

Upgrade Pension, Welfare Plans

"Serving the men who move the earth!"

ENGINEERS NEWS

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



GUAM, WHERE AMERICA'S DAY BEGINS. HAWAII, THE 50TH STATE. NORTHERN CALIFORNIA, THE GOLDEN STATE. NORTHERN NEVADA, SILVER STATE. UTAH, HEART OF THE ROCKIES.

Vol. 28, No. 12

SAN FRANCISCO, CALIFORNIA



December, 1969

Special Features Add New Benefits

Business Manager Al Clem has announced several major improvements in the Welfare Plan for Northern California and in the Pension Plan for all participating Operating Engineers Local Union No. 3. These major improvements will go into effect January 1, 1970.

A significant change has been made in the Major Medical expense benefit. As you know, this benefit is designed to protect a member against the full impact of heavy hospital, medical and surgical expenses resulting from illness or accident of a serious nature. In the past it has been necessary for a member to pay \$100 as his out of pocket expenses before Major Medical benefits were available. In the future, the entire Welfare Plan has been simplified so that payment for claims will be made first according to the Basic Hospital, Medical and Surgical schedules.

When the Basic Benefit payments exceed at least \$100, 80% of the balance of the covered charges will be reimbursed up to a maximum payment of \$10,000 for each sickness or accident.

Also, diagnostic X-ray and laboratory expenses will be paid up to a maximum of \$100 for each sickness or accident without any specific limitations being placed on the amounts paid for each diagnostic test or X-ray.

For those eligible participants in the Plan who are 65 years of age and over and are entitled to Medicare benefits, the program will be updated to pay for the additional expenses that are not payable under the Federal Government medical program.

New welfare booklets are now being printed, outlining these benefit improvements and including for the first time an explanation of the Burial Fund Program. These booklets also will include literature concerning your new Vision Care program as well as the out-of-hospital Prescription Drug program and the Dental Plan.

Your pension benefit plan has also been substantially increased so that an Operating Engineer will earn pension benefits based on his own work activity. Previously the maximum monthly pension an Engineer could earn was \$10.00 for each year of credit. In the future an Engineer can earn 1.8% of the contributions made in his behalf each year. In some instances, this will amount to as much as \$23.40 for a single year's employment.

The following table illustrates the monthly benefit for a year of credited service earned after the effective date of the percentage benefit formula.

Hours Worked in Covered Employment During Year	Monthly Benefit Earned Commencing at Age 65 or Normal Retirement Date, if Later Hourly Contribution Rate					
	40¢	45¢	50¢	55¢	60¢	65¢
1.8% Benefit Formula						
1400	10.08	11.34	12.60	13.86	15.12	16.38
1600	11.52	12.96	14.40	15.84	17.28	18.72
1800	12.96	14.58	16.20	17.82	19.44	21.06
2000	14.40	16.20	18.00	19.80	21.60	23.40

These new benefit amounts will be added to the previous benefit credit you have earned.

An example of a Normal Pension for an Engineer retiring in 1973 is as follows:

If an equipment operator in Northern California (whose Benefit Rate is based on 50¢ per hour of contributions) retires at age 65 on January 1, 1973 with 25 years of Pension Credit, his monthly pension would be determined in the following manner:

1949-1968—20 years of Pension Credit @ \$10.00 = \$200.00

	Expected Contribution Rates	Hours Worked	Years of Credit	Contributions	Pension Amount Earned Each Year
1969	50¢	1,800	1½	\$ 900	\$16.20
1970	60¢	1,800	1½	\$1,080	\$19.44
1971	65¢	1,600	1½	\$1,040	\$18.72
1972	65¢	1,600	1½	\$1,040	\$18.72
			5	\$4,060	× 1.8%
					= \$ 73.00
Total Normal Pension Amount					= \$273.00

The Early Retirement Pension benefit will also be improved. Since inception, the Plan has provided Early Retirement Pensions for engineers who retire between the ages of 60 and 65 with at least 10 years of Pension Credit. In the future an early retirement will be permitted at age 55, with an actuarial reduction of ½ of 1% for each month that the retiring engineer is younger than age 60. The reduction factor of ¼ of 1% per month will be maintained for the years between the ages of 60 and 65.

The Disability Pension benefit will be improved to allow a totally disabled engineer to retire at any age if he has at least 15 years of credited service or at 50 years of age if he has at least 10 years of credited service.

An engineer will also now have available for the first time certain retirement options which he may select instead of his standard monthly pension amount.

See PENSION OPTIONS page 10



MARKING A MILESTONE and a birthday was this giant cake presented to Local Union 3 Business Manager Al Clem by the Marine Cooks & Stewards Union during dedication ceremonies of Operating Engineers' new Rancho Murietta Training Center in Sacramento, California on November 15. Shown admiring the culinary masterpiece are (l. to r.) Ed Turner, Secretary-Treasurer, Marine Cooks & Stewards Union; Mayor Richard Mar-

riott of Sacramento; Hunter Wharton, General President of the International Union of Operating Engineers; John H. Henning, new Administrative Assistant, California Labor Federation (AFL-CIO), and former Under Secretary of Labor and Ambassador to New Zealand in the Kennedy-Johnson administrations; Al Clem and Mayor Joe Alioto of San Francisco.

1,400 See Training Center Dedication At Sloughhouse

SLOUGHHOUSE, Calif.—Not since the bloody forays of bandit chieftan Joaquin Murietta and the swish-swish of a thousand gold pans in the Consumnes River and its tributaries had this tiny community seen any major excitement—and over a hundred years is a long time between drinks. On Saturday November 15, 1969 Some 1,400 people were on hand for the dedication of the Rancho Murietta Training Center, an event that will draw these rolling hills, some 22 miles southeast of downtown Sacramento, into the 20th century.

For dedication of this unique 15-acre training center which will be used to upgrade and multiply the equipment skills of members of the world's largest construction union, Operating Engineers Local Union No. 3, was only the initial phase of a plan that is expected to create a planned community of some 35,000 people. Students at the training center will participate in the development.

A blue-ribbon cross section of the nation's construction, civic and labor leaders were in attendance at the ceremony which included a giant barbeque, Spanish music and an exhibition of sky diving. Inspection of the training facility and bus tours of the 3,500-acre development's historical sites ran continuously.

Principal speakers for the event were Sheridan E. Farin, Regional Federal Highway Administrator, Department of Transportation and San Francisco Mayor Joseph Alioto. Former United States Ambassador to New Zealand, John F. Henning, was Master of Ceremonies.

Other key participants in the program included the International Union of Operating Engineers' General President, Hunter P. Wharton; State Senator Alan Short, Chairman of the Transportation Committee who led the pledge of allegiance; Charles LeMenager, State Director of Housing and Community Development;

Al Clem, International Vice President and Business Manager of Local Union No. 3, and Felix Siri, President of Piombo Construction Company and along with Clem, Co-Chairman of the Operating Engineers' Local Union No. 3 Pension Trust Fund, the prime mover in the development.

Dan Giles, Project Director of Rancho Murietta, kicked off the ceremonies with announcement of the presentation of Journeyman certificates to a number of chiefs of party by Robert Heid, Chairman Northern California Joint Apprenticeship Committee and Bill Munson, President, Bay Counties Surveyors. Giles then introduced Master-of-Ceremonies John F. Henning.

Father Andrew C. Boss, S. J., Director of the Labor Management School at the University of San Francisco, gave the invocation.

Led by two Operating Engineers, Paul Schissler and Pete

See MURIETTA page 10



Collectively Speaking with Al Clem

Since writing our report for the November issue of the Engineers News, we have been extremely busy on a number of projects.

The Executive Board of the Western Conference of Operating Engineers which consists of one representative from each of the local unions in the twelve (12) Western States, had their meeting at the Holiday Inn North in Sacramento on Friday, November 14. Also in attendance was the General Executive Board from the International Union, General President, Hunter P. Wharton and General Secretary-Treasurer, Newell Carman, and all the Vice-Presidents who are on the General Executive Board, as well as numerous Business Managers and Officers of other local unions throughout the United States.

The main reason they were in attendance was the Affirmative Action Trust conducted the dedication ceremony of the Rancho Murieta Training Center located in Sloughhouse, California on Saturday, November 15. The General President, General Executive Board and all the Business Managers throughout the United States had heard so much about this project that they were anxious to attend and see what had been accomplished by the Affirmative Action Trustees in the way of providing a method for the members of Local 3 to upgrade their skills and be afforded an opportunity to operate different types of equipment.

In addition to the people from labor circles, there were also numerous contractors from throughout the territorial jurisdiction of Local 3 who took time off from their busy schedules to attend and observe this unique project. There were contractors representatives and contractors present from Hawaii, Nevada, Utah, and a great number from California.

Everyone was impressed by the accomplishments which we had been able to achieve up to this point. I am sure with the feeding and living facilities in operation that any of the members who are desirous of improving their earning power will be most anxious to enroll in the training program for this project. The term is for six (6) weeks and the board and room is only \$6.00 per day.

During the month I also attended the General Executive Board meeting held in Washington, D.C. and also at this time, we would like to take this opportunity to congratulate Brothers Joe Seymour of Local 12 in Los Angeles and John Possehl, Local 18 in Cleveland, Ohio on their being selected to serve as Vice-Presidents on our International Executive Board. Brother Seymour and Possehl are well known in labor circles throughout the United States, and I am confident that they will lend a great deal to your General Executive Board inasmuch as they are both Business Managers from two progressive unions.

In our traveling around the country attending the various district meetings, we have had many questions posed regarding our Health & Welfare Programs. Very frankly, there have been many improvements and additional benefits added to our Health & Welfare Programs and you will note in this issue of the paper that there is a brief resume dealing with many of the changes. The new booklets are at the printers now, and we are hopeful to have them in your hands in the not too distant future.

The trustees of the Pension Plan upon the advice of the actuaries also revised the method in which the pension will be paid. I think it is a fair change in that it means that those members who have the most contributions made on their behalf and have worked the steadiest will derive some benefits from their efforts.

During the past month, Brother Paul Edgecombe and myself visited Hawaii and attended the Trustees Meeting of the Apprenticeship Trust. From Hawaii we continued on to Guam where we are endeavoring to solve some of the problems facing the Engineers on this island.

Some of the things that you see in Guam are almost unbelievable, but we are hopeful that with help from the Government agencies that we can rectify many of these deplorable conditions.

As the Christmas Season draws near, there are many people throughout this land of ours who will not have too merry a Christmas. We speak of those people working for General Electric who are out on strike at the present time.

You will note that the AFL-CIO is urging that when you buy any electrical products that you give a great deal of thought to buying products other than those manufactured by General Electric. This is an economic struggle that will have great bearing on future union negotiations. If GE wins, life will be harder for this nation's working man. A more complete story of this economic struggle will be found in another section of this paper.

We ask you to mark your calendar for Saturday, January 10, 1970. This is the Semi-Annual Meeting and will be held at the Marine Cooks and Stewards Hall, 350 Fremont Street, San Francisco at 1:00 P.M. We urge all of you to attend in order to hear the report of your Executive Board and know what has transpired throughout the jurisdiction of our great organization.

At this time, on behalf of the Officers, Executive Board and Staff, we would like to wish you and yours a Merry Christmas and a very Happy New Year.

Popular Young Unionist Dies Suddenly In Oakland

By NORRIS A. CASEY,
District Representative
and Guard

Brother Ralph Prince, who for the past two years had served on the Oakland Grievance Committee, was taken by death recently.

Brother Prince, who was only 35 years of age, had been a 14 year member of Local 3. He was most recently employed at the Radiation Laboratory in Livermore. Before that he had worked as a crane operator and dragline operator on many construction jobs and rock plants. His interest in his Union and his loyalty to his fellow members was of the quality only found in a solid Union member.

He will be missed by all of us.

He leaves his wife Shirley and two children, who reside in Livermore.

He comes from a family of Operating Engineers. His father, Cliff Prince, lives in Nevada. He has two uncles, Burl who is a top blade man for Gordon Ball and Carl who is retired in Nevada.



Brother Ralph Prince

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SOUTHERN ALAMEDA AND SOUTHERN CONTRA COSTA COUNTIES

By JERRY ALGOOD

CONCRETE WAFFLE FLOORING BEING TESTED FOR HOUSING—Construction of an experimental design concrete waffle floor for single-family homes, which is expected to be adaptable to expansive soils and other unstable soil conditions, was started last month in San Ramon.

The experimental raised floor system is designed to alleviate large foundations and floor movements caused by expansive and unstable soils. Accelerated testing will be done over a period of a year to attempt to correlate the effect of soil conditions on the structural design.

The test is of major significance to the homebuilding industry and to the public, as well, because a large percentage of remaining subdivision land in California has expansive soil characteristics. If the test is successful, it could open up much of this land for residential use.

Site of the test floor is on property owned by the William Lyon Development Co., one of the Nation's largest homebuilders and a subsidiary of American Standard. The research project is sponsored jointly by the Portland Cement Association, the Northern California Ready-Mixed Concrete Association, the Oakland soils consulting firm of Gribaldo, Jones and Associates, Testing and Controls of Mountain View, San Ramon Engineers, and the Lyon Co.

The experimental floor system was designed by engineer Phil Griffin of Portland Cement Association's Northern California office.

Designing of the test project is based on a waffle or grid system with reinforced ribs every two feet 8 inches. Cardboard boxes were used to form the waffle system. The floor has a 2 1/2 inch minimum thickness with rib height varying from eight to fifteen inches. The ribs are the only part of the floor system resting on the soil.

The waffle system is widely used in commercial buildings for upper floors and has been used as a slab-on-grade in other parts of the country, but this experiment in residential construction is new in the West.

The San Ramon floor is for a 2,400 square foot, two-story house having a step down family room and attached garage. Following proper curing, the waffle floor will

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be loaded to simulate average loading conditions for a similar-size residence.

Soil pressure, soil movements and moisture content under the raised floor are being measured by precise instruments. Thirteen soil pressure gauges were placed under the bottom of the ribs.

Although testing procedures will be conducted over a period of a year, it is hoped that usable design information will be available within three to six months, according to Jack Fowler, Director of Engineering for the William Lyon Development Co., and David Bagley, Housing Engineer for the Portland Cement Association's San Francisco office.

\$6 MILLION SET TO IMPROVE 580 IN VALLEY—Over \$6 million has been allocated by State highway officials to upgrade the portion of Interstate 580 between Livermore and Pleasanton.

The improvement project would widen some 7.6 miles of roadway between Vasco and Tassajara roads from four to eight lanes. The recently-announced allocation of funds is aimed at transforming the narrow freeway artery into an eight lane thoroughfare stretching from Interstate 680 to Interstate 5 west of Tracy.

WEST CONTRA COSTA COUNTY

By TOM CARTER

The work in the area has been holding up very well this past summer and fall.

O. C. Jones Construction has a large crew busy on their many jobs throughout the Bay Area.

Piombo Construction is working a big spread of scrapers and cats on a subdivision in Pinole. This job consists of about 600,000 yards of dirt and will finish some time in December.

Willamette Iron recently

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launched a new ship at their yard in Richmond. This is the first ship that has been built since the war in their Richmond yard. Guy F. Atkinson is now working on basing No. 2. They will enlarge this bay by 170 feet so they will be able to build a complete tanker and accommodate the larger ships for required work.

Peter Kiewit & Sons marine yard is now building a floating crane for their job in southern California. This will be a 125 ton American Crane mounted on a Liberty Ship. They cut 14 feet off the top deck the full length of the ship and then had to rebuild the deck to hold the crane.

Gordon Ball is making good time on the slide job in Pinole. If the good weather holds for another month they will finish this job before winter.

OAKLAND-SAN LEANDRO AREAS

By AL SWAN

The work picture in Oakland is still holding up in spite of the season's first rain storm.

Turner Construction is keeping several brothers working on the Kaiser Center Building. Brandon "Oakie" Crandel is the Job Steward and elevator operator on this job.

Dinwiddie is moving along on their twelve floor Golden West Savings Tower at 20th and Broadway, Oakland.

Pomeroy - Gerwick has just moved in a 3,000 W Mantowac for a pile driving job at the Edgewater Inn. Brother John Jarvis is the operator and Brother Jim Greeneth is the oiler.

Turrin and Sons have finished the excavation work on the Piedmont Reservoir and have completely lined this 33 million gallon reservoir with asphalt. Williams

See OAKLAND page 3

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Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year.

Office: 474 Valencia St., San Francisco, Calif. 94103

Advertising Rates Available on Request

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ENGINEERS NEWS

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

Oakland Progress

Continued from page 2
and Burrows will put the roof on. MacDonald-Nelson is keeping a number of members working. Brother Ted Burnett is their mechanic and also the proud father of LeRoy Burnett, who now at the age of twenty is in the military service. In 1966 LeRoy beat the world's best in water skiing to win the Masters Slalom title and until 1968 was California's State Slalom Champion.

Independent Construction Co. is finishing up their end of the work at the upper San Leandro Reservoir.

Kaiser Steel is moving their 4,000 W Mantowac into their Kaiser Hospital expansion.

The new Post Office Building on 7th St. is approximately 95% completed. This was a 23 million dollar job, 90 thousand cubic yards of concrete were used on this building, that covers one million square feet. The parking area covers 22 acres and when in full operation the Post Office will employ approximately 3,000 postal employees per shift and will operate three shifts per day. Brother Gene Browning has been the job steward on this job for the past year.

QUARRIES, EQUIPMENT DEALERS AND SCRAPYARDS

By ALEX CELLINI

The Rock, Sand, and Gravel industry in Alameda and Contra Costa Counties has slowed down somewhat with a little bit of rain, cut backs in spending, and also high interest rates, which are a few good reasons. But all quarries are still moving, however, no big projects in sight as yet. Hopes are high. The one big highlight in the industry will be when Kaiser starts their new plant in Pleasanton which should be in the very near future.

Equipment Dealers in the area are still busy with a small backlog of work. Machinery Distribution Company is keeping their crew going with quite a bit of field and shop service work.

Peterson Tractor's used equipment department has been busy getting some trade-in equipment ready for resale, all other depart-

ments are holding up well.

The Scrap Iron and Ship Repair Industry are about the same as last writing. No settlement as yet in the Maritime strike, so the only ships being repaired are the ones that can get into the dry docks and piers under their own power. The same stands for the scrap ships.

UPPER CONTRA COSTA COUNTY

By HERMAN EPPLER

Work around the eastern side of Contra Costa County slows as the rain falls. We find most of the jobs stopping only when the weather is so bad no work can be accomplished, and some of the good days are used to straighten out the damages done by rain. During this time there isn't much progress to be seen.

Dinwiddie Construction Co. is the general contractor at the new headquarters of Standard Oil Company. This is to be located across from Buchanan Airfield and facing the freeway (Highway 680).

Independent Construction Co. has several projects east of the Oakland Tunnel, one major project is on Pleasant Hill Road south of Taylor. This is a widening project and has been a bad section of road for some time. The local people are looking forward to the completion of this job.

The oil refineries have many brothers working inside the plants this winter on redevelopment projects. C. Norman Peterson is completing a three (3) year job at the Shell Refinery and Chicago Bridge & Iron is building a new oil tank at Avon. These type projects are not affected much by the winter weather.

Winton Jones still has employees working at Stauffer Chemical in Martinez. They have been on this project for most of the summer and the job is coming to a close soon.

Underground Construction is doing a lot of work around the Moraga area. This area is growing very fast and there is a big demand for houses. Gallagher & Burk are building house pads at the site of a new sub-division; also Slavo Rigosich has a drainage job

See OAKLAND page 10

Local 3 Aids Stanford In Key Safety Study

PALO ALTO, CALIF.—One of the most comprehensive and unique studies of safety in the construction industry has been compiled and published by the Department of Civil Engineering, Stanford University.

This study is based on questionnaires completed by Operating Engineers Local Union No. 3 in Northern California, Northern Nevada and Utah.

Catalogued as Technical Report No. 114 "A Survey of the Safety Environment of the Construction Industry" the study was authored by Lance William deStowinski as a companion piece to his engineers thesis "Occupational Health in the Construction Industry" in his work toward a degree in Civil Engineering-Construction Management at the university.

Using the techniques and methods of the social sciences, deStowinski set out to measure the worker's attitudes, opinions and characteristics as they might effect safety—the resultant findings were "startling."

In his preface to the document Professor Clarkson H. Oglesby of Stanford's Civil Engineering Department points out that deStowinski's study examines in depth one of the most important and often neglected areas of safety, "the relationship between accident

experience and human factors such as the workman's attitude toward himself, his fellow workers, his bosses, and the world in general."

Professor Oglesby says that the findings are startling in that they indicate a strong relationship between accident experience and workman's attitudes; and that length of employment by individual contractors of individual workers is long enough that employers can afford their own programs in safety training.

In his acknowledgments, deStowinski gives special credit to Business Manager Al Clem, Vice President Dale Marr and "the members of Operating Engineers Local Union No. 3, whose names I do not know, but whose freely given responses are reported and analyzed in the following pages."

Vice President Dale Marr, the union's Safety Director, will examine some of the findings in more detail in his column on page 10.

Nation's Leaders Laud Local Union's Training Programs

Thank you, Dan.

