subcontract to erect the bridge for Granite. Also, with a sub-contract to drive four thousand concrete piling is Peter Kiewit Sons with a Manitowac 2900 and a diesel powered hammer.

Dewatering Mormon Channel kept Brothers Joe Simms, Charles Swigart and Ken Hannum busy for seven days a week for five weeks.

Claude C. Wood Co. of Lodi has moved into the Tullock Dam area to construct approximately sixteen miles of housing project roads. The tract is a part of the Copper Cove development complex.

Demolition work in downtown Stockton has altered the appearance so much that the natives do not recognize it anymore. Common walls between buildings were destroyed in some cases, and the building still remaining had to have new walls constructed. Iversen Construction, Cleveland Wrecking and Pacific Excavators are the principal contractors.

The Stockton Port Commission has called for bids for the construction of a multi-million dollar container terminal and pier to modernize facilities at the Port of Stockton. The contract is estimated to exceed \$3 million. Peter Kiewit Sons Co. of Omaha, Nebraska, submitted a low bid of \$2.7 million for construction of a terminal and pier at Dock 10 to handle containerized cargo. The Kiewit bid must be reviewed by EDA officials before the port authority can award a construction contract.

Bids for the diversion tunnel at the New Melones Dam site, that was due to be advertised in November, have apparently been postponed until the spring of 1970 by the Army Corps of Engineers.

Hensel Phelps Construction Co. was low bidder at \$169,000 for fish screens at the Banta Carbona intake canal near Tracy.

UIAB Rules Formality Is A "Nicety"

The unemployment tax rate an employer must pay in California is dependent upon the amount of unemployment insurance benefits paid to former employees and charged to the employer's reserve account. The greater the charges against the reserve account the higher the employer's tax rate will be. In order to protect his reserve account the employer must, under the Unemployment Insurance Code, submit to the Department of Employment information relating to the reasons for the termination of a former employee's employment when a claim for unemployment insurance benefits is filed.

Recently the California Unemployment Insurance Appeals Board issued a precedent decision relative to the form in which such information should be submitted by employers in order to protect their reserve accounts. The Appeals Board concluded that if the information submitted by the employer reasonably put the Department of Employment on notice

(See NICETY Page 12)



PART OF THE LARGE turnout of Brother Engineers and their wives at the Marysville District "Old Timers" meeting in Yuba City last month is shown above.

Retired Couples Meeting Draws Big In Marysville

By HAROLD HUSTON, District Representative and Auditor

On October 1, 1969 the Marysville District held its first meeting with the good brothers and their lovely wives who are retired and drawing their pensions. Your Business Representatives in this district are extremely proud of the crowd of approximately 175 who attended this meeting. The large attendance looked like one of our semi-annual meetings which are held in San Francisco.

Business Manager Al Clem, could not be in attendance at this meeting due to his heavy work load of union business. Many of the brothers and their wives requested we express to Brother Clem their appreciation for the outstanding job that has been done under his leadership in negotiating the bountiful benefits they now receive.

The meeting was scheduled to be held at the Marysville District Office; however, it didn't take long to see the meeting hall was soon filled to capacity with many brothers and their wives still lined up around the office waiting to get in. We decided to move the meeting to a larger building. We drove together in a caravan to the First Assembly of God Church in Yuba City, which comfortably seated everyone.

Mr. Ray Kyono, manager of the Marysville Social Security District Office, was the first speaker, and he explained in detail the many benefits available to them, and had several booklets which were given to all present at this meeting. Mr. Kyono assured everyone that his complete office staff, including himself, were available anytime any one of them had a problem which needed help. We urge you all to feel free to take advantage of his offer.

Brother Fran Walker explained to the group the many benefits that have been negotiated for them over the past years. Brother Walker, who is one of the Employee Trustees of the Pension Trust Fund, with the rest of the officers is well experienced in this field and he made an excellent presentation.

Brother Harold Huston, District Representative of the Marysville office expressed his appreciation to all the brothers and their wives in attendance. He explained that most of the "Old Timers" present at this meeting, he had been happy to have helped them when they applied for their pensions. Also the complete staff of this office will assist you at any time you have a problem you feel we can help you with.

At the conclusion of this meet-

ing the Business Representatives of this District served fresh doughnuts and hot coffee to everyone. Many of the old timers have since requested we have another one of these meetings in the near future. We plan to do this, and will probably have the next meeting in Oroville. Also in attendance at this meeting was Cliff Martin, Apprenticeship Coordinator and your Executive Board Member Brother Jack Slade.

Thanks again to all the brothers and their lovely ladies who made this meeting such a success.

On behalf of all the staff in the Marysville District office who serve you, we wish all the brothers and your families a very happy Thanksgiving. It has been a real pleasure working for you and with you this past year.

By BOB MAYFIELD, Business Representative

Work in this entire area lacks a lot to be desired. Several of the biggest jobs in progress are in their terminal stages and cutting back with their crews at this time.

Fredrickson and Watson at Willows is the biggest employer of the good brothers but are preparing for paving as fast as possible and as of this writing have just knocked off their entire paddle wheel scraper spread. This leaves only their DW-20 spread plus the Cat and Can spread which is finishing their many borrow pits. Both of these spreads are short lived. It is hoped at least a portion of these operators can be absorbed on some portion of the finishing and paving spreads.

Hughes and Ladd of Redding are in an almost identical position as the job just mentioned. This company is in the final stages of their multi-million dollar section of Highway 32 located approximately 10 miles due east of Chico. Fortunately for most of the brother engineers on this job, they will be able to migrate to several other locations with this company if they so desire. They have one job which they just obtained in Minden, Nevada and another job up in the Feather River area located near Portola. A sub-contractor on this job is O'Hair Company. This company has six engineers employed laying sub base rock for this entire section of road. This crew is being pushed by an old-timer Local 3 man, Brother Roy Kingrey. According to him if weather permits they will finish with their part of this job around the middle of December.

The H. Earl Parker Company of Marysville is also trying to get as much of their levee sections finished before rains and high water forces a shut down. They have in this \$1,000,000 contract thirteen sections of levee damaged by the previous year's high water. Excavation and set back plus the rocking of slopes of each of these sections is required. The Steward and Safetyman on these jobs are Brothers Freeman and "Wild Bill" Bunting respectively.

Over in the Coast Range beginning at the edge of Mendocino National Forest near Alder Springs the Erwin Varwig Company is starting a slide removal project with a low bid of almost \$400,000 covering this project. Approximately 12 brothers will be employed to complete this job and they are presently on a six day schedule trying to beat the winter weather.

Other jobs of consequence are being done at scattered locations throughout the entire area by the Baldwin, Teichert and Butte Creek Rock Companies.

One bright hope for this area is that if the federal funding for the "Blood Alley" section of 99W freeway at Maxwell isn't cut off as President Nixon has said, this job will be let around the first of November. This job should hold top priority as the name of this section of freeway would indicate its condition. This section is so bad it is a requirement to drive in the daytime with your lights turned on. Over \$14 million is allotted for this section to be built.

By DAN SENECHAL, Business Representative — Marysville District

The work load east of the Feather River is still holding its own. However, most of the projects such as Perini Yuba Associates at Bullards Bar, Oman Construction of Oroville doing an Oroville Wyandotte Project at La Porte and Kizer-Heintz at Stampede Dam are all in the final stages and expect completion by late November 1969.

W. K. Ingram of Oroville is well underway on their slide removal project above Highway 70 east of Belden. This job was awarded to Ingram by Western Pacific Railroad.

The project consists of removal of an undetermined amount of slide material above the main track. The Ingram Company has installed a Kolman loader under the track and will transport the material to the loaders below without interfering with the train schedules.

The road from Dobbins to

(See MARYSVILLE Page 9)

See Ronnie!

See Ronnie's See-Saw Up-Down Goes Ronnie

By DOUG FARLEY, AL DALTON, DAN CARPENTER, KEN ALLEN and MARTY COORPENDER

California, one of the country's biggest construction states, is among the few showing signs of actively backing President Nixon's request for states and municipalities to join him in his anti-inflation construction cutback.

Governor Ronald Reagan (R) announced plans last week to defer state construction projects to the tune of \$200 million. However, at the same time, he lifted a temporary freeze put into effect on state contracts a week earlier to allow bids that were in the normal process to continue. "All bids that have been opened will be awarded," said Reagan. These contracts include \$100 million in highway awards.

The state's planned \$200-million cutback will be carefully followed so that no significant damage will be done to the state's construction program. Reagan has enlisted the aid of counsel and economists so that the cutback can be curtailed, if necessary "for the preservation of California economy." Reagan made it explicit that his program would not be implemented until the state is specifically informed of the federal cutbacks. "We are not going to be responsible for a duplication of efforts which would defeat the very aim of the President's program. It simply does not make sense to fire both barrels simultaneously at the same target."

While state officials await word from Washington as to the projects affected by the direct federal cutback, they will carefully review all state construction programs. A task force has been set up to inventory all the state's major capital outlays scheduled for awards or advertising in the next 20 months. Gordon Luce, the state's secretary of business and transportation will act as chairman of the task force and be assisted by representatives from all units of government and the advice of private economists and consultants. "Our task force will carefully evaluate all projects and their impact on the state's economy before making recommendations to postpone projects," said Luce.

There is little doubt that spending for highway construction will bear the brunt of California's cutback, and that construction of the state's massive \$3-billion Central Valley water project will be slowed. Reportedly, the Federal Highway Administration has already informed states that new starts on federal-aid highway construction are to be reduced 75% effective October 1. If this three-quarter freeze is effective through fiscal 1970, contract awards of at least \$2-billion could be deferred throughout the country.

Although Reagan refused to speculate upon which project would be curtailed, he said, "Obviously, the two biggest types of construction in this state are the water programs and highways, so those two would probably be more greatly affected than cutbacks in capital construction on the state university and college campuses." Regarding the water project, Reagan said the state would honor arrangements made with water users.

In quick response to Reagan's cutback plans, the state's AFL-CIO labor federation urged Reagan to change his decision because California would probably be among the hardest hit in Nixon's direct federal cutback due to the heavy construction of fed-

eral projects and installments in the state. "To compound that by additional slashes in state construction," said Thomas Pitts, secretary-treasurer of California's Labor Federation, "could mean financial disaster for thousands of California workers."

Labor's criticism of the planned cutback mirrors that of contractors in Nevada, who fear that direct federal cutbacks alone in their state may be enough to significantly prevent the industry from recovering from several years of recession.

Nevada's Association General Contractors chapter has written Nixon advising him to re-examine construction volume in Nevada and other areas of the West before putting cutbacks into effect. The association also urges him to "limit his cutback to those areas where the construction industry has been strained to capacity," notably in eastern boom areas.

"Although the Nevada AGC welcomes the cut in federal expenditures as a realistic way to fight inflation," said chapter president W. T. Donnels, "let's not single out construction as a whipping post."

Two new engineering firms have been signed under Independent Agreements. As of this date, this company has hired ten technical engineers and plans to hire a total of 20 men.

P.M.T. Associates, Inc. (Sacramento) and Haight & Weatherby, Inc. (San Andreas) have announced their merger under the new corporate name of Tevco, Inc. with each company carrying on its special practice as a Division of Tevco. William J. Schimandle has been elected president of the new company.

Granite Constr. Co. in Grass Valley is working the brothers long hours to complete the freeway before winter sets in. They are putting down hot stuff at the present time and will complete this job around Thanksgiving.

They also got a dam job to start on soon in Penn Valley.

Joe Vicini and Bennett Murray are working around El Dorado and Amador County. They keep most of the brothers working all winter.

We have another contractor who just went into business by the name of Shingle Springs Construction Company. They have been working a good number of our engineers in El Dorado Hills on a housing project. They also have an underground job going. We hope this company will stay around in the Local 3 area for a long time to come.

Dear Sir:

I am dropping a few lines to let you know how much I appreciate what Local No. 3 has done for my wife and me. She has been sick for the past three years and the benefits we have received from the union really helped us.

We have a good union and good men running it. Thank you.

Sincerely yours,
Jack C. Doyle

Spice of Life!

The U. S. Department of Labor reports that women work at a great variety of jobs. In 1968, 9.4 million did clerical work, 4.4 million were in service jobs other than household work, 4.3 million operated some type of machine, and 3.9 million were in professional or technical positions.



STATE SAFETY AWARD for "efforts in promoting, teaching and furthering the cause of safety" in Utah is presented to Aster Whitaker, District Representative in Salt Lake City. Presentation is being

made by Carlyle F. Gronning, Chairman of the Utah State Industrial Commission during the annual awards banquet of the 41st Utah Safety Conference in Salt Lake City.

Starvation Dam Only First Step In Utah's Water Plan

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

Starvation Dam is more than 99 percent complete and crews are moving rapidly on clearing the reservoir site. Starvation Reservoir should begin filling with water by the end of October. On completion water will be released through high pressure tunnels dropping some 2,000 feet through three power plants with water ending up in Spanish Fork, Sevier County and Salt Lake County.

Utah has only scratched the surface in their intricate and long-range water program. The three big projects of the program are the Bonneville, the Uintah and the Ute Indian.

The Bonneville Basin is a closed basin bounded by the Wasatch Mountains, which receives the lion's share of the present water, estimated at a cost of 324 million dollars.

Central Utah Project's primary purpose is for irrigation and recreational purposes and to supplement and replace water diverted to the Bonneville Basin, drawing water from sources such as Starvation Dam, Duchesne River and Strawberry Reservoir.

The Ute Indian Unit will be the grand finale of the three projects. It will consist principally of large aqueducts cutting across the south flank of the Uintahs, gathering streams and reservoirs tapping Flaming Gorge. Water gained from the Uintahs and reservoirs will be diverted by canals to Salt Lake areas and south to Nephi and Gunnison area.

Water has become one of Utah's most coveted commodities. We need all the water we can get our hands on. Who pays for all this? Basically the users, or approximately 80 percent of it.

The Ogden area has enjoyed a fairly good work season. Most contractors have let the brothers work a little overtime to compensate for a relatively short season.

We received our first snow storm of the season on October 1st. It has not interfered too much with the construction work, but it has made the contractors and the brothers realize that it is that time of year again.

We wish that we could paint a good picture for future construction work in the Ogden area, but

we cannot. Most of our work here is either near completion or in its completion stages.

We did have hopes of quite a few more freeways to be up for bid soon. However, from all indications the federal cut-back in highway funds has made it look bad for our future employment in construction. If there ever was a time for us to write our Senators and Legislative Representatives, now is that time. Let them know how it will affect your future income and remind them you are still a concerned voter in their district.

We do have a few things going for us which will help some. Great Salt Lake Minerals at Little Mountain are progressing with their Lithium Plant Foundation and office building. We are getting our share of this work thanks to some of our better contractors who have been doing work with them and those that are now working there and using Local #3 Engineers. We wish to thank J. B. Parson Construction, Gibbons & Reed and M. Morrin and Sons. We hope that we can continue to be of service to them on this job as well as others.

It is with great sorrow we send our deepest sympathy to Mrs. Frank Baker and family. Brother Frank Baker was accidentally killed while operating a 966 Loader, feeding a hot plant for Fife Construction Company in East Layton.

Documents have been signed giving a federal go-ahead for a \$600 million power plant project at the Kaiparowits Plateau in Southern Utah. Utah's congressional delegation looked on as Interior Secretary Walter Hickel approved plans for the tremendous project. If the privately-financed plant is built as expected, it would create a new city of nearly 30,000 people.

The signing of these documents ended nearly four years of negotiations between the federal government and Resources Company, a private company of three Southwestern utilities. The final approval, after the change in administration, was a victory for Governor Calvin Rampton and the Utah Congressional Delegation, who had worked for the project since 1965.

The Kaiparowits projects would combine a huge mine in low-grade

coal seams in the area with a major steam power plant to generate electricity for the Southern California power market. The plant would have a capacity of 5 million kilowatts and would use 102,000 acre feet of Colorado River water a year from Utah's share of the river for cooling purposes.

