

Unity Keys Semi-Annual Meeting

"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. 2 SAN FRANCISCO, CALIFORNIA February 1969



OUTSTANDING APPRENTICESHIP AWARD from Operating Engineers Local Union No. 3 is presented to Donnie Arnold by union President Paul Edgecombe at the Semi-Annual Meeting in San Francisco. Brother Anderson is employed by Pizza in San Jose and resides at 600 Waldo Road in Campbell, California.

New Apprenticeship Study Shows Minority Progress

SAN FRANCISCO—An ethnic study of apprentices in California is due to be published by the State Department of Industrial Relations. The report will show that Negroes comprise five percent and Mexican-Americans and others of Latin derivation 8.2 percent of all new enrollments taking place between January-September of last year. Figuring in other non-white trainees, the total of minority group registrants amounts to 15.5 percent of such trainees.

The survey was actually conducted by the Division of Labor Statistics and Research working closely with the Division of Apprenticeship Standards. Both are sub-units of the Department of Industrial Relations.

The study was carried out under terms of legislation authored and pushed through at the 1967 state legislative session by Assemblyman William T. Bagley (R, San Rafael). The Bagley bill required the department to conduct annual surveys and maintain data regarding the ethnic character of registered apprentices in this state.

Charles T. Hanna, chief of the Division of Apprenticeship Standards, explains that the survey was conducted in two parts.

In April of this year question-

naires aimed at determining the ethnic derivation of apprentices active as of December 31, 1967 were distributed. An estimated 20,600 apprentices were active at that particular juncture. Sixty-one percent of those enrolled as of December, 1967 (or 12,549) returned completed questionnaires by Oct. 31, 1968.

Caucasians rendered 86.6 percent of the total replies. Negroes accounted for 2.5 percent; Mexican-Americans and other Latins comprised 8.1 percent; Orientals supplied 0.8 percent and American Indians afforded 1.5 percent of the replies. Minority group apprentices then were seen to have made up 13.4 percent of all active apprentices responding.

The second phase of the survey addressed itself to amassing ethnic data on new apprentices entering the program starting last January.

Of 7,033 new registrants between January and last September, 6,087 returned questionnaires for an 86.5 percent response. The statistical breakdown for those responding in 1968 was as follows:

84.5 percent Caucasians (5,144); five percent Negro (305); 8.2 percent Mexican-American and other Latins (501); 0.8 per-

cent Oriental (46); 1.1 percent American Indian (65); and 0.4 percent other non-white (26).

This yielded, say state analysts, the 15.5 percent figure showing minority apprentices enrolled during the first nine months of the year just ending.

IUOE GP Wins Key Board Post

NEW YORK — Pres. Hunter Wharton of the Operating Engineers was elected to a three-year term on the board of the United Community Funds & Councils of America at the organization's annual meeting here. He succeeds Jacob Clayman, administrative director of the AFL-CIO Industrial Union Dept., who retired from the board.

Other labor representatives on the board are AFL-CIO Community Services Dir. Leo Perlis; Sec. Joseph D. Keenan of the Intl. Brotherhood of Electrical Workers; Pres. Joseph A. Beirne, Communications Workers; James A. Suffridge, president-emeritus, Retail Clerks, and Sec.-Treas. Barney Hopkins of the Michigan AFL-CIO.

Standing Ovation For Manager Clem

By KEN ERWIN

The portrait of a union strongly united in spirit and in deed and boldly headed down the road of progress emerged from the semi-annual meeting of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, held at the Marine Cooks & Stewards Hall in San Francisco on January 4th.

Some 700 members thronged the hall and from the first whack of President Paul Edgecombe's gavel it was evident they were there to praise their progressive administration, not to bury it.

Although several lengthy and far-reaching resolutions were brought before the membership, those failing to gain prior Executive Board approval, though thoroughly discussed, pro and con, got short shrift when the ayes and nays were called for and were overwhelmingly defeated. On the other hand the general membership demonstrated a solid and vocal majority for resolutions supported by the Executive Board.

International Vice President and Local No. 3 Business Manager Al Clem was given a unique standing ovation by the membership when he pointed with some emotion and great pride to the accomplishments and progress

gained for the membership during his administration.

Business Manager Clem compared pension of January 1, 1961, \$62.50, to the pension of July 1, 1968, \$225.00. He pointed out that there was only \$4,438,123.00 in the Pension Trust Fund in 1961 as against the \$48,000,000.00 of 1968. He also cited the fact that there were only 172 Operating Engineers from Local 3 on pension in 1961 as compared with 1,322 today. Clem added that \$48,500,000.00 had been paid out in Health and Welfare claims since the inception of the plan.