It is an honor to share in the ceremonies which mark the dedication of this magnificent training center. I think all of us would prefer to believe that this Center reflects both the vitality and the promise of free labor and free management in our society. And in an age marked so frequently by despair, contention and conflict it is refreshing to come upon something that represents so well the certainty of the successful endeavor by free men in a free society. These ceremonies again are historic because they do mark an advance point in the cooperation between free labor and free management in this state. Our program begins officially with the invocation. The invocation will be delivered by the Reverend Andrew C. Boss Director of the Labor Management School of the University of San Francisco and long associated with the aspirations of free labor and free management in our community. Father Boss.

The Free trade union movement of this nation has always resisted and always shall resist the totalitarian suggestions of any government of the day but free labor and free business have always welcomed the cooperative place of government in labor management relations. There is no place for a coercive government, however, in the sphere of industrial relations. We have been blessed in the history of California and the nation with government officials who understand the high and important place of the trade union movement in society, and among those officials of government who have so recognized trade union values is the Senator from San Joaquin County who also represents large sections of Sacramento County. Senator Alan Short has been particularly effective and articulate in acknowledging the destiny of free labor and free management and so it is with particular pleasure that I ask Senator Short to lead our assembly in the dedication to the flag we cherish and honor, Senator Short.

Thank you Senator. And I would commend OE for giving the flag its proper place in these ceremonies on this historic day.



FELIX SIRI

"... those members of the management team serving on the various trusts that made this effort possible."

It is my pleasure now to present a distinguished representative of management, Mr. Felix Siri. He is the president of the Piombo Construction Company, a vice president of the Associated General Contractors. More particularly, he is Co-Chairman of the Operating Engineers Pension Trust Fund. In many areas of the world today all of the powers of production and exchange and distribution have been given to government creating thereby a force by which no trade union, no free man can stand to dissent. That has never been the way of the American trade union movement. We, again, feel that the line of resistance must be strongly drawn against the encroachments of any government, and surely against totalitarian governments anywhere in the world. Free labor and free management built the productive greatness of this nation. They gave to us the greatest productive capacity of any nation in history, and those who interfere with either the vitality of free labor or free management strike at the sinews of America. Its' encouraging by reason of this tradition of American trade unionism



FREUDIAN SLIP or mixed metaphor, Jack Henning's "this unfortunate wedding" (meant to be "unfortunate weather" in reference to the delay in the sky diving performance) drew a roar from the knowledgeable crowd and Mayor of San Francisco Joe Alioto. Jack quickly regained his aplomb and turned in his usual excellent performance as master-of-ceremonies for the Rancho Murietta Training Center dedication.

in acknowledging the proper place of private enterprise in our partnership to present Mr. Felix Siri, who speaks for the management that, together with free unionism has made possible this splendid center, Mr. Felix Siri.



BILL CAMPBELL

"... the industry is better served with a complete training program aimed at its specific needs."

Rancho Murietta Training Center is another progressive step in the total training concept envisioned by the Operating Engineers Local Union No. 3 and the employers by whom its members are employed. Special training at Santa Rosa for essentially minority young adults (many of whom are school drop-outs) is provided by the Federally assisted program and aimed primarily at the prerequisites for application into the apprenticeship program. The non-discriminatory apprenticeship training program is designed to accept inexperienced persons and, through both on the job and formal related and continuous classroom training, to produce a competent and productive Journeyman.

Because of the wide and the rapid evolvement of newer, larger and more complex equipment it has become imperative to devise retraining opportunities for the Journeyman. Rancho Murietta is geared to broaden the number of skills already possessed by the competent Journeyman in order that he may be more productive to himself, his employer and the construction industry as a whole.

All of these progressive programs are jointly administered by the union and the employer from this industry. Whereas worked training is as old as workers themselves we believe this total training concept by one large and important segment of the construction industry is unique.

Thank you very much Mr. Siri and Mr. Campbell. Again it's encouraging to find you here sharing the future of the construction industry in a very meaningful way with trade union represent-

See MURIETTA DEDICATION page 4

13½ Million In Budget For Fresno Highways

FRESNO NEWSPAPER
By CLAUDE ODOM,
BILL RELERFORD and
JERRY BENNETT

FRESNO COUNTY GETS \$13 MILLION FOR ROAD CONSTRUCTION — The \$782.6 million budget adopted by the California Highway Commission for the fiscal year starting next July 1 contains \$13,643,000 for Fresno County, including \$8.14 million to start paving 36 miles of the West Side Freeway (Interstate 5). The paving of the already-prepared four-lane stretch of the West Side Freeway will be from Derrick Avenue to nearly the Merced County line. The commission noted paving is already under way on the freeway from the Kings County line to Derrick Avenue. The commission announced it intends to budget \$2,174,000 in the 1971-72 fiscal year to complete the paving job all the way to the Merced County line.

The commission also budgeted \$5,323,000 for buying rights-of-way for future highways and freeways in Fresno County. It placed \$310,000 in the budget for widening 1½ miles of Jensen Avenue from two lanes to four lanes between Fig Avenue and East Avenue. When completed, that stretch of Jensen Avenue will be separated by an 18-foot divider strip. The Commission also budgeted these amounts for other San Joaquin Valley counties:

Merced County — \$6,632,000, including \$5,300,000 toward completing the West Side Freeway between Highway 152 and the Fresno County line. The commission announced it plans to budget \$3.3 million in the 1971-72 fiscal year to complete the 17½ mile job, which will include completion of an interchange with Highway 152, an interchange with Mercy Springs Road and a vista point overlooking the San Luis Canal and the San Joaquin Valley. Also budgeted for Merced County are \$311,000 for reconstructing and widening two miles of Highway 59 near Snelling and \$1,021,000 for acquiring rights-of-way for future state highway projects.

Tulare County—\$3,408,000 including 1.85 million to widen 6½ miles of the northbound lane of Freeway 99 near Traver from two to three lanes, \$440,000 to help Tulare County pay for widening 2½ miles of Highway 63 between Orosi and Cutler from two to four lanes; \$150,000 to repair the bridges on Freeway 99 across the Kings River, \$125,000 to replace a wooden bridge with a concrete bridge over Yokohl Creek on Highway 198 east of Visalia and \$843,000 to buy rights-of-way for future projects.

Madera County — \$700,000 including \$490,000 for buying rights-of-way and \$210,000 for reconstructing the pavement on the Freeway 99 bridge over the Fresno River and the Highway 145 bridge of the San Joaquin River.

Mariposa County—1.54 million, including \$1.14 million to extend the construction of the two-lane Highway expressway just north of the Madera County line, \$100,000 to extend the widening of Highway 49 between Bear Valley and the Merced River and \$30,000 to buy rights-of-way for future projects.

Defying the Nixon administration's policy of cutting back funds for water resources development, the Senate Appropriations Committee pumped an additional \$500 million into the 1969-70 fiscal year federal budget for water programs, including \$1 million additional for the Folsom South Canal.

California would be a major beneficiary of the increases.

In addition to the \$1 million for the Central Valleys Project Folsom South Canal, \$1 million increases were provided for San Luis Drain and Westlands Distribution System, other units of the CVP. These amounts were allowed over and above increases provided in the budget bill as passed by the House.

The committee acknowledged it could not force the administration to spend the money but warned sternly "it will be their responsibility to explain" to flood and hurricane victims why "programs for the protection of their lives and security" received lower priority than other federal programs. The largest increase in funds for California could come in federal matching aid to states for construction of waste treatment facilities to combat water pollution. The committee voted to provide \$1 billion funding for the program nationally, up to \$400 million from the House amount and up nearly \$800 million from the Nixon Administration request.

California's share, under the Senate committee version would be \$82.8 million, compared to \$48.2 million approved by the House and \$14.8 million asked by President Nixon. The \$3 million increase provided by the Senate committee for the CVP follows the House action in adding about \$5.8 million to the CVP budget. The raise would bring the total CVP budget to \$42.6 million, up \$33.7 million from the figure asked by Nixon.

SEASON'S BEST

We would like to take this time to wish all the members of Local 3 and their families a very Merry-Merry Christmas and a Happy New Year.

The \$3,464 million budget for the Folsom South Canal in the Senate committee's program restores, combined with House action, \$3 million for this project.

It would guarantee that work could move forward on the canal at a speed sufficient to provide water for the Sacramento Municipal Utility District's Rancho Seco nuclear plant by 1973. If the federal funds were not provided, SMUD would be forced to build an \$18 million pipeline from Nimbus Dam to the power plant at the southeastern tip of Sacramento County.

The result would be a huge loss to the federal government of revenue for the sale of Central Valleys Project water. The Senate committee provided sufficient funds to place Hidden and Buchanan reservoirs in the San Joaquin Valley in the construction stage by the Army Corps of Engineers.

L. D. Folsom Company is about 75% complete on their levee job in Coalinga. Weather permitting, they should be completed by December 1st.

Fresno Paving has shut their Pier Points Springs job down until spring and moved their crew to Terra Bella. They will widen and overlay Avenue 95.

The Rock, Sand and Gravel Plants are still holding their own. P.C.A. at Lemon Cove has enough orders to keep the brothers busy until next spring. Owl-Folsom is making all the aggregate for the Griffith Company Interstate 5 job and many smaller projects in the area. Sequoia Rock in Porterville has been able to keep several of

See FRESNO page 6

Murietta Dedication

Continued from page 3

atives. Among those who unfortunately could not be with us today is the executive head of the Calif. Labor Federation, my boss, Tom Pitts who is confined to his home with illness. Tom is as you know, Secty-Treasurer of the State AFL-CIO and extends his great fraternal greetings to all of you here present.

Our next speaker is a man who knows the story of this union quite well. He became a member just 35 years ago, that would be 1934, at a time when Franklin Roosevelt was telling the working people of this nation that in union there is strength, at a time when Roosevelt was saying to the working people that if they organize against the powers of reaction within or without government they could together build a life worthy of the name of a free society.

Al Clem joined the Operating Engineers in that historic period when the Wagner Act was giving the working people of this country rights that had never been honored or recognized before. He has gone through the long struggles of the trade union movement, appreciating the fact that those who oppose unionism have their day and then die, move out, either from the political or the economic order, but the trade union movement continues and survives its hereditary enemies. But he is a man concerned not merely with the heroic role of trade unionism in hours of adversity, he is a man who recognizes that unionism has also the responsibility of acknowledging industrial change, but he is not one who is prepared to give to anyone the power to say that industrial change shall be achieved and realized at the expense of the working people. It is historically false to argue that the age of automation represents merely an engineering phenomenon. Unless the powers that be in government and management realize that industrial change involves social change and social consequences we invite the catastrophe of the disaster that came to the western world with the abuses of the industrial revolution.

In bending social change to good purposes we must commit ourselves to adequate worker training programs. Al Clem has been a pioneer in this effort and I think I can say properly that this great center is in part at least, in large part a monument to his vision, to his belief that labor and management can control and can direct industrial change of our generation to the service of the working people of this country. It's a great honor for me and I think it's an honor for all of us to have his presence here today. It's a great honor personally for me to introduce the man who is the Business Manager, the executive officer of Operating Engineers Local 3, a member of the International executive board, Mr. Al Clem.

Once again, it's, I think, a matter of stimulus for all of us to realize that this great organization of 35,000 members is led in this critical period by a man who understands the social implications of industrial change, and this center marks a beginning or an organizational recognition of that problem.

I am pleased to read a telegram from Washington, D.C. "Regret that previous commitments prevent me from having the pleasure of being with you for the dedication of the training center and facilities for the Rancho Murietta project. Would appreciate your extending my compliments and congratulations to the Operating Engineers union and all those who have a part in making this worthwhile training program possible. I will be interested in hearing the results of your project and wish you every success. Secretary of Health, Education and Welfare, Robert H. Finch."

I would take the personal privilege of introducing two old friends of mine that I see here, Newell Carman, Secty-Treas. of the Intl., and Vic Swanson whose great contribution to the history of this trade union is a matter of lasting record and inspiration.

We are honored today by the presence of a representative of the Governor of California, Ronald Reagan. It is important that the state government should be involved in these ceremonies, because the Division of Apprenticeship Standards has



PRE-DEDICATION HUMOR is shared by Local 3 Business Manager Al Clem (left) and Charles LeManager, State Director of Housing and Community Development, Governor Reagan's representative and one of the principal speakers at the Rancho Murietta Training Center dedication ceremonies.

been intimately and closely associated with the training programs of the Operating Engineers for more than ten years. It is my pleasure now to present the representative of the Governor, Mr. Charles LeManager.

A pleasure to be here and be able to participate in the dedication ceremonies of Rancho Murietta Training Center.

The prospect of this center as the nucleus of a planned new community in these beautiful foothills of the Sierra Nevada is exciting indeed.

I don't have to tell you how this state has grown. As we look to the future, we can foresee a doubling of the population of California in the short span of 30 years. By the year 2000 we will see 40 million people here.

Every month we add 35,000 people—equivalent to a city the size of Napa. Every year we add a new San Jose.

What kind of a state we will have depends on how we come to grips with the planning for our urban growth. No question that planned new communities and new towns will play a big role. When we talk about this we mean communities where there's full range of housing opportunities—not just "snob" bedroom communities.

Today we face a housing crisis the proportions of which we haven't experienced since World War II. Vacancy factors in our major metropolitan areas are down around the 1% mark. Housing experts agree we need a vacancy factor of 5-6% to have a healthy housing situation and provide for our mobile population.

Not only is there a shortage, but those houses that are being built are priced out of reach of the average family. Less than 6% of new family construction is priced to sell under \$20,000.

Many of us here today wouldn't be homeowners if it hadn't been for a no-down payment 4% VA loan. This gave us the foot in the door we needed to become homeowners and responsible citizens in our communities and have some equity in California.

Today there is no such thing as 4% loans—but thanks to the 1968 Housing Act there is a Section 235 Homeownership interest subsidy program that promises to give this generation of newlyweds and lower income families a break. Let's hope the conference committee of the House and Senate fund this program, and fund it generously.

I wouldn't be doing my job if I didn't take this opportunity to implore the Operating Engineers Trust Fund to invest more in housing mortgages—not just housing for the affluent but Section 236 and 235 housing. It gave me a great sense of pride—as it does today—to be invited to participate in the groundbreaking ceremonies

See 1400 ON HAND page 5

Read Carefully

Scholarship Rules

By T. J. "TOM" STAPLETON

OPERATING ENGINEERS LOCAL UNION NO. 3 SCHOLARSHIP AWARDS 1968-1969 SCHOOL YEAR

General Rules and Instructions for Applicants

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

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

WHO MAY APPLY

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

The applicants must be senior high school students who have, or will be, graduated at the end of the Fall Semester, 1968, or Spring Semester, 1969, in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the 1968-1969 academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between December 1, 1968, and March 1, 1969, for appointment to begin with the following Fall Semester.

AWARDING SCHOLARSHIPS

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

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

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

INSTRUCTIONS

All of the following items must be received by the Recording-Corresponding Secretary, Operating Engineers, Local Union No. 3, 474 Valencia Street, San Francisco 94103, California, before March 1, 1969.

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

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

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

4. *Photograph*—a recent photograph, 2 inches by 3 inches, with the applicant's name written on the back, attached to the application. (Photo should be clear enough for reproduction.)

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

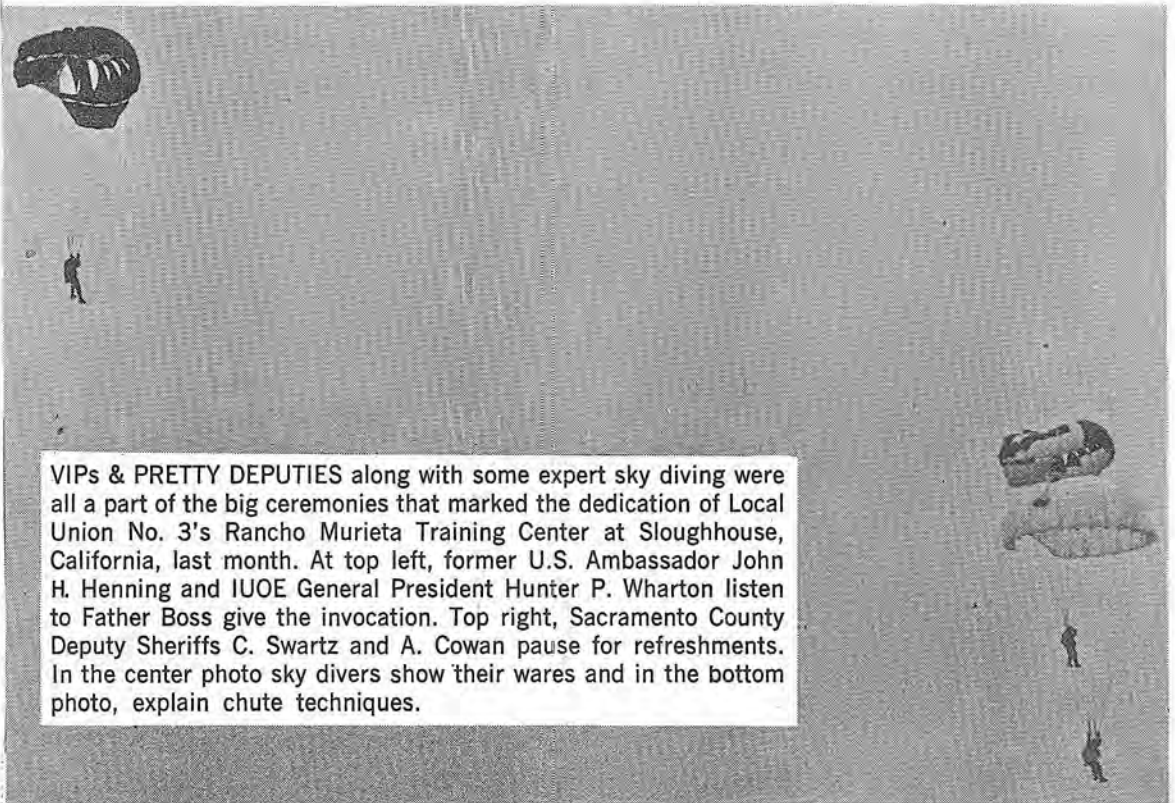
COLLEGE SCHOLARSHIPS
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, Calif. 94103

Local 3 Member Cited For Vietnam Heroism

Local Union 3 member Ron Mossholder has been cited by the Department of Defense for his heroic conduct in saving the lives of two American soldiers while working near Phan Rang in the Republic of Vietnam.

In making the presentation to Brother Mossholder, General Creighton W. Abrams, Commanding General of the U. S. Military Assistance Command, pointed out that "Mr. Mossholder fearlessly exposed himself to danger in

coming to the rescue of two American soldiers who were trapped in the flaming wreckage of an Army truck." General Abrams went on to say that, "Without hesitation and with complete disregard for his personal welfare, Mr. Mossholder demonstrated great courage and determination in extracting the soldiers and moving them to a position of safety. The lives of the two American soldiers were saved as a result of Mr. Mossholder's valorous deed."



VIPs & PRETTY DEPUTIES along with some expert sky diving were all a part of the big ceremonies that marked the dedication of Local Union No. 3's Rancho Murieta Training Center at Sloughhouse, California, last month. At top left, former U.S. Ambassador John H. Henning and IUOE General President Hunter P. Wharton listen to Father Boss give the invocation. Top right, Sacramento County Deputy Sheriffs C. Swartz and A. Cowan pause for refreshments. In the center photo sky divers show their wares and in the bottom photo, explain chute techniques.



1,400 Viewed Dedication

Continued from page 4
for a Carpenters Trust Fund backed 200 unit subsidized housing project in my home town of Santa Rosa recently. The money invested in that project will not only earn a good return for the trust fund participants but provides more jobs for union members and more housing for those who need it most.

In closing, let me congratulate you on behalf of Governor Reagan and his administration on this fine new training center. You have something here of which you can be truly proud.

Let me also extend best wishes to you in the development of a truly viable new community. You have a great opportunity to do something meaningful here by way of providing housing for all economic levels. You've got the dough and relatively inexpensive land—two important ingredients for lower income housing. I trust you will use these resources for the development of housing for the average guy and less affluent as well as for the affluent families.

Again, best wishes to you for this most promising development program.

Thank you very much, Mr. LeManager, and it is refreshing to find that the Director of Housing and Community Development shares this concern with the low income millions of our state. I know that all of us here, I say this with certainty, are committed to respect for law and order, for without it a free government cannot long survive, but I am sure all of us here further recognize, that unless we give real attention to the social and economic needs of the deprived and the low income millions of this country we shall continue to know the social turbulence that is plaguing our country. The trade union movement by its very nature is dedicated to the advance of the cause of the low income people of this nation and we are always pleased to welcome allies.

See VOLPE REP page 6

Fresno Work Moves

Continued from page 5

the brothers busy the past few months and we are all looking forward to more contracts to be let in this area.

A pre-job was held November 6th with Anderson Construction for their flood repair work in Sequoia National Park. Brother Elton "Andy" Anderson will be running the job. He hopes to get started by the 1st of December. The contract went for \$156,000.

R & D Watson is still working 6 days a week on their Lloyd Meadows job. They will be there until the snow flies, then they intend to move the crew down to the valley on flood repair work. Some of the work will be around Woodlake, White River south of Porterville and the Kings River north of Le-moore.

We held a pre-job with CEME Corporation November 7th. They will be expanding the Sewage Treatment Plant at Merced. They planned on starting as soon as possible. Haskell Construction Co. has an eleven mile stretch of Hiway 33 between Firebaugh and Dos Palos. So far they have just made a good start on the job. They should have about 1/2 of their dirt left at this date. Another job just getting under way is Valley Excavation on Shaw Avenue. They have about 6 brother Engineers working close to home here in Fresno. Baker & Baker is starting to lay C.T.B. on their 5 mile stretch of road on Hiway 49 between Oakhurst and Boot Jack. This job has kept quite a few engineers busy all summer long. This should continue to be a good job for as long as the weather allows.