Construction of the mine and plant is expected to take 15 years to complete, although power will begin coming on line in about five years. The construction payroll will run an estimated \$95 million a year. More than 2,400 jobs are expected to be created by the project, chiefly at the mine. The complete power plant would require about 150 employees to operate.

The plant would be several miles from Glen Canyon City, Utah, where only a handful of people live, and about 20 miles south is Page, Arizona, a town of only 1,300.

Military officials are expected to announce soon the selection of a site for the second phase of a \$70 million program to find out if the nation's missile silos should be built in granite rock formations. Sites at Estancia, New Mexico and Cedar City, Utah head the list of possible locations for the \$41.8 million hardrock prototype silo program of the Air Force. The Betchell Corporation has been selected as contractor for the program.

Most present silos are built in such softer formations. Military planners want to know if missiles housed in silos carved out of tough granite beds would be more resistant to nuclear attack.

The Air Force's present series of experiments at Cedar City are to study air blast effects, and how shock waves from nuclear blasts travel through granite. Experiments next spring will be designed to simulate both air blast and ground shock waves that could result from a nuclear device being detonated at ground level rather than in the air.

Over Half Million

The number of disadvantaged and jobless persons enrolled in Department of Labor programs during July soared over the 600,000 mark for the first time in any month.

San Mateo Brothers Still Busy

By BILL RANEY & DICK BELL

Work in the San Mateo area has been good thru the summer months and is still holding out fairly well this fall. We are now half way thru October and work is still good with no rain yet.

Work on the W. E. Hahn Co. shopping center complex at the Old Tanforan Race Track site in San Bruno is showing progress. Buzz Haskins Co. is doing the grading and foundation excavation. Concrete is being poured for footings for the big Sears building on this site at the present time.

Guy F. Atkinson's new office building is showing good progress with the steel framework in place and the metal floors going down. This will be one of the largest buildings in the South San Francisco area where high rise restrictions are strictly enforced due to air traffic. Of course, Atkinson's office building is far from a high rise building but it is large enough to be noticeable.

Hood Corp.'s job on Polhemus Road in San Mateo is keeping some of the good Brothers busy. This same company has started their new job at Redwood Shores recently so they should stay fairly busy for some time to come.

There seems to be quite a bit of underground work in the area at the present time. Underground Const. Co. from the East Bay has two good jobs going at the airport. One is at Morrison-Knudsen's job for United Airlines and one is just starting a few hundred feet away for the City of San Francisco. So expect to see several of the Brothers busy on these projects for quite awhile.

San Francisco Airport is as busy as usual with several runway repair jobs going at present. Lowrie Paving Co. was low bidder on one such project and they got underway some time ago. Freeman Sondgroth Co. from Mountain View were low bidders on the largest of these repair jobs and have recently started this project which along with their site preparation work for American Airlines in the same area, is keeping a crew or two of engineers busy.

Piombo Const. Co. at the present time has several projects going. Bayshore Freeway widening in San Mateo, two fill jobs at the airport and one for the City of San Francisco which will allow United Airlines to expand their repair complex on the north end of the airport. The other fill job is also for the City of San Francisco on the west side of Bayshore in Millbrae. This job which was recently awarded to Piombo Const. Co. will allow two of the other airlines to build on this reclaimed land.

L. C. Smith Co. of San Mateo is keeping quite a few of the good brothers busy in this area as well as the San Francisco and East Bay areas. This company's job on the 280 Freeway in San Bruno is approaching the final stages as far as earthmoving is concerned.

Lew Jones Co. is doing the overpass and concrete structure work on the 280 Freeway project and seems to be making good progress. This project will eliminate a traffic bottleneck in this part of the county especially for workers at the San Francisco Airport. We could use more freeway projects like this in the area.

The semi-annual blood bank will be held in a different location this time. It will be on Nov. 15 at the San Mateo County Fair-

(See SAN MATEO Page 13)

Real Facts On Santa Rosa Quake

By RUSS SWANSON and BOB WAGNON

Earthquake in Santa Rosa hits 5.6 on Richter Scale. — Sure, everyone has heard of Santa Rosa now—but what a way to gain recognition! It's realized that Operating Engineers from Local No. 3 are working in most parts of the world and with this Engineers News reaching all of them we would like to give you the "Facts" as we see them.

First—may we say very emphatically "There was no looting" and we are very proud of this, but what did some of the radio stations and newspapers from other areas say? — you guessed it — "Widespread looting"—sure is an untrue bit of sensationalism at our expense. As a matter of fact the damage was considerable with the latest estimate running close to 10 million dollars. At this writing there are 72 structures seriously damaged, with 26 of them commercial buildings and 47 of them residential buildings. Another 128 buildings suffered minor damage.

Visual damage, which could be seen by those of us in the area, was pretty much as follows—broken dishes, lamps turned over, refrigerators toppled in some instances, chimneys (brick) laying on the grass or beside the buildings, stores in downtown area with a tremendous plate glass loss, pictures turned about on the walls, grocery stores and other retail stores with aisles filled with broken merchandise. We can go on and on but we are thankful for only minor injuries. Now the Federal Agencies are making arrangements for low cost loans and things are fairly well back to normal.

Looking at work in progress we find Highway 101, near Piercy, with Peter Kiewit still on two (2) shifts but nearing the end of the major portion of the dirt. Same highway near Leggett we find Vinnell now only on one shift but just like its neighbor in the south, Guy F. Atkinson, is now in the finishing stages. By the way, the Project Manager Jim Porten now heads the Guy F. job in San Jose and Jim Burberry steps up to the head job at Leggett. Another familiar name is Bob Wieskotten, who has owned Hanley's Resort near Calistoga and now he is the Super for Fresno Paving who has just finished work at Boonville and now on the finishing of the Guy F. Atkinson contract at Leggett.

Nalley Const. with dirt on



CONGRATULATIONS were in order for Brother Ivan D. Myers, far right, as he received his 35-year Gold Card during the recent District Meeting in Ukiah. Shown congratulating Brother Myers are (l to r.) T. J. "Tom" Stapleton, Recording-Cor-

sponding Secretary; Paul Edgecombe, President; Buck Hope, Financial Secretary and District No. 1 Representative; Fran Walker, Trustee, and Garth Patterson, District No. 10 Executive Board Member and Brother Myers.

★ ★ ★

Branscombe Road completed and Absco Paving doing the paving. Art Siri in same position on Willits road job and if the weather holds should complete paving soon. Morrison-Knudsen picking off a couple of slide removal jobs with locations at Cummings, Navarro and Covelo, with Project Manager Jack Cwens, who, incidentally, comes with good recommendations from many business agents in the Seattle area and with Johnny Hinate and Woody Wilson as Foremen, we are sure the jobs will progress nicely. (You know, of course, Hincite is the Sacramento Executive Board Member, but he sure likes this Redwood Empire country, we guess, because he has been here the full season.)

Brooktrails with good prospects on another phase next year but presently Joe LaMalfa doing the paving and McIntire & Quiros still putting out the stakes. Blasi Ergelke finished at Boonville but still working at Cloverdale. Dowd starting on Kelseyville school job and also busy in Santa Rosa area, as is Siri Const. — Argonaut—Reichhold & Jurkovich — Rock Plants at half throttle—Huntington Bros. about finished in Sebastopol and Napa road jobs but

★ ★ ★

working in Vallejo Area.

Harold Smith in finishing stages at Rutherford job—Lange Bros. at various locations in Lake County with Absco Paving complete in the Hot Plant set-up in Hidden Valley—Teichert with a new job in Calistoga—Rapp Const. finishing K Mart and Chanate Road in Santa Rosa—many other small jobs but so many of them in the final stages.

Camp Murietta—just in case you are interested, there are openings—contact the Dispatch Office if you would like to go—\$6.00 per day charge for room and board, but a tremendous lot of training—unemployment benefits still available while at camp.

Meetings. — Many thanks for your excellent turnout at the last Ukiah District Meeting—a number of interesting questions were asked and the Officers were real pleased at the interest shown. Don't forget — the next regular District Meeting will be held on December 4th in Santa Rosa at the Vets Memorial—incidentally, a 35-year membership card was given to Ivan Myers, which means he has retired after continuous good standing in Local Union No. 3 for the past 35 years.—Good Luck, Ivan.

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Ukiah City Employees. — The employees of the City of Ukiah have asked us to represent them. We are in the process of having meetings, etc., so any help will be greatly appreciated.

Construction Cut-Back. — Don't forget to write all of the representatives in government protesting the possibility of a cut-back in construction. The more letters sent—the more your representatives will see the concern of the voting public.

Personal. — We have had no cards from any of you rock hounds as requested in our last issue—contact us so we can get you acquainted. Also, in our next issue we will give you information of Brother Voss, who is a Basalt employee, but also finds time to work at various jobs with the school board. If there are others who do likewise, let us know.

Labor Dept. Has New Contract, Wage Offices

SAN FRANCISCO—The federal government seeks to get "closer to the people," in response to White House directives, and one way that is paying off is the delegation of decision-making authority to U. S. Department of Labor men located in or near the communities they serve.

Newly established area offices of the department's Wage and Hour and Public Contracts Divisions have been announced to give firsthand service to employers and workers who want to know about their rights and responsibilities under the federal wage-hour law and numerous public contracts acts.

Ken Hedberg, San Francisco-based western director of the federal wage-hour divisions, said the newly upgraded offices are headed by career men who have been promoted to "area directors." They include:

San Francisco — Charles D. Haas, 50 Fulton Street (94102). Phone (415) 556-6815.

Oakland — Earl L. Henderson, 354-21st Street (94612). Phone (415) 834-4121, ext. 164.

Sacramento — John M. Silver, 650 Capitol Avenue, Room 8102 (95814). Phone (916) 449-2346.

(See LABOR Page 13)



BREAKING OUT (or up) the old Santa Rosa Jail are Brother Engineers (l. to r.) Ken Olson, Boss; Ken Rains, Oiler and Bob DeVail, Operator. One of

Brogden's cranes is being used in the process of demolishing the old jail.

Parking Space Grows

As San Jose Building Boom Sets Brisk Pace

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

Work in District 9 is holding up well, with Contractors attempting to complete jobs before the rains.

The excavation and ground-work is complete on the Downtown Plaza, and the actual building is now underway. The City of San Jose is developing a 700 car Parking garage on the adjacent lot.

At the San Jose State College work is well underway on the multi-level parking garage that will add 2000 spaces for cars for the students and faculty. This new facility will be six levels high. The 4½ Million dollar is scheduled for completion next Spring.

A. J. Raisch Paving Company is keeping the Brothers busy at the San Jose Airport. They have just been awarded a contract of \$419,954.00 for a paving overlay that will give the Airport 8,900 feet of usable runway length. Completion is expected in January 1970, and the strengthening of the runways and taxiways will enable jetliners to use the entire runway length.

At Reid-Hillview Airport a new terminal building is underway. The \$1,530,759 contract for this job was awarded to Haneberg-Koch, Inc., of Mt. View. The two story building will cover Aircraft services, bar and restaurant.

A quake proof high-rise is scheduled to be built on a square block of land opposite the Mission Street entrance to the San Jose City Hall. The 9 Million dollar twin tower office building will use a patented and revolutionary dynamics support system. Concrete columns will support about ten (10) floors of offices in each tower. One thousand parking spaces will be available below the ground level. In Mt. View, excavation is completed on a similarly constructed twelve story building under contract to Nicholsons-Brown, Inc., of Santa Clara and Adams & Rhodes, Inc., of Mountain View.

The project is expected to cost about 5 Million dollars and will be completed next Spring. The buildings will be the first structures ever built that will not have any interior or exterior columns. Flexible floors are free to move with strain under the system. Rigid testing on a computer model of a similar building showed that it would survive a severe earthquake.

Work is scheduled to start on the widening of Lawrence Expressway from four to six lanes and the construction of a diamond interchange at Lawrence and El Camino Real. This will be a \$1,750,000.00 job to run seven miles along this major expressway.

The eight Million dollar Sears Development on Wolfe Road and Stevens Creek Blvd. is now underway and will keep the Brothers busy for some time.

Ebert-Spartan Construction Company were the low bidders on a \$190,095 contract for the installation of a 30 inch sanitary sewer and a 54 inch storm drain in the vicinity of Capitol Expressway and Monterey Road in San Jose.

Work has picked up at the University in Santa Cruz. Carl Swenson and Granite Constructors are the Prime Contractors. Carl Swenson were also awarded a two Million dollar contract on the Wrigley Plant.

Madonna Construction have started the Sky-line job at the top of the Santa Cruz grade. They are also busy on the over-lay job on Hiway No. 1 and around Greenfield.

Harold Petersen Company are busy at Camp Roberts doing the paving and road repaving.

On the P.C.A. project at Davenport, Granite Construction has the big part of the dirt moved and they have started to put in the Conveyor. Triangle Crane is doing the placing, with Dinwiddle construction putting in the bins for the materials. Concrete Central Supply Company are furnishing the concrete for the bins. Cantrell Steel Co. were awarded the contract to install the Crushers.



OUTSTANDING SHELL COLLECTION is displayed by Brother Charles Reeves who has made a hobby of diving and collecting for over fifteen years. Brother Reeves prized possession is the Black Coral tree-like spray and was found at depths ex-

ceeding 200 feet. Although many of the shells once abounded in Hawaiian waters, they are much harder to come by in recent years since collectors have made tremendous inroads.

Hawaii's New State Capitol Due Completion This Month

By HAROLD LEWIS,
Sub-District Representative,
WALLACE LEAN, BERT
NAKANO, WILFRED BROWN
and KENNETH KAHOONEI,
Business Representatives

The mysteries of the ocean depths unfold when expert skin divers bring forth the treasures of the sea and their many adventurous tales of their exploits.

One such skin diver is Brother Charles Reeves who has been diving and collecting shells for over fifteen years. Brother Reeves has an outstanding shell collection usually found in depths of approximately 150 feet or more. He has prize helmet shells, conch shells, trumpet shells, mother of pearl and many other assortments of shells. His prize collection which is indeed rare found in depths exceeding 200 ft. is his Black Coral tree-like spray (shown in center of photo). Brother Reeves' collection of shells is found entirely in the Hawaiian Island waters.

Encountering sharks and other creatures of the deep is common to Brother Reeves. A real find was when Brother Reeves had discovered a bed of "Conch" shells that covered an area larger than a football field. With the abundance of shells at his disposal, all that was brought to the surface was a dozen of the best shells he could find. As mysterious as the ocean is, Brother Reeves was never able to relocate the area again.

CONSTRUCTION INDUSTRY — The State Capitol (constructed by Reed & Martin, Inc.) will be officially completed by November 1, 1969. It took four years to be completed. Construction on the building started November 1, 1965. It was estimated

at that time to cost \$15 million. Now it is estimated that the cost has exceeded \$30 million. Work crews of Reed & Martin, Inc. are now winding up construction of the underground parking lots which occupy more than two acres of the eight-acre parcel of land on which the Capitol is located. 440 parking spaces will be placed in the parking lots at the Ewa and Diamond Head ends of the Capitol.

The worlds first jumbo-jet terminal at the Honolulu International Airport has been estimated at \$32 million includes several projects of expansion. Brother Henry Hooke (Crane Operator for Hawaiian Crane & Rigging, Ltd.) can be seen busy working on this project.

Haas & Haynie Corporation, one of the general contractors out there, is 2½ months ahead in schedule and will have his portion of the airport ready by December. With the completion of this phase, over 5,000 cu. yds. of concrete will have been poured to cover more than 130,000 sq. ft. of floor space. This includes ramps, taxi ways and domestic and foreign arrival buildings.

Hawaiian Dredging & Construction Co., Ltd., another general contractor, also has a part in the expansion of the Honolulu International Airport. They are in charge of the parking lot in front of the John Rodgers Terminal. This phase should also be completed by December, making extra parking stalls available for the general public. The project, by itself, will have five levels of parking by January 31, 1970.