In detail, Business Manager Clem provided the following milestones and comparison:

COMPARISONS FOR SEMI-ANNUAL MEETING

Agents			
1953 - 49		1961 - 53	
1954 - 50		1962 - 53	
1955 - 54		1963 - 60	
1956 - 62		1964 - 65	
1957 - 65		1965 - 68	
1958 - 61		1966 - 71	
1959 - 55		1967 - 68	
1960 - 55		1968 - 68	

Cost of Running the Union in:

1958	Per Month	1968	Per Month
\$1,994,273	\$166,189	\$3,267,959	\$363,107
Cost to Member - \$91.46		Cost to Member - \$97.85	

Percentage Increase in:

Members	Costs
53.18%	63.87%

Membership:

1958 - 21,804	1964 - 24,057
1959 - 22,250	1965 - 30,935
1960 - 22,431	1966 - 31,637
1961 - 22,935	1967 - 31,492
1962 - 23,647	1968 - 33,399

See SEMI-ANNUAL REPORT on Page 3



WHEN VETERAN Operating Engineers get together talk can run the gamut from the "good old days and classic construction jobs" to the "progress made by their union." In the above photo International Vice President and Business Manager Al Clem talks "shop" with Local Union No. 3 retirees from the Oakland, California area following a special meeting held to inform them of the progress being made for them by their union and the government in the areas of Health and Welfare, Social Security and Medicare. Additional pictures and story can be found on pages 4 and 5.



Collectively Speaking with Al Clem

The month of January was not too eventful insofar as the activities of the Local Union were concerned. Most of the work was curtailed due to the excessive rain falls and snow in the mountains.

In Nevada and Utah practically the same conditions prevailed. In the State of Hawaii the picture is somewhat brighter, however, the weather has been colder than usual for this segment of our jurisdiction.

The work picture in Guam is looking up. The Dillingham Corporation recently was awarded a five-million (\$5,000,000) job and there is talk of building two oil refineries; one in Guam and one in Hawaii.

It was indeed gratifying that I was able to attend the January round of meetings and visit with all the Brothers in attendance. I was particularly impressed that all the Grievance Committees in the five district meetings were elected without opposition; the meetings being held in San Francisco, Eureka, Redding, Oroville and Hawaii. We think this speaks well for the work that the various Grievance Committees have performed on behalf of the Union.

In the State of Hawaii we presented the outstanding apprentice of the year, Alva Blake, with a savings bond. While there we also attended the meeting of the General Contractors of America where Brother Dan Dees addressed the group on the Apprenticeship Program. All of the Employers in Hawaii and the membership are enthused with the way the Apprenticeship Program is progressing.

On Saturday, January 18, 1969, our General President, Hunter P. Wharton, attended our Business Agents meeting in San Francisco, and as usual he delivered a very informative address to the Agents, Apprenticeship Coordinators and Dispatchers.

I am extremely sorry to report that I will be unable to attend the first round of meetings scheduled for the month of February as my schedule causes my attendance at the General Executive Board Meeting in Florida. There are several important issues to be resolved at this meeting which will no doubt have some effect on our Local Union. In addition to this, I am on a committee from our International Union to meet with the Teamsters to resolve our jurisdictional problems. I sincerely hope these problems will be resolved as expeditiously as possible.

There was a time in this Union when the negotiations of various agreements consumed very little of our time, but now it seems that the officers are consistently in negotiations trying to improve the wages and working conditions for the members of our Union in the various industries which we represent. Our major negotiations, of course, are in the construction industry covering Northern California, Northern Nevada, Utah and Hawaii.

As your Union continues to grow, we must endeavor to keep pace with all the additional duties that we face.

We are putting the finishing touches to the building at 474 Valencia Street, San Francisco and the Executive Board will hold their first meeting in the new headquarters on Sunday, February 2.

If any of you happen to be in San Francisco, we would like you to avail yourself of the opportunity of dropping into your office in order to become better acquainted with what is involved in the day to day operation of your Local Union. As long as we maintain communications between the officers of the union and the members who make up this organization, we will continue to be one of the most progressive unions in the world.