Standard Materials has just started work realigning the road near Cressy. They should have a good 6 to 8 weeks. They have Michigan 310 Scrapers and 46A Dozers working in a sandy situation, which will allow them to work into the rainy season if necessary. Standard Materials also has been fairly busy around Los Banos, between Gustine and Merced and is in the process of finishing their over-lay job on Hiway 59 from Merced toward Snelling. Granite Construction has been going real strong on a pipeline job west of Los Banos. They have kept their crew going at a fast clip, working 610's.

Carl W. Olson has completed their section of Master Drain at Dos Palos. This job has helped to keep a lot of brother engineers in the Dos Palos-Los Banos area busy all summer long. There should be another section of Master Drain let after the first of the year.

The area around Fresno has been on the quiet side. American Paving has been laying hot stuff on Hiway 180 at Centerville and on Blackstone Avenue in Fresno.

Darkenwald Construction Co. is winding up their job at Tollhouse, just east of Fresno. Also, Thomas Construction Co. put in good hours trying to button-up their mountain job at Dinkey Creek. A lot of engineers from the Fresno area are starting to return from six weeks training at Rancho Murietta, near Sacramento and they have nothing but praise for the training they have received there. The facilities are complete, the instructors are tops and the food is great. Anyone interested in upgrading their skills, please call the Fresno office, there are still some seats open.

When the rains hit we'll probably have the same situation at Tulare that we had last year. Even with the long extremely dry summer the water has only dropped a few feet.

The California Division of Highways, already the largest in the City of Fresno plans to extend its real estate holdings in the metro-

politan area by about \$46 million worth in the next few years.

It also plans to spend another \$56 million building new freeways, expressways or conventional highways along much of the land it now owns in the city and county or will acquire in the interim. The agency already has spent about \$7,443,000 in acquiring rights-of-way for its future Freeway 41 which will bisect the city north-south. The remaining \$46 million budgeted will complete the right-of-way purchases for this as well as Freeways 168 and 180 through the city and on to the Sierra foothills.

R. E. Deffebach, Fresno district highway engineer, said the timetable calls for buying about \$6,052,000 worth of privately owned property for all three freeways in fiscal 1969-1970. Another \$23.2 million has been earmarked for 1971, most of it going to buy right-of-way for Freeway 168 through northeast Fresno to Clovis Avenue.

In 1972 another \$11.4 million has been authorized to purchase property for this same route on toward Millerton Road and a link with the new expressway being built toward Shaver Lake to replace the historic old Tollhouse Grade. Several sections of the county will share in the \$56 million construction program contemplated between now and 1976-1977.

Two major projects scheduled to start in 1970-1971 include the \$710,000 Jensen Avenue overcrossing for Freeway 41 and the widening of the Olive Avenue overcrossing at Freeway 99.

A good part of the budget for the next few years will be spent to complete Interstate 5 along the county's West Side to the Merced County Line. Nearly \$11 million is earmarked for this project, and the most costly freeway in San Joaquin Valley history should be opened to traffic sometime in 1972.

After the Jensen Avenue structure is completed, the State contemplates a \$5,240,000 project to start Freeway 41 from Easton to Freeway 99 in fiscal 1972-73. That same year, construction should start on a \$5 million project to extend the freeway to Broadway and on to Nevada Avenue in southeast Fresno.

In fiscal 1973-1974, Freeway 41 will be cut northward to Olive Avenue in a \$4,720,000 project, then on to its terminus north of Shaw Avenue in a \$9.7 million project starting in fiscal 1974-1975.

Plans also call for widening Freeway 99 between El Dorado Street and Clinton Avenue from four to six lanes. This is set to start in 1973 at a cost of \$1,320,000.

The start of Freeway 168 to the foothills is scheduled for 1974-1975. Between 1975-1977, Freeway 180 will be built across town from Freeway 99 to Cedar Avenue at a cost of \$10,520,000 for grading and structures only. Paving will come later.

Deffebach says the division already is building a spur road from Lodge Road to the Sierra National Forest boundary to tie in with the expressway awaiting paving for the new Route 168 to Shaver Lake and hopes to have it ready for use late next year.

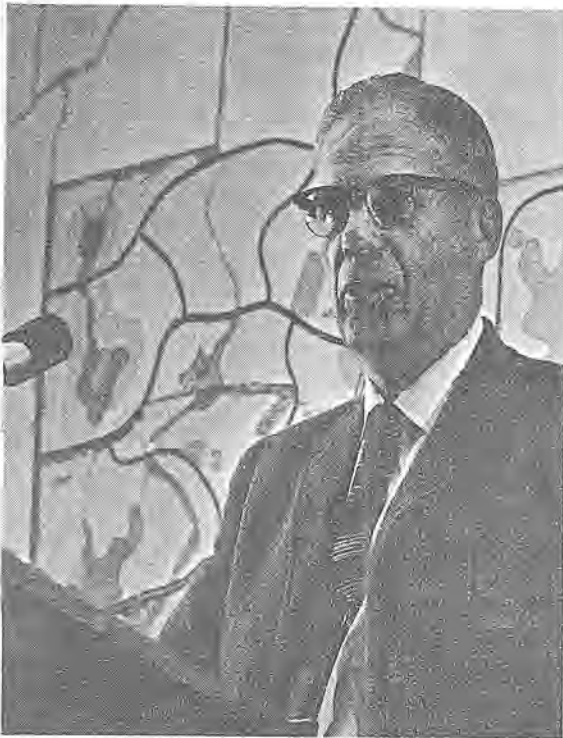
This same route between Stevenson Creek and Shaver Dam is scheduled for revision, in which some of the existing curves will be eliminated, starting next February.

A little better than a mile of Jensen Avenue between Fig and East Avenues will be widened to four lanes and divided at a cost of \$310,000, of which the city and county will pay half.

Volpe Rep Talks Frankly

Continued from page 5

The next speaker represents the federal government of the United States in a career sense. He has been identified with construction in government since the year 1930, when he became involved with the programs of the Bureau of Roads. He is a man who appreciates that without advanced road construction in this country, the nation may well strangle, despite our impressive continental dimensions. He is committed wholly to the concept of government working with labor and management in the area of construction so he represents the light rather than the shadows of government. It's my privilege now to present the Regional Federal Highway Administrator of Region 7 of the Dept. of Transportation, a man who has worked closely, again, with Al Clem and with management in the ambitions of this center, Mr. Sheridan Farin.



SHERIDAN E. FARIN
"... the three myths in highway construction."

I am delighted to be here today and to view this fine facility which you have prepared to train and improve the ability and capability of those who perform that very vital and essential task of making machines do man's work, and to do it faster and far more extensively than could even be imagined a few years ago.

I bring you the greetings of John Volpe, Secretary of the U. S. Department of Transportation, who is a personal friend of many of you and who regrets very much that he could not be with you today.

In the very few minutes available, I would like to make a few remarks relating largely to the highway program and problems. First, with respect to safety; second, with respect to opposition; and third, with respect to funds.

We are killing 1,000 people every week in traffic accidents! Well over 100 people will be killed in the next 24 hours, and 10,000 will be injured and some disabled for life! These are horrible figures. Last year the total was 55,000 corpses and 1,800,000 broken bodies. Fifty-five thousand—that's almost 10 times the number killed in all our violent crimes every year. It's over 15,000 more than have died in Vietnam during the last 5 years.

These figures delineate a problem of such magnitude that one would think it would be sufficient to motivate an emergency national program to cope with the losses. But while the nation spent \$25 million in one fiscal year for the conservation of migratory birds, we had to fight to get an appropriation for one recent fiscal year of \$26.5 million for the safety work of the National Highway Safety Bureau.

For too long we have turned our heads away from this tragedy. We made excuses. We deluded ourselves with the notion that an accident is just bad luck. Well, that's nonsense, and it has cost us some of our most productive citizens.

Let me list just a few of those who have been lost to the world—whose lives were cut off—by tragedy on the highway: Margaret Mitchell, the authoress who gave us "Gone with the Wind"—General George Patton, who survived the enemy's cannons, but died on a highway in Germany—David Williams, the great nuclear physicist, who was killed in 1965—Frank Clement, former Governor of Tennessee, was killed just 11 days ago in a head-on collision not far from his home.

And, of course, you all know the story of Roy Campanella, who lived through an accident but was paralyzed from the neck down. You may not realize, however, that Roy was later in a similar accident—but because he was wearing a seat belt he escaped unharmed. But it was that first accident that cut off a great career in baseball.

It's easy to prove that highway accidents are not just bad luck—for if the fatality rates of the thirties had persisted we would be losing 3,000 per week instead of 1,000. And now, with the Highway Safety Act and the National Traffic and Motor Safety Acts of 1966, we have the means to reduce not only the rate but the overall number of fatalities as well.

The Department of Transportation is already using its powers to obtain extensive changes in automobiles—laminated windshields, safety belts, crash padding, safer fuel tanks, better brakes, energy-absorbing steering columns and many others, including standards for improved car stability, anti-skid devices, proximity brakes, tougher standards for tires and retreads, stronger auto bodies, energy-absorbing bumpers, and the so-called airbags.

I have no doubt at all that if we systematically applied what we know right now, we could save 10,000 lives per year.

The NHTSB of DOT is involved with the States with numerous other safety activities, such as Driver Education, Emergency Medical Services, Motor Vehicle Inspection, Identification and Surveillance of Accident Locations, and many others including better accident recording, which brings me to the astonishing but true fact that drunkenness is implicated in 25,000 highway deaths and 800,000 injuries every year. It is astonishing but true that 44 percent of all innocent drivers killed in accidents lost their lives because the other guy was drunk. Not "drinking," but "drunk." The drunk driver is no joke, and he should be removed from our streets and thoroughfares.

I hope that the facts and thoughts just presented will make every one here at least a little more concerned with highway safety, but I would be remiss if I did not remind you of the importance of *construction safety*—the need for including in your curriculum a good solid block of construction safety instruction and indoctrination as each individual is improving his operating skill.

In our day, the practice of mythology was supposed to have ended with the "dark ages," but it "ain't so." Here are some myths of our modern day:

One of the prevalent *myths* says that highway officials, susceptible to the blandishments of some unseen and selfish "highway lobby," are striving to pave over the whole United States, particularly our cities, just to permit the "lobby" to sell more materials, or equipment, or provide itself with jobs in perpetuity.

Firstly, let me acknowledge that there indeed is a "highway lobby," in this country, but that it consists of the owners of our 105 million motor vehicles. This "lobby," incidentally, has an auxiliary membership which includes most of the rest of our 200 plus million people, who may not own or drive a car but are basically dependent on the motor vehicle for virtually every aspect of their day-to-day living.

Secondly, the "paving over" allegation is grossly exaggerated. In 1916, when the Federal-State partnership for improving the nation's roads came into existence, we had nearly 3 million miles of roads and streets. In that year we had only 102 million people and 3.6 million motor vehicles. Today, 53 years later, the mileage of roads and streets has increased by less than 1/4 to a total of 3.7 million miles while population has doubled but vehicles have increased thirty-fold.

The truth is that most of the investment in highways during the last half-century or so has been made not so much for new routes but for improving the existing system.

Another *myth* often repeated, even though it is without substance, is that because of congestion, modern roads, particularly our urban freeways, are moving traffic even slower today than during pre-freeway days. Again, this just doesn't agree with the facts, so let's take a look at them.

Prior to the construction of freeways in Los Angeles, for example, it took 30 minutes to cover

See EXPLODES MYTHS page 7

Marysville Blood Bank Needs Help

By HAROLD HUSTON
District Representative
and Auditor

MARYSVILLE BLOOD BANK NEEDS DONORS — CASE OF LIFE & DEATH—The Marysville District is proud of the fact that we have our own blood bank to help the brother engineers and their families who need it. This was accomplished by the foresight of a few brothers in this area who felt we should stand up and meet the challenge head-on. To keep abreast of this need it takes the extra effort of every brother engineer and his entire family. The Blood Bank reserve is very low at the present time due to the fact that many have had to use it during the past twelve months, and it has not been replaced.

It has been made clear that there are not enough volunteer blood donors in the United States. Does this condition prevail because the general public is unaware of the great need for blood? If this is the case, then the information should be broadcast by whatever means possible. And there is no sense being cozy about it. It should be stressed that less than 5 percent of the people give the blood needed to protect everyone. This means that 95 percent of the population is getting a free ride. Something like the worker who won't join a union, but receives all the benefits.

The fear of giving blood is believed to be the main reason more people don't volunteer. But few will admit they are afraid. It's the other person who's afraid. In a study conducted by the French Institute for Motivational Research, Frenchmen were asked why other people didn't give blood, and 61 per cent said the cause was fear. But when answering about themselves on the same question, 22 per cent said they were physically incapacitated, and 56 per cent had not been asked, or did not have the time.

During one complete day the Red Cross gave out questionnaires to the 13,533 who donated blood in their center and mobile units across the country. When asked, "What do you think is the most important reason why those who can give blood do not give?" the majority answered, "fear and pain." Asked why they were donating, "My duty, I want to help others."

How can people be relieved of their fears and prejudices so that they can donate blood freely? If a non-donor experiences a great need for blood for himself or his family, he might see the light. But the patient can't wait for this moment to happen. Blood is needed now. How do you convince a man's mind that his blood is needed for the general good? How do you enkindle his unselfish instincts to help others? This is the business of the education, information and recruiting. The goal is to create in more people the positive forces strong enough to overcome the negative restraining forces that keep people from giving blood.

Giving blood is simple and painless. It is not any more trouble than going out to lunch. The message should be repeated over and over again, especially by those who have donor experience. The whole procedure takes less than an hour, but the giving of blood itself is only about 6 minutes time.

A blood donor is always given the VIP treatment. The first-time donor is a very special person. He is always thanked and urged to come back. The donor goes away feeling happy and noble about the whole thing. The habit of

blood giving has been developed.

The following gives the prospective donor a clear picture of what really happens in the procedure of giving blood.

1. On the day you donate, eat normally, although excessively fatty foods and alcohol should be avoided for a period of four hours before appointment.

2. Upon arrival at the donation center, a volunteer registers a few details and gives you a registration card to carry as you proceed from station to station.

3. At the first station your temperature and weight are checked and recorded on the card.

4. At the next station, the hemoglobin is checked when a small drop of blood is taken from the end of your finger and tested.

5. A doctor or nurse will take your blood pressure and ask a few questions about your medical history to make certain you are physically fit to donate.

6. A volunteer escorts you into the donor room, helps you to lie down, and a trained nurse injects the needle gently, expertly, and painlessly, and the pint of blood is given.

Within 10 minutes you are finished and invited to the snack bar for some refreshment, and to talk with the other donors. If this is your first donation, you will be mailed a card showing your blood group and whether you are RH positive or negative.

TWO POINTS TO REMEMBER

1. In the good transfusion, a donor's blood must be found that matches the patient's blood both in the major groups, A, B, AB, and O, and in the RH factor. If there isn't this "agreement" in blood, the transfusion can't be given without the fear that the red cells will go into a clumping reaction which obstructs and sometimes stops the circulation of the blood.

2. If more people would give blood, then there would be more pints of each type available for selection when the call comes that one or several patients need transfusions. Nature has done its best to encourage donation. When a pint of blood is taken from a person, the body goes to work and replaces it within a few weeks.

WHERE CAN I GIVE BLOOD?

CHICO—169 Cohasset Road
OROVILLE—Medical Center,
2767 Olive Highway
MARYSVILLE—Elks Club,
920 D Street

WHEN CAN I GIVE BLOOD?

CHICO—Monday—4:30 p.m. to

6:30 p.m.

Tuesday—8:30 a.m. to
10:30 a.m.

Chico prefers you make an appointment prior to donation.

OROVILLE—1st Thursday of
each month—1:00 p.m. to
5:30 p.m.

MARYSVILLE—2nd Tuesday of
each month—11:00 a.m. to
12:45 p.m.—2:00 p.m. to
5:00 p.m.

Your Business Representatives and Office Staff in the Marysville District would like to take this opportunity to wish all the brothers and sisters and their families a very MERRY CHRISTMAS and a HAPPY NEW YEAR!!!

By DAN SENECHAL
Business Representative
OROVILLE AND THE
MOUNTAIN AREA — Winter rains and early snows finds the contractors winterizing jobs and

See MARYSVILLE page 8

Explodes Highway Myths

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10 miles on conventional streets. After freeways were built, in the same length of time it has become possible to cover 25 miles on the Santa Ana Freeway, 20 miles on the San Bernardino Freeway, 25 miles on the Hollywood and Ventura Freeway, and 20 miles on the Harbor Freeway, an increase in travel speed of two to two and one-half times the possible pre-freeway speed. So the jokes about the largest parking lots in the world are just that—rather crude humor, and far from the truth.

The truth is that urban freeways move more traffic at much higher speeds than city streets. At speeds of only 35-40 miles an hour, the freeway carries twice to three times the number of vehicles per lane as does the average city street.

It would require 20 new lanes of surface street to carry as much traffic as an eight-lane freeway. But the 20 lanes would have neither the speed nor the safety of the freeway.

Another interesting and oft-repeated myth that crops up quite frequently but has absolutely no factual basis is that travel today in urban areas is slower than during the horse-and-buggy days. This is always good for a chuckle or a "horse laugh" but it, too, is without factual substance.

Admittedly, traffic in some highly publicized downtown areas during peak hours moves frustratingly slow, but believe me, it moves faster as a general rule than in the pre-motor vehicle era. If we were still trying to use the horse and wagon, we would have much worse congestion than we have today—and also some other problems more difficult and unacceptable than our present ones.

Talking about the horse-and-buggy days recalls a corollary myth. This one accuses the highway program of taking valuable agricultural land for right-of-way and so we are about to produce starvation for the nation. Actually, by replacing the horse and mule, motor vehicles have made more land available on which to grow food for humans. In 1910, 90 million acres were required to produce feed for horses and mules. This is twice the total area for all the right-of-way on all of the entire public road and street system of our nation today. And the pavement itself is only a minor fraction of this amount. Today, we need only 4 million acres for feeding "Old Dobbin." Rather interestingly, we also are taking more agricultural land out of crop production as part of our soil bank program each year than we take out for new highways—simply because of overproduction of agricultural products.

You have all heard the often-repeated myth that urban highway construction and improvements take land from the rateable rolls, reduce taxation revenues, and thus compel the remaining taxpayers to make up for the loss by having to shoulder an added tax load.

Actually, we have hundreds of studies which show that while there may be a brief loss in some instances, in the overwhelming majority of cases, the highways bring with them substantial economic benefits. (Let me cite just two examples of what I am referring to). (Time will not permit me to give you the details of some examples).

One of the best documented cases is Route 128, a circumferential highway around Boston. It was opened in 1951, and it is estimated that by 1959, over \$137 million had been invested in new plants along the route, employing some 27,500 workers. Although some of this activity involved relocation from other parts of the community, the net gain to the whole metropolitan area represented an estimated \$129 million, and added 19,000 new employees to the area's payrolls.

The second illustration involves a smaller town—Yankton, South Dakota, a city of 9,000 population where 3.1 miles of U.S. 81, running through the heart of the city, were widened and upgraded in design at a cost of \$852,489. An in-depth study made by the Federal Highway Administration of the impact of the improvement disclosed that it saved time and money for the citizenry, reduced accidents, spurred business, boosted employment, hiked land values, and improved the tax base.

The study further revealed that accidents dropped from 71 in 1956 to 34 in 1965, even though travel doubled from 1½ to 3 million vehicle miles. The overall cost to the user, which in addition to accidents includes travel time and

vehicle operating costs, totaled 15.8 cents per vehicle mile before and 13.1 cents after the highway was rebuilt, a decrease of more than 15 percent. The number of businesses showed a net increase of almost 100 percent—from 60 to 119.

Land values showed a sharp increase as assessed valuations for property tax purposes climbed from \$1.2 million to \$2.79 million, an increase of 133 percent. It is estimated that the improvements themselves increased assessed values by more than 100 percent.

The number of persons employed by business firms along U.S. 81 jumped from 402 in 1956 to 952 in 1966, an increase of 137 percent. By comparing this with the increase in a "control group," it was concluded that at least ⅓ percent of the increase was due solely to the widening and upgrading of U.S. 81.

The improvements also resulted in a number of somewhat intangible sociological benefits due primarily to improved mobility and accessibility.

Recreation areas can now be reached with greater ease; membership and participation in voluntary associations have increased; and trips to work are less strenuous. Also benefiting are public service activities. School buses make their rounds more efficiently and more safely. Ambulances save travel time that could save lives. Fire and police protection, and rural mail service have been expedited.

The Yankton experience demonstrates that highway improvements not only make for economic growth but they result in a better environment and better living and illustrate that these benefits accrue to both the small and the large community. These Yankton and Boston illustrations are repeated with regularity across our entire country year after year as we go about the job of improving our highway system.

Another myth bandied around as if it were a fact is the one which claims that freeways use up tremendous amounts of scarce urban land needed for other purposes.