Island Construction Company is still going full blast in the Kailua highlands and swamps. The Kailua area is the home base for this employer, though many other

projects are in progress elsewhere, such as: Pearl Harbor Heights, Queens Land and Kailua Ridge. Future development includes 91 acres of McCandles Estate Lands, 198 acres at Halawa, 32 acres in Niu Valley and 535 acres of Castle Estate Lands. Brother Victor Ohelo, Steward for this company has been doing a good job. There are 50 Engineers who are employed by Island Const. at the present time. Some of the old-timers are Brothers Abel Waikiki, Tommy Tilton, Jonah Kipi, Kazuo Marumoto, Julian Gaspar, Luis Kaleiwahea, Larry Azama and Richard Azama.

ASPHALT INDUSTRY — Hawaiian Bitumuls & Paving Co., Ltd. recently completed 10.8 miles of resurfing of Kamehameha Hwy in 14 days. Starting from Kahuku (the northern point of the island) and ending up at Kahana Bay. Brother William Ko, steward of this company, informs us that the company will be hiring 12 more Engineers in the very near future due to the tremendous work load.

TRUCKING — The Engineers of Kam's Express have recently elected Clarence "Hoss" Richardson as their new Steward. Brother Richardson has been a member of Local #3 for over 7 years.

CONTRACT NEGOTIATIONS — Negotiations on Reopener for Hawaii-Kai Community Service are now in progress. We are in hopes of reaching an agreement before this goes to press.

CONDOLENCES FOR SEPTEMBER DEATHS — Our deepest sympathy goes to the families of our recent departed Brothers Peter Wong (Hawaii's First Pensioner), Francisco Valdez (Employed with J. A. Thompson & Son, Inc.), Richard Punihale.

Social Security & You

"Disability has no respect for age. It strikes the very young as well as the very old. If you doubt this statement, visit the children's ward of one of the hospitals in this area," said J. Leland Embrey, Social Security District Manager in San Francisco.

Congress recognized that some of these young people would never be self-supporting. They realized that some provision had to be made in the social security program for their future support. So in 1957, an amendment was passed enabling benefits to be paid to severely disabled adult children age 18 or over based on the earnings of a retired, disabled or deceased parent. To qualify as a disabled child, the disability must have begun before the child was 18 years of age. Whether the disability is mental or physical, it must be severe enough to keep the person from engaging in meaningful employment.

"Benefits for persons disabled in childhood, like other social security benefits, can start only after an application is filed," Embrey said. "I can't emphasize too strongly," he continued, "the necessity for filing social security claims on time. I am not referring solely to disabled children's claims. Applications are retroactive for only one year, so early filing sometimes saves thousands of dollars in lost benefits."

If a child with a severe disabling condition is now receiving social security benefits which will stop when he reaches 18, an application for childhood disability benefits should be filed about six months before the 18th birthday. This will allow enough time to process the claim without interruption in receipt of the monthly check.

Further information about this provision of the social security law can be obtained from your nearest social security office. In San Francisco, offices are located at 303 Golden Gate Avenue, 145 Columbus Avenue, 761 South Van Ness Avenue and 5815 Third Street.

Poor Working Girl

Recent Department of Labor research shows that 9 out of 10 girls will work some time during their lives; nearly half of the women in the population between the ages of 18 and 65 are currently in the labor force, and this percentage continues to rise rapidly.



PANORAMIC PHOTOGRAPH of the old Union fund memories to many an old time man. The new shed was being done by Granite on the spread included (l. to r.) Gordon Duke Plaskett, Austin; Harry Thompson; Universal Truck Crane; Graydon Dawson; Dawson on the 30 Cat. Teamsters in the

STEWARDS'S SPOTLIGHT

J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending September 5, 1969			Week Ending October 3, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
2	George R. Kiefer	Guy Jones	12	Clair Doyle	A. Whitaker
6	Clarence Wilson	Guy Jones	12	Roland B. Enlow	A. Whitaker
5	Samuel Roberts	Kenneth Green	12	William Howard	A. Whitaker
5	George Moon	Bill Relferford			
5	Wendell Seward	Bill Relferford			
1B	Thomas Sheldon	B. Raney			
1D	Charles Mitchell, Jr.	B. Nakano			
1D	George Lincoln	B. Nakano			
1D	Eugene H. Lyman	B. Nakano			
1D	Victor Ohelo, Jr.	W. Brown			
1D	Lylburn V. Portlock	W. Brown			
1D	Archie Tanabe	W. Brown			
1D	Peter Kuilipule	B. Nakano			
3	L. L. Logan	A. Dalton			
8	Paul Zinda	A. Dalton			
8	Richard Burgess	A. Dalton			
8	Gerald Flynn	H. Eppler			

Week Ending September 12, 1969			Week Ending October 10, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
4	Darel Garey	Eugene D. Lake	1C	Francisco P. Duenas	A. Smith
6	Martin Baston	Dan Senechal	1C	Dale G. Starkey	A. Smith
6	Harry C. Freeman	Ken Allen	1C	Ralph Vernon	A. Smith
6	Brov Evans	Dan Senechal	1C	John Ferreira, Jr.	A. Smith
7	Henry Waits	Lake Austin	1C	H. W. Burnett	A. Smith
7	Paul Betz	Lake Austin	6	Robert F. Dyer	A. Smith
7	Jerry Thompson	Lou Barnes	10	Jack Perkins	H. Huston
11	Jean Williams	Bud Jacobsen	12	Lane Chynoweth	A. Whitaker
			12	Jack Corbett	W. Talbot
			5	Norby Flanagan	C. Odom

Week Ending September 19, 1969			Week Ending October 17, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1	Don Ruffner	Aaron Smith	5	Martin L. Sondergaard	C. Odom
1	Donald Elk	Ray Cooper	5	Virginia Prochaska	C. Odom
11	Ian H. Crinklaw	Bud Jacobsen	5	Robert J. Yettman	C. Odom
			5	Raymond L. Podson	C. Odom
			5	Henry Nunes	C. Odom
			5	Anthony Mesquita	C. Odom
			5	George F. Bronner	C. Odom
			5	David W. F. Johnson	C. Odom
			5	Harold P. Camp	C. Odom
			5	Santiago R. Escobedo	C. Odom
			5	Carroll L. Masters	C. Odom
			5	Ben Miller	C. Odom
			5	Joseph Aliviera, Jr.	C. Odom
			5	James C. Spiller	C. Odom
			5	Ray Driver	C. Odom
			5	Willie O. Green	C. Odom
			5	Ruth Galloway	C. Odom
			5	Larance M. Ridgson	C. Odom
			5	Zester Bolen	C. Odom
			5	Redger Bruce	C. Odom
			5	Larry Braden	C. Odom
			5	Cody Deaton	C. Odom
			5	Ras Stark	C. Odom
			11	Jerome Archibald	G. Bishop
			11	J. F. Roseberry	G. Bishop
			11	Frank Etchison	G. Bishop
			11	Larry Simpson	G. Bishop
			11	Marcus H. Thomas	G. Bishop
			11	C. L. Carter	G. Bishop
			11	Gerald Gess	G. Bishop
			12	Norman Warr	A. Whitaker
			12	Jim Telaroli	A. Whitaker

Week Ending September 22, 1969			Week Ending October 24, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
9	Dunard Sims	Wm. Harley Davidson	1C	Fred Allen, Sr.	A. Smith
			4	Edgar L. Auld	R. Cooper
			4	James H. Reynolds	R. Cooper
			6	Sam Clark, Jr.	H. Huston
			6	Clifford Roper	H. Huston
			6	Tom Farmer	H. Huston
			6	George Hoopes	D. Farley
			12	Dennis Rowley	A. Whitaker
			2	Leon Strubbe	N. Casey
			3	Louis Sanguinetti	R. Talbot
			9	Dunard Sims	R. Skidgel
			9	James J. Simmons	R. Skidgel

Week Ending October 3, 1969			Week Ending October 24, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1A	Guy Creason	A. Hansen	3	Victor Goodnol	W. Talbot
1C	Jim T. York	A. Smith	3	Harry R. Geddes	W. Talbot
4	Roy L. Jones	R. Cooper	1B	James Jensen	A. J. Hope
10	Richard N. Williams	R. Swanson	8	Dan Curry	A. J. Hope
10	Olin Rogers	R. Swanson			
12	Kenneth Johnson	A. Whitaker			
12	John Edman	A. Whitaker			
3	Harold Bowen	W. Talbot			

SAFETY COMMITTEEMEN APPOINTED

Week Ending September 5, 1969			Week Ending October 3, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
5	G. F. Harmon	Kenneth Green	3	Jay Victor	W. Talbot
8	Ray Purdy	Dan Carpenter	2	Don Telford	N. Casey
8	Ruben J. Torres	Dan Carpenter			

Week Ending September 12, 1969			Week Ending October 10, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1D	Noboyuki Fukushima	B. Nakano	1C	Henry W. Franz	A. Smith
1D	Douglas Tsutsui	Bert H. Nakano	10	Lee Jackson	R. Swanson
6	Earl Knouse	Dan Senechal	3	Sidney Armstrong	W. Talbot
1D	Asaji Miyazano	Bert H. Nakano			
4	Leo Picard	Ray Cooper			
6	E. C. Harryman	Dan Senechal			
6	William W. Bunting	Ken Allen			
7	Everett Robinson	Lou Barnes			
11	Gary W. Rose	Bud Jacobsen			

Week Ending September 19, 1969			Week Ending October 17, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1C	Harold Thompson	Aaron Smith	5	Ardis Crose	C. Odom
4	Willard Gamel	Ray Cooper	5	John Taylor	C. Odom
10	Max Lennon	R. P. Swanson	4	Warren Roush	R. Cooper
11	Wm. G. Deighton	Bud Jacobsen	4	Earl Vogt	R. Cooper
			4	Roy L. Jones	R. Cooper
			11	David Johnson	G. Bishop
			11	Eugen Harris	G. Bishop
			11	James T. Trease	G. Bishop
			12	Gerold Madsen	A. Whitaker
			12	Leland Gray	A. Whitaker
			12	Al Pehrson	A. Whitaker

Week Ending October 3, 1969			Week Ending October 24, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1A	Guy Creason	A. Hansen	3	Victor Goodnol	W. Talbot
1C	Jim T. York	A. Smith	3	Harry R. Geddes	W. Talbot
4	Roy L. Jones	R. Cooper	1B	James Jensen	A. J. Hope
10	Richard N. Williams	R. Swanson	8	Dan Curry	A. J. Hope
10	Olin Rogers	R. Swanson			
12	Kenneth Johnson	A. Whitaker			
12	John Edman	A. Whitaker			
3	Harold Bowen	W. Talbot			

How Many Gain Steady Work?

More than 400,000 unemployed persons are enrolled at any one time in various job-training and work-experience programs under the Department of Labor's Manpower Administration.

Oakland Picks Up 40 New Oiler Jobs On S-P Cranes

By NORRIS A CASEY,
District Representative
and Guard

Work in Oakland is still holding up quite well. We do not, at this writing, have many men out of work. Of course, with winter just around the corner, and with all the talk of a cut back, no one knows what the future will bring. It seems that, as usual, the big money politics have all their guns loaded for the working man. Everyone should write their Senators, The President and anyone else they think can help stop the cut back.

In the past month, we have had a change in Personnel in Oakland. Brother Bob Mayfield was transferred to the Marysville office, Brother Don Luba was transferred to San Francisco as District Representative. I can say both fellows have done an outstanding job for the membership of Local No. 3 here. They were both needed in other areas. Good Luck to both.

Brother Herman Eppler was transferred into Oakland and has replaced Brother Bob Mayfield in Upper Contra Costa.

Brother Al Swan was hired and he replaced Brother Don Luba in Downtown Oakland.

We have had our usual amount of contract violations, wage disputes, jurisdictional disputes and other problems in the past month. We appreciate the assistance given us, in most cases, by the Brothers on the jobs.

In the past month, there has been approximately forty oilers sent out on the Self-Propelled Lifting Devices from this office. As you know, suits have been filed against most all the manufacturers for mis-rating the machines. We have to test most of them to be sure. The contractor is either finding one that is under ten ton or is moving them off the job.

QUARRYS, EQUIPMENT DEALERS & SCRAPYARDS

By ALEX CELLINI

The Rock, Sand and Gravel Industry at present, is booming with Rhodes and Jamieson in Pleasanton. They are working two shifts, harvesting and milling material to the tune of 97,000 tons of white paving for the Fredrickson and Watson project at the Altamont Pass, which has put an additional ten Brothers to work at this plant. Niles Sand and Gravel has the water pumped from one

of their big material holes which will provide another 300,000 tons of material for their operation and being the material is already wet, the winter rains shouldn't hurt the operation of harvesting, they hope!

The Equipment Dealers are still hard at it. International Harvester Construction Equipment in Newark is very busy at this time with a great deal of customer repair work in the shop and field. They have a couple of field mechanics working at the Yreka project for Gordon H. Ball, who has nine pieces of equipment there. The parts department also has been very busy with customer parts and shipping to other areas. Most of the other equipment dealers are also very busy at this time.

The Scrap Iron and Ship Repairs Industry on the Oakland waterfront has been, and still is, touch and go with some of the Maritime people on strike.

SOUTHERN ALAMEDA AND SOUTHERN CONTRA COSTA COUNTIES

By JERRY ALGOOD

In 1869, William Mendenhall laid out a 100-acre parcel of land into town lots and named it Livermore. The citizens of the Southern Alameda County community, that has blossomed on that original 100 acres and spread far beyond, are winding up a six-month celebration of Livermore's 100th anniversary.

Less than 20 years ago, Livermore was a peaceful little community of 3,000 people, oriented to the ranching and agriculture in the surrounding valley and hills. In a few short years, however, the long established families of Livermore were catapulted into the nuclear age and overrun with newcomers when the University of California's Lawrence Radiation Laboratory was built on the outskirts of town.

Since then the population of Livermore has multiplied more than 10 times and a new sophistication has come to the community, along with a lot of new problems.

The Livermore Valley was first explored and described in 1772 by a party of Spaniards. It wasn't until Mission San Jose was established in 1797 that the area began to be used for agriculture. Then known as Valle de San Jose, Livermore Valley became a grazing territory for herds of cattle

turned loose on its wild grasses. The only inhabitants of the area to disturb the cattle were the native Indian tribes.

William Mendenhall arrived in California in 1845, reaching Sutter's Fort in Sacramento on Christmas Day, several years ahead of the hordes who trekked to California after gold was discovered. Mendenhall moved to the Livermore Valley in the late 1850's and in 1866 bought 608 acres where the town of Livermore is now located.

The factor that spurred him to lay out the town of Livermore was the building of the first railroad through the valley. The Central Pacific Railway, now Southern Pacific Railway, sent its first train through the valley in 1869, the year of the first transcontinental railroad. For a while it looked like the track might be laid next to the already established settlement of Laddsville, which was centered near what is now the intersection of Junction Avenue and East First Street.

Alphonso Ladd built a hotel there in 1864 and within a few years business and residential structures had been built around it, forming the valley's first community. Mendenhall wanted the railroad to pass through Livermore, so he donated 20 acres to the company for a depot and laid out the new town adjacent to it.

Rivalry between Laddsville and Livermore continued for a while longer, but a fire hit Laddsville in the 1870's and the community never recovered.

After its founding, 60 years passed before the City of Livermore reached a stable population of 3,000. The community was incorporated in 1876. Residents had voted against cityhood but the State Legislature forced it on them anyhow.

The economy of Livermore area gradually changed as new men with new ideas came along to infuse vigor into William Mendenhall's creation. To a large extent, the Mediterranean type climate and the rocky soils in the Livermore Valley determined its economic future.

In the 1880's the first of what were to become world famous wines were produced in the area. Among the first vintners to recognize the potential of the Livermore Valley were Carl Wente and James Concannon, names that

(See LIVERMORE Page 9)



Ice shed taken in 1929 should bring back memory of Operating Engineers. Work on the Construction Co. and men and equipment. Pope on 30 Cat; Brother Adams, 6A Blade; on Kelley Springfield Roller; Orville Smith on Foreman; Ed Young on Ballwagon and Dick picture were not identified.