Mr. Al Clem
International Vice President, and Business Manager
Operating Engineers Local #3
478 Valencia St.
San Francisco, California 94101

Dear Al,

I am writing to tell you, and all the Officers and Members of Local No. 3 Operating Engineers, how very much I appreciated all their words of comfort and expressions of sympathy in the loss of my husband Ed Johnson.

Our local business agent Mr. Aaron Smith presented me with a beautiful memorial edition of The Holy Bible.

This will always be a great comfort to me, and will serve to help sustain me in the lonely hours.

I want to thank all of you from the bottom of my heart. I will always be eternally grateful for all past considerations extended to my husband and me over the past years.

May God Bless you all, and again my sincere thanks.

Yours truly,
MRS. E. C. JOHNSON
2446 Tennessee St.
Vallejo, Calif. 94590

IOUE Will Train 800 Jobless

WASHINGTON—The International Union of Operating Engineers, AFL-CIO, will train nearly 800 jobless or underemployed youths as operating engineers, General President Hunter P. Wharton has announced.

Training will be provided under a \$2 million Manpower Development and Training Act contract authorizing a coupled (on-the-job and classroom) training program.

Training will take place in the District of Columbia, 50 trainees; Alabama, 100; Arizona, 100; California, 118; Connecticut, 100; Indiana, 100; Ohio, 100; Pennsylvania, 100, and Wisconsin, 100.

The two-year contract will provide 26 weeks of on-the-job training for 98 preapprentice operating engineers and 20 preapprentice water treatment engineers. Six weeks of on-the-job training has been slated for 555 apprentice-entry operating engineers, 70 heavy-duty mechanics, and 40 technical engineers (surveyors).

The trainees will receive classroom instruction related to their respective occupations.

The Labor Department has allocated more than \$2 million in MDTA funds in the program: \$583,556 for on-the-job training costs; \$772,107 for supplemental classroom instruction, and \$662,180 for training allowances.

Mr. Al Clem

Dear Sir,

At this time I wish to thank you and show my appreciation for all the benefits granted to me upon the death of my husband, and brother member, Thomas N. James. Also for the lovely Bible I received. I am sure I will find many hours of peace and comfort within its pages.

MRS. MABEL JAMES

Apprentice Openings For 1 March

SAN FRANCISCO — The Operating Engineers Apprenticeship Program and Northern California Surveyors Apprenticeship Program both will be opened up to applicants during the first week of March.

North and central state candidates seeking to apply may obtain application forms on the following dates at the following locations:

Monday, March 3 at 470 Valencia, San Francisco; 76 Belvedere, San Rafael; 2806 Broadway, Eureka; and 100 Lake Blvd., Redding.

Tuesday, March 4 at 1444 Webster St., Oakland.

Wednesday, March 5 at 404 Nebraska St., Vallejo; 2626 N. California St., Stockton; 2525 Stockton St., Sacramento; and 760 Emory St., San Jose.

Thursday, March 6 at 1527 South B St., San Mateo; 401 H St., Modesto; 3121 E. Olive St., Fresno; 1010 I St., Marysville; and 3913 Mayette St., Santa Rosa.

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Get on board!

Credit Union Report Points Dramatic Surge

By JAMES "RED" IVY

Our International Vice President and Business Manager Al Clem has asked that the following letter be sent to all members of the Local Union No. 3 Credit Union. I thought it would be of equal interest to all the general membership and would not only supply you with vital and pertinent information on your Credit Union, but would further encourage you to make use of the many features available. You will note on page 13 of this edition of your *Engineers News* that noted consumer expert, Sidney Margolius, makes some telling points on the increasing costs of borrowing money. You would do well to read this letter and the Margolius column carefully. They will greatly assist you in making judicious use of your borrowing power in these inflationary times.

Business Manager Clem's letter is quoted in full:
Dear Sir and Brother:

We wish to take this opportunity to congratulate you on your wisdom in allowing your Vacation Pay to transfer into your Credit Union share account.

This is the third transfer of these funds since this unique approach to a systematic savings program was first offered to our members employed under Construction Agreements in July, 1966.

It is gratifying to note the constantly increasing number of members who are taking advantage of this plan to save part of their wages.

In this latest transfer 10,875 members had credits to their share accounts totaling over \$2,256,000. The credit to your individual account is noted on the enclosed statement. We expect greater participation as members become more acquainted with the benefits of the Credit Union. Benefits include dividends paid on your Credit Union savings comparable to the interest paid on Bank passbook savings accounts, PLUS life insurance that would in most instances equal the amount of your shares up to \$2,000 (see brochure enclosed); the right to apply for personal loans of up to \$1,000 plus the value of your unimpaired Credit Union shares; the right to apply for secured loans of up to \$15,000 plus the value of your unimpaired Credit Union shares. Interest rates on Credit Union loans are highly competitive with other lenders and all loans to insurable borrowers carry credit life and total disability insurance at no additional cost.