The fact is that urban freeways presently planned will require less than 3 percent of the land in the cities and if we didn't build the freeway types of highway, several times as much land area would be required for moving the same traffic volume by conventional street systems. In Los Angeles—sometimes held up as a horrible example—the proposed 800 miles of freeways—only a fraction of which are on the Interstate incidentally—that will run through the metropolitan area by 1980 will occupy only about 2 percent of the available land.

It has been frequently charged that half of the total area of Los Angeles is devoted to highways, streets and parking—in other words to the motor vehicle. This is true at this present time only about the central business district. But a large share of the parking usage represents land that is in a transitional stage from old uneconomical buildings to new high density building use which will then permit parking as an incidental to some other usage of the same plot of ground. And this other type of land usage could not occur if the street and vehicle did not provide the access thereto. About 50 years ago in the horse and buggy and trolley era, 35 percent of the central business district was devoted to streets, alleys and sidewalks. We do not have a record of the amount of area that was devoted to the stables and wagon yards to park the horse and buggy transportation of that era, but it must have also been a sizeable amount. Surely some small additional percentage is not too high a price to pay for the speed, convenience and flexibility of the private motor vehicle, and accessibility which it brings that makes all the rest of the occupied land as valuable as it is.

It is interesting to note that when Pierre L'Enfant laid out the City of Washington, D.C., in 1790, a full century before the days of the automobile, he proposed that 59 percent of the total area be used for roads and streets. This is even more than the area now devoted to highway transportation and parking.

Then there is the myth that we have reached the stage of a national coast-to-coast and bumper-to-bumper traffic jam, with the whole country strangling in traffic congestion. This is really an interesting one because last year Americans drove a whopping one trillion 16 billion vehicle miles. If, as some critics claim, motor vehicles have become immobilized on our highways, how did the driving public rack up this fantastic mileage?

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Marysville Report

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equipment. A. Teichert & Son Inc. have completed winterizing their Lake Almanor project on Highway 89 West. The only sign of activity will be the burning crews and that will only last about six weeks. The Kizer & Heintz earthfill dam job at Stampede is also making with the antifreeze. Temperatures here range from a cold 22 in early morning to a high of 42 at lunch. Most all the dirt has been moved at Stampede, however the spillway tunnel is still a mighty sore spot with the Kizer-Heintz people.

W. K. Ingram has had to move off their job for Western Pacific Railroad. Early rains and a high raising Feather River will keep crews and equipment on the north side of the river until Spring. Hughes & Ladd Inc. of Redding have completed their slip-out and slide project at Blairsden on Highway 70 just ahead of the rain and snow. The slide area was moved with three TS-14's in about three weeks. The slide area was then filled with material from a downstream pit. I'd like to say one thing about those rigs—they are the answer when you work in tight quarters, they really haul muck.

The State Division of Highways opened bids on a project to construct a 250 foot long viaduct across a slipout on Route 70 about 13 miles northeast of Oroville. This section of roadway was damaged by storms last February.

Low bidder for the work is Hughes and Ladd Inc. of Redding. Plans call for construction of a four-lane bridge near the west end of an existing structure which spans an arm of Oroville reservoir. Two east bound lanes were closed when earth fill slid in to the lake. Since that time traffic has been using a temporary two lane detour. When construction begins the existing detour will remain in use until half of the new viaduct is completed. Then a traffic switch will be made and two lanes will be opened on the permanent structure. The work will take about nine months.

Oman Construction of Oroville was low bidder on a Butte County project to construct a five foot sidewalk outside the existing rail of the Feather River Bridge, Route 162 at Thermalito. This structure is just west of Oroville. The bridge was built in 1921. It is narrow and has no facilities for pedestrians. The sidewalk will provide a safe crossing. Work could begin in about a month and should take three or more months, depending on the weather.

By BOB MAYFIELD
Business Representative

CHICO AND THE WEST SIDE—As of this writing the sun is shining brightly but everyone knows this is a very temporary thing and subject to change quite suddenly. Winter is definitely upon us and the contractors are either trying to get their job winterized so as little damage as possible will occur or to finish what has already been exposed. Butte Creek Rock working as a subcontractor on Highway 32 east of Chico for Hughes and Ladd is in high gear trying to pave every mile of this job that has been made ready to pave. Immediately ahead of this crew is one working for the O'Hair Company laying a rock sub-base. This is keeping a total of 7 brothers in high gear. Butte Creek Rock recently purchased a new SA-41 Barber Green Paver and according to its operator Brother Mel Mills, it does a beautiful and fast job.

Over on the west side Fredrickson and Watson Construction on Highway 5 are practically in the same position. They have their

crusher set up and strings of trucks are hauling sub-base rock on grade that has been made ready for it. Sub-contractors Lou Jones and M. L. Dubach are almost completed with their segments of this job.

In the Yuba City area Baldwin Contracting Co. has picked up three pipelines and getting well along towards the finish stages. They have several small street jobs scattered throughout the area that are bringing pay checks to several of the good brothers.

Jobs of importance were let recently which should start in the up coming weeks were picked up by Butte Creek Rock at Willows. This job was awarded to this company for \$114,000 and consists of paving and related underground work. On the west side also A. Teichert & Son Inc. were the apparent low bidder for a large section of Highway 5 overlay. On the east side near Phil Brook reservoir a bridge and its approaches plus road improvement was awarded to low bidder L. Doirs for \$230,000.

In the rock, sand and gravel business Kaiser Sand and Gravel at Hamilton City is having a bonus year according to Steward Glen Berglund. They are employing over a dozen brothers and are working two shifts trying to furnish suitable rock for Hughes and Ladd and Lema Construction who both have jobs on Highway 32.

The materials dealers in this area are not so lucky and are running slower than usual.

Some plants are going fairly well and others are almost at a standstill. LaCasella Pipe in Yuba City are just approaching their busiest season. This company manufactures concrete pipe and in the off season is when ranchers in the surrounding area install this excellent irrigation pipe.

Saf-T-Cab Inc. of Yuba City also seems to be quite busy. This shop fabricates primarily roll bars and cabs for any and all types of heavy equipment. They recently made six very large cabs for Cat 660 rigs for the Oman Construction Co. and they in turn shipped these to a large job in Kentucky. These cabs meet all Corps of Engineer specs and is the reason Oman bought these. According to the company very few others do meet the specs and then only at a cost usually exceeding theirs.

Medicare Deadline This Month

Medicare beneficiaries were warned today that December 31, 1969 is the deadline for filing medical bills for services received from October 1, 1967 to September 30, 1968.

"There is no provision for late filing," said J. Leland Embrey, District Manager of the San Francisco Civic Center Social Security Office.

Medical insurance under Medicare pays 80 per cent of the reasonable charges for doctors bills, Embrey said. Other benefits payable include outpatient hospital services and physical therapy, home health visits, medical services and supplies. The beneficiary pays the remaining 20 per cent reasonable charges in addition to a yearly \$50 deductible, Embrey explained.

Medicare claims can be filed at any of the four San Francisco Social Security offices located at 303 Golden Gate Avenue, 761 South Van Ness Avenue, 145 Columbus Avenue and 5815 Third Street.

Telling It Like It Is

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Perhaps the biggest *myth* the American public is asked to swallow is that highway people want to prevent any other mode of transportation from being made available, just because they are so selfishly jealous of the automobile that they don't want any competition.

The real truth is that no group is more aware of the limitations in highway transportation than are the highway people themselves and no group is more willing than the hard-pressed highway administration to share with others some of the heavy burden of transportation in this country.

We in the Federal Highway Administration welcome with open arms the contribution which any mode of transportation can make toward moving people and goods efficiently. That is why we support enactment of the pending Public Transportation Assistance Bill of 1969, which would provide \$10 billion over the next 12 years to cities for additional mass transit facilities. Please note that this bill would permit both-or either-rail and bus types of mass public transit.

There is no disputing the fact that in some areas of high population density, rail mass transit can do a fine job, and we enthusiastically support its construction in such cases. But we also recognize a truism of transportation life—that in many areas rail transit is impractical and uneconomical and will never be built. These areas then must rely on bus mass transit, which today is already carrying 70 percent of all transit passengers in our urban areas, and the bus will probably continue to be the only form of mass transit in at least 95 percent of our urban areas of 50,000 or more population, and in every one of our smaller communities.

One of the biggest and most often repeated *myth* is that rail mass transit can substitute effectively for highway transportation in an either-or, or local choice basis. In some larger cities, it can surely augment highway transportation of people, but what about the movement of goods, none of which can be moved by a rail line? To talk about rail transit as the single, simple panacea for all the nation's transportation problems in every urban area simply does not jibe with reality.

The clothes we wear, the food we eat, the newspapers we read, the mail we receive, are all dependent on highway transportation, and even more so within the urban areas than the inter-city links. As a matter of fact, it is difficult to imagine any major facet of American life that is not closely linked to rubber-tired transportation.

In the 233 urban areas of more than 50,000 population in our nation today, 99 percent of all person-trips and 98 percent of all person-miles of travel are by highway vehicle. Of 213.6 billion person-trips annually, 205.4 billion are by automobile, 6 billion by bus, and 2.2 billion by rail. Of 653.3 billion person-miles annually, 616.2 billion are by automobile, 23.9 billion by bus, and 13.2 billion by rail. In smaller urban areas, the proportion of highway travel is total.

In inter-city travel, it is estimated that of 1,073 billion person-miles, 931 billion are by automobile and 25 billion by bus, for a total of 956 billion or 88 percent of all such travel by highway. Air travel was second with 93 billion person-miles, or less than 9 percent of the total. Thus the highway mode is more than 10 times as big as all other put together.

Yes, there are many myths and much misinformation being spread about the highway program. We must, however, act in a responsible way that separates myths from hard facts. In dealing with the real worlds of today, we must base our actions on sound basic information and constantly apply the trained professional expertise and experience which we have learned. We cannot be motivated by simple hunches and emotions. We must look at the whole of our country's transportation needs and the relation of those needs to the overall needs of our society.

Now, the financial picture. Some time ago a nationally known magazine published an article declaring that the National Highway Program was supported by huge Federal subsidy.

The writer must have had a distorted understanding of the meaning of the word subsidy or have been woefully ignorant of the method of financing the Federal-aid program. The present National Highway Trust Fund was established by the Highway Revenue Act of 1956. It provides for the deposit by the U.S. Treasury, in a special trust fund, all revenues derived from

motor vehicle fuel taxes and certain other designated excise taxes on motor vehicles, their parts and tires. Only revenues credited to the Trust Fund may be used to meet the Federal-aid obligations under the Federal-aid Road Act. In other words, at the Federal level as well as here in California, the highway user is paying the cost of construction and maintenance of Federal-aid State and principal local road systems. I do not think, in any sense, that this can be properly called a subsidy.

Where do we stand on completion of the well known National System of Interstate and Defense Highways? The original 40,000 miles were to be completed in 1972 and the trust fund (by law) discontinued.

In the first place, the system has been increased by the addition of 2,500 miles, making the total 42,500. The required standards have also been expanded, and both of these have materially increased the total estimated cost of completing the system.

In addition to this, there have been several so-called cutbacks which are essentially reductions in the permissible rate of obligating funds. Right now we are in one of these reductions, which differs from the previous mandatory cutbacks in that it is considered voluntary, but the effect is the same, a net reduction in the rate of contract awards and a reduced number of active contracts during any period.

Now I am not qualified to evaluate the overall need for these periodic slowdowns, but I do know that the net effect of these variations, at the operating level, is reduced efficiency, increased costs, and a severe adverse effect on job availability and stability. I also know that there is about \$1½ million in the National Highway Trust Fund which may be used for construction projects.

Next year, 1970, is probably the year of decision. If the Trust Fund is to be extended to permit completion of the entire 42,500 miles (as well as continue the basic ABC Highway Federal-aid Program) and avoid an even more severe interruption, it is essential that appropriate portions of the law be changed during the next session of Congress.

Again, I want to say how much I appreciate being invited to participate in the opening of this very excellent facility. I do compliment you on what you have done and are now doing.



JOSEPH ALIOTO

"... neither the cutback in construction or the so-called Philadelphia Plan are workable solutions for curing inflation or increasing minority skills and hireability."

Joe Alioto was one of the great student progressives of his day and I am pleased to say that he hasn't been spoiled. He is a man who believes in the partnership of labor and management, a man who believes that in an age of social change we must have order but, we can never deny intellectual dissent, we can never control the mind, we can never intimidate the commentators of the events of the passing scene, for if we do this in the name of government, we not only limit, but perhaps we endanger the very freedom of America's future. It's an honor to present a man who has been associated with this union and with the development of free business in this society. It's an honor to present an old friend and a great friend of this union, Mayor Joseph Alioto.

See ALIOTO FORMULA page 9

Score Major Gains In New Hawaii Agreement

By HAROLD LEWIS, WILFRED BROWN, KENNETH KAHOONEI, WALLACE LEAN, BERT NAKANO and JOE REINERT

NEGOTIATIONS AT ITS PEAK IN HAWAII—A new three year agreement has been consummated with the REPAIR DIVISION OF AMELCO CORPORATION, previously named American Electric Co., Ltd. The Union's negotiating team consisted of Brothers Harold J. Lewis (negotiator), Wallace K. Lean and Wilfred K. Brown. We are happy to report that the employees of the Repair Division of AMELCO Corporation had ratified the new agreement with unanimous approval.

The new three year agreement calls for major gains as follows:

HEALTH AND WELFARE TRUST FUND — The establishment of the Health and Welfare Trust Fund within itself is certainly a major gain for the employees. The employer is required to contribute 25¢ per hour for each hour worked by each Employee to the Health and Welfare Trust Fund for Operating Engineers. Thereby, eligibility will not terminate on the last month of work, but will extend as far as there are hours in the employee's reserve account (maximum 6 months). Eligibility also entitles the Employee and his family in addition to medical coverage, life insurance (accidental death and dismemberment benefits), Prescription Drug Plan, Vision Care Plan and a Dental Plan.

WAGE INCREASES — This three year agreement calls for four periodic wage increases for the first two years. Wage increases for the last year will be negotiated when the agreement is re-opened on September 30, 1971. The four periodic wage increases for the first two years for each of the classifications of work totals as follows:

Heavy Duty Foreman .75¢ in.
Heavy Duty Repairman
1st Class75¢ in.
2nd Class75¢ in.
Helper50¢ in.

Welder, Spray Painter
And Body Fender Man
1st Class75¢ in.
2nd Class75¢ in.

Serviceman and
Grease Man74¢ in.
Tire Repairman75¢ in.
Parts Room Clerk85¢ in.

SICK BENEFIT — Employees shall receive the following:

1 year but less than 5 years: sick leave pay of 7 working days in any one year of employment and effective October 1, 1970 to be increased to 14 working days. Maximum accumulation, 30 working days.

More than 5 years: sick leave pay of 20 working days in any one year of employment. Maximum accumulation, 60 working days and effective October 1, 1971 to be increased to 70 working days.

60 days but less than 1 year—disability due to industrial accident while performing work for the Employer. Employee shall receive full day's pay for those non-compensable days limited to 7 days of credit and effective October 1, 1970 to be increased to 14 days.

HOLIDAYS — Two additional holidays were gained (Statehood Day and General Election Day) making a total of ten holidays. All ten holidays are paid holidays.

JURY DUTY—Employees shall be compensated for jury service which is a civic duty of every qualified citizen.

CREDIT UNION—As a con-

venience, the employee will now be able to add to their Credit Union savings account and also be able to have Credit Union loan payments made thru payroll deduction.

INDENTURED APRENTICESHIP PROGRAM—The employer shall participate in this new apprenticeship program.

Negotiations have also been completed and agreements have been consummated with the following four companies: Hawaii-Kai Community Services Co., Whitecrane, Inc., Arons Building Wreckers and Jack Merriman dba.

We are now in the process of negotiating a new agreement with State Tile. The negotiating committee for the Union consist of Brothers Harold J. Lewis, Wallace K. Lean, Kenneth Kahoonei and eight employees employed by State Tile. The eight employees are: Brothers Obed Brown, Jose Espisito, Charles Wahilani, Charles Santiago, Rodney Campos, Eugene Medeiros, Gilbert Inouye, Joseph Napoleon and James Kamaano.

FURTHER CONSTRUCTION CONTINUES — Let us give you some idea as to what will transpire come the first of the new year. Tho many articles have been written concerning Sub-Division developments, there are countless areas ready to be developed by the contractors. Territorial contractors now performing work on the Ewa State project were awarded two additional phases come the first of the year. J. A. Thompson & Son has picked up two additional units, in the Wai-pio area, now called "Mililani Town" and Kohonohi Ridge Estate, overlooking Pearl Harbor. The Koolau Estate on the Kaha-luu side of the Island, is estimated to have seven phases of development work and is due to start, totaling \$2.5 million. Pacific Construction Co., Ltd and Hercules Construction Co., Ltd. for the next five years will be engaged in the development of Makaha Valley Estate, totaling \$22,000,000 is now in progress.

Let us just refer to the many contractors holding identical work J. M. Tanaka Construction Co., Urban Construction Inc., Kaiser Hawaii-Kai Development Inc., Hercules Construction Co., Ltd., Pacific Constructors Ltd., Highway Construction Co., Ltd., Reed & Martin Inc., Walker-Moody Construction Co., Ltd. and Hawaiian Dredging & Construction Co., Ltd. totaling \$38,000,000 of work.

Let us report to you, on several of the big projects now in progress. Major new buildings costing \$48 million are either now under construction or will be started by the end of the current fiscal year on the University of Hawaii's Manoa campus. The building boom is part of a long needed push to alleviate the space shortage caused by mushrooming enrollments at the University.

The new projects include Moore Hall, a \$3.6 million, 114,000 square foot project. To be completed by 1970 summer session will be the \$5.3 million, 133,000 square foot Plant Science Complex. The \$7.6 million Biomedical Science Building is scheduled to open in September 1971. And construction has just begun on the \$5 million College of Business Administration complex. Still bids are under study for the \$7.2 million, 191,000 square foot engineering building. Physical Science Building — 2.5 million, 60,000 square feet. Construction should start by December 31, be completed in the fall, 1971.

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Alioto Scores Cutbacks

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Mr. Chairman, Reverend Father, President Wharton, My Colleagues in Government, Al Clem, a great leader of a very great local, Ladies and Gentlemen:

I want, first of all, to thank all of those political figures who have some kind of control over this jurisdiction and who, I understand, have some kind of control over the weather as well. When I got up this morning I had a fear that somehow or another I might wind up today with some kind of a sunstroke and they have set my mind at ease, and I wish to thank them for this very fine accommodation.

It's a particular delight to be here today, to commemorate this very fine thing that's being done. I've tried to make the point, in many places, that in the final analysis the two most practical instruments we have in our society are the labor unions and management, and when all of the social problems that beset us are argued about and debated furiously, my own view has been to turn to the labor unions and to management first, and to use these instruments to kind of reach out to spread the benefit they have brought to so many people to the other elements in our society. What you're doing here today proves that very thing.

You know, a half a century ago we were fighting for the right to unionize. We finally got ourselves to the place where in 1914 in something called the Clayton Act we were able to say that the labor of a human being is not a commodity to be traded competitively. Then, when people tried to use injunctions to hold back the labor unions, we finally got ourselves to the point where we said there'll be no injunctions in labor disputes, and in that continuing evolution we came to the Wagner Act recognizing the rights of working people. The very stuff that brought about that progress was dissent itself, the dissent of working men fighting for those rights and claiming those rights. And now, today, when we look at these great pension funds which have been built up we know that the labor unions not only have a very high place in the councils of government, but in the councils of our economics as well, very important economics.

It is a gratifying thing for me to observe this magnificent 3,500 acres now the property of Local 3, to be used for the benefit of its members. But there won't be much benefit unless we get back to that notion that the labor of a human being is not a commodity and when, for example, we set about fighting something we call inflation, it seems to me almost morally evil to say that the way we are going to fight inflation is by the deliberate promotion of unemployment. That's the kind of psychology apparently, that is gripping us, even today in 1969, as we come into the 70's. So even on a federal level now, we are told that 75% of all construction urgently needed, already budgeted, that 75% is going to be cut back. That's being done not for lack of funds but for the deliberate purpose of slowing up the economy for the deliberate purpose of doing that by generating unemployment.

And so, the word has come from Washington to those in the cities, we want you to do the same thing with your city projects, and with great deference, we have said that we don't intend to do the same thing, that we are living in a different kind of climate. We are living in an expanding state, a state that has hardly begun to realize its potential, and slamming the brakes on right now too hard is going to hurt us. Whatever may be the situation in the rest of the country, and it seems to me that this is a matter of local option, and local decisions. So far from that, far from saying we're going along with a 75% reduction, we have said that we are not doing that, that we are going to continue to promote our city projects, our \$200 million convention sports complex, for example, is going ahead on schedule even though there appear to be some political figures in the state who want to stop for the moment, for reasons that are a little difficult to understand, particularly when the matter of relocation is being taken care of within the framework of the law and with a good deal of humaneness as well. So, we aren't going to stop that, nor the Rockefeller setup either, and I'll give you a little scoop—next week we're going to announce that four new skyscrapers are going to be built in San Francisco and they're going to begin before the end of this year, and we have expedited the permits. And, incidentally, because we do think, somewhat partially, that San Francisco is a rather

photogenic city, those skyscrapers are being built with all of the accord being given to the claims of urban beauty. They're going to add considerably with the great downtown plazas. We're going to develop and the skyline that is going to be quite interesting, and yet preserve an environment that most of us think is unique. Incidentally, so far as freeways are concerned, Mr. Farin, we have no objection to freeways. We want you to build one in San Francisco, but we want you to build it underground! Because we not only like the Operating Engineers, we like the Laborers Union too, and the Electricians and the Plumbers, and furthermore, because of the great experience we have had with BART, because of that great experience, the costs of building underground have actually gone down considerably. We know a lot more about it now in San Francisco. While the cost of surface rights has gone up and it's going to meet one of these days. So this is what we want you to do. We want you to build it underground, that link between the Embarcadero and the Golden Gate Bridge and while you say it's just a little piece of land you're talking about, you are talking about one of the really great metropolitan views in all the world, that view out to Sausalito—that northern waterfront view, and so you and I now are going to start today to negotiate a transaction to start building that underground and doing it rather quickly.