Livermore's 100th Year

(Continued from Page 8)

have become popular wherever fine wine is enjoyed.

Truck crops and the gravel industry were others that added to the diversity of Livermore.

The renowned Livermore Rodeo, an outgrowth of fiestas staged by Robert Livermore long before, was established in 1918. Oil wells, now commonplace in the surrounding hills, were drilled in the early 1900's.

For all the changes, however, Livermore was still pretty much the same town as late as 1950. The arrival of the radiation laboratory in 1952 brought the end of one era and the beginning of another; much to the discomfort of many who had been born and raised in Livermore and enjoyed the quiet, rural atmosphere. Now, devastating nuclear weapons are designed where, not long before, wild grasses grew.

Civic boosters mention with pride the fact that Livermore has more Ph.D.'s per capita than any city in the country, a claim that has also been made, however, by several other communities. Employees of the radiation laboratory and the other exotic new industries that sprouted in recent years have created a genuine intellectual community, full of new ideas.

Culture is rampant now in Livermore. Drama groups, a symphony, and art shows have become familiar. A gleaming new library is filled nightly during the school year with the children of ambitious parents. City officials grapple with the complex problems of smog, traffic, municipal finances and education that weigh heavily upon the booming city.

Subdividers take over acre after acre as more and more people decide that they too, will make their future in Livermore. Many moved to the area because their jobs were there. But nearly all, including the increasing number of commuters settling there to drive elsewhere to work, like the small town atmosphere that still manages to prevail.

UPPER CONTRA COSTA COUNTY

By HERMAN EPPLER

Work around the Contra Costa picks up its pace to get as much work done this summer as possible before the rains come.

There are many projects at this point in our work season. One good project for the crane operators and oilers has been the Stauffer Chemical Plant, located at Martinez. Winston Bros. are the general on this job, however,

OAKLAND GRIEVANCE COMMITTEE

On October 13, 1969, Brother Ralph Prince, S.S. No. 563 42-7046, who had been serving as Grievance Committeeman in Oakland passed away.

William V. Adams has been made interim appointee to serve on the Committee until the next District No. 2 Quarterly Meeting at which time an election will be held. The meeting will be held on November 13, 1969.

Winston Jones has several cranes along with their operators rented to this job. This plant will produce sulfuric acid and is better than 50% complete now.

Perini & Association have many operators working on the eastern side of the county at Antioch. The new Terex equipment purchased for this project has proved very profitable and with the weather holding good, they will be into sand around the first of November and many of these operators will be able to work part of the winter months.

The big P.G.&E. Plant located at Pittsburg, will be gaining a new smoke stack this winter. Work is now under way by McDonald & Nelson Company at this plant. There is much activity around this type of job with all the crafts working elbow to elbow. There is a lot of iron to be erected here and American Bridge Company will be one of the major contractors along with Weisner & Becker.

M & K Construction are putting the finishing touches on their jobs at Pittsburg. This is two overpasses on highway 4 and will be a real time-saver for commuters from that side of the county.

Dan Caputo is lining the Walnut Creek, which flows through the valley. This lining will be vertical concrete walls connected to a solid floor or concrete base. Their job connects to the existing liner above Treat Road and can be seen from that intersection.

Peter Kiewit and Gordon Ball, working on the freeway between Walnut Creek and the Broadway tunnel, are both more than 50% complete and we hate to see jobs of this size come to an end. Many Brothers are employed by these two companies year round and these two projects are well within schedule. This job will relieve traffic congestion between here and Downtown Oakland in those bad hours of 8:00 a.m. to 5:00 p.m.

WEST CONTRA COSTA By TOM CARTER

The work in the area has been holding up quite well this fall. The Rapid Transit work in Berkeley and Richmond has kept many Brother Engineers busy this year.

At the present time, Fruin & Colnon still has a large crew on the North Berkeley Station and underground subway. This job is about 75% complete, but enough work still remains to keep most of the crew busy till next spring. This same company is also working on the section through El Cerrito to 23rd Street in Richmond. Part of this job consists of crossing highway 50 and this is being done by crossing two lanes, putting in the structure, then backfill the complete section and open it to traffic while two more lanes are crossed.

J. F. Shea Construction Co. is busy working on the two underground subway sections that will tie into the new South Berkeley Station, that is due to be let this month. This station will be below ground level in an open cut with landscaped slopes on both sides.

Rothchild & Raffin Co. started the preliminary work on the station and maintenance shops at 13th Street in Richmond. This job was let last month and at this time, they are grading the site and putting in the underground.

Marysville

(Continued from Page 4)

Camptonville across the 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-Yuba Assoc. construction contractor on the project, apparently feels excavation 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.

This road will have to be accepted by the Road Commissioner of Yuba County before it is turned over to the county and opened to the public.

The Bullards Bar project is now 99% complete. Water will probably be released from the reservoir in about three weeks in order to test the new Colgate and Narrows Powerhouses. The outflow at Bullards Bar Reservoir has for some time exceeded the inflow.

Dredging



By GUY JONES

MOST CREWS WAITING FOR WORK TO BREAK!—With the exception of Clamshell dredging, Keiwi Dredging clamshell dredge, "Thelma" on the Bethlehem Shipyard Job. This job is running two shifts and will continue into the winter months.

Umpqua Dredging is back working again with three shifts, at this writing, after their shut down due to the Tugboat strike, which lasted some six months.

Dutra Dredging, going right along on their Santa Clara County drainage job. They have two Clamshell dredges plus two draglines working this project.

Great Lakes Dredging have been working their dredge, "Boston," loading out 1500 yard mud barges. They have used their 18 yard Clam throughout this job. They have been picking up extra work on this project and have been working one shift.

Olympian Dredging Company have a few jobs around the bay and that is about it at the present time.

Western Pacific Dredging Company have finished their job in Sacramento. They have loaded their dredge, "Polhemus," on a sea going barge to be used in the Portland area.

Ideal Basic Industries Inc. (formerly named Ideal Cement Co.) has applied for a five-year extension of its U. S. Army Corps of Engineers permit to dredge for oyster shells in the southern part of San Francisco Bay.

Alf Ekland, permits officer for the Army's San Francisco district office, said the application covers a strip of the Bay several miles long in San Mateo County north of the Hayward San Mateo Bridge.

If granted, the extension would automatically extend the life of Ideal's permit to dredge in a much larger portion of the Bay South in Alameda and San Mateo counties, he said.

Ideal's dredging permit, which was granted in 1923 and extended numerous times, expires on Dec. 31, 1969. Ekland said the dredging is exempt from the jurisdiction of the San Francisco Bay Conservation and Development Commission under the "grandfather clause" which exempts projects started prior to Aug. 17, 1965.

FAULTY REFUELING EQUIPMENT.—Many accidents have occurred from faulty equipment or improper practices during refueling operations. The fuel truck operator has a particular responsibility and the following are a few rules that he should follow. All engineers should be aware of these rules, and make sure they are followed by the fuel truck man if he gets lax.

USE ALL POSSIBLE care to prevent running fuel tank over. Should fuel be spilled, be sure that no fuel is on the equipment before restarting.

Fill the tank from the windward side whenever possible to prevent excessive burns in the event of ignition.

Allow a sufficient vapor space in the fuel drum or tank to permit expansion of the liquid with the changing temperatures.

Equip motors having sparking contacts with explosion proof enclosures.

Install adequate hold down devices to anchor each drum or tank in a suitable manner to prevent movement. Turnbuckles, tie rod and eye bolt connections or similar positive action devices for drawing the tank or drum down tight on the truck bed are recommended.

MARK EACH SIDE and rear of the refueling truck with the words "Flammable—NO Smoking" in letters at least three inches high. Each container should be marked as to its contents.

Equip each vehicle with at least one suitable size extinguisher having a C rating.

(See more DREDGING Page 15)

More Members Qualify For Auto Insurance

★ ★ ★

Plan Now Available To Most

By JAMES "RED" IVY
Credit Union Treasurer

The qualifying requirements for the Credit Union Group Auto Insurance program have been modified to make this greatly reduced insurance available to all Credit Union members who either are financing a car through the Credit Union or who have a share balance of at least \$2000. This replaces the previous plan that limited plan to those financing autos only. Expansion of the program is based on the outstanding savings members are reporting for coverage that the Credit Union has determined to be as comprehensive as any available on the market.

Coverage can be obtained directly from SITCO, the broker for the plan, and can be paid in quarterly, semi-annual, or annual installments. To find out whether it is worth your while to join the Credit Union for this and the other benefits offered you, fill out and mail the attached coupon to:

SITCO
P.O. Box 10113
Oakland, California 94610

The Insurance Rating Board, which calculates the premium necessary to pay policyholders claims, came out September 3 with auto rate increases that run as high as 28% on liability, 43% on comprehensive (fire & theft), and 29% on collision.

The largest premium rate increases apply to the "Family" auto policy most commonly issued in California, and do not apply to the Special Auto Package issued under the Credit Union's Group Auto Plan.

Under the Credit Union's Group Plan rates are guaranteed for one year from the policy date regardless of whether a member chooses to pay quarterly, semi-annually, or annually.

The Plan is underwritten by Premier Insurance Company of Transamerica Corporation. 24-hour, nationwide claim service is provided by the General Adjustment Bureau, which has 3,600 adjusters in 735 Branch Offices throughout the United States.

Tit For Tat

By REP. H. R. GROSS (R-Iowa)

President Nixon has requested Congress to provide \$1 billion more this year for foreign aid than the \$1.7 billion that was appropriated last year. At the same time he has called for a 75 per cent reduction in spending for federal construction in this country. I support his 75 per cent reduction on construction projects in an effort to halt rocketing inflation, and assure him that I will also be prepared to offer the necessary legislation to cut the foreign giveaway bill at least 75 per cent when it comes to the House floor. What is sauce for Nixon's American goose ought to be sauce for the foreign gander.

Predict Growth

Labor Department projections indicate that the three states whose labor forces will grow the most between 1970 and 1980 are, in this order, Arizona, New Mexico, and Florida.

Group Auto Insurance For Operating Engineers Local Union No. 3 Credit Union Members

What Is It?

The most inexpensive auto insurance with the broadest coverage you can buy. Benefits include single limit liability up to \$300,000 (includes medical payments and uninsured motorist protection), collision (\$100.00 deductible), comprehensive (fire, theft, and personal effects), and towing.

Who Qualifies?

Members financing cars through Operating Engineers Local Union No. 3 Credit Union, or having a share balance of at least \$200.

How Are Premiums Paid?

Premiums may be paid quarterly, semi-annual or annually.

How Much Money Can You Save?

20% approximately, some will save more, some less. Much depends on individual circumstances.

Will Drivers With Numerous Tickets Or Accidents Save Money?

Yes. They will pay more than the driver with a good record, but less than they pay now.

Can You Be Cancelled?

Habitual narcotics use, suspension or revocation of driver's license, non-payment of premium, and felony conviction related to auto use are the only reasons for cancellation after coverage has been in force for 60 days.

Which Company Writes Your Policy?

Premier Insurance Company of Transamerica Corporation, \$36 Billion strong. SITCO, one of the pioneers in the administration of union group automobile insurance plans, administers the program.

How About Claim Service?

Premier and the General Adjustment Bureau, Inc., with more than 735 branch offices and 3,600 permanent staff adjusters strategically located throughout the United States, provide round-the-clock, 7-day a week claim service. A-B-C claim service information will be included with your policy.

How Much Do You Save?

To find out how much money Local Union No. 3 Credit Union's group auto insurance plan will save you, fill in, clip out, and mail the form to:

SITCO, INC.
P. O. Box 10113
Oakland, California 94610

You will be advised by mail how much your insurance policy will cost and how to put your insurance in force.

CLIP HERE CLIP HERE CLIP HERE CLIP HERE

MAIL COMPLETED FORM TO: SITCO, P.O. Box 10113, OAKLAND, CALIF. 94610

NAME (Last, First, Middle)				SOCIAL SECURITY #	
ADDRESS		CITY	STATE	ZIP	
HOME PHONE	WORK PHONE		OCCUPATION		
PRESENT INSURANCE COMPANY			PRESENT ANNUAL PREMIUM		DATE PRESENT POLICY EXPIRES



VEHICLES							
Car No.	Year	Make	Model	Horsepower	Body Style (2-dr., 4-dr., Wagon)	No. of Cylinders	Indicate Miles Driven to Work One Way or Pleasure Use Only
1							
2							
3							

COVERAGES			
BASIC — Check One Box Only			
<input type="checkbox"/> \$35,000 Liability 1,000 Medical Payments 30,000 Uninsured Motorists	<input type="checkbox"/> \$100,000 Liability 3,000 Medical Payments 30,000 Uninsured Motorists	<input type="checkbox"/> \$300,000 Liability 5,000 Medical Payments 30,000 Uninsured Motorists	

OPTIONAL — Check Coverages Desired			
Car No.	Comprehensive (fire & theft)	Collision (\$100 Deductible)	Towing
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DRIVERS						
List Everyone In Your Household Who Drives						
Driver No.	Name	Calif. Drivers License No.	Age	Sex	Marital Status	In Last Three Years Number of Moving Violations Accidents
1						
2						
3						
4						

Signature	Underwritten by PREMIER INSURANCE CO. OF TRANSAMERICA CORPORATION Administered by SITCO Howard T. Goodman, President
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MAIL COMPLETED FORM TO: SITCO, P.O. Box 10113, OAKLAND, CALIF. 94610



VETERAN OPERATING ENGINEER John Vierra, Jr., 1393 Shortridge Avenue in San Jose, now retired, provided District Rep. Buck Hope with the above photo. Brother Vierra, who worked for

Charley Harney and Henry Doelger for many a year, is shown operating a Best 60 cat for Franklin, Farr & Carlin on the old Oakdale Avenue and Bayshore Highway spread in 1928.

BART Past Halfway Mark ILWU Plan New World Hq.

By BUCK HOPE, Financial Secretary and Dist. Rep., WAYNE "LUCKY" SPRINKLE and GEORGE BAKER

Rails have been laid along the entire 20-mile segment of the San Francisco Bay Area Rapid Transit line between Hayward and downtown Oakland.

Architectural finish work on seven passenger stations along the initial segment of transit line also is nearing completion. Installation of electrical power rail began last week.

BART General Manager B. R. Stokes said construction of the entire 75-mile network is now more than 55 per cent completed. (See sketch.)

Prototype train tests are due to begin on the Southern Alameda County transit line next August, and revenue passenger service will follow one year later. Full operation of the \$1.3 billion transit system, including the trans-bay and San Francisco subway lines, is scheduled for mid-1972.

Stokes said street restoration above the completed subway station structures in downtown Oakland will be finished before the Christmas holidays, and similar work will begin along certain areas of San Francisco's Market Street next spring.

Trackwork and electrification contracts already have been

awarded for the East Bay rapid transit lines extending from Berkeley to Richmond and from Oakland to Concord in central Contra Costa County.

A motel-restaurant-shop complex, designed by Wasserman-Herman Associates, and a new ILWU world headquarters—architect to be selected later in a design competition—were given San Francisco Redevelopment Agency approval recently.

Both projects are planned for the block bounded by Van Ness, Franklin, Geary and Myrtle Sts. in Western Addition A-2.

The 200-300 room motel, restaurant and shops along Van Ness Ave. are contained in the proposal by San Francisco developer Alexander Maisin, a onetime longshoreman who is also expected to assist in building the new International Longshoremen's and Warehousemen's Union headquarters on the Franklin St. side of the block. ILWU said it will hold an architectural competition for the building's design; Wasserman-Herman will act as planning consultant.

The problem of what to do about Tommy's Joynt, described by the Agency as a "landmark restaurant" at the corner of Van Ness and Geary has been solved. Tommy Harris, the owner, says he will joint venture with Maisin and that a "bigger and better"

Joynt will emerge on the same site.