In addition to the above benefits and protection provided through your Local Union No. 3 Credit Union, you may now authorize payment of your annual union dues from your Credit Union share account. This is not only a convenient way of meeting your union commitment, but assures you of being a member in good standing at all times.

The Credit Union is presently conducting a survey to determine the feasibility of providing automobile insurance coverage to our members under a group plan that would effect substantial savings. You will be advised of the results of this survey.

Your unpledged shares/savings in the Credit Union are available for withdrawal on any business day of the week between the hours of 8:00 A.M. and 5:00 P.M. Your completion of the enclosed membership card will facilitate future transactions involving your account. We strongly recommend that you utilize the reverse side of the membership card to designate a beneficiary of insurance and joint owner of your account.

Sincerely and fraternally yours,
AL CLEM, Business Manager

Collective Bargaining

The Bureau of Labor Statistics says settlements were concluded last year for at least 4.5-million of the 10.7-million workers covered by major collective bargaining agreements. The bureau added all measures of change in wages and benefit expenditures resulting from these settlements were larger than in preceding years.

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Semi-Annual Report

Continued from page 1

Number of Men Dispatched:		
1961 - 30,864	1965 - 41,579	
1962 - 29,913	1966 - 33,088	
1963 - 35,869	1967 - 28,695	
1964 - 36,877	1968 - 35,773	
Number on Out-of-Work List During 1968		
		7,120
Lowest Number on Out-of-Work List During 1968 (October 2, 1968)		
		2,643
Automobiles:		
1962 - 55	1966 - 77	
1963 - 63	1967 - 74	
1964 - 71	1968 - 77	
1965 - 75		
1968		
32 Cars with Radios	1 Repeater	
11 Base Stations	11 Car Radios	
4 Repeaters	5 Base Stations	
5 Common Carriers-Fresno		
2 Common Carriers-Eureka		
1 Radio Telephone-Reno		
Credit Union		
10,4503 Members in Credit Union		
Chartered January 28, 1964		
Money in Credit Union-Cash on Hand	\$	46,953.76
Time Deposits		\$1,000,000.00
Job Stewards		
1968	1963	
1,140	268	
Delinquency Report:		
Amount Collected from Delinquent Employers		\$295,590.11
Open on Books as Delinquencies		62,170.00
Penalty Charges Put on Employers Who Were Delinquent Based on 10% Delinquency Charge		17,900.00

REPORT FOR APPRENTICESHIP OFFICE

Total Number of Apprentices Presently in the Program:		696
In California	603	
In Nevada	18	
In Utah	19	
In Hawaii	56	
Total Number of Apprentices Presently Unemployed:		145
In California	139	
In Nevada	4	
In Utah	2	
In Hawaii	0	
Apprenticeship Standards Signed in California:		9/10/61
Total Number of Apretices Certified in California	182	
Total Number of Apprentice Applications Issued	8957	
Total Number of Apprentices Entering the Program	3349	
Apprenticeship Standards Signed in Nevada:		8/1/65
Total Number of Apprentices Certified in Nevada	0	
Total Number of Apprentice Applications Issued	131	
Total Number of Apprentices Entering the Program	89	
Apprenticeship Standards Signed in Utah:		6/3/66
Total Number of Apprentices Certified in Utah	0	
Total Number of Apprentice Applications Issued	133	
Total Number of Apprentices Entering the Program	75	
Apprenticeship Standards Signed in Hawaii:		10/26/67
Total Number of Apprentices Certified in Hawaii	2	
Total Number of Apprentice Applications Issued	91	
Total Number of Apprentices Entering the Program	83	
Journeyman Trainee Program Started 9/1/65:		
(No records available prior to October 1966)		
Total Journeyman Trainees Dispatched in California 66 through 68	3553	
Total Journeyman Trainees Dispatched in Nevada 66 through 68	104	
Total Journeyman Trainees Serviced in Nevada 66 through 68	104	
Total Number of Journeyman Trainees	229	
Total Number of Apprentices	694	