The thing that's most praiseworthy about what's being done here today, is that it really points the way to the real solution of some of the problems we are arguing about today. A Philadelphia Plan with a fixed quota is no way of handling the training of minorities to come into the mainstream of the labor movement. That's no way of doing it. A quota system is not going to do it, because you have something that's better, something you're doing right here. An apprentice system for training. An apprentice system for training can work. We have proved that in San Francisco. We've proved it by affirmative action programs which today finds 25% of the apprentices coming from minority groups and so you ought not to try to institute a quota system against journeymen. This isn't the way to do it at all. It's not the practical way, it's not the way that's going to work, and what you're doing here is really the answer. An apprenticeship program that will train all, regardless of color, will train them all to take their place and the scale of compensation for apprentices as they go toward journeyman is a sufficient inducement to do the job that way, and not by some artificial quota system as is being suggested.

Finally, I want to say that we have in California, in San Francisco and in other places a tremendous pent-up demand for new construction, for housing, for roads, particularly housing, for great industrial complexes—a tremendous demand we have yet to begin to scratch the surface of, and the training of men as you are doing here is going to prove an important element in seeing that that's satisfied. I hope that we can develop a governmental philosophy again which is a philosophy that ought to be based on that full employment act of 1946, passed during the days of Harry Truman, which recognized that everybody has a right to a decent job and that in the final analysis if private industry cannot supply that, then the government ought to be the employer of last resort. At least we would hope that that philosophy would take hold when, in an attempt to fight inflation we say we're going to do it by promoting unemployment, and not do it for example, by bringing the powers of government to bear against an incredibly high interest rate that has jumped in a manner in which it has done. It is that philosophy that ought to permeate everything we do. And in that philosophy you're going to find that tremendous partnership between management and labor go forward to produce the most practical results for this great land of ours. Thank you very much.

Thank you Mayor Alioto. I was especially pleased that you mentioned the training of minority youth. Under a grant fostered by the U. S. Dept. of Labor, through the Manpower Development and Training Act, Al Clem and Operating Engineers No. 3 instituted a program for bringing minority youths, I would say especially, our black brothers, into the pre-apprenticeship program to prepare them to take their place in

See WHARTON INSIDE page 10

On The Safety Side



By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

The recently completed Stanford University study entitled "A Survey of the Safety Environment of the Construction Industry," by young civil engineer student, Lance William deStwolinski, has brought out some unexpected and unusual findings that if properly followed up could prove a real help in reducing accidents on and off the job for our Brother Engineers.

Of course, it was with the farsightedness and cooperation of your Business Manager Al Clem and the interest and dedication of those of you in the field who completed the questionnaires, that this study was made possible. It is my intent in the next few issues of the Engineers News to go over the important findings of this study with you in the hope that we can find new and relevant approaches to improving safety on and off the job.

In the introduction to his study, deStwolinski, rightly, points out that safety is one of the most pressing problems of the construction industry today and that from an economic standpoint is costing staggering amounts of money through injuries to workmen, damaged equipment, spoiled materials and lost production time, but more important than the economic losses are "the needless pain and suffering of the injured and the consequences to their families."

He (deStwolinski) believes that despite such well known tools as safety meetings, first aid courses and protective devices that construction safety has missed the boat by failing to examine problems from the human and material factors that could lead to thinking safe and acting safe.

Further, since the employers motivation toward safety is based on economics, particularly insurance, he has aimed at reducing direct costs rather than human factors (the employer) that may lead to accidents and the costs to the workman himself if he is injured. "Stated differently, it can be said that the workman has generally not been the focal point of accident prevention; he is merely the one who is injured."

This study then focuses on the construction worker as the key element in accident reduction and is aimed at measuring the worker's attitudes, opinions, and characteristics as they might effect safety.

To put it in simpler terms, this study is aimed at examining the individual cause, rather than the effect, of accidents in the construction industry and surprisingly enough this socio-statistical approach provides spin-off information that should prove invaluable not only in planning an effective and meaningful safety program, but, in dealing with membership-employer attitudes in general.

Next month we will use this study to explode a lingering myth—that heavy equipment operators are for the most part transient employees hardly worth the investment on the part of the employer in the area of safety training.

Pension Options

Continued from page 1

The Joint and Survivor Option—An engineer may decide, at the time of his retirement, to receive his pension in a reduced amount which will be continued after his death to his surviving spouse. It must be understood that after pension payments have started, the monthly payment to the pensioner will continue in the reduced amount if the wife dies before the pensioner.

For example, assume that an engineer is eligible to retire at age 65 on a pension of \$200 a month and he selects this Option. If his wife is also 65 years of age, his reduced monthly pension would approximate \$142. If his wife survives him, she will continue to receive this amount for the rest of her life.

The Social Security (Level Income) Option—An engineer who has decided to apply for an Early Retirement Pension, but who is not yet eligible to receive Social Security benefits, may elect this Option. An adjustment is made in the pension amount he would normally be entitled to receive so that a larger amount is provided by the Plan, prior to the time Social Security payments start, and a smaller amount for life thereafter. The purpose of this Option is to provide a more or less level income when the Plan's pension amount is combined with Social Security payments.

Oakland

Continued from page 3

which will be completed by this time.

Dan Caputo Co. is still building a concrete liner for Walnut Creek and is making this very difficult job look easy from the road. Moberly is a sub-contractor for Caputo and has several brothers working. At this time he is on two shifts trying to get as much work completed between rains as possible.

Going out Ygnacio Valley Road to Oak Grove, Oliver DeSilva has moved a dirt spread in, however, not much work can be done now and we are all looking forward to the few sunny days that can be worked.

Murietta

Continued from page 11

Kalthoff, members of the California "Golden State Skydiving Team" gave an exhibition of skills gained in some 3,050 collective jumps in competition with the nation's best teams. Other members of the team include Steve Lergel, Al Silver, Joe Solis and Mike Potts.

Members of the General Executive Board, International Union of Operating Engineers, were on hand for the event.

Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, is a 35,000-member union with jurisdiction in Northern California, Northern Nevada, Utah, Hawaii and Guam.

"Local 3 Training Is Tops!"

Continued from page 9

the benefits and in the bounty that has come to this organization through the sacrifice and the dedication of unionists who fought to build this union over the past 30 years. It is due and proper that we should recognize Al Clem and the union for their contribution to racial advance in this area.

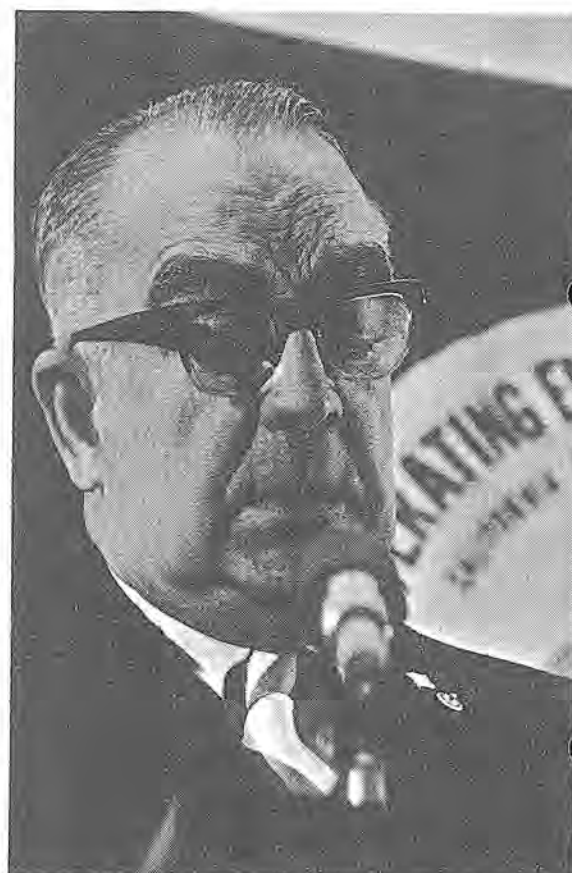
It becomes my pleasure now to introduce the International President of the Operating Engineers. Hunter Wharton has been with this organization through all the years of his adult life. He came to the presidency of this union in 1960 and in the years which have ensued he has given this organization direction in the ways that good unionism best prospers. A militant and progressive economic position and advanced political and social position and a position of honor and integrity with respect to the obligations that a union holds to its members and to society. He has been honored by the nation, by the educational institutions of this country and particularly he has been honored by his colleagues in the trade union movement through his election to the executive council of the AFL-CIO. I think that all of our fellow Americans should appreciate that again in this era of social turbulence and change the one rock-like institution of stability in our nation is the American trade union movement. It is the one institution that has survived the passions of change and the denials of change from the heartless right with equanimity. It has not lost its sense of mission.

The AFL-CIO has called for economic and social reform and has regarded as enemies of this nation those who are indifferent to the cries and the demands of millions of our fellow Americans for the right to share in the abundance of this nation. The old order has no future, it has no morality and it has nothing for the working people of this nation.

On the other hand, the American Federation of Labor and Congress of Industrial Organization has drawn the line against anarchy, against totalitarianism under either the flag of blackness, of the Viet Cong, or whatever, it has stood for American order, appreciating that in a crisis if a free people are obliged to choose between anarchy and order, they will choose order, however coercive that must be.

The trade union movement doesn't want to see the American people faced to choose between anarchy and order, it wants order and progress, and Hunter Wharton is a symbol of that rational approach to the tensions of our time. He has represented our nation abroad, at international trade union missions. It was my great pleasure to receive him in New Zealand earlier this year, and I can tell you here that he made a tremendous impact upon the trade union leaders and members of New Zealand, a nation of which 70% of the labor force is organized, a nation, which like so many in the world, views with wonder and amazement the voices of the past that too often speak for American policy for the social issues that we debate today have long ago been resolved in so many other nations of the world. Hunter Wharton stood for the American future not for the American past when he came to New Zealand. I am honored to present him today, for personal reasons, for institutional and organizational reasons, for American reasons. He is one of the great trade union leaders of our nation. Hunter Wharton.

Thank you Jack, Reverend Father, Mayor Alioto, honored guests. It is a distinct pleasure for me to be here today, particularly to share this platform with your chairman. If I may, before I say something about the official business today, and if it does sound political, it is not intended that way, but I think one of the greatest mistakes that has even been made by this administration or any other administration the consensus of the group that I was with, the consensus of the people I met in New Zealand, the greatest mistake that the administration ever made was when it did not reappoint Jack Henning as Ambassador to New Zealand. We met with the Prime Minister and all of the labor people, the Secretary of Labor, the Leader of the Opposition, and everyone had the highest respect. So I say to you, our loss to our foreign service is California's gain because I understand he is back with you again, and I am sure he will be an asset to all Californians that he has returned to you.



GENERAL PRESIDENT HUNTER P. WHARTON
"... people with more knowledge of the construction industry in government."

More than a third of a million members, along with my associates of the executive board who are here today, join me in extending congratulations to the employers and employee groups and trustees of the various funds in this dedication today. Dedications can be rather flowery things with the flow of words that usually come out, but this is an unusual dedication, in my opinion. This project is unique and I don't think there's anything that has gone on in the history of our international union that has drawn more comment throughout our circles. This is an outstanding example of cooperation. First you had cooperation between the group of Pension trustees who consented to this... Then you had cooperation between the trustees of the Apprenticeship program. Then you had the cooperation of the officers of the local union and then you had to have the cooperation of the whole group to bring about what we're having here today.

I recently was discussing this project with the Secretary of the department of Transportation, Secretary Volpe, who as a contractor knows what it's all about and who knows the need for having properly trained workers on his job and he said to me, he said, Hunter, you know this is one of the most outstanding efforts of cooperation that I have ever heard of. He said, why is it that there is not more of these kinds of things going on with the Pension funds that are being developed? And I told him, that I was quite sure the number of Pension trustees that were going to visit this dedication that there would be more of them coming in the future. He thought that this was an outstanding example.

The leadership ability to deliver at the bargaining table is only as great as that ability of our operators in the operators' seat and training develops that ability in our operator.

The International Union has set a framework for the finest training available of heavy equipment operators in our local union, and local union 3 has built a training program second to none on that framework. Business Manager Clem was one of the first to recognize the need for total training. This local and the joint apprentice training committee have a complete training package that is responsive to the industry's need, a formal registered apprentice program, journeyman skilled improvement responsive to society's need through the pre-apprenticeship society that has been operated at Santa Rosa for the past several years. The International Union, its general officers and the officers and trustees of a number of our local unions and the training funds are grateful for the privilege of being here for this event today. We extend to those responsible for this achievement our sincere appreciation.

We know that this training project will be a monument to Al Clem and the men who planned it. In labor management much can be accomplished and is accomplished by mediation, conciliation and arbitration but nothing is accomplished so easily and so well as by cooperation and it is that cooperation that brings us here

See CHALLENGE page 11

Dredging Dregs

By GUY JONES

BINH THUY AB, Vietnam (Special)—Binh Thuy AB in the Mekong Delta is literally rising out of the water.

The water, more than 300 million gallons along with sand from the Bassac River bed, is being pumped onto Binh Thuy by the dredge *New Jersey* as part of a project to increase the size of the base by almost 50 per cent.

Scheduled to be finished in four months, the project will provide the Republic of Vietnam Air Force (VNAF) an additional 40,000 square yards of ramp space, an area large enough to construct 20 new buildings and land fill for future expansion.

The *New Jersey* is the largest dredge in Vietnam and is connected to Binh Thuy by over three miles of pipeline. The huge dredge pumps water and sand through the pipeline at the rate of 31,000 cubic meters per day.

Bulldozers and other heavy equipment are busy leveling the fill as it accumulates.

"The dredge works on the same principle as a vacuum cleaner," said Bill Blackhurst, Charleston, W. Va., security officer on the civilian contractor-owned dredge, "the auger or drill is on the front of a large boom which can be lowered to a depth of 60 feet. The auger digs into the river bottom sand and pumps it along with water through the pipeline to the fill site."

According to Blackhurst the suction of the pump is so strong it has pulled barrels, logs, rockets, ammunition, and mortars from the bottom of the river. After the mortar rounds explode in the pipe causing a short shutdown of the operation while repairs are made.

The *New Jersey* was originally built in 1930 to fill part of Lake Michigan as a site for the Chicago World's Fair. Up to that time it was the largest dredge in existence.

It was purchased by the U.S. Government and has seen duty in Guam, South Africa, South America, Tahiti and many other locations. After being sold to a civilian contractor the dredge was sent to Vietnam for construction work.

Pacific Stars & Stripes
Friday, Sept. 5, 1969

This article was submitted to us by Charles McQueen, son of Brother Paul McQueen, Dredge Captain for Dutra.

Charles McQueen is presently with the Armed Services stationed in Vietnam.

Automation has taken over in Clamshell Dredging. For comparison: Great Lakes Dredging with their dredge "Boston" is equipped to handle 12 yard, 18 yard and 21 yard buckets. They also have their 1500 yard barge and tugboat all in one unit.

Peter Kiewit Dredging "Thelma" is equipped to handle 12 to 16 yard buckets with their 1,000 yard barges.

Smith-Rice is equipped to handle 8 to 12 yard clamshell buckets and they also have their own 2-1000 yard barges.

Umpqua Dredging is equipped to handle 7 to 12 yard clam buckets and have their own 3,000 yard barges.

Olympian Dredging dredges "Monarch" has 6 to 8 yard bucket, "Holland" 5 to 7½ yard bucket and "Neptune" 5½ yard bucket.

Dutra Dredging Company have 4 dredges. The "Sacramento" and the "Liberty" are both 3 yards and the "California" 4 yard and the "Alameda" is a 2 yard bucket.

Healy Tibbets have sold their dredge, "No. 8" and are left with one dredge at this time. The "Lima Revolver" is in the 5 yard range.

Leslie Salt Dredging have a 3 to 4 yard Clam bucket.

San Francisco City Dredging "No. 4" is a 4 yard clamshell bucket. Associated Dredging is now out of business.

Charlie Hoover Dredging is also out of business.

NEW YEAR 1970 RESOLUTION

We don't have any statistics to go by but if your living habits parallel the ones followed by the writer of this column you (1) did not make any resolutions come New Year's Day 1969 or (2) you long since have broken most of the ones you did make.

We've done both over the years—made some and broken most. However, the ones we did make were not too difficult to keep—such as resolving not to get out of bed before 9 a.m. on a day off; not to get hit by a truck; eat three square meals a day and spend money—even if we don't have it.

Of course, we are being facetious up to this point but when we wonder to ourselves what resolutions are made each year by the members of the work force we are compelled to move over to the more serious side.

Members of labor organizations should be considering resolutions (if you confess to your laxity in fulfilling your obligations) that would lead you to become a more active member of your Local. Nothing can run an organization into the ground any faster or more completely than the adoption of the "Let George do it" attitude. Because a good many times George doesn't do it and it doesn't get done.

Union leaders work hard, day in and day out, to obtain the best in working conditions, living wage, pensions and many other fringe benefits for their constituents. They are entitled to the cooperation of the rank and file.

On the other hand, management, which has entered into contracts with your unions to provide these benefits, are entitled to the best that the union man and woman can give in services and turning out a good product.

There is no pain in resolving (and keeping the resolutions) that:

- I will attend the meetings of my Local.
- I will take more interest in my union activities.
- I will volunteer to assist my union leaders everywhere I can.
- I will give my best to the union shop in which I work to produce better goods and more effective services.
- I will practice safety on and off the job.

These resolutions are no more difficult to keep than the one this writer adheres to in not getting out of bed before 9 a.m. on a day off.

And we are willing to wager that if you make and keep these resolutions, you are in for a very good year.

So is Local 3.

So is your employer.

In the closing of the 1969 year, I want to wish you and your families "Merry Christmas and a Very Prosperous New Year!"

"Must Meet Challenges!"

Continued from page 10

today and I urge that that be continued. Those who will benefit by the training, from the results of that cooperation the employer, the employee will show his appreciation to the industry by giving no less than he receives, an honest day's work for an honest day's pay, and I think that from what I have witnessed in Washington, and I am sure that Jack, as former Under Secretary, can bear out what I am saying.

I think the only way, the only salvation for the construction industry is this kind of cooperation. I have just recently discussed with some of the officials of some of the departments that have a great deal to do with training and told them that I thought it was ridiculous, the type of administrators that he had under him trying to tell the construction industry how to run the construction industry when I doubt that they even knew what a building might look like.

I sincerely said that because to give an example of the kind of things that they are saying . . . One of them called me one day and I sat down with him and he asked me a lot of questions about the construction industry and I said to him—how do you come up with the answer that the construction industry can cure all the evils and all the problems of the world? He looked at me for a little while and pondered the question and said, Hunter, I guess the only answer I have is that the jobs are visible. I go down the street to see a job and I think that well here we can put a lot of people to work.

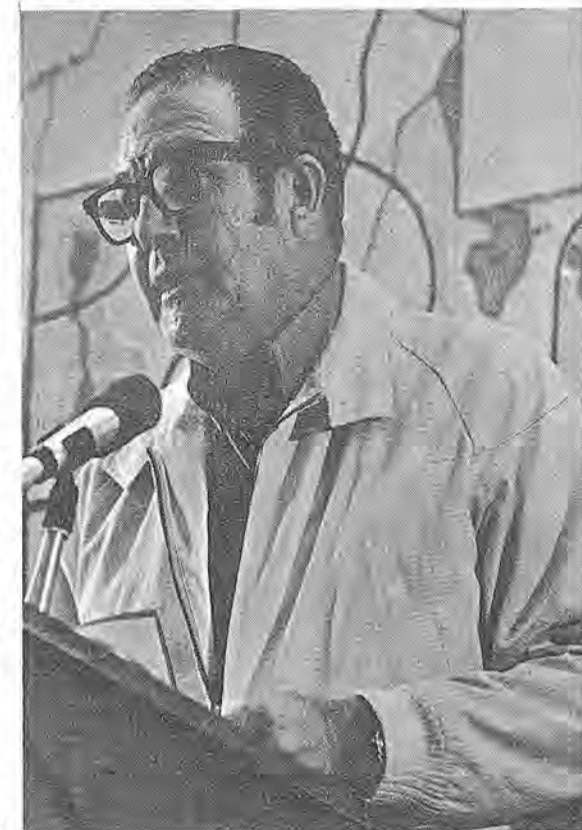
Another ridiculous thing that one of them said to me one day and some of those who were present are here today. We had a problem over there about training of the minorities and in the area where the problem was, the ratio of the membership of our union against that of the population we had a better percentage of minorities in our union than the size of the population and we pointed this out to them in trying to get them to do some things.