Because development of the block is to be coordinated, a large open plaza is planned for the area between the motel and ILWU building, with each developer to contribute half of the land. A single exit and entry garage is designed for the area underneath the plaza.

Last July, the Agency commissioners approved sale of the land; proposals were due Aug. 15 and only these two, the complex and the ILWU building, were received.

Yesterday, the Agency started machinery to find a community-based developer to build a 160-bed convalescent hospital for low moderate income residents at the corner of Scott and Ellis St.

Estimated price is \$47,700 for the 29,000 sq. ft. lot. The developer must allocate from 50 to 75 percent of the beds for low income patients at prices they can afford and must hire as many of the area's residents as possible.

The Agency hopes to have the hospital site ready for delivery to the developer before July, 1970.

Bermuda Co. Sells Strike Insurance

A Bermuda insurance company is soliciting building contractors throughout the United States to sign up for a strike insurance program endorsed by the Associated General Contractors of America.

The program was approved by the AGC at its March convention and designed to indemnify contractors for losses from work stoppages due to any type of labor dispute.

Five-year individual policies are being offered by Arch Insurance Co., Ltd. of Hamilton, Bermuda. Policy applications accepted by Oct. 31, 1969 will become effective Jan. 1, 1970 if there are enough applications to constitute a "sufficient spread of risk." However, no claims will be payable before July 1, 1970.

Contractors can select policies that will give them insurance indemnities of from \$300 to \$120,000 a day with premiums ranging from \$900 for the minimum coverage to \$360,000 for the maxi-

(See STRIKE Page 13)

Chemical Workers Out of AFL-CIO

ATLANTIC CITY—By an overwhelming 50 to 1 margin on a rollcall vote the eighth Convention expelled the Chemical Workers from the AFL-CIO, declaring that the union's affiliation with the Alliance for Labor Action does "violence to the objectives and principles of the federation."

The vote on expulsion came on a report from the Committee on Resolutions. It recommended approval of the Supplemental Report of the AFL-CIO Executive Council calling for revocation of the certificate of affiliation.

The vote was 12,482,388 to expel, 244,815 against expulsion and 235,024 not voting. The votes against expulsion came from the Chemical Workers, Technical Engineers, Typographical Union, two of the four Glass Workers' delegates and a minority of the Teachers Union delegation. Two central labor body delegates also voted against expulsion.

The Resolutions Committee's report to the convention said that ICWU Pres. Thomas E. Boyle appeared before the committee and confirmed that his organization had affiliated with the ALA—set up by the Teamsters and the Auto Workers. The former was expelled by the AFL-CIO in 1957 on charges of domination by corrupt elements and the latter disaffiliated earlier this year.

Boyle claimed, the committee noted, that "giving aid and comfort to the ALA and, in turn, receiving aid and comfort from the ALA does not constitute sufficient ground to sever the relationship of the Chemical Workers with the AFL-CIO."

The committee stressed "we do not agree," declaring that the ALA is a "dual organization, rival to the AFL-CIO and that with complete knowledge of the true nature of the ALA, the Chemical Workers freely and voluntarily embraced it and aligned itself with it."

The Executive Council's report to the convention traced the development of the ALA as a "dual organization, rival to the AFL-CIO." It cited statements of objectives clearly indicating "the aggressive and disruptive designs of the ALA" toward AFL-CIO unions. And it repeated the warning issued by the council nearly a year before the Chemical Workers chose to join the ALA that affiliation constituted grounds for expulsion from the AFL-CIO.

Steelworkers Pres. I. W. Abel, chairman of the convention Resolutions Committee, moved the adoption of the committee resolution to expel the Chemical Workers—an action requiring a two-thirds vote.

The two top officers of the Chemical Workers—Boyle and Sec.-Treas. Marshall Shafer—took the floor to oppose the expulsion resolution.

"We have done nothing wrong," Boyle told the convention. "We are not corrupt; we are not Communists and we have paid our per capita tax." Therefore, he argued, there are no grounds for expulsion.

Also speaking against the expulsion were Pres. David Selder of the Teachers, Pres. John J. Pilch of the Typographical Union, Sec.-Treas. Art Carter of the Contra Costa Central Labor Council of California and Sec. Treas. Patrick E. Gorman of the Meat Cutters.

Selder criticized the Chemical Workers for affiliating with ALA but suggested that the convention action stop short of expulsion. Pilch reiterated the ITU's traditional position on unrestricted autonomy of affiliates and said the expulsion proposal "stretches" the interpretation of the AFL-CIO Constitution. Carter said he could not see that the Chemical Workers have done anything warranting expulsion, and Gorman said

that while he couldn't quarrel with the expulsion resolution, he thought the action might be a bit too hasty and perhaps conciliation efforts could be explored.

AFL-CIO Pres. George Meany told the convention that the expulsion action is not to "punish" the Chemical Workers but to resolve "an organizational impossibility."

The AFL-CIO constitution requires affiliates to respect the organizing jurisdiction of other affiliates. The ALA "right now" is raiding AFL-CIO unions, Meany noted.

"What constitution do you live up to in case of conflict?" Meany asked. "Do you live up to the constitution of the ALA or the constitution of the AFL-CIO?"

Meany told the convention that "the very idea" of expelling a union "is distasteful to me." There is no person quarrel, he said, but it was the Chemical Workers, not the AFL-CIO, which took the action to compel a breach.

Paul Hall, president of the Seafarers and of the Maritime Trades Dept., told the delegates that the "basic issue is quite simple: Do you or do you not support the trade union movement as represented by the AFL-CIO?"

The fact that the Chemical Workers are among the smaller unions has nothing to do with the issue of expulsion, Hall said. He noted that the AFL-CIO had not hesitated to expel a much larger union, the Teamsters, on the basis of principle.

Convention Increases Per Capita

ATLANTIC CITY—The eighth AFL-CIO convention overwhelmingly approved constitutional amendments submitted by the Executive Council to increase the per capita tax and the number of federation vice presidents.

The per capita tax paid by affiliates goes from 7 cents to 10 cents per month effective Nov. 1, 1969, under a change made in Article XV, Section 2, of the Constitution. The enlargement of the Executive Council from 27 to 33 vice presidents changes Article V, Sections 2 and 3, of the Constitution.

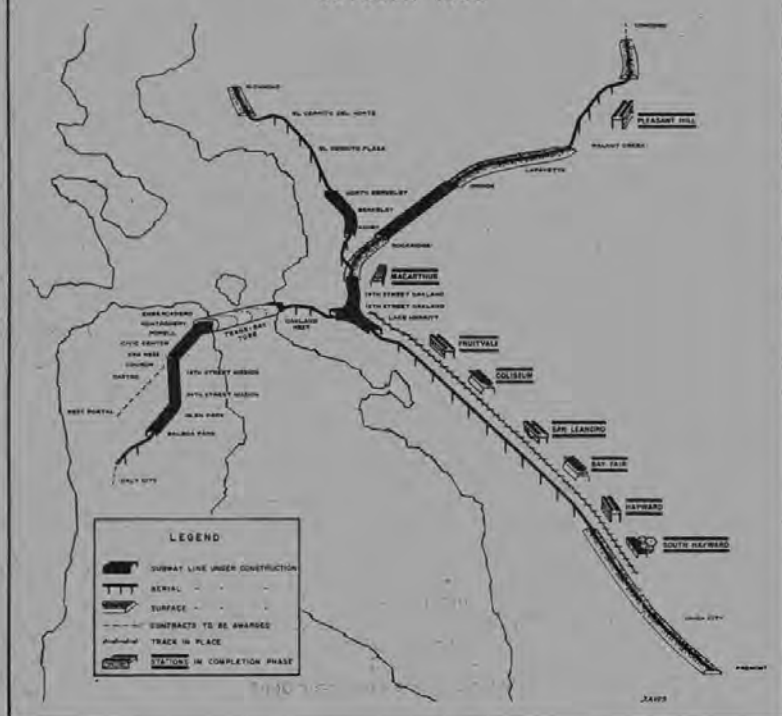
Both amendments were adopted through a show of hands vote. The per capita dues increase and expansion of the council carried by well over the required two-thirds majority.

The dues increase proposal came to the convention with the unanimous recommendation of the August 1969 meeting of the council based on a study by a council subcommittee projecting federation expenses for the coming years. The study gave special attention to the needs of COPE's voter registration drive and the new National Labor Studies Center.

The expanded council was deemed necessary "to recognize new areas" of growth and development in trade unionism and give leaders of affiliates opportunity for greater service to the entire labor movement.

BART Construction Progress

OCTOBER 1969



For Water, Waste Plans

House Ok On \$119 Million

By CLAUDE ODOM, KEN GREEN, and BILL RELERFORD

All of us in the Fresno office would like to thank the members for making our September 16th District Meeting such a success. It is gratifying to the agents to see such a turnout. We will be looking forward to seeing you at the December 2nd District Meeting.

\$44 Million More for State Water Jobs Get House OK.—The House has overwhelmingly approved \$119 million for California water projects and waste treatment facilities, \$44 million more than had been requested by the Nixon administration.

The action came as part of the overall House approval of a \$4.4 billion public works appropriations bill for water resources development, water pollution control and the Atomic Energy Commission. The measure now goes to the Senate.

By a vote of 396 to 3, the legislators voted yesterday to up the budget for the Central Valleys Project and Army Corps of Engineers project in the state from \$60 million to \$71 million, or \$10.9 million increase. They also increased the amount of federal aid available to states for combatting water pollution through new and improved waste facilities from the \$214 million requested by President Nixon to \$600 million.

California's share of the anti-water pollution money increased from \$14.8 million to \$48 million as a result of the House action. Six Northern California congressmen, including three Democrats, helped kill a move which would have further increased California's share of the waste treatment funds. Under a bipartisan move led by Reps. William E. Minshall, R-Ohio, and John D. Dingell, D-Mich., the House would have provided the full \$1 billion previously authorized in the nation's lagging war on pollution.

California's share under the Minshall-Dingell amendments would have nearly doubled from the \$48 million finally approved to \$82 million. Gov. Ronald Reagan took the unusual step of wiring California congressmen to urge full funding for the \$1 billion program.

Reps. John E. Moss, D-3rd., Sacramento County, district and Paul N. McCloskey, R-San Mateo, each cited Reagan's plea during House debate on the proposed increase. "The need for adequate funding of these projects is vital to our state," the governor declared.

The effort was defeated by a margin of only two votes, 148-146.

Major CVP and Army Corps of Engineers projects approved by the House included: Folsom South Canal, \$2.45 million; Auburn Dam area, \$11.9 million; New Melones Reservoir, \$3 million; Westlands water distribution system, \$6.8 million; and San Luis Drain, \$6.1 million.

The Shaw widening contract has been awarded to Valley Excavation Inc. of Fresno. The widening of Shaw Avenue will make the road a four lane divided highway from Clovis Avenue to the freeway. Most of the project which will cost \$435,000 lies within the Fresno City limits. At this time we have several brother members who are busy working between Van Ness Ext. and the freeway. Also included in the contract will be improvements of curbs and gutters.

The widening project on Clovis Ave. adjacent to the Fresno Air

Terminal runway is scheduled to begin in November. The section of road for construction on Clovis Ave. will be between McKinley and Garland Ave. Cost of the project will be \$760,000.

Paving machines have been quite busy all throughout the foothills in the Fresno area. All six lanes of Shaw Ave. between Blackstone and Chestnut Ave. will get a treatment of oil base early this month. Another project will start between Cove Road and Clingan's Junction on State Route 180 leading to Kings Canyon National Park. Fresno Paving crews will pave a five mile section of the same route between Centerville and Friant-Kern Canal. Route 168 the Shaver-Huntington highway, will be paved between Sunnyside Ave. in Clovis and Academy Ave. in the next few weeks. Fresno Paving at this time, is resurfacing several sections of Hwy. 41 between Pinedale and the entrance gate to Yosemite National Park.

Bids will be opened in Sacramento Nov. 5 for a \$555,000 project to construct 6.2 miles of two lane roadway between the Westside freeway and Russell Ave. approximately 11 miles west of Firebaugh.

The Standard Materials Co. Merced has been awarded a \$448,000 contract for reconstructing 1½ miles of Santa Fe Drive near Cressey in Merced County. They have also been quite busy in and around Merced with widening the resurfacing the south portion of the city. Several of the brothers have been quite busy all summer long on this particular project. Their rock, sand and gravel plants in Merced and Los Banos have been on two shift operations off and on all summer long. Between the rock, sand and gravels and the construction division, Standard Material in the busy part of the season, employs approximately 100 operating engineers.

Boise Cascade is in the process of developing the Coulterville area between Exchequer Lake and Don Pedro Dam. At present, they have already completed one project for the housing and for future they have planned golf courses, trailer parks, boating facilities, etc. H. Earl Parker has several of the brothers busy building the golf course and the subdivision. The Standard Material Co. is working on the launching ramps and camping facilities at Horseshoe Bend. Moberly Const. Co. is working on the camping facilities at Barret Cove. The camping and boating facilities should be completed in the early part of 1970.

The Martin Co. at present is quite busy on several locations of Hwy. 145 between Kerman and Hwy. 41 in Madera County. They are widening and resurfacing at several locations.

Granite Construction Co. is approximately 67% complete on their Westland Water District pipeline job. Brothers Lee Turner, Dick Caparilla, and Bud Dally are operating the 90 ton Lorain laying the 96 inch pipe. This job should go well into the winter months. If the really tough weather holds off.

Griffith Co. has started laying C.T.B. on their interstate 5 job. They should start paving by the first of November. This has been a good job for the brothers and it will, hopefully, continue on until next spring. Thanks to everyone on this job for working together. There have been very few problems.

Fresno Paving Co. started their A.C. overlay job on Oct. 13th. It

runs from Pierpoint Springs to Quaken Aspen. It is approximately a 10 mile job. This job will be in a constant race with old man weather. Brother Lee McClatchey is in charge of this operation.

Coalinga Asbestos is still on three shifts with 35 of the brothers on the payroll. Let's hope Johns Mansville will continue to find more use for their product in the construction industry.

Atlas Asbestos has cut back to one shift. Their customers in the East have been forced to cancel orders due to the Government holding up certain construction projects.

Nicety

(Continued from Page 4)

an issue of "voluntary quit" or "discharge" was present in the termination of the former employee's employment, it was unnecessary that the formalities of a statement signed by the employer be submitted. It was sufficient, if such a statement, submitted in writing, reasonably advised the Department of Employment of the facts surrounding the termination of employment. The decision approved a practice followed by the Department of Employment over the past several years.

As pointed out by Chairman Robert W. Sigg, it would be a denial of due process for the California Unemployment Insurance Appeals Board to invoke procedural niceties promulgated for administrative convenience at the expense of denying a right granted to employers by the Unemployment Insurance Code.

By F. O. "FRAN" WALKER, Trustee

About Pension Awards

Monthly pension benefits are based on the contribution rates employers have contributed for the last 12 quarters of pension credit earned by the member. This does not refer to a calendar period, that is, the last five years of employment in the industry. For instance, a member may earn his last 12 quarters of pension credit over a six to ten year calendar period. The important points are that (1) the pension award amount is based on the last 12 months of *earned pension credit*, regardless of the calendar period in which it was earned, and (2) the award is based on the employer's contribution rate *at the date of retirement*, even if the member is not working for that employer when he retires.

If more than one employer rate is involved, an average of the contribution rates at retirement date is considered. As an example, a member who earned 4 quarters of pension credit while working for employers contributing 40¢ per hour on October 1, 1969 and 8 quarters for employers contributing at 50¢ on that date would have an average contribution rate of 47¢ and would qualify for a dollar value of \$9.50 per year of pension credit at retirement on October 1, 1969. If this member was age 65 and had 25 years of Pension Credit, his monthly award would be \$237.50. It doesn't make any difference if he was working for an employer who was contributing at a low rate on his retirement date. His last 12 quarters of Credit

Work Holds Well Up North Despite Bad Winter Threat

By RAY COOPER and GENE LAKE

Falls Rains Hit Eureka.—In spite of the threat of an early winter, work in the North Coast area is holding well. The out-of-work list at the present time is at an all season low. However, as you brothers know this situation can change over night.