ENGINEERS FRINGE BENEFITS

1. Health & Welfare Benefits for Active Engineers became effective 1952 covering Steel Division, Rock Sand & Gravel and Equipment Division.
Health & Welfare Benefits for Construction Division became effective April 1, 1953.
2. AGC program came into effect on May 1, 1953. On both Construction and the AGC the original Death Benefit was \$2,000. Benefit has remained at \$2,000 since origin. Effective September 1, 1968, Engineers became entitled to an additional \$1,000 of Death Benefit in accordance with the newly established Operating Engineers Burial Expense Program.
3. Dental Plan became effective May 1, 1966.
4. Health and Welfare Benefits became effective for Pensioners on January 1, 1963. Pensioners were provided with a Death Benefit of \$250 effective January 1, 1966. This was increased

See SEMI-ANNUAL REPORT Columns 4 & 5

Indispensable

By MICHAEL BRADEN
College Park High

Sometime when you're feeling important
Sometime when your ego's in bloom
Sometime when you take it for granted
You're the best qualified in the room,
Sometime when you feel that your going
Would leave an unfillable hole,
Just follow these simple instructions
And see how it humbles your soul
Take a bucket and fill it with water;
Put your hand in it, up to your wrist;
Pull it out, and the hole that's remaining
Is a measure of how you'll be missed.
You may splash all you please when you enter:
You may stir up the water galore;
But stop, and you'll find in a minute
That it looks quite the same as before.
The moral of this quaint example
Is to do just the best that you can.
Be proud of yourself, but remember
There is no indispensable man!

Semi-Annual Report

Continued from columns 1 & 2

- to \$350 as of February 1, 1968. As of September 1, 1968 this Benefit was dropped and the Pensioners became entitled to a \$1,000 Death Benefit payable under the new Operating Engineers Burial Expense Program.
5. Prescription Drug Benefit became available to the Pensioners on March 1, 1968 and also effective March 1, 1968 for Active Engineers.
Hearing Aids Benefit became effective July 1, 1968.
 6. Medicare - Active Engineers became entitled to reimbursement for the cost of Medicare on January 1, 1968. First disbursement was made in August 1968. Pensioners became eligible for reimbursement of Medicare as of January 1, 1969.
 7. During 1967-68, nearly \$2,900,000 in benefits were paid by the Fund on behalf of 8,090 Operating Engineers and their families for a grand total of over 45,000 claims, bringing the total benefits paid by this Fund since its inception in May 1953 to approximately \$21,700,000.
 8. Money spent on Health & Welfare claims since inception-\$48,500,000.

PENSION - ORIGINAL PENSION PLAN

Engineers first became eligible for pensions on November 1, 1952. The Maximum pension payable was at the rate of \$2 per month for each year of service (a year of service was 1920 hours or more) with a maximum of 25 years giving a maximum pension of \$50 per month.

PENSION - PRESENT PLAN

Contributions began January 1, 1958 with pension awards first effective January 1, 1960. Pension amounts (based on top hourly contribution rates):

Effective Date	Rate Contrib. Hrlly.	\$ Amt. Per Year Of Pension Credit	Pension Normal
1/60	10¢	\$2.40	\$ 60.00
1/63	15¢	\$4.00	\$100.00
8/64	20¢	\$5.00	\$125.00
1/66	25¢	\$7.00	\$175.00
4/67	35¢	\$8.00	\$200.00
3/68	40¢	\$9.00 (future retirees)	\$225.00
	35¢	\$8.50 (those on the rolls)	\$212.50

See SEMI-ANNUAL REPORT page 4

DON'T LAY YOUR LIFE ON THE LINE.



When you're working with high-rising equipment, show a lot of respect for power lines.

Cranes, booms, scaffolding, drilling rigs, hay derricks and irrigation pipe become dangerous electrical conductors when they touch overhead wires.

So play it safe. Operate your equipment with care. Never move rigs with the boom up, or lift pipe without first checking your clearance.

Look up - and look out for power lines. PG&E

Labor's Elite

The Labor Department reports that deep-sea divers constitute one of the most elite segments of the labor force. Numbering only about 2,500 in all, they receive as much as \$197 for a day's work plus bonuses for more hazardous duty.

Building Trades

The Bureau of Labor Statistics reports that average hourly wage scales for union building trades workers rose 6.6 percent during the year ending July 1, 1968. The gain was the largest annual increase since 1947-48.

Retired Members Meet Big Success

One of the most unusual and well-attended specially called meetings ever held in the greater Oakland area by Operating Engineers Local Union No. 3 came at the end of last year.