They said, yes we realize that the operating engineers has a large percentage of minority members but they're all employed on black-top machines, rollers and things of that kind. We want them up on the big cranes. He said, can't you take them out there at noon time and put them up on the big cranes. I tell you this because of the contractors sitting here, the employers, they don't realize that that may be your entire capital investment in those cranes, and they want you to take out there to okay putting them out there at noon time to run a crane or a piece of machinery that costs a hundred, two hundred thousand dollars, and not only that, endanger the people's lives who are walking along the street. These are the kind of people that are administering the Act.

Just recently I was over there and we were talking about the so-called Philadelphia Plan, down this side of the U-shaped table there were about 15 from the Department and on this side there were several of our employee and employer representatives. Each one got up and introduced himself. The first fellow said my name is so and so I am assistant of the assistant. The next fellow, I am the assistant to the special assistant — it went all the way around the room like that for five minutes introducing them and in turn introducing ourselves. Finally, the top one got up with a big flip chart in front of him, it has about a dozen pages on it and a pointer, and he flips over the page and he has this reason why you should do this in the construction industry. He kept on going and I was making notes all of the time and I asked him about some of his remarks and he referred to the pages again and he threw back the sheets and said Oh, I didn't say that I didn't mean that. And I said, well, that's what you said and that's what we want to know—what do you mean by what you said—so here was a fellow—there were about 15 of them I've never heard, in my 44 years in the construction industry, the names of those individuals who were all specialists who were going to cure all the evils of the construction industry. I said to Secretary Schultz, about a week later, how he anticipated that the construction industry could survive. I said I have no question about the law, we'll live with it, but for God's sake, whatever you do put somebody in charge who knows what he's doing who knows something about it, because none of those people were ever associated with the construction industry. In closing, I just want to say to these employee and employer representatives here, that this is your opportunity, this is your time to do something because you must meet the

challenge that you have before you today and we are changing, industry is changing. It's only through your cooperation that you will be able to save the industry from those who, in my judgment, are trying to destroy it. To Al, and to all of the officers of the local union, trustees, I say, congratulations to you and best wishes from the International Union and I assure you of our support in the future as it has been given in the past.

It is my pleasure now to present the secretary or executive officer of the Marine Cooks & Stewards Union. Fifteen years ago we had the pleasure of sharing the same platform for the dedication of the Marine Cooks & Stewards Training Program in Santa Rosa. Then in the early 1960's the Marine Cooks opened the area of their great Santa Rosa Center to the Operating Engineers. The Engineers have now gone from that area at Santa Rosa to this magnificent establishment here in the beautiful Sacramento area. Ed Turner has been in the field of maritime labor, one of the advanced leaders in worker training, particularly giving attention to the training of stewards on our passenger ships, which are in such strict and close competition with low wage foreign competitors. It is an honor to present one of the real leaders of maritime labor in this nation, Ed Turner.



ED TURNER

"... the future lies in improved training programs and Al Clem has always been a leader in this area."

Mayor Alioto, President Hunter Wharton, Vice President Al Clem, Ambassador Jack Henning and also President Paul Edgecombe, I see in the crowd.

Yes, it's true, Jack that we were very fortunate to have the Operating Engineers with us in Santa Rosa, we were very lucky to participate about six years ago with Al Clem and his officials who had the foresight to see the vocational training at Camp Roberts. But what I really wanted to say—we have a little surprise for Al that we brought from Santa Rosa—it's a cake and I was going to present it to him here, but it's too big, so it's in the other building and the trainees from Santa Rosa just could not bring it in here—there's not enough room, the cake is too big, so we want you to take a look at it when you go through the building. Let me say this. For the rank and file members of the Operating Engineers who may not see the value in the training because you already are the journeymen—we have had these experiences, as our good friend Jack Henning said, since 1957. Now the retired members of our union can see the value of the very training program that they were reluctant to accept at that time because they just didn't have it before, and I am sure that as time goes on, with the foresight of the Operating Engineers officialdom, led by a progressive man like Al Clem, they will find out that the vocational training program is not only a help to you, but it will be a help to the employers and will be a help all the way around. Not only that, but it will build the dignity of the union and every man will be proud to belong to the union. And now let me congratulate you for as fine a sight as I've had to see, and thanks for inviting me.

'69 Was Bright Year For Santa Rosa Crews

By RUSS SWANSON and BOB WAGNON

As the year of '69 comes to a close, we look back and say we've had a fairly good work year in Santa Rosa, which comprises the counties of Sonoma, Napa, Mendocino and Lake.

We cannot be too optimistic about the work coming up for the year 1970. In our northern most county, Mendocino, there will be carryover work to do, starting in the spring, on the Highway 101 projects at Piercy and Leggett. Peter Kiewit was able to complete most of their dirt moving this year, and will do the finishing on the job next year. The Vinnell Corp. will also be doing their finishing in the spring of 1970. Fresno Paving has been real busy getting as much done as possible, but still has work to complete on the Guy Atkinson Job.

At Willits, the A. B. Siri Co. has just completed the Willits Bypass highway job and will be moving on to other places next year.

Other projects left to be completed in Mendocino County include the Brooktrails project, also at Willits. This consisted of a huge land development, which has been in construction for the last three years, primarily of land clearing, roads and underground work. Unit #1 and Unit #2 are approximately 90% complete at this time, but from word from the developer, there will be a contract let for Unit #3, sometime before spring. Some of the contractors that were involved in the building of this project were Thomas Const. Co., Ebert Spartan Co., Joe La-Malfa and H. Earl Parker. At times this job provided work for as many as 75 of our members, and we are hopeful that Unit #3 will be a reality and provide work for many of our brothers in the spring.

The Lake County area, which has been down in construction for quite some time, has enjoyed an upswing in work due also to private money on the mountain subdivisions being put in around the lake. Lange Bros. is currently doing the Riviera West, which is a sub-division over-looking Konocti Bay. They were also the successful bidders on the last units of the Hidden Valley development for Boise-Cascade at Middletown. Between these two projects, which consist of underground and streets, there should be enough work to keep the crews busy for the next year, weather permitting. Absco Paving has the hot plant set up at Putah Creek and have been working a lot of hours getting everything paved at Hidden Valley.

Speaking of sub-divisions, another job at Lake Berryessa in Napa County, known as Berryessa Highlands, is progressing nicely. The prime contractor, Byars Const. Co. from Reno, subbed the dirt work to the J. A. Robinson Co. and the underground work to the Javelin Co. The Robinson Co. has been on this project since last May and has about all the dirt moved, but the Javelin Co. is just getting a good start with the underground work. Byars will be doing the grading and paving and curb and gutter work after these companies complete their phase of the project.

Also at Lake Berryessa, Harold Moskowitz has his plans for the 18 hole golf course and would like to get started in the spring.

Down the Napa Valley on Highway 29, Huntington Bros. is working all the daylight hours and even a few at night, trying to get as much paved as possible before the winter rains completely set in.

Morrison - Knudsen, with Jack Owens at the helm, once again in the area. This time doing a few slip out jobs with locations in Leggett - Covelo - Longvale and Boonville.

Here in Sonoma County, nearer home base, we have had quite a bit of activity on underground, street and flood control work. Last, but not least, at the present time repairing earthquake damage. Most of this entails either the tearing down of the condemned buildings or repairing the damaged ones.

Due to the good response we had to our Grade Setting School last winter we are in the process of signing up new people for a larger class this winter. Just come into the hall and see the dispatcher if you are interested in signing up.

We would like to extend to you a Merry Christmas and hopes for a better work year next year, from the staff of the Santa Rosa Office. Russ Swanson, District Representative; Bob Wagon, Business Representative; Pat O'Connell, Dispatcher; Lee Hunter, Appr. Coordinator and Alice Sutton, Secretary.

Crazyquilt!

A U. S. Department of Labor study in 26 States revealed that half the cities involved in the study do not honor other cities' licenses for building tradesmen.

Guidelines For Boycott Action

Specific instruction for implementing the AFL-CIO's nationwide boycott of all General Electric and Hotpoint products have just been issued by AFL-CIO President George Meany to assure proper handling of the consumer boycott.

Stressing the fact that the GE strike is "of vital importance to the entire labor movement" and that its "success or failure . . . will be heavily influenced by the energy and dedication with which the trade union movement pursues the boycott campaign, Meany summarized the rights and restrictions of boycott participants as follows:

- You have a right to advise consumers, by picketing and hand-billing, that there is a labor dispute with General Electric, that a retail store is selling GE products, and that you request the consumers not to purchase GE products.

- You have a right to engage in such picketing and handbiling on the pedestrian walkways at the customer entrances of a retail store selling GE products during the hours that store is open for business.

- You have the right to advise the manager of a retail store of your intention to engage in such picketing and handbiling.

- You have the right to request the manager of a retail store to exercise his managerial discretion to make the business judgment to stop purchasing and selling GE products.

See BOYCOTT page 13

Marin Work Prospects Holding With Weather

By AL HANSEN

WITH GOOD WEATHER HOLDING OUT—the outlook for work here in Marin looks good.

BLACK POINT MASTER PLAN IS SNAGGED — a legal technicality postponed until December 8th, consideration of the master plan for the Black Point planned community. It seems that zoning on a parcel of property does not carry over to the city when it is annexed from the county. This meant that the 710 acres owned by John Kenney, south of Highway 37 and west of Black Point, was not zoned for a planned community. The master plan calls for 200 single family homes, 300 apartments and 1,800 mobile home sites as well as a shopping center and a 75-acre lake.

SECOND PHASE EYED ON IMPORTING WATER—Plans for the second—and smallest—phase of the multi-million dollar project to import additional water from the Russian River to Marin County have been outlined by two Marin water districts. The second phase, a 50,000-foot pipeline from Petaluma to Novato, is expected to cost \$4,778,000. Actual design of the line is not expected to begin until 1975, but meanwhile costs should be based on current projections of water use. Using the current projections, Marin Municipal would pay 92 per cent of the cost and North Marin 8 per cent. The pipeline would generally

parallel an existing aqueduct from Petaluma to Novato, and right-of-way acquisition costs are expected to add little to the project cost. The pipeline would tie together a section from Warm Springs Dam to Petaluma, expected to cost \$33 million based on current construction costs, and a section from Novato to Corte Madera, estimated at \$15.5 million. The latter section would be built later and a report on it is expected soon. All of the plans hinge on voter approval of a bond issue currently planned for the 1970 November election. To do all of the work, voters in Sonoma County Flood Control and Water Conservation District and the two Marin districts must approve bond issues. Sonoma's share would be \$15 million; North Marin's, \$4.6 million, and Marin Municipal's \$38 million.

The 135-foot-high crane which is visible to passing motorists above Northgate Shopping Center acts as a weather vane when it's not being used on windy days. This crane towers over the building project atop Quail Hill. The crane, which operates in a circle with a 148-foot boom, is being used to build the western regional headquarters of Commerce Clearing House, Inc. The operator is Brother Yates Hammett, and he works 85 feet above the ground, manipulating the crane which can lift 5,300 pounds at the end of the boom and 13,000 pounds at 110 feet. The giant crane, which took two and a half days to erect is owned by Aberthaw Construction Company of South San Francisco.

RECENT CONTRACT AWARDS: Gravelle and Gravelle of Fair Oaks awarded a \$72,759 contract to repair slides on the Point Reyes-Petaluma Road. The bid was the lowest of 11 bids that ranged to a high of \$112,365.

Wm. McLellan awarded a contract to improve the access road to Gness Field, north of Novato at a cost of \$2,451.00.

SOCIAL SECURITY NEWS—"It's the early bird who catches the worm, can be applied to filing for social security benefits." According to a recent local survey, large sums of money are being lost because people fail to file a claim for social security benefits soon enough. The importance of filing a claim for all types of social security benefits as soon as possible cannot be over-emphasized. From the date a claim is filed, monthly benefit checks can be paid retroactively for only 12 months. For the lump-sum payable at death, there is a two-year limitation for filing or the benefit may be lost entirely.

The age at which a person can receive benefits varies with the type of benefit for which he becomes qualified. A retired worker may choose to start benefits at age 62. Whether he plans to retire or not, a person approaching 65 must file a claim in the three month period before his 65th birthday in order to have medical benefits beginning with the month he is 65.

SACRAMENTO

Former Sacramento District Representative Ernie Nelson is back to work on a part-time basis. Ernie has set up shop in Room 211 at the Labor Center, 2525 Stockton Blvd., as an advisor on compensation and disability matters and will be happy to see any old friends from Local 3. Ernie's phone number is 455-4021.

New Canyon Snow Slows MK Job As G&B Picks Up

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

Morrison - Knudsen Company has laid off the scrapers on their swing shift in Parleys Canyon. The snow finally got too deep. They are trying to keep a crew busy on the day shift, but to do so much longer is wishful thinking. They held on long enough for Gibbons and Reed to start a swing shift on the lower portion of the canyon, so the out-of-work list didn't suffer much.

A number of jobs have been let recently, but how many of them will operate during the winter remains to be seen. L. A. Young Company was the successful bidder on the National Lead Company access road. This Company also was low bidder on a railroad spur which parallels the road for eleven plus miles. They intend to double shift the railroad grade in the interest of the time limit. We are happy to see something moving in this direction, because the proposed starting date on this project is long past. We understand that a contract for diking and a pipeline will be let soon, which could mean some additional winter work in this area.

Terracor, Inc. have started some work on their proposed model city, Stansbury Park, at Mills Junction. Their plans for this development are fantastic, and if anything like the television advertisements, this undertaking will last for several years.

J. B. Parson Construction is all but finished in their Interstate 80 job west of Lakepoint. A contract for surfacing will be let in the spring. There are also several structures, overpasses, etc. to be let soon.

In the Salt Lake City area the

emphasis has shifted from Interstate building to the Belt Route. Gibbons & Reed Company have just completed the section of I-215 from the mouth of Parleys Canyon (at I-80) to 45th South, parallel to Wasatch Blvd.

If everything goes as the Utah Highway Department has planned, a 70-mile stretch of I-70 through breath-taking scenery between Fremont Junction (34-miles east of Salina) and Green River will be open to two-lane east and west traffic in the fall of 1970. After driving over this area, however, one would be doubtful that it could be finished by this date. The roadbed for the east-bound lane has been constructed and consists of graded earth with some graveled areas. The Highway Department plans to gravel and surface this lane, then open it to traffic before the west-bound lane is built. There are 56 miles under construction at this time, with 14 more miles to be advertised in the near future.

H. E. Lowdermilk Company has three jobs they are working on starting at Fremont Junction and running east to Devils Canyon, for a total of 21 miles. They are keeping about 20 Brothers busy at this time and they hope to work throughout the winter if the weather permits. Brother Max Anderson is Job Steward and Maurice Anderson is Safety Committeeman.

Strong Company has a 12-mile section from Devils Canyon to Chostrock under construction. The job consists of 668,000 yards of roadway excavation and surfacing. Brother Lane Chynoweth is Job Steward and is doing a good job.

One problem the State has had is the Mancos shale, common in eastern Utah. This clay-like shale expands when it absorbs moisture—resulting in an uneven high-

way. To solve this problem a catalytically brown asphalt membrane is put down to insure an even distribution of moisture. After it hardens, four inches of selected gravel-type material is put on top and then the road is surfaced normally. This method has been successful in controlling moisture.

From Green River to the Colorado border, the new I-70 will have a route similar to the existing 50-6. A 14-mile section of this in the Cisco area, from Whitehouse to Cottonwood, is also expected to open in the fall of 1970.

W. W. Clyde is presently working on a 6½ mile section from Cisco to Whitehouse. They are keeping about 30 Brothers busy on a two-shift operation and they hope to keep on working through the winter if the weather permits.

The new jobs being let this fall in the Provo area should keep the out-of-work list fairly low this winter. With the slower season coming on though, we would like to remind the out-of-work Brothers to remember the 85 day rule to re-register.

At the regular area meeting in Provo, the 1st Tuesday in January at 8 p.m., we plan to have an expert on income taxes who will answer your questions and advise on tax problems. While area meetings are not to conduct business, old or new, they are important. Attend these meetings, give your ideas and participate in your Union.

The supply of blood has been depleted from our Operating Engineers Blood Bank in Provo. If you would like to donate call the Provo Office—373-8237.

A first aid class will be given for members beginning January 7th. The instructor will be from the Red Cross Chapter in Provo.

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON, D.C. 20503

SEP 22 1969

Mr. T. J. Stapleton
Operating Engineers
Local Union No. 3
P. O. Box 5412
San Francisco, California 94101

Dear Mr. Stapleton:


Thank you for your letter about the President's announcement concerning construction.

The President has ordered a 75% reduction in new Federal construction for an indefinite time. This order does not apply to Federal construction already underway. The President did not direct that a cutback be made at this time in Federal grants to State and local governments for construction of highways and other projects. However, he did ask that State and local governments follow the example of the Federal government by deferring temporarily their new construction projects. He also urged businessmen to postpone building projects that were not now essential.

The President's action in deferring 75% of new Federal construction projects is aimed at relieving the very heavy demand on the construction industry which has inevitably contributed to sharply rising costs and prices. Unless some action is taken to reduce that demand, there is great risk that low and moderate income groups will be priced out of the housing market and that the healthy growth of this important industry will be disrupted. The President recognizes that his directive will cause some problems and hardships, but the burden of continued inflation would be much greater.

We appreciate your continuing interest in these problems and assure you that the President will be alert to changing conditions in the economy generally and in the construction industry particularly. He will rescind or modify his directive as soon as circumstances warrant such action.

Sincerely,


George H. Strauss
Office of Budget Review

PHILLIP BURTON
8th DISTRICT, CALIFORNIA
425 J. LOUIS OFFICE BUILDING
WASHINGTON, D.C.

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

October 1, 1969

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

Dear Mr. Stapleton:

This will acknowledge your very recent letter concerning the President's cutback in construction funds.

I thought you might be interested in the enclosed statement which I released.

Sincerely,


PHILLIP BURTON
Member of Congress

PB:nac

Encl.

STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
1120 N STREET, P.O. BOX 1139, SACRAMENTO 95805
AERONAUTICS
ECONOMIC BEVERAGE CONTROL
SAVINGS
CORPORATIONS
CALIFORNIA HIGHWAY PATROL
HOUSING AND COMMUNITY DEVELOPMENT
INSURANCE
MOTOR VEHICLES
PUBLIC WORKS
REAL ESTATE
SAVINGS AND LOAN

RONALD REAGAN, Governor


GORDON C. LUCE
Secretary
MARC SANDSTROM
Assistant Secretary
DOUGLAS S. ROMNEY
Assistant Secretary

October 6, 1969

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

Dear Mr. Stapleton:


Governor Reagan has asked me to reply to your recent letter concerning reductions in new construction projects in order to fight inflation.

I have headed up a task force for the Governor to review President Nixon's request that the State participate in his announced 75% reduction in construction projects for the Federal Government. After the task force submitted its conclusions to the Governor, he announced on September 15, 1969 that the State of California stood ready to implement a plan which could amount to more than \$200 million in capital outlay deferrals.

Governor Reagan has emphasized that he will not act to implement this program until we are thoroughly informed of the Federal cutbacks. Our efforts must be coordinated with the Federal Government to prevent duplication. In the meantime all State projects are being carefully reviewed. We have had and will continue to have the counsel and advice of a group of economists so that this plan can be implemented or curtailed if it becomes necessary for the preservation of California's economy.

Everyone must participate in the fight against inflation and at the same time be vigilant to protect our California economy.

Sincerely,


GORDON C. LUCE, Secretary of
Business and Transportation

Political Action!

Members Show Quick Response To Request

By T. J. "TOM" STAPLETON

Recording-Corresponding Secretary

We are very pleased with the response of the members to our recent request that they write their legislators and let them know their opinions. We asked the Local 3 members to protest by letter to the proposed 75% cut-back of construction work by President Nixon and Governor Reagan, and that letters of protest also be written regarding the unfair income tax structure.

We still have members who doubt that anything can be done or even that their letters will be read. I can assure you that your government representatives do read and do consider every letter that is mailed to them by their constituents. A letter received from Robert Carleson, Chief Deputy Director of the Department of Public Works, points out that letters are read and considered by your elected representatives.

We cannot stop; we must keep writing. In a recent speech, Senator Hartke of Indiana stated that he did not believe there would be tax reforms this session because mail to the representatives on that subject has dropped to a trickle, and he further stated that when mail on an issue stops, the legislators think that the public has lost interest. To get results from our representatives we must communicate with them constantly. Keep writing letters so that they will know that you have not lost interest, that you are still dissatisfied and want the proper action taken. Your letters speak for you. They are the only way your representative knows what you personally think. Keep on letting them know by writing again, and again and again, until they realize that you won't stop until action is taken.

The battle for a stabilized economy without a depression must continue. Keep writing your elected representative about your dissatisfaction with the inflation spiral that is taking such a big bite out of your pay check, but be sure to let them know that this problem cannot be solved in a way that will increase the number of unemployed. In your letters point out the unfairness of our present tax structure.

The oil depletion allowance consistently has allowed multi-millionaires to enjoy total tax immunity. One such oil magnate paid no tax over a 12-year period during which he sold more than \$50-million worth of oil.

Then call to the attention of your representatives that Chairman of the Finance Committee is Senator Russell Long of Louisiana, an oil millionaire from an oil state, who says he will always work in behalf of Louisiana. This is a clear-cut case of conflict of interest. An oil millionaire from an oil state will work to maintain the present unfair tax structure.

And, further, what about President Nixon's statement that he made a pre-election commitment to the Texas oil industry and intends to keep it regardless of the effect on the rest of the country.