At this writing the Granite job on Hiway 299 is in the process of being winterized. Hopefully they may be able to complete the clearing this winter. This has been a real good job for the brothers this past summer.

Further up the hill on the Ray Kizer job, Supt. Wes Jones informs us he intends to work to the bitter end. His job is about 30% complete at the present time. Kizer Construction will soon be moving their cats and cans to their storm damage job west of Willow Creek.

The Mercer Fraser Company plant at Willow Creek continues to produce aggregate and gravel for the bos in the eastern portion of Humboldt County.

Over on Hiway 36 Eastco & Saunders Company have just about completed their storm damage projects and are waiting for an O.K. from the State to begin their slide removal job south of Orleans.

Hughes & Ladd, Inc. were the low bidders on a realignment project between Willow Creek and Hoopa in the amount of \$218,975. Both of the above mentioned projects will be truck and loader operations.

The Salmon Hatchery job at Blue Lake is moving right along with numerous subcontractors on the different phases of the job. The C. Norman Peterson Company of Berkeley is the prime contractor. The project should

keep a few of the brothers busy this winter. The Mercer Fraser Company is building the road into the new facility.

Southern Humboldt.—Recently the southern portion of District 40 has come to life again. In the past month the County and the State have let sixteen road repair contracts. The jobs are all small totaling a little over \$2,000,000. Most of these projects have completion dates sometime in January. These jobs have been a real shot in the arm for the brothers on the out-of-work list.

We learned yesterday that Congress has appropriated \$200,000 for engineering surveys and plans for the long awaited Butler Valley Dam. If this project materializes in the next two or three years it would certainly be an economic blessing to this area as the outlook for road work is not good.

Brothers now that the days are getting short and wet weather is here remember to pay a little more attention to your driving habits.

Our last District meeting was a standing room only attendance and we hope they will continue to be this way. These meetings are very informal concerning the activities of your Union and the benefits that you and your family are entitled to. Now, more than ever, every Union member should give full support to their organization in order to keep the strength of the labor movement.

We are making arrangements to hold meetings occasionally in the Crescent City area, as we realize this is quite a distance for you brothers to travel to our Eureka meetings. We will be in touch with you to let you know when and where these meetings will be held.

On Pensions, Reciprocity

are all considered in computing the amount of his award.

On the other hand, the Trustees do not allow a participant to receive the highest pension amount available because his last employer was contributing at the top bargaining rate unless contributions had been received for him at this high rate for his last 12 quarters of Credit. For instance, his last 2 quarters were at the 50¢ rate but the 10 quarters before that period were at the 20¢ rate on retirement date. His proper bargaining group rate is 25¢ and he is entitled to a pension award of \$6.80 for each year of Pension Credit.

The benefit structure, with corresponding contribution rates, is shown below:

Employer Contribution Rate	Dollar Value Per Yr of Credit
50¢ per hour and over	\$10.00
45¢ but less than 50¢ per hr.	9.50
40¢ but less than 45¢ per hr.	9.25
35¢ but less than 40¢ per hr.	8.75
30¢ but less than 35¢ per hr.	7.55
25¢ but less than 30¢ per hr.	6.80
20¢ but less than 25¢ per hr.	6.15
17½¢ but less than 20¢ per hr.	5.35
15¢ but less than 17½¢ per hr.	4.60
12½¢ but less than 15¢ per hr.	3.70
10¢ but less than 12½¢ per hr.	2.95

On Reciprocal Agreement

Effective January 1969, reciprocal agreements between the local #3 Plan and Locals 12, 302, 370, 428, 612 and 701 Pension Plans were executed to provide Pro-Rata Pension benefits for members with work history and union membership in these Locals. Hours worked and credit earned in any of the reciprocating Plans will be used to prevent a break-in-service and possible loss of pension credit.

There will be no transfer of money between Funds, and the quarterly statement of pension

credit which Local 3 members receive will continue to reflect only work performed and credit earned in one Plan.

At the time a member applies for pension his entire work history and union membership records in the Western Conference will be reviewed in determining the pension amount to which he may be entitled. Each Plan will apply its eligibility rules, taking into consideration credit earned in reciprocating Plans, and will award a Pro-Rata Pension based on credit earned within its particular jurisdiction.

For example, the Local 3 Plan requires 10 years of pension credit to qualify for pension. Take a member with 5 years of pension credit in this Plan, 3 years in Local 12 and 2 years in Local 428. By combining credit earned in the three Plans, this member will qualify for retirement in the Local 3 Plan and will be awarded a Pro-Rata Pension based on the 5 years of credit earned in Local 3's jurisdiction. The Local 12 and 428 Plans will apply their eligibility rules to the same combined credit and if the member qualifies will award him a Pro-Rata Pension based on credit earned in their jurisdiction. The member will receive a monthly pension check from each reciprocating Plan which has awarded him a Pro-Rata Pension.

There will be no transfer of money or pension credits under these agreements. At the time of retirement, each plan will determine their liability based on contributions and credits and will pay their share of the Pro-Rata Pension Award.

6 Per Cent a Year

Cost of Living Continues Going Up, Up and Away

Everything on the cost-of-living front went up during July except the buying power of the average worker who is actually 58 cents a week poorer than he was a year ago despite a \$4.55 boost in wages.

The Consumer Price Index hit a new high of 128.2 per cent in July, increasing five-tenths of a point over the month. It is now rising at a 6 per cent annual rate, the highest since 1961 with no signs of a let-up. The only bright note is that the 6 per cent annual rate isn't as high as the June rate which was 7.2 per cent and the March rate was 8.4 per cent.

Wholesale prices are still climbing. They are 3.8 per cent higher than a year ago; 1.3 per cent higher than three months ago and one-tenth per cent higher than a month ago. Labor Department economists, however, warn that the low increase for July was largely the result of a 3.5 per cent drop in lumber and wood products.

Gross weekly earning for rank-and-file workers rose to \$115.44 in July, an increase of 68 cents from June and \$6.57 from a year ago. This 6 per cent boost was just about balanced by the 6 per cent annual rate in living costs over the year, so no progress was registered on the buying power front.

The story for the past several months has been pretty much the same. Food prices, except for fresh fruits and vegetables, have been going up. Frying chickens, for example, have doubled in price over the past months. Beef, veal and pork also continue to rise.

Higher interest rates are showing up sharply in the index for housing costs which are beginning to rival the increases in medical care. Homeowner costs, for example, are up to 140, an increase of 9.5 per cent from a year ago.

As usual medical costs continued to climb, doctors' fees going up four-tenths of one per cent and hospital fees climbing 1.1 per cent. Medical care and medical services still are the highest on the index—with medical care hitting 155.9 and medical care services 170.1.

The only items that dropped a bit during July were used cars, gasoline (in the West) and apparel.

The average worker with three dependents had gross wages of \$115.44, but took home only \$100.62 with a buying power of \$78.49 as compared with 1957-59

dollars. The worker with no dependents and heavier taxes took home \$91.57 with a buying power of \$71.43. In both cases this represented a gain of between 3 and 4 cents over the month, but a loss of between 32 cents and 58 cents over the year.

One result of the July boost in living costs is that 1,150,000 workers will receive cost-of-living pay increases. About 1,050,000 in automobiles and farm machinery will receive an 8 cents an hour boost. About 60,000 workers in other industries will get from 1 to 18 cents, based on annual, quarterly and monthly reviews. Nearly 20,000 workers will get varying increases due to increases in the index for Chicago, Illinois, Pittsburgh, and Boston.

One significant note is that about 17,000 workers have run out of the increases provided in their contracts, they have already received their maximum boosts and are no longer eligible for cost-of-living increases.

Strike

(Continued from Page 11)

mum, plus a minimum premium retained by Arch Insurance Co.

J. N. Matich, of Colton, Calif., who headed an 18-month study by an AGC committee, is chairman of the Policyholders' Advisory Committee. He said that the insurance plan should expedite settlement of labor disputes and bring about "less exorbitant increases in construction labor costs."

The policy defines a labor dispute as including any union organizing, union recognition drives, various forms of boycotts and picketing, strikes during the term of an agreement or during negotiation of a contract and lockouts of a multi-employer group.

In promoting its policies in the U.S. the insurance company stresses the advantage of a non-United States company as "beyond the reach of American labor unions or political pressures."

Time Marches On

The ladies may not want to admit it, but according to Labor Department records, the median age for women workers has risen from 32 years in 1940 to 40 years in 1968.

Delay Halts Work On 101 Widening

By AL HANSEN

SAN RAFAEL VIADUCT HITS COSTLY NEW DELAYS—An unexpected delay of at least six weeks in completion of Highway 101 widening job from the north end of the San Rafael viaduct to San Pedro Road was reported—the delay stems from structural deficiencies discovered by the contractor, McGuire & Hester—in the Lincoln Avenue and Linden Lane overpasses, and is expected to add unknown thousands of dollars to the project cost of \$1,750,917.

Mel Luntz, job super for McGuire & Hester reported it will be necessary to excavate all six lanes of the highway at both Lincoln and Linden to install additional support.

The positioning of the steel support rods will also make it necessary to lower Lincoln Ave. under the overpass to provide adequate clearance, Luntz stated. He

said two lanes will be available in each direction while the work is in progress on the freeway and the Lincoln Avenue work will be done a lane at a time. Luntz reported the state Division of Highways contract called for removing sidewalk, curb and gutter along both overpasses only "it wasn't a sidewalk, it's what supports the bridge." The planned additional surfacing would have been too heavy for the overpasses. It is expected to take two weeks to engineer and a month to do the actual work. Completion of the section, reported as 55 per cent complete last month, had been scheduled for late this year.

Construction of a Lincoln Avenue extension may be done in the 1973-74 year instead of 1970-80 year as earlier planned. The whole Puerto Suello hill freeway section would have to be moved about 500 feet west into the hill to provide four lanes and frontage roads in each direction. After the two San Rafael jobs are complete, the next major Marin project will be the Novato by-pass.

President Nixon's highway fund freeze, we hope will not seriously affect California, but Governor Ronald Reagan's freeze, which followed Nixon's announcement, will. The state quit advertising for bids September 1st.

Crews from Murphy Pacific Enterprises are juggling forms into place on the west side of the south end of the existing Highway 101 viaduct in preparation for pouring concrete posts for the new, parallel four-lane south-bound viaduct.

Policy

(Continued from Page 1)

sulted with the parties. While it can be expected that adaptations of the Philadelphia Plan will prove suitable for other cities, the Department will continue to tailor its assistance efforts to local needs.

3. The Government's basic overriding obligation is enforcement of equal employment opportunity.

The Department plans to pursue an insistent course toward this objective. There are, however, "many roads to Rome." In assuring equal employment opportunity to one fixed formula has yet been found suitable for every situation. So while undeviating in its objective the Department must be flexible in its methods.

A method like the Philadelphia Plan has one major virtue. It is definitive—it provides a specific way to measure compliance with the affirmative action obligations of Federal construction contractors in a city.

Such a plan does, however, have its limitation. It applies only to Federal contract work. And it requires an immense amount of time and effort to work out. With current limited resources it cannot be widely applied at once.

One of the most favorable solutions to these city problems is an area-wide multi-employer program. Such a program involves an acceptable community-wide arrangement to provide training and employment for minority group people.

It is the Department's hope that in the interest of community peace, cities will take the initiative to develop programs of this kind or other equally acceptable solutions to problems or potential problems of this nature in their respective communities.



SOME TWENTY BROTHERS are at the Cedar City mining operation of the Utah Construction Co. The Altis (mobile procession plant) shown above

is working on iron bearing gravel deposits and this concentrate is used to supplement ore produced from a nearby open pit.

San Mateo

(Continued from Page 6)

grounds in San Mateo. We sincerely hope to see many there to help replenish our supply of blood in the bank. This has been a great help to several of our brothers and their families in the past. SEE YOU THERE?????

Labor

(Continued from Page 6)

Honolulu—Thomas N. Moriki, 1833 Kalakaua Avenue, Room 614 (96815). Phone 588-774.

The offices handle federal laws and regulations covering minimum wages, overtime work, child labor, equal pay for men and women, and age discrimination in employment.

Minority Efforts

Latest Department of Labor figures indicate that as of July 31, 1969, 4,248 minority youths became apprentices in the building and construction trades through the Federally-funded Apprenticeship Outreach program.

4000 Tons Per Shift

Altis Biggest Dirt Eater

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

Utah Construction & Mining Co. utilizes a mobile processing plant to mine the iron bearing gravel deposits in the vicinity of Cedar City, Utah. The concentrate produced by this plant is used to supplement the ore produced from the company's open pit mines nearby.

Feed to the plant is provided by a Marion 151-M shovel converted for use as a dragline. A seven cubic yard bucket with a 90 foot boom is used for digging. This dragline works continuously to supply the plant with approximately 4000 tons of gravel per shift. In the photograph the dragline is shown dumping into the feed bin. This calls for accurate placement of the load.

The iron (magnetite) is separated from the waste rock in the plant magnetically. Two size ranges of concentrate ore are produced; a minus 1½ inch concentrate which makes up the majority of the material, and a plus 1½ inch to 8 inch concentrate. The tailings produced are used to

backfill the cut via the stacker belt shown in the photograph. The plant operator controls all of the conveyors and other equipment on the plant from the operator's house on top. Heat is applied to all chutes, and rubber screen cloth is being used to minimize delays due to plugs.

A Caterpillar D-9 tractor equipped with ripper is used to level terraces for the plant and dragline to work on. This is a 24 hour per day job as the plant may move as far as 200 feet per day in areas where there is a shallow depth of gravel.

This operation works 24 hours per day, seven days per week, and under all types of weather conditions. Credit should be given to the men who keep this operation "moving." They include:

Lead Operators: R. Esplin, B. Hills, C. Leeder, E. Rowley; B Operators: J. Beaumont, M. Davis, L. Orton, H. Orton; Dozer Operators: J. Bishop, M. Harrison, O. J. Orton, D. Thomas; Dragline Operators: D. Adams, M. Getz, B. Gower, R. Thornton; Dragline Oilers: C. Decker, C. Jones, N. Tetty, J. Thornton.

Obituaries

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

Name — City	Local Social Security No.	Register No.	Deceased
Barnett, Ray Marcella—Wife P.O. Box 183 Ukiah, California	3 SS#572-18-0979	1191051	8/13/69
Bates, Russell Ina—Wife 205 Castle Hill Ranch Rd. Walnut Creek, California	3 SS#519-10-1545	351256	9/9/69
Billeter, Guy A. Venus—Wife 3699 Frakes Way Yuba City, California	3 SS#525-03-0802	0334457	8/25/69
Campbell, Fred Sarilda—Wife P.O. Box 522 Auburn, California	3 SS#566-18-6551	678961	8/19/69
Crisler, Wm. Lee Iris—Wife 2421 Clay Street Sacramento, California	3 SS#519-01-4518	0335482	8/26/69
Davis, Frank Ruth—Wife 1034 Rockrose Ave. Sunnyvale, California	3 SS#573-14-2760	437799	8/26/69
Fauvor, John Charles—Brother 1220 N. Lawrence Expressway Sunnyvale, California	3 SS#547-52-5158	987338	9/12/69
Ferguson, Thurman Edith—Wife Box 111 Armona, California	3 SS#551-10-4810	0280143	9/13/69
Franklin, Joe Marie—Wife 216 Fifth St. Marysville, California	3 SS#540-03-2742	0230248	9/15/69
Hayes, Joseph Joesphine—Wife 931 Windsor St. Salt Lake City, Utah	3 SS#528-07-1691	512537	8/23/69
Herrera, Lamberto Consuela—Wife 627 "A" St. Lincoln, California	3D SS#549-44-5166	1168940	8/20/69
Jones, Norman Eurith—Wife 7200 E. Southland Manteca, California	3 SS#550-16-4597	0351418	9/8/69
Kazar, Nerious Opha—Wife 1538 Christopher Way Sacramento, California	3 SS#559-03-3848	200076	8/18/69
Mastin, Dallas Mary—Wife 2167 Magellan Drive Oakland, California	3 SS#523-09-1753	0239923	8/22/69
Mathis, Hollis Geraldine—Wife 610 "C" Street Broderick, California	3 SS#543-05-4266	0514348	9/2/69
Mertz, Jim Opal—Wife 3693 N. Dickinson Fresno, California	3 SS#447-07-8690	598604	8/7/69
Preciado, Ernest Jessie—Wife 624 — 29th St. San Francisco, California	3 SS#559-01-0740	0280395	8/22/69
Rich, Dave Ruth—Wife Box 112 Wellington, Utah	3 SS#529-03-3792	1219687	9/7/69
Sheppard, Earl Louise—Wife 1647 — 20th St. Oroville, California	3 SS#559-16-4863	381798	9/10/69
Simmons, Farral Irene—Wife 1620 W. Willow St. Stockton, California	3 SS#441-01-6124	0947175	8/29/69
Smith, Wm. Vernon Sarah Ruth—Wife 1949 Spencer St. Napa, California	3D SS#559-09-7728	1265276	8/17/69
Stott, Joe Nora—Wife 2021 Harrington Avenue Oakland, California	3 SS#565-07-9277	0325039	8/27/69

Inflationary Causes!