Another oil millionaire from L. A., Henry Salvatori is the main backer of Governor Ronnie Reagan.

And what is the relationship of the oil industry to the rest of America?

Sixteen large petroleum-refining corporations paid only 1.9 cents in federal taxes per dollar of sales during 1964-65—compared to a 5.4 cents figure for 177 large manufacturing corporations.

The oil industry paid for the year ending September 30, 1968, only 13% of its profits in federal taxes while all other manufacturing industries paid 45%.

In 1967 the oil industry's profit per dollar of sales (10.9%) was more than twice that of manufacturing corporations (5%).

These are profits after taxes, after the huge depletion allow-

ances have been deducted.

We cannot begrudge an individual or a company's getting rich. That's not the point. Our demand is only that they pay their fair share of taxes.

Tell your Representatives, State and Federal, that you want fair taxation. You want the big companies and the monied men to pay their just share of taxes, and you want and demand that the tax laws be amended to have justice for all and correct the present favoritism for a selected few.

Apprenticeship Reg Up 100% In 50th State

WASHINGTON—In Hawaii, where minorities are the majority, the number of newly registered apprentices increased by almost 100 percent in the first six months of 1969 compared to the same period in 1968, the U. S. Department of Labor has reported.

The first six months of 1969 show a total registration figure of 781 apprentices over 395 for the corresponding period of 1968.

The increase represents the greatest six-month surge in apprentice registrations in the history of the Nation's 50th State.

Of this number, about 82 percent were apprentices in the building and construction trades.

Figures recently released by the Hawaii General Contractor's Association account in part for the increase. In 1967, \$335 million in construction was under taken; in 1968, \$463 million; and in just the first three months of 1969, \$126 million. Extended through the remaining nine months of 1969, the \$126-million figure would reach a record \$504 million in new construction starts.

Of the 1,094 apprentices newly registered in 1968, more than 82

Boycott Action

Continued from page 12

• You are forbidden to address a retail store's employees and deliverymen except to advise them that you are not requesting them to refrain from performing their services.

• You are forbidden from requesting a total boycott of a retail store selling GE products. *The appeal must be limited to a boycott of GE products.*

• You are forbidden from any form of physical interference with consumers, employees or deliverymen or otherwise engaging in any obstruction or disturbance.

• You are forbidden to threaten a retail store manager with any form of economic reprisal for continuing to handle GE products.

Among other things Meany advised trade unionists to bring the boycott to a retail store's attention before commencing picketing or leafletting and to stick with the language used in sample handbill and picket signs dispatched to all AFL-CIO central bodies and nationally chartered affiliates last week.

MARYSVILLE

We are sorry to report the recent death of Brother Joe Franklin who passed away September 16, 1969. It will be impossible to replace Brother Franklin, a real journeyman at the trade and a real friend to all his fellow members.

percent, 905 apprentices, were in the following building and construction trades: bricklayer, stone and tile setter, 28; carpenter, 348; cement mason, 37; electrician, 57; glazier, 48; lather, 25; painter, 33; plasterer, 3; roofer, 24; sheet metal worker, 48; structural ironworker, 151; and construction craftsman, 103.

The 781 Hawaiian apprentices newly registered during just the six months of 1969 represent more than 71 percent of the 1,094 apprentices registered during all of calendar year 1968.

The dominant ethnic strains in the Islands are Japanese, Chinese, Samoan, and Caucasian. All are represented among Hawaii's registered apprentices.

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
1120 N STREET
SACRAMENTO, CALIFORNIA 95814

RONALD REAGAN, Governor



October 3, 1969

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

Dear Mr. Stapleton:

Gordon C. Luce asked that I respond to your letter of September 16, 1969, concerning the prospect of significant cutbacks in the State construction program. Your opinion, along with those of many others, was considered by the Governor and the special task force in arriving at the decision to lift the temporary moratorium on construction.

You should know that a capital outlay deferral plan has been developed which could amount to more than \$200 million in deferred unadvertised State construction projects. This plan, however, will not be implemented until the State is informed of the scope of federal cutbacks. Attached for your information is a copy of the press release from the Governor's Office on this subject.

We certainly appreciate your concern in this matter. The information you have submitted will be considered in relation to any future decisions on construction cutbacks.

Sincerely,

JAMES A. MOE
Director of Public Works



Robert B. Carleson
Chief Deputy Director
Attachment

Obituaries

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

Name — City	Local Social Security No.	Register	Deceased
Asturias, Mario	3D 1157955		8/24/69
Alice—Wife	SS#546-01-3847		
955 Kirkham St. San Francisco, Calif.			
Baker, Frank	3 0990590		10/1/69
Elizabeth—Wife	SS#574-07-1371		
2155 N. 600 E Ogden, Utah			
Bishop, Al	3B 0418352		10/7/69
Patricia Hamilton	SS#570-26-0057		
283 Devon Drive San Rafael, Calif.			
Brink, George	3 515876		9/30/69
Elma—Wife	SS#525-07-2342		
2825 E. University Fresno, Calif.			
Carlson, Oscar	3 0231683		9/27/69
M. Echeagaray—Daughter	SS#324-10-0394		
1208 Court St. Alameda, Calif.			
Charleston, Donald	3 344498		10/6/69
Ralph Gould	SS#473-01-9203		
247 Everett Palo Alto, Calif.			
Christian, Maurice	3 745004		8/2/69
Margaret—Wife	SS#533-05-7652		
1935 Elk Valley Rd. Crescent City, Calif.			
Clements, Fred	3 0993913		9/18/69
Louise—Wife	SS#568-12-5920		
P. O. Box 1781 Alturas, Calif.			
Cox, Alvin	3 569477		10/4/69
Boma Fawn—Wife	SS#534-07-4697		
5535 Fleming Avenue Oakland, Calif.			
Doo, Alexander	3 1143096		9/18/69
Helen—Wife	SS#575-14-9979		
45 - 575 Awanere Rd. Kaneohe, Hawaii			
Dorsa, George	3 674723		10/19/69
Sarah—Wife	SS#562-24-4000		
930 N. Harrison Campbell, Calif.			
Eikerenkotter, Geo. S.	3E 0693938		10/21/69
Mabel—Wife	SS#553-01-5145		
1480 Merry Lane San Jose, Calif.			
Guynes, John F.	3 0710068		9/19/69
Mattie—Wife	SS#448-05-4747		
Rt. 1, Box 65 Wheatland, Calif.			
Hagestad, Hamilton	3E 1-67473		10/17/69
Ruth—Wife	SS#567-22-4412		
327 Paramount Dr. Millbrae, Calif.			
Hamilton, Llewellyn	3A 0325473		9/17/69
Edith—Wife	SS#519-01-1837		
181 E. Ideal Lane Salt Lake City, Utah			
Jackson, Vernon	3 0943276		10/8/69
Marie—Wife	SS#541-16-2408		
762 Grand View Ave. Grants Pass, Oregon			
Jones, Ronald L.	3 0854140		10/11/69
Jewel J.—Wife	SS#544-20-0416		
3231 Western Avenue Sacramento, Calif.			
Linthicum, Robert	3 610161		10/1/69
Ethel—Wife	SS#551-34-3556		
419 - 22nd Street Richmond, Calif.			
McCleary, Kenneth	3D 1364863		9/2/69
Mae—Wife	SS#458-05-1921		
1531 Alhambra Avenue Martinez, Calif.			
McGregor, Robert L.	3 904715		9/12/69
Marion—Wife	SS#563-18-8836		
5738 Soquel Drive Soquel, Calif.			
Nelson, Oliver	3 0089034		10/1/69
Clyde Johnson—Grandson	SS#573-12-9529		
634 - 15th St. Oakland, Calif.			
Patburg, Ernie	3 334829		9/24/69
Irene—Wife	SS#552-05-8489		
26257 Coleman Hayward, Calif.			
Prince, Ralph	3 0863918		10/13/69
Shirlene—Wife	SS#563-42-7046		
1139 Rincon Avenue Livermore, Calif.			

Santa Clara County Slows

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

The Park Center Renewal project continues to attract attention downtown with "topping out" of the four-story San Fernando Building, recently Sen. George Murphy was keynote speaker to a group including representatives of five banks to be erected at the site. Work has already started on the \$4.6 million Bank of America Building which will house the bank's regional headquarters. Carl N. Swenson Co. of San Jose has been selected to erect the structure which will feature a 13-story office tower—to be completed in the mid-70's.

The few days of wet weather have really slowed down the road and street improvements. Arthur B. Siri of Santa Rosa received the \$195,708 contract for construction of the Dutcher Creek Road out Cupertino way. L. J. Krzich Co. was low bidder on the construction of a sanitary sewer system for Pierce Road and Mount Eden Road at a cost of \$254,456. In Santa Clara, Freeman-Sondgroth Construction Co. will be working on a \$112,755 resurfacing project. Freeman - Sondgroth also was awarded the \$1,199,021 contract for widening Berryessa Road between Sinclair and Bayshore Freeways. The two-plus-mile project also includes construction of a bridge across Coyote Creek.

Out in Los Gatos, a \$4 million permit has been issued to Retirement Residence Inc. for the Los Gatos Meadows development. Site construction is already underway by Willie Frank Construction on the project which will include 184 dwelling units; a 35-bed hospital; and a full range of recreational facilities. Also, well underway is the new Mayfair Store on Blossom Hill Road.

On the whole, construction in Santa Clara County has dropped considerably in the past couple of months. Even non-residential construction is down. There are numerous smaller projects to keep some of our brothers busy during the winter months.

Santa Cruz approved construction of a groin off Capitola Beach to hold sand at the beach.

A. J. Raisch Paving Company were awarded a contract for repaving selected county roads in Santa Cruz. This contract went for \$135,771.

Bids have been opened on a project to rebuild Freedom Blvd. for a distance of 1.9 miles between Corralitos Road and Buena Vista Drive. Granite Construction Company's bid of \$105,855 was low and almost matched the Public Works Department estimate of \$105,525.

Granite was low bidder on various contracts, namely, the \$21,-304 contract for Walnut Ave. storm drain; the \$35,006 contract for grading and paving the parking lot at Front and River Street in Santa Cruz; also, the \$40,271 contract to construct Soquel Ave. Bridge approaches.

Granite Construction low again for Portola Drive improvement project 26th Ave. to 41st Ave. which went for \$249,638.

Granite Construction Company of Watsonville is to do the work which, it is hoped, will restore the beach at Capitola. The Capitola City Council awarded a contract for the Jetty project on a bid of \$159,844. Granite was the only company which submitted a bid. Work is expected to begin soon.

Floyd Fleeman of Salinas has his Freedom Blvd. job just about finished. This was a \$61,703 project. He is now paving in King City.

Granite was low on a \$26,145 contract on a curb and gutter job in Monterey on the south side of the Fair Grounds.

Fresno Asphalt Company of Fresno were low bidders on a \$19,401 contract for some resurfacing on various streets in Monterey.

Granite was awarded a \$70,464 contract in Salinas to resurface Abbott Street from South Pacific Railroad underpass to the Salinas City limits.

Charles J. Dorfman of Orangevale, Calif. have started their underground job in Marina. This project went for \$1,800,076. This will be a good winter job for a few Engineers.

Obituaries (continued)

Punihaole, Richard	3D 1288214		9/19/69
Kalola—Father	SS#575-36-3845		
P. O. Box 161 Kailua, Kona, Hawaii			
Rawlings, Carl	3 1143050		10/7/69
Dorothy—Wife	SS#552-03-0208		
225 W. Greenway Turlock, Calif.			
Schultz, John F.	3 0935838		10/2/69
Mary McHee—	SS#517-14-2439		
Rt. 1, Box 164 Arcata, Calif.			
Sloan, Marvin	3 1030475		9/8/69
Louise—Wife	SS#442-10-7919		
P. O. Box 212 Leggett, Calif.			
Smith, Robert R.	3 735906		9/26/69
Betty—Wife	SS#586-26-9446		
5428 E. Gettysburg Fresno, Calif.			
Swatzul, Ralph	3A 0569605		10/18/69
Margaret—Wife	SS#572-10-4013		
503 Hillcrest Drive Redwood City, Calif.			
Valdez, Francisco	3A 1030475		9/8/69
Bessie—Wife	SS#575-32-1780		
P. O. Box 109 Kaaawa, Hawaii			
Wentworth, Laurence	3 334920		10/4/69
Cecily—Wife	SS#547-05-7003		
36733 Olive Street Newark, Calif.			
Wheeler, Neil	3 0832335		10/14/69
Justine—Wife	SS#527-03-6113		
1083 Thompson Ave. Yuba City, Calif.			
Wong, Peter	3 0671464		9/22/69
Anna—Wife	SS#575-03-0621		
3689 Keanue St. Honolulu, Hawaii			
Yu, Leonardo	3D 1317741		9/9/69
Donata Victoria—Wife	SS#100-11-0144		
Meysaloe, Bulacan R. P.			

79 Deceased Members — August 1969 thru October 1969
3 Industrial Accidents

DECEASED DEPENDENTS
October 1969

Blackman, Maye—Deceased October 1, 1969	
Deceased Wife of Edward Blackman	
Braxton, Sharon—Deceased September 19, 1969	
Deceased Daughter of Clarence Braxton	
Flanagan, Marilyn—Deceased September 5, 1969	
Deceased Daughter of Norby Flanagan	
Fletcher, Thelma—Deceased October 11, 1969	
Deceased Wife of Albert Fletcher	
Hobson, Jeanne Ruby—Deceased September 1, 1969	
Deceased Wife of Anthony Hobson	
Jeffers, Alice—Deceased September 19, 1969	
Deceased Wife of Fred Jeffers	
Kenwood, Charles—Deceased September 6, 1969	
Deceased Son of Charles Kenwood	
Johnson, Azalie—Deceased August 7, 1969	
Deceased Wife of Nolan Johnson	
Mitchell, Ruth—Deceased September 20, 1969	
Deceased Wife of Glen E. Mitchell	
Perry, Betty—Deceased September 29, 1969	
Deceased Wife of George Perry	
Richardson, Betty—Deceased October 4, 1969	
Deceased Wife of Billy Richardson	
Rossi, Margaret—Deceased September 9, 1969	
Deceased Wife of Silvio Rossi	
Scheeringa, Anna Mae—Deceased September 30, 1969	
Deceased Wife of Sam Scheeringa	
Thomas, Margaret—Deceased September 13, 1969	
Deceased Wife of E. A. Thomas	
Thompson, Lillian—Deceased September 6, 1969	
Deceased Wife of Dale Thompson	
Waggoner, Edna—Deceased September 29, 1969	
Deceased Wife of Donald Waggoner	
Wright, Joseph—Deceased September 19, 1969	
Deceased Son of Lester Wright	

Personal Notes

MARYSVILLE

Brother Charles V. Shipley was just recently discharged from the Rideout Hospital in Marysville after his recent operation.

Brother Jerry Gilliam was just recently discharged out of Medical Arts Center Hospital in Oroville. It seems almost impossible to believe someone his age and as tough as he is could get ulcers.

Brother John Nicholson has been transferred from the Medical Arts Center Hospital in Oroville to the Sutter Memorial Hospital in Sacramento. In talking to Brother Nicholson and his wife, I admire the courage they have.

Our heartfelt sympathy to the families of Brothers Clarence Stenroos and Neil Wheeler who passed away this last month. Brother Wheeler lost his life in an accident.

Christmas should be a busy and happy season for the Ken Mader family in Marysville. The doctor has advised them they should expect the arrival of Twins next month. Congratulations Ken!

STOCKTON — MODESTO

Our deepest sympathies are extended to the families and friends of Brothers Douglas Black and M. J. "Mike" Fredricks, who passed away this past month and to Brother and Mrs. Phillip Mohrmann on the loss of their son, Phillip, in an automobile accident.

Brothers William Herman, Robert Barker, Vollie Watts, Clifford Morris, T. L. Harrison and Joe Dioletto were either hospitalized or under a doctor's care. A speedy recovery is wished for all.

FRESNO

We wish a speedy recovery to Brothers W. W. Morse, Grogan Parker and Bill George who have been hospitalized.

Our many thanks to Borthor Sam Vought for his donation of blood.

SAN RAFAEL

Congratulations to Marv Soiland and his missus on becoming the proud parents of a son, born October 22nd. This is the "6th time."

Best wishes for a fast and speedy recovery to the following who have been on the sick list: Brother Jack Barnes, who is now out of the hospital and back to work; Floyd Smith who had recent surgery; Guy Slack wearing "horse collar" due to accident.

Brother Lou Lombardi's wife was recently confined at U. C. Hospital—but at the last report received, we learn that she is now at home.

Brother Vern Coker, has called it quits—and has hung up his tools and hopes to enjoy—his retirement in Siskiyou County. He worked for many years in Brown-Ely's Shop at Greenbrae. We wish him a world of good luck!

We still have a few of those popular tie clasps and money clips available. They make nice Christmas presents.

HAPPY HOLIDAYS TO ALL!

From San Rafael Office—Al Hansen and Terry Haag.

SANTA ROSA

James Jordan—All of you old timers remember him—don't you? Well, we visited Jim the other day at the Garden Rest Home in Santa Rosa and a lot of memories became alive. Jim said "Hello" to all of his friends and would like to see or hear from any of them. (Mail to the Santa Rosa Office and we will personally deliver.)

Our sincerest sympathy to a faithful Santa Rosa Grievance Committee Member, Lansin Kitzmiller, on the sudden passing away of his wife.

Once again we find James Tuso under the weather—this time a broken leg which he suffered while cutting wood at his home. Things seem to be mending fairly well and we sure wish you a speedy recovery.

Our many thanks to the following for their donations to the Sonoma County Community Blood Bank during the past year: Floyd H. Perkins, Reginald Miller, Wm. Coyle, Hans Enge, Carl Freeman, Bruce Hansen, Stanley McNulty, James Joy, Erma Marshall, Barbara Grant and Patrick Eilers. Why don't YOU add your name to the list this coming year?

SAN JOSE

Jack Williams and family recently returned from a vacation trip, which included a visit to Washington, D. C., and other historic sites in this vicinity. Brother Williams also visited his ailing father and friends.

Brother Bob Janes reports that his son, Brother Craig Janes is now petty Officer 3rd Class with the Seabees in Vietnam.

The following Brothers are reported on the Sick List: James A. Wilbanks, James Parker, F. W. Foersterling.

We would like to extend our sympathies to the families of the following deceased Brothers: Jesse Vargas and Wallace Madeira.

The finest Christmas gift that you can give is a donation to our Blood Bank. The Red Cross Mobile Blood Procurement Team will be at our Union Office on December 10th at 6:00 p.m. We need blood badly to replenish our dwindling supply. The demand for blood has been great and our supply is low. Please help a Brother Member with a pint of blood!

The San Jose office would like to take this opportunity to wish all of the Brothers and their families the happiest of Holiday Season!

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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 209/985-2979. Reg. No. 0939798. 10-1.

FOR SALE: ANTIQUE ranch wall phone, Cranks and rings, solid oak and brass parts. Sloping writing shelf, wall jack, long pear-shaped ear piece. Complete, in good condition. \$35. Gerry Billard, 21710 Regnart Road, Cupertino, Ca. 95014. (408) 252-2104. Reg. No. 1332555. 10-1.

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

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

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

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

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 Leabig, 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 Sili, 2620 Tachevah Drive, Santa Rosa, Ca. 95405. Reg. No. 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. 1359573. 11-1.

1962 DODGE PICKUP with utility tool box, complete set of heavy equipment tools. Walter L. Wise, 519 Montezuma St., Rio Vista, Ca. Phone 707/374-5117. Reg. No. 863844. 11-1.

FOR SALE 1963 FORD pick-up 1/2 ton V-8 eng. 4-speed trans. with camper. Cab high. \$1,000. Gabino Puentes, 2631 19th St., San Francisco 94110. Reg. No. 1113147. 11-1.

SACRIFICE SALE. Small corporation incl. Gradall with no joint bucket, digging buckets, loading buckets, scarifier, backhoe blade and more. Bob Jordan, 9426 Calvine Road, Sacramento. Reg. No. 0586548. 11-1.

FOR SALE: HD5 LOADER just overhauled \$3,000. Ford 4000 Diesel with 4 in 1 bucket, McGee scraper \$3,000. Ford 600 V8 5 yd. dump \$1,200. D2 Runsgood, \$750. Phone 415/967-3943. Register No. 1067423. 11-1.

TWO BEAUTIFUL FLAT LOTS close to town, all utilities in. One in Lakeport, one in Kileyville. Phone 536-6887, T. R. Nelson, Oakland. Reg. No. 698517. 11-1.

FOR SALE OR TRADE 2 TON 1961 Ford flat bed dump truck and twin 1000 gal. water tanks plus 9 ft. chip spreader box, 3-5 ton Essie tandem roller with trailer. P.O. Box 1251, Clearlake Highlands, Co. 95422. Reg. No. 0307911. 11-1.

WANTED TO BUY: NORTHWEST Model 6 for spare parts. Need not be in running condition. Call or write Dan Dark, 112 N. 5th St., Patterson, Ca. 95363. Reg. No. 707307. 11-1.

RIG FOR SALE. One 71 Star with tools. \$2500.00. Charles Criswell, 240 N. A. Street, Tulare, Ca. Phone 686-5520. Reg. No. 0918845. 11-1.