Workers Pay Dear For Needs

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

From meat and medical bills to interest rates, working families are paying the highest prices on record this summer and early fall. But of all the living-cost gouges, the most cynical is today's high interest rates. Small savers are paying the bill for high interest but are failing to share in the rewards.

While banks are charging the highest interest rates in our generation on business, mortgage and personal loans, and large investors get 8 per cent on corporate bonds and 6 on tax-free municipal bonds, ordinary families are still getting the same 4-5 per cent on their savings.

Even the government now is paying large investors over 7 per cent on short-term notes for the money it borrows. But it continues to pay E bond buyers the same 4 1/4 per cent, and 5 on the Freedom Shares available with E bonds.

It is not unusual for a family in effect to borrow its own money from a bank, and pay the bank anywhere from 8 to 15 per cent, while its savings remain on deposit at 4 per cent.

This is called "How to Stay Poor", or, "Where are the Customers' Yachts"? But it is a trap that working people have walked into with both feet. Even while costs of borrowing have jumped, consumer debts rose to an all-time high of one hundred sixteen billion dollars this summer, eleven billion dollars more than a year ago.

There is a relatively cheap place to borrow this year. If you have an insurance policy with cash value, you can borrow on it at the 5 per cent rate listed in the policy (4 on GI policies).

The insurance companies are really stuck with this one. For years they have pushed the kind of policies that build cash value, citing that you could borrow on it if you later needed cash. Now they are putting out press releases telling policyholders about the disadvantages of borrowing on their policies.

Naturally the insurance com-

panies are unhappy about lending you money at the old 5 per cent rate agreed on in your contract, when they can get 8-10 per cent lending that money to businessmen.

You would do well to avoid borrowing this year unless urgent, but seek the lowest rates if you must borrow. In addition you ought to make sure you get the highest rates available on your own savings. Compare at your credit union (usually the highest payer), as well as at savings and loan associations and savings banks. Banks and savings associations usually pay a higher interest rate on long-term certificates or deposits on which you don't draw for six months or longer.

If you do buy E bonds because of the valuable tax-postponement privilege, also buy the companion 5 per cent Freedom Shares. Instead of buying \$200 of E bonds, \$100 of E and \$100 of Freedom Shares would raise your effective yield to 4.6 per cent. In any case, avoid cashing E bonds in this year of high tax rates, and if you must, cash in the youngest bonds first.

Hopefully Congress will soon wake up and change the law so that the government can raise the E bond rate. Then small savers will get fairer treatment, and the government and taxpayers will save on the high rates now paid to large investors in Government notes.

It would be nice if you, too, could put your savings into corporate bonds and get some of that 8 per cent gravy now going to large investors. After all, you have to pay for those rates in the prices these corporations charge for their products. Unfortunately, most corporate bonds are issued in \$1,000 denominations, and you usually need to buy \$5,000 worth at a time. There are some \$100 and \$500 corporate bonds which can be bought with a smaller investment.

Here are other tips and trends affecting your family's living costs this fall:

NEW CARS: Fall is the time factories and dealers give extra discounts to clear the remainder of

this year's models. There are not as many current models left over this year as there were last fall, so you may have to do extra shopping.

But if you are in the market, the extra shopping may be worthwhile. The 1970 cars are expected to carry higher price tags. Manufacturers already have announced increases of 5 per cent on 1970 truck models. This is a strong indication that passenger cars also will go up \$100 to \$150.

Ford's new small Maverick, designed to compete with Volkswagen and other imported small cars, already has proved to be a popular seller. Other domestic manufacturers will bring out similarly small cars in 1970 and '71. The Maverick is 20 inches longer and 10 inches wider than the Volks, and more powerful. It gets about 4 miles less per gallon of gas.

Despite its early success, try the Maverick before you buy it to see if you are satisfied with the way it handles. Some early test reports have praised the car for ease of repair and engine responsiveness, but criticized its steering and cornering qualities.

FOOD BUYING CALENDAR: High meat prices this summer, up 9 per cent in just six months, produced several organized but sporadic boycotts by housewives. These consisted mainly of area housewives agreeing not to buy meat for a specified period like a week.

But there has been a more widespread if silent boycott. It has been noticeable that while retail food prices went up over 5 per cent this year, retail food sales rose only 3 per cent, indicating that moderate-income families have been switching to lower-cost substitutes where available.

With meat and poultry supplies larger this fall, you can expect prices to recede a little. Cattle prices already are down from the recent high, and more pork, broilers and turkeys will be available. This is the month medium-price eggs are the better value.

The U. S. Agriculture Department has not been much help in this period of high prices. On their "plentiful" list for September are peanuts, limes and dry split peas. Try that diet on your husband.

City Work Poor

Central cities in large metropolitan areas still account for two-thirds of their areas employment, despite recent increases in employment in suburban areas.

Teenage Needs

The unemployment rate for teenagers is approximately 11.6 percent, more than three times the national average.

JOBS Big 70

More than 70 industries are represented in the Job Opportunities in the Business Sector (JOBS) program, among them: aerospace, banking, chemicals, communications, dairy products, pharmaceuticals, public utilities, railroads, shoe manufacturing and tobacco.

First Noise Reg

Under safety rules issued by the Secretary of Labor, employers having Federal supply contracts of \$10,000 or more must protect workers from noise levels in excess of 90 decibels. This is the first Federal occupational noise exposure standard.

Dear Sir:

I wish to thank you for the prompt assistance I was given due to the death of my husband George.

The money from both the Local and the International Burial Fund was a big help in meeting the expenses connected with his emergency hospitalization and subsequent death.

I will always treasure the Memorial Bible and commend your selection of Mr. Don Luba for the difficult task of giving comfort and helpful advice at such a time.

George was very proud to be a member in good standing in Local No. 3 union.

My son Charles and his family join me in again expressing our deep appreciation for your help when it was really needed.

Sincerely,
MARGARET E. JEREMIASON.
Oakland, California

Obituaries (continued)

Stultz, Lester Gladys—Wife 610 Henry St. Vallejo, California	3 SS#530-09-5303	0750406	9/15/69
Williams, John M. Grace Olson—Sister Johnny Williams—Son 525 Crespi Drive Pacifica, California	3 SS#388-07-2021	857957	9/4/69
Williams, Joseph Gladys—Wife 3620 Bausell St. Sacramento, California	3E SS#547-26-5282	0620249	9/14/69

72 Deceased Members—July 1969 through September 1969
3 Industrial Accidents

Personal Notes

NEVADA

Ray Ferretto is in Washoe Medical Center due to an industrial accident in which he injured his back. He is being treated for a suspected pinched nerve.

Don Anderson is also in Washoe Medical, Room 266, for observation and tests. He is feeling better.

We are sure that the above Brothers would appreciate receiving cards of friendship and visits.

We extend our deepest sympathy to Brother Clifford Prince on

We extend our deepest sympathy to Brother Clifford Prince on the loss of his son, Brother Ralph Prince, who passed away in California, after a long illness. Burial will take place in Arkansas.

FRESNO

Our deepest sympathies to the families and friends of Brothers George Brink and Robert R. Smith who passed away.

Also, our heartfelt sympathy to Brothers Sam Scheeringa and Don Waggoner on the loss of their wives.

Our deepest sympathy to Brother Albert Fletcher and family. Mrs. Fletcher lost her life in a tragic automobile accident, in which Brother Fletcher was injured. The accident occurred October 11, 1969. We wish Brother Fletcher a speedy recovery.

SACRAMENTO

We wish to express our deepest sympathy to the family and friends of Brothers Joseph William and Marcus Smith (9/20/69). Our sympathy is also extended to Brother Edward Thomas and his family on the death of his wife Margaret Katherine Thomas (9/13/69).

REDDING

Our deepest sympathy to Brother Glen Mitchell of Weaverville on the death of his wife Ruth Mitchell who passed away September 20th.

It is with great sorrow we send our deepest sympathy to the family and many friends of our deceased Brother Vernon Jackson who passed away October 8th after a lengthy illness, also Brother Fred Clements who passed away very suddenly September 18th at his home in Redding.

STOCKTON

Our thanks go to Mrs. Ernie Mylar (June) for her recent contribution to the Operating Engineers Blood Club.

Our deepest sympathies are extended to Brother Billy Richardson on the loss of his wife, Betty.

Brother W. W. Edwards, who has suffered from many ailments, is now up and around and looking good.

Brothers Walter Clay, Jerry MacDonald, Francis E. Shull, Cecil Alexander, Robert M. Lock, A. F. Schlman, Elmer Shores, William Mote, Jr., and Marlin Stephenson were hospitalized or under a doctor's care. A speedy recovery is wished for all.

Our deepest sympathies are extended to the family and friends of retired Brother Carl Rawlings.

EUREKA

Our deepest sympathy is extended to the family of John F. Schultz who passed away October 2, 1969 from a heart attack.

We wish to extend our sympathy to the family of Maurice Christian who passed away August 2, 1969.

A thank you goes out to Brother Fred Adams, who doned blood to the Operating Engineers Local Union No. 3 Blood Bank.

MARYSVILLE

Brother Cliff Hauck has been moved from the hospital in San Francisco to the Oroville Medical Arts Center Hospital in Oroville. In talking to him he is in isolation but hopes to be moved out of it in the near future. We take our hats off to you with the patience you have shown during your long illness.

Brother John Waddington is ill in the Chico Memorial Hospital. We wish him a very speedy recovery.

Brother Alvin Lyness is back in the Rideout Hospital in Marysville. He will have to undergo surgery soon and we know in talking to him he is tough and can face any problem head on.

Brother Leo Paulson has told us his wife has left the hospital in Oroville and getting along fine.

Brother Tom Boze is in the hospital taking several tests. We hope he is home soon.

Brother Rex Barlow of Yuba City Steel Products in Yuba City was hurt on the job, but he says he will be back on the job very soon.

Brother Henry Crawford of the Sutter County Sheriff Department is home getting along fine with an excellent nurse taking care of him, his wife.

I stopped by and saw Brother Louis Roseberry and his wife. It seems the ones who have the most problems complain the least.

Brother Walt Fisher is feeling better now. We hope he will be able to go back to work in the very near future.

Brother William Jordan has been released from the Woodland Hospital. All his friends say hello to him.

Brother Hiley Owen has been released from the Fremont Hospital in Yuba City following surgery.

SAN JOSE

Brother Harold Dodd would like to thank all the Brothers who donated blood for the open heart surgery that was per-

(Continued This Page, Columns 4 and 5)

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

LAKE OF THE PINES, 1/4 acre on 9th fairway one block to beach. Many large oaks, fishing, sailing, water skiing, golf, skeet. Beautiful private clubhouse, paved roads, utilities incl. Between Grass Valley and Auburn. Fred Cucksey, 3723 Branson Drive, San Mateo, Ca. (415) 349-0475. Reg. No. 1351425. 9-1.

WILL TRADE MODEL D-L-8 Hyster Winch for Double Drum Cable Control Unit. Model 25, for 2-U Cat. Jim Oberster, Box 123, Virginia City, Nevada 89440. Phone No. 751. Reg. No. 0486187. 9-1.

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

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

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

FOR SALE: 1964 Harley 74, chopped 950. Exc. condition. Write to Fred Grimshaw, 220 Gibson Road, Woodland, Ca. 95696 or call (916) 662-6696. Reg. No. 1186434. 9-1.

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

TWO AND A HALF ACRES near Grass Valley, nice trees, best 50 ft. well of water. Unfinished but livable. See to appreciate. P. E. Northup, P.O. Box 198, Grass Valley, Ca. 95945. Phone 273-0987. Reg. No. 0863913. 9-1.

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

FOR SALE: HARMONY Electric guitar, like new, with amplifier \$300 cash. Phone 251-9525. 1763 Bermuda Way, San Jose, Ca. 95122. Reg. No. 1277888. 9-1.

BACKHOE MASSEY FERGUSON 200 with 30", 24" and 12" buckets on an MF 205 tractor, equipped with hydraulic operated leveler & loader, bob tail international dump truck and tilt bed trailer, \$5,000 firm. (415) 388-8844. Reg. No. 0887276. 9-1.

1964 CHEVELLE, 2-dr. SS 427 engine, 425 HP, 4.88:1. Local street racing strip. Leather upholstery, carpeted. Call 634-3556 days, 562-1547 evens. A. C. Bashnick. Reg. No. 360521. 9-1.

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

FOR SALE: 34 ACRES 1/2 mi. Biggs, Ca. Fenced pasture, good well pump with 250 gal. storage, large barn. Three bedroom, 2 bath older type home containing 2,500 sq. ft. family room lots. Fruit & nut trees. \$14,000. Phone 868-5791, G. H. McCauley, Box 251, R. 1, Biggs. Reg. No. 357477. 9-1.

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

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

FOR SALE: ANTIQUE ranch wall phone. Cranks and rings, solid oak and brass parts. Sloping writing shelf, wall rack, long pear-shaped ear piece. Complete in good condition. \$35. Gerry Billard, 21710 Regnart Road, Cupertino, Ca. 95014. (408) 252-2104. Reg. No. 1382585. 10-1.

RETIREMENT or weekend mobile home. 10 x 55 2 BR two bath expando, furnished. Screened porch, boat house, storage shed, 80 x 90 lot, 2 block from lake at Clear Lake Oaks. \$11,500. J. C. Enos, 1032 Aberdeen Drive, Livermore, Ca. 94550. Phone (415) 447-4957. Reg. No. 620122. 10-1.

FOR SALE OR TRADE Sonora Meadows lot No. 34 near clubhouse and swimming pools on Sullivan Creek, 8 mi. from Sonoma, Ca. near Twin Hart, Jim Daigh, 2328 Ordway Drive, Pinole, Ca. 94564. Phone 415/758-0764. Reg. No. 349870. 10-1.

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

PATRICK'S POINT OCEAN BLUFF lot, approximately 1/2 acre, four miles North, Trinidad, California. Lee F. Kirkman, Phone 916/533-4025. Register No. 0301425. 10-1.

FOR SALE OR TRADE 1/4 acre, R2 at Lake Tahoe; one acre single family resident at Hayward, both view lots. Telephone 582-3722 or write P. O. Box 554, Hayward, California. Reg. No. 267678. 10-1.

HOBART MIXER 30 QT. capacity, brand new with egg beater, meat grinder, donut hook, paddle mixer attachments. Can be used in bakery, a restaurant, pizza parlor. \$800. Gabino Puentes, 2631 19th St., San Francisco 94110. Reg. No. 1113147. 11-1.