FOR SALE 1958 CHEVROLET V8-283 good motor. Excellent 2nd car, reliable work car \$250. Phone 225-3928 or see at 270 Umbarger Rd. Space No. 119, San Jose, Ca. Reg. No. 070-2256. 11-1.

1959 FLAMINGO TRAILER for sale. 18 - foot, completely self - contained, gas water heater, gas refrigerator, gas stove with oven, floor heater, brand new Michelin steel cord tires. \$1,200. Gene Abbott, 15091 Cooper Avenue, San Jose, Ca., Phone 377-5992. Reg. No. 617976. 11-1.

FOR SALE—3-bedroom, 2-bath home, W/W carpet, drapes. Built-in electric kitchen. Roland Ridgeway, 2913 Clearland Circle, Pittsburg, Calif. Phone: (415) 458-2324. Reg. No. 870864. 11-1.

1966 CHEVROLET NOVA II. Low mileage, very clean; good gas mileage and good transportation. Don Kinchloe. Phone: (415) 837-7418. Reg. No. 329145. 11-1.

FOR SALE: 20' FRAZIER Rototiller and special Rototiller. Trailer \$275.00. Pullman Camper Shell for 8' step side box \$275.00. Manuel R. Vilche, 242 Newhall Street, Hayward, Ca. 94544. 415/782-7268. Reg. No. 1082385. 11-1.

FOR SALE: RUNABOUT 14' 6 cyl. Graymarine inboard, 112 HP, wood hull, including trailer. Good ski boat \$975.00. Also, A.K.C. reg. toy poodles, 2 females, one male \$80.00 each. Walter M. Matschkowsky, 878 Mayview Way, Livermore, Ca. Phone 443-2553. Reg. 1113144. 11-1.

EL CAMINO 1967, 427-4 spd., AM-FM radio, elec. windows, bucket seats, 8 1/2" Amer. mags., 915 x 15 tires, sound and well kept, \$2,500. Will take older pickup on trade. Bert Orman, 5320-B Concord Blv., Concord, Ca., Phone 689-5638. Reg. No. 0892706. 11-1.

FOR SALE OR SWAP for cruiser. New custom built home. Elec. kitchen, family room, open beam ceilings, separate dining living room. On waterfront lot in Bethel Island, Ca. Call Frank DiPuma, 474 W. 20th Avenue, San Mateo, Ca. 94403, 415/573-7281. Reg. No. 0971403. 11-1.

BACK HOE 14 FT. BOOM, diesel eng., low hours extra features. A-1 cond. \$5,000. Also a 9-ton tandem axle trailer ICC regulations and an F600 truck. Telephone 415/685-5656. Reg. No. 441724. 12-1.

80 ACRES FARM for sale. 55 acres under water. Good barn. Ideal dairy farm. New 3-bedroom all electric home. \$38,500. Dwane Daugherty, Rt. 3, Parma, Idaho. Reg. No. 1013757. 12-1.

BELL & HOWELL 8 mm movie camera and projector. VHS, VHS, \$300. sell \$100. Phone 294-8449, 2150 S. First St., San Jose, Calif. Reg. No. 0876074. 12-1.

TWO 600 CASE TERRATRACS for sale. Diesel with bucket and scarifier, also gasoline with bucket and backhoe. Large ford truck to move this equipment with. Carroll Dow, 200 Knudtsen Lane, Petaluma, Calif. 94952. Phone 707/762-9529. Reg. No. 0369082. 12-1.

FOR SALE 1957 T-BIRD with portholes, 4 new Michelin x's. 18,000 mi. on transmission and engine. New interior. Sacrifice \$2,550. Jim Mills, P. O. Box 2173, Castro Valley, Calif. Phone 846-2526. Reg. No. 1171840. 12-1.

FOR SALE BEAUTIFUL REDDING area five acres Cow Creek frontage, 1,900 ft. in country, with walk-in freezer. Fantastic view, excellent hunting and fishing. \$29,500. R. F. Flinn, 4720 Silver Bridge Rd., Palo Cedro, Calif. 96073. Reg. No. 0854883. 12-1.

FOR SALE 1961 COLUMBIA 10' x 55' expando living room, furnished, excellent condition. \$3,000 cash. Parked in Fairfield, Dwane Daugherty, Rt. 3, Parma, Idaho 83660. Reg. No. 1013757. 12-1.

FOR SALE OR TRADE Sonora Meadows lot No. 34, near swimming pools and clubhouse on Sullivan Creek. 8 miles from Sonora, Calif. near Twain Hart. Jim Daigh, 2328 Orleans Drive, Pinole, Calif. 94564. 415/758-0765. Reg. No. 349870. 12-1.

HOME FOR SALE, 3 Br. Lv.rm. Family room, 2 firepl., 2-car garage on 1/2 ac. lot. Shade trees, quiet court, 5 min. to schools and shopping, 30 min. from San Francisco. 18-yr. home, excellent cond. \$24,250. R. Lanzendorfer, 32 William Court, Danville, Calif. 94526, 415/837-5405. Reg. No. 838956. 12-1

SANTA ROSA MINI RANCH for sale. Three acres, two bedroom mobile home furnished. Barn, tractor, farm implements, walnut and fruit trees. O. L. Black, 306 Shenandoah Drive, Martinez, Calif. Telephone 934-8369. Reg. No. 0921384. 12-1.

1968 DORSETT DAYTONA 17' Merc 120 I.O. 30 hrs. w/thr. pwr tr. conv. top, full snap on cover, int windshield, seats w/Sun-N-Snooze loaded w-ski equip. Gem top for '65 Chev El Cam A-1 blue int glass. Phone 408/724-7788. Reg. No. 0693843. 12-1.

FOR SALE: COFFEE SHOP at busy intersection in Concord, Calif. \$6,500 cash or \$8,500 terms. Fully equipped. Phone 415/757-3197. Frank Paxman, 16711 Marsh Creek Road, Clayton, Ca. Reg. No. 0754191. 12-1.

1955 INTERNATIONAL truck and low-boy with 5 main and 2 speed box. Good condition. Shield Bantam C-350 Cable backhoe on tracks, two buckets. Good condition. Phone 209/522-4929. Reg. No. 1142725. 12-1.

PORTABLE WELDER for sale or trade. 225 amp. G.E. 4 cyl. Wisconsin. \$300 or trade for 200 amp A.C. welder. Joe Correia, Rt. 2, Box 190, Dos Palos, Ca. 209/387-4207. Reg. No. 0592866. 12-1.

LIVE-IN MOBILE home, must sacrifice. Registered miniature poodles, papers and shots. Very good shape. Make reasonable offer. Also stud service. Phone 862-2282. Leo A. Davis, 28648 River Road, Newman, Calif. 95360. Reg. No. 0824688. 12-1

You Deserve It!

Pay Yourself First

By JAMES "Red" IVY
Credit Union Treasurer

The wise man is one who pays himself first and adjusts his spending to the balance remaining. The way to do this is to establish a percentage of your gross salary that you would like to pay yourself. A figure of 5% to 10% would be normal. Once established, set this amount of money aside each payday before you start to pay any other bills. If you use a bank checking account for convenience, you must separate the payments to yourself. We suggest you place these payments into a Credit Union share account where they will earn excellent dividends and provide you with life insurance coverage at no additional money. All share accounts belonging to members meeting liberal physical requirements are covered up to \$2,000 at 100% if the money is deposited before age 55.

After first taking your pay (savings) "off the top," you should then attempt to budget the remainder for rent, food, clothes, medical expenses, entertainment, etc. This will be the most difficult part. In these days of continually rising prices it will be hard to stay within such a budget. There will be many temptations and chances to exceed your allotment but they must be resisted if your budget does not permit the expenditures. This does not mean that there won't be occasions when it is prudent to borrow to make a needed purchase at the proper time, but your budget must make allowances for the loan payments.

Your budget should not become a fixed budget but must be continually reviewed and revised as your own circumstances change. A change in pay will require a change in your spending habits. More pay should allow you to save more and spend more as well. A dependent marries and leaves home and another change occurs. Expenses for food and clothing for that dependent decreases making another adjustment to your budget necessary. We suggest that you review your status at least once each year, perhaps when you fill out your tax returns. At that time you may decide you can pay yourself a larger percentage of your income. Hopefully, you will not have to reduce the amount.

Daily records of your spending are burdensome for most families, but if major bills are paid by check, these make a good record of your expenses. Don't try to conform to budget plans suggested for the average family. It is doubtful your situation is average. One family may prefer to live in a large home and "do the town" once a week. You must decide which you prefer because you probably can't do both. These choices are individual things and will differ from family to family.

To return to our original statement, the wise man is still the one who will regularly pay himself first. He regularly and consistently sets aside a percentage of his earnings for savings just as if it were a weekly or monthly bill to be paid. After all, aren't you the most important person to be paid? Let your Local Union 3 Credit Union help you to pay yourself first by allowing your vacation pay to automatically transfer to your share accounts.

More Personals

SACRAMENTO

Our deepest sympathy to the family and friends of Brothers Claude Sanders (10/23/69) and Ronald Jones (10/11/69).

RENO

Fred Busch recuperating at home after an appendectomy.

Bert Larson recuperating at home after an operation on his arm that was injured in an industrial accident.

Virl Varney in Washoe Medical for observation and further tests. He is still having trouble with his back which was injured in an industrial accident.

We are sure that all of these Brothers would appreciate cards and visits.

We wish to extend the deepest sympathy to Brother Marvin Crouse on the recent loss of his son in an automobile accident.

We also wish to extend our deepest sympathy to the family of Borthor Charles Boulton who passed away on November 8, 1969.

Our deepest sympathy to the family of Brother Roy H. Lowe, who passed away November 3, 1969.

Clip & Save

MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

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

2 Fresno, Tues., 8:00 p.m.
4 Santa Rosa, Thurs., 8:00 p.m.

5 Ogden, Fri., 8:00 p.m.
6 Reno, Sat., 8:00 p.m.

1970 Schedule of Semi-Annual, District and Sub-District Meetings

SEMI-ANNUAL MEETINGS

JANUARY

10 San Francisco, Sat., 1:00 p.m.

JULY

11 San Francisco, Sat., 1:00 p.m.

DISTRICT & SUB-DISTRICT MEETINGS

JANUARY

20 Eureka, Tues., 8:00 p.m.
21 Redding, Wed., 8:00 p.m.
22 Oroville, Thurs., 8:00 p.m.
28 Honolulu, Wed., 7:00 p.m.
29 Hilo, Thurs., 7:30 p.m.

FEBRUARY

4 San Francisco, Wed., 8:00 p.m.
10 Stockton, Tues., 8:00 p.m.
19 Oakland, Thurs., 8:00 p.m.
24 Sacramento, Tues., 8:00 p.m.
26 San Jose, Thurs., 8:00 p.m.

MARCH

3 Fresno, Tues., 8:00 p.m.
6 Salt Lake City, Fri., 8:00 p.m.
7 Reno, Sat., 8:00 p.m.
12 Ukiah, Thurs., 8:00 p.m.

APRIL

2 Marysville, Thurs., 8:00 p.m.
7 Eureka, Tues., 8:00 p.m.
8 Redding, Wed., 8:00 p.m.
22 Honolulu, Wed., 7:00 p.m.
23 Hilo, Thurs., 7:30 p.m.

MAY

5 Sacramento, Tues., 8:00 p.m.
12 Stockton, Tues., 8:00 p.m.
14 Watsonville, Thurs., 8:00 p.m.
21 Oakland, Thurs., 8:00 p.m.
27 San Francisco, Wed., 8:00 p.m.

DISTRICT & SUB-DISTRICT MEETING PLACES

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.

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 Memo-
rial Bldg., 215 - 3rd.

Santa Rosa, Veterans Bldg.,
1351 Bennett St.

Provo, 165 West 1st North.
Ogden, Teamsters Hall, 2538
Washington Blvd.

CREDIT UNION

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San Francisco, Calif.
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Season Good In Stockton

By WALTER TALBOT,
AL McNAMARA and
KEN GREEN

The recent rain storms were responsible for the escalation of the out-of-work lists both in Stockton and Modesto. However, this past year was above average in the placement of engineers to the various projects. This situation existed largely due to the contracts on Interstate 5 in San Joaquin County and New Don Pedro Dam in Tuolumne County.

Housing projects, especially in the lower mountain areas, have kept many engineers employed this past season. Those engaged in this type of work were George Reed Co., Claude C. Wood Co., A. L. Craft, Roland Sutton, H. Earl Parker and others. This, in spite of the high interest rate for building construction, was rather surprising. The prospects for additional developments for the ensuing year are good with Boise-Cascade and Pacific Cascade being the principal reasons.

The possibilities of a \$30 million land development project in Amador and San Joaquin Counties at Lake Camanche village is much closer with the purchase of 4470 acres of rolling foothill country by the Great Lakes Development Co. of Hayward. The company recently purchased this property from the Bambert estate for \$2 million.

Housing projects have also afforded work in the valley for engineers working for Stanfield & Moody, A. Teichert & Son, S. M. McGaw Co., R. Goold & Son, Tompkins and Gallaven, W. M. Lyles and others. However, these have not been as large as the projects mentioned in the hill country.

The freeway jobs, as reported in last month's report, are still in progress, although any appreciable amount of rain will terminate them until next spring.

Highway Projects to be considered for the ensuing year in order of priority are the Manteca Bypass, a 9 mile section of Route 120 between Mossdale Wye and Austin Road; a full freeway of 18 miles of Route 12 from the Mokelumne River to Highway 99; a street couplet of the Crosstown Freeway from Route 5, now under construction by Granite - Stolte, and Highway 99; 15 miles of Route 5 from Hammer Lane to the Sacramento County line; 5 mile connection between Route 5 and Highway 99 on the north side of Stockton (Route 235), 3 miles of full freeway between Route 5 and Highway 99 on the south side of Stockton (Route 234), and the realignment, grading and surfacing of 19 miles of Route 26 from Highway 99 to the Calaveras County line.

Numerous jobs under \$100,000 have been bid and awarded since our last report. These include building demolition, landscaping, pumping plants, fish screens, sewage facilities, storm drains, bridges etc., which also have created employment for engineers.

Time is running out for Don Pedro Dam, in service since 1923, on the Tuolumne River. The reservoir behind new Don Pedro Dam, now under construction, 1½ miles downstream, will inundate the old dam in 1971. The crest of the old dam will be under 200 feet of water when the new reservoir is completely full, visible only every 20 years at low water. The \$100 million new Don Pedro Dam is presently being constructed by Guy F. Atkinson Co. and will be completed in late 1970.

An aircraft apron expansion and taxiway overlay contract has been awarded to the Standard Materials Co. of Modesto. The aircraft apron expansion adjacent to the Modesto City-County Airport Terminal, will

provide general aviation aircraft parking, which includes business aircraft (having dealings with industrial area), with the existing aprons to be used by Commercial airlines. The taxiway overlay involves the resurfacing of the easterly 2,050 feet, serving the 4,000 foot runway, and including paving of the holding aprons at the west end of the taxiway.

The Fresno firm, W. M. Lyles Co., is the apparent low bidder on the Modesto Sewer Improvement Project. This is the last city sewer improvement district in which the property owners will pay a connection fee after the trunk lines are installed in the streets. The Lyle's bid is below the city engineer's cost estimate for the project, which will provide for bonding property owners to construct a sewer lateral system to serve their homes.

The Peter Kiewit Co. is present-

ly working on their ten-mile new alignment project between Jamestown and Moccasin Creek. Now that winter has begun, the dirt spread is back on a one shift basis with mechanics still operating two shifts. At this time we are told, weather permitting, they will have the bulk of the material moved around the first of the year. There are approximately 50 brother engineers employed on this project at this time.

Furnishing material for the Boise-Cascade Projects is keeping the George Reed Co. at La Grange quite busy. The company has the contract with Boise-Cascade for both supplying the material and finishing the grade.

This, the last report of the year, affords us, the business agents and office staffs, the opportunity of wishing each of you a very Merry Christmas and a most prosperous New Year.

Hawaii's New Gains

Continued from page 9

dormitory—\$5.4 million. Chemistry Building—\$2.4 million. Art and Architecture Building—\$3.7 million. Social Sciences Building—\$3.8 million. Campus Student Center—\$5 million.

The H-1 Freeway program, is still on the up swing from Waiau Sector to Kahi point, in the Leeward area. The heaviest construction work is in the Waiau district with six general contractors participating in the work. Over in the Aiea Sector and still part of the H-1 Freeway system, progress is coming along fairly well by Avanti Construction Inc., and Reed & Martin Inc.

Hawaiian Dredging & Construction Co., Ltd. have begun ground work on the H-3 highway system in Kailua sector. This portion of the highway will tie-in into the Likelike highway approach system.

Because of the display of construction going-on today, which consist of Highrise Structures, Freeway Systems, Federal Hous-

ing, Public Recreation Facilities, Airport Improvements, Community Improvements, Business district improvements, Highways and Sub-divisions, we are involved in a lot of work.

Work has begun at Puahala, on Molokai. A resort development that eventually is to include seven hotels, residential areas and a 1,000 boat marina. A dredge, towed from Honolulu, arrived at the site to deepen 100 acres of submerged reef lands for the marina. The 1.5 million cubic yards of material to be dredged from the shoal will be used to build up land areas around the marina and fill the Paialoa Fish Pond. The filling operation will add 23 acres to the hotel construction area. The dredging work will take from six months to one year. During the same period, land mauka of the main east-end Molokai road will be subdivided as sites for apartments, homes and businesses. A 250 room hotel at Puahala is to be built by Pacific Basin Land Corp. of Hawaii.

Business Offices & Agents Phone Listing

CALIFORNIA

DISTRICT 1—SAN FRANCISCO

Dispatch Office:

470 Valencia Street 94103
(Area 415) 431-5744
A. J. "Buck" Hope, Dist. Rep. 992-1182
George Baker 586-4423
Wayne Sprinkle 673-3828
Jim Jennings, Health & Welfare Rep. 828-5803
Fran Walker, Trustee 479-6828
Don Luba 682-3777

SAN MATEO

1527 South "B" 94402 (Area 415) 345-8237
Bill Raney 368-5690
Dick Bell 359-6867

SAN RAFAEL

76 Belvedere St. 94901 (Area 415) 454-3565
Al Hansen 479-6874

VALLEJO

404 Nebraska St. 94590 (Area 707) 644-2667
Aaron S. Smith 643-2972

DISTRICT 2—OAKLAND

1444 Webster St. 94612 (Area 415) 893-2120
Norris Casey, Dist. Rep. 687-8355
Guy Jones 525-5055
Tom Carter 682-6382
Alex Cellini 828-3486
Jerry Allgood 443-3239
Mike Womack (Tech. Engrs.) 443-3151
Al Swan 933-9524
Herman Eppler 682-5002

DISTRICT 3—STOCKTON

2626 No. Calif. 95204 (Area 209) 464-7687
Walter Talbot, Dist. Rep. 477-3210
Al McNamara 464-0706
Elvin Balattil 948-1742

MODESTO

401 H Street 95354 (Area 209) 522-0833
Ken Green 542-7593

DISTRICT 4—EUREKA

2806 Broadway 95501 (Area 707) 443-7328
Ray Cooper, Dist. Rep. 443-1814
Eugene Lake 443-5843

DISTRICT 5—FRESNO

3121 East Olive 93702 (Area 209) 233-3148
Claude Odom, Dist. Rep. 439-4052
Bill Relford 924-4478
Walter Norris 224-6697
Ralph Hurst 264-8083
Jerry Bennett 935-1878

DISTRICT 6—MARYSVILLE

1010 Eye Street 95901 (Area 916) 743-7321
Harold Huston, Dist. Rep. 742-1728
John Smith 743-6113
Dan Senechal 742-4390
Bob Mayfield 743-4912

DISTRICT 7—REDDING

100 Lake Blvd. 96001 (Area 916) 241-0158
Lake Austin, Dist. Rep. 241-4833
Lou Barnes 243-7645

DISTRICT 8—SACRAMENTO

2525 Stockton Blvd. 95817 (Area 916)
457-5795
Doug Farley, Dist. Rep. 371-0524
Al Dalton 622-7078
Dan Carpenter 533-8156
Martin Corpender 742-5818

DISTRICT 9—SAN JOSE

760 Emory St. 95110 (Area 408) 295-8788
Bob Skidgel, Dist. Rep. 269-8437
Wm. Harley Davidson 724-5498
Mike Kraynick 266-7502
Jack Curtis 265-4461
Bob Owen 251-0416

DISTRICT 10—SANTA ROSA

3913 Mayette 95405 (Area 707) 546-2487
Russell Swanson, Dist. Rep. 545-4414
Robert Wagnon 539-2821

NEVADA

DISTRICT 11—RENO

185 Martin Ave. 89502 (Area 702) 329-0236
Gail Bishop, Dist. Rep. 747-1314
Bud Jacobsen 882-2904
Edwin Knapp 673-3823

UTAH

DISTRICT 12—SALT LAKE CITY

1958 W. N. Temple 84103 (Area 801)
328-4946
Aster Whitaker, Dist. Rep. 328-3356
Tom Bills 255-6515
Jay Neeley 255-1304

PROVO

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Wayne Lassiter 225-6368
Kay Leishman 896-5517

OGDEN

2538 Washington Blvd. 84401 (Area 801)
399-1139
Delos Hoyt 376-5475

HONOLULU, HAWAII

2305 S. Beretania 96814 (Area 808)
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Wilfred Brown 455-9448
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