FOR SALE CHEVROLET 1963 pick-up, 1/2 ton, 8' bed Fleetside 292-6 cyl. engine, standard trans., radio, heater, with camper shell. Very good condition. Make offer. Phone 415/351-8155. Reg. No. 0976290. 11-1.

18-FOOT BOAT FOR SALE. Fiberglass over wood, newly painted, sharp, 35 HP Evinrude motor, electric starter, trailer, exc. tires, \$500. Walter Leeb, 2702 Bona Street, Oakland, Calif. Phone 261-2913. Reg. No. 535636. 11-1.

WANTED TO BUY: OLD BOTTLES before 1900. Whiskey, bitters, beers, soda, blacks, etc. Send description, price, condition, etc. to Richard Siri, 2620 Tachevah Drive, Santa Rosa, Ca. 95405. Phone 1025301. 11-1.

FOR SALE THREE lots in Felton, California, Santa Cruz mountains. Cleared and flat, asking \$6,500. Ben Navarre, 15228 Upton Avenue, San Leandro, Ca. 94578. Phone 351-4179. Reg. No. 0995966. 11-1.

SEMI-END DUMP for sale. 27 x 7, Heil T.E.C. high lift, semi-frameless, 1962 complete with fifth wheel. Phone 916/243-1943. Reg. No. 1359673. 11-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

Publishers Have Plans for Center

SAN RAFAEL — Commerce Clearing House, a publisher of tax and business reports, this week announced plans to build a \$2.5 million western division headquarters as part of the Quail Hill project here. South San Francisco's Aberthaw Construction Co. will be the general contractor. CCH presently headquarters in the Dollar Bldg., on California St. in San Francisco.

Architects are Marquis & Stoller, San Francisco; Landscaping is also by a San Francisco firm—Eckbo, Dean, Austin & Williams. Carlos Gonzalez is the civil engineer and Harding-Miller-Lawson & Assoc. are soils engineers.

Eventually Quail Hill is to offer a 10-story office building, five professional structures, 110 townhouses, 34 homes and perhaps an advanced business studies center.

More Dredging

(Continued from Page 9)

Take precautions to prevent ignition in locations where flammable vapors are present. Sources of ignition may include open flames, smoking, cutting and welding and hot surfaces.

Remain in the immediate vicinity of the unit while it is being filled.

Keep clear of all moving parts. Compressors and other equipment with exposed drive belts, fly wheels, etc. should be guarded.

Keep the bed of the refueling truck clear of all obstructions (good housekeeping) so that personnel using the servicing equipment will not be subject to the hazards of tripping, stumbling and falling.

Make sure that all compressors conform to the ASME standards.

GROUND EACH HOSE reel base to the metal frame of the vehicle if reels are installed on a wood platform.

Provide adequate ventilation in those rigs of the enclosed type. Make sure there is good contact between fuel nozzle and tank filler pipe before starting fuel flow.

Always make sure you have an unobstructed escape route in case of accident.

Engines on rigs being fueled should be stopped before refueling operations begin.

TRIPLE ALL ABOVE PRECAUTIONS WHEN THE FUEL IS GASOLINE.

More Personals

formed on his ten-year-old twin daughters. This operation was performed in May and as a result the girls are able to enjoy a normal life. Again, many thanks from the Dodd family!

Brother Donald Milner, Mrs. Milner and two children have recently returned from a five weeks vacation in Europe. They spent three weeks in Scotland and England, then to Paris, Venice, Florence, Rome and Barcelona. The trip was made by plane and Brother Milner states that he hopes to repeat this most enjoyable vacation soon.

Many thanks to the following persons who took time to donate blood to our Blood Bank: Thomas Jackson, Delores Baitinger, Fred Rothweiler, John Winchell, Mrs. Gladys Peterson, Mrs. Emily Harmon, George Logan, Margy Logan, Bonnie Sinnott and Michael Sinnott.

We would like to take this opportunity to express our sympathy to the families of the following deceased Brothers: George Dorsa, G. S. Eikerenkotter, Donald Charleston.

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MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

1969 Schedule of Semi-Annual, District and Sub-District Meetings	
NOVEMBER	DECEMBER
4 Sacramento, Tues., 8:00 p.m.	2 Fresno, Tues., 8:00 p.m.
6 Watsonville, Thurs., 8:00 p.m.	4 Santa Rosa, Thurs., 8:00 p.m.
11 Stockton, Tues., 8:00 p.m.	5 Ogden, Fri., 8:00 p.m.
13 Oakland, Thurs., 8:00 p.m.	6 Reno, Sat., 8:00 p.m.
1970 Schedule of Semi-Annual, District and Sub-District Meetings	
SEMI-ANNUAL MEETINGS	JUNE
JANUARY	2 Fresno, Tues., 8:00 p.m.
10 San Francisco, Sat., 1:00 p.m.	5 Provo, Fri., 8:00 p.m.
JULY	6 Reno, Sat., 8:00 p.m.
11 San Francisco, Sat., 1:00 p.m.	11 Santa Rosa, Thurs., 8:00 p.m.
DISTRICT & SUB-DISTRICT MEETINGS	JULY
JANUARY	21 Eureka, Tues., 8:00 p.m.
20 Eureka, Tues., 8:00 p.m.	22 Redding, Wed., 8:00 p.m.
21 Redding, Wed., 8:00 p.m.	23 Oroville, Thurs., 8:00 p.m.
22 Oroville, Thurs., 8:00 p.m.	29 Honolulu, Wed., 7:00 p.m.
28 Honolulu, Wed., 7:00 p.m.	30 Hilo, Thurs., 7:30 p.m.
29 Hilo, Thurs., 7:30 p.m.	AUGUST
FEBRUARY	5 San Francisco, Wed., 8:00 p.m.
4 San Francisco, Wed., 8:00 p.m.	11 Stockton, Tues., 8:00 p.m.
10 Stockton, Tues., 8:00 p.m.	13 Oakland, Thurs., 8:00 p.m.
19 Oakland, Thurs., 8:00 p.m.	25 Sacramento, Tues., 8:00 p.m.
24 Sacramento, Tues., 8:00 p.m.	27 San Jose, Thurs., 8:00 p.m.
26 San Jose, Thurs., 8:00 p.m.	SEPTEMBER
MARCH	1 Fresno, Tues., 8:00 p.m.
3 Fresno, Tues., 8:00 p.m.	3 Ukiah, Thurs., 8:00 p.m.
6 Salt Lake City, Fri., 8:00 p.m.	11 Salt Lake City, Fri., 8:00 p.m.
7 Reno, Sat., 8:00 p.m.	12 Reno, Sat., 8:00 p.m.
12 Ukiah, Thurs., 8:00 p.m.	OCTOBER
APRIL	6 Eureka, Tues., 8:00 p.m.
2 Marysville, Thurs., 8:00 p.m.	7 Redding, Wed., 8:00 p.m.
7 Eureka, Tues., 8:00 p.m.	8 Marysville, Thurs., 8:00 p.m.
8 Redding, Wed., 8:00 p.m.	14 Kauai, Tues., 7:30 p.m.
22 Honolulu, Wed., 7:00 p.m.	28 Honolulu, Wed., 7:00 p.m.
23 Hilo, Thurs., 7:30 p.m.	29 Hilo, Thurs., 7:30 p.m.
MAY	NOVEMBER
5 Sacramento, Tues., 8:00 p.m.	3 Sacramento, Tues., 8:00 p.m.
12 Stockton, Tues., 8:00 p.m.	5 Watsonville, Thurs., 8:00 p.m.
14 Watsonville, Thurs., 8:00 p.m.	10 Stockton, Tues., 8:00 p.m.
21 Oakland, Thurs., 8:00 p.m.	12 Oakland, Thurs., 8:00 p.m.
27 San Francisco, Wed., 8:00 p.m.	18 San Francisco, Wed., 8:00 p.m.
	DECEMBER
	1 Fresno, Tues., 8:00 p.m.
	4 Ogden, Fri., 8:00 p.m.
	5 Reno, Sat., 8:00 p.m.
	10 Santa Rosa, Thurs., 8:00 p.m.

DISTRICT & SUB-DISTRICT

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

Honolulu, YWCA Community Rm., 1040 Richard St.

Hilo, Hawaii Tech. School, 1175 Manono St.

San Jose Labor Temple, 2102 Almaden Road.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, 2315 Valdez.

MEETINGS

Sacramento, C E L & T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.

Ukiah, Labor Temple, State Street.

Salt Lake City, 1958 W.No. Temple.

Reno, Musicians Hall, 120 W. Taylor St.

Marysville, Elks Hall, 920 - D St.

Watsonville, Veterans Memorial Bldg., 215 - 3rd.

Santa Rosa, Veterans Bldg., 1351 Bennett St.

Provo, 165 West 1st North.

Ogden, Teamsters Hall, 2538 Washington Blvd.

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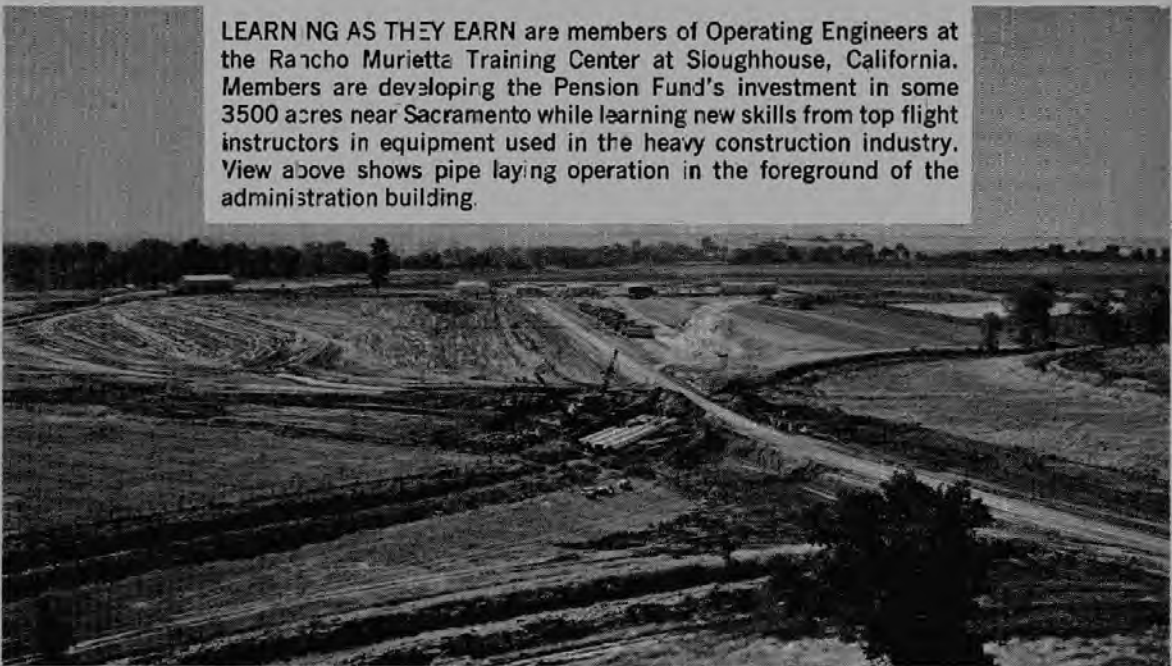
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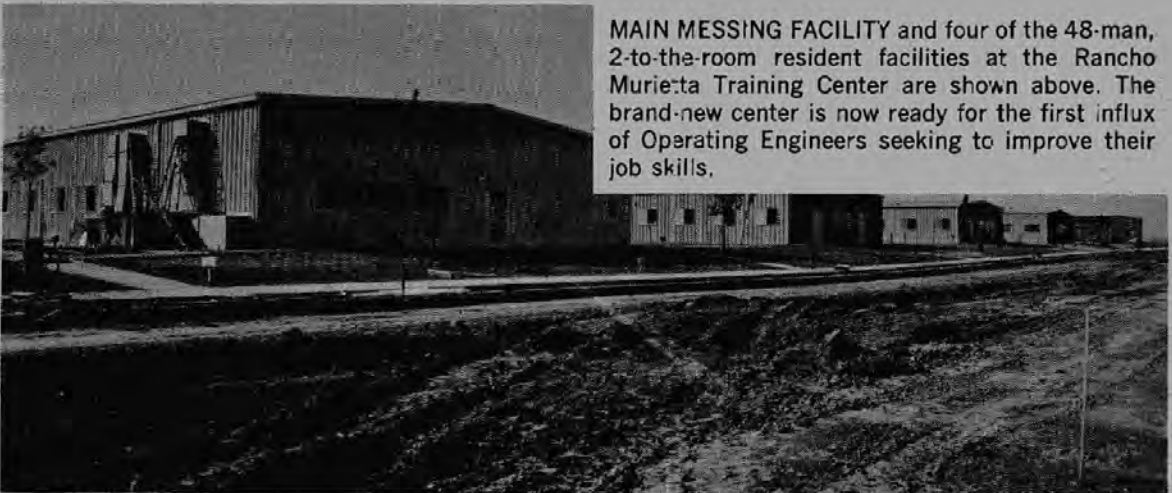
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ENGINEERS NEWS



LEARN NG AS THEY EARN are members of Operating Engineers at the Rancho Murietta Training Center at Sloughhouse, California. Members are developing the Pension Fund's investment in some 3500 acres near Sacramento while learning new skills from top flight instructors in equipment used in the heavy construction industry. View above shows pipe laying operation in the foreground of the administration building.



MAIN MESSING FACILITY and four of the 48-man, 2-to-the-room resident facilities at the Rancho Murietta Training Center are shown above. The brand-new center is now ready for the first influx of Operating Engineers seeking to improve their job skills.



MODERN CRUSHER AND BATCH PLANT is part of the massive heavy construction equipment now being used to upgrade the skills of Operating Engineers Local Union No. 3 at the Rancho Murietta Training Center.



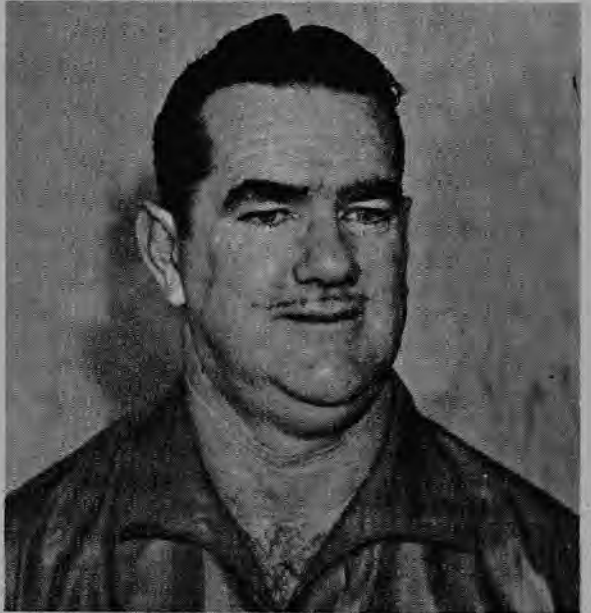
INTERIOR VIEW of the cafeteria-style messing facility at the Camp Murietta Training Center is shown above. The neat, well-lighted dining area is one of the most modern and up-to-date designs catering to the industry.

Popular Oakland Job Steward Passes Suddenly

Brother T. A. "Al" Wentworth was taken suddenly by death on Saturday, October 4, 1969. Brother Al had served as Chief Shop Steward at the Pacific States Steel Plant in Niles, California. He was a 28-year member of Local No. 3. Working as a ladle crane operator in the open hearth at the Steel Mill. He was stricken while at work and died a few hours later.

Brother "Al" had always been a staunch supporter of his union and was always ready to help his fellow man with a problem. He will be missed by his fellow workers, as well as, the Business Representatives who service the plant and all who know him.

We offer our deepest and most sincere condolences to his wife and family. His son, T. A. "Buck" is also a member of Local No. 3.



BROTHER AL WENTWORTH