Some 100 Old Timers were on hand in the Oakland Union Hall to hear officers of their union and experts from the Local 3 Pension Trust Fund and the Social Security Administration bring them up to date on the many progressive

changes affecting Retired Members.

International Vice President and Business Manager Al Clem keyed the event and interesting and informative presentations were made by C. W. Sweeney, Administrator of the C. W. Sweeney Co. which handles Local 3's Health and Welfare and Pension Trust programs, and Joe Thomas, an outstanding expert and the Oakland area representative for the Social Security Administration.

Chief Executive Clem discussed the general progress made by the union in the areas of

health and welfare and retirement during present administration's stewardship pointing out that pensions for retired members had grown from a maximum of \$62.50 per month in January 1961 to a maximum of \$225.00 per month in 1968. He also singled out such new gains for the members as hearing aids; out of hospital drug prescription program and a dental plan for members and their dependents.

Clem thanked the retired members for their support and confidence over the years and said that "because of your hard work and strong faith in your union

and your elected leadership we have made many gains that seemed impossible during your working years. Today's working member, young and old, owes you a debt of lasting gratitude."

A question and answer session followed the panel's presentation and the members participated actively during this period.

New Magazine

The Labor Department has announced publication of a new monthly magazine titled *Manpower*. It will cover development in recruitment, training and placement of people for jobs.

SPECIAL NOTICE

"As your District Representative in District 2 (Oakland) I would like to make a personal appeal to you Brothers and your families. This is to request all who are able to please donate blood to your Local 3 Blood Bank. Arrangements and appointments can be made by phoning 654-2924 in Oakland. This is the number for the Blood Bank of the Alameda-Contra Costa Medical Association, 6230 Claremont Avenue, Oakland, California 94618.

It is my desire to have a meeting of all that are interested in starting a Blood Bank movement in this area on Wednesday, Feb. 19, 1969 at the Oakland office (downstairs). This meeting would be to get ideas from you members as to how best to make it work. We have many calls for blood which we cannot fill.

If you can and will help in any way, please contact this office. Leave your name, address and phone number. We appreciate all of the help we can get." Norris Casey, District Representative & Business Agent.

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Continued from page 3

Pension Fund - Total Assets in excess of \$50,000,000.

Employer Contributions to the Trust in November - \$1,410,132.

COMPARISON OF INCREASES IN WAGES

Classifications	1/1/54	1/1/61	Wage Incrs. 1954- 1961	1/1/69	Wage Incrs. 1961- 1969	Differ- ence
Oiler	2.38	3.36	.98	4.99	1.63	.65
Heavy-Duty Repairman	2.77	4.01	1.24	6.21	2.20	.96
Cat Operator	2.77	4.01	1.24	6.21	2.20	.96
Rubber-Tired Operator	2.77	4.01	1.24	6.21	2.20	.96
Crane Operator	2.93	4.31	1.38	6.53	2.22	.84

COMPARISON OF INCREASES IN FRINGES

	1/1/54	1/1/61	Frng. Incrs. 1954- 1961	1/1/69	Frng. Incrs. 1961- 1969	Differ- ence
Health & Welfare	.10	.10	0	.35	.25	.25
Pensioned H. & W.	0	0	0	.02	.02	.02
Pensions	0	.10	.10	.50	.40	.30
Vacation & Holiday						
Pay	0	.15	.15	.30	.15	0
Apprentice Training	0	0	0	.09	.09	.09

Wages & Fringes Increases 1954-1961	Wages & Fringes Increases 1961-1969	Difference
1.23 (Oiler)	2.54	1.31
1.49 (Heavy Duty Repairman)	3.11	1.62
1.49 (Cat Operator)	3.11	1.62
1.49 (Rubber-Tired Operator)	3.11	1.62
1.63 (Crane Operator)	3.13	1.50



SOCIAL SECURITY ADMINISTRATION expert Joe Thomas, Oakland area representative, answers question during a meeting for Retired Members of Operating Engineers Local Union No. 3 in Oakland, recently. Officer and other speakers in the background include (l. to r.) Paul Edgecombe, President; C. W. Sweeney, Administrator for C. W.

Sweeney Co. which handles the Health and Welfare & Pension Plan of the local; International Vice President and Business Manager Al Clem; Fran Walker, Trustee and Don Kinchloe, Local #3 Treasurer. Some 100 Retired Members attended the meeting.



SOME OF THE over 100 Retired Members that attend a special meeting in Oakland, California are shown above. A lively question and answer session followed talks by experts on Health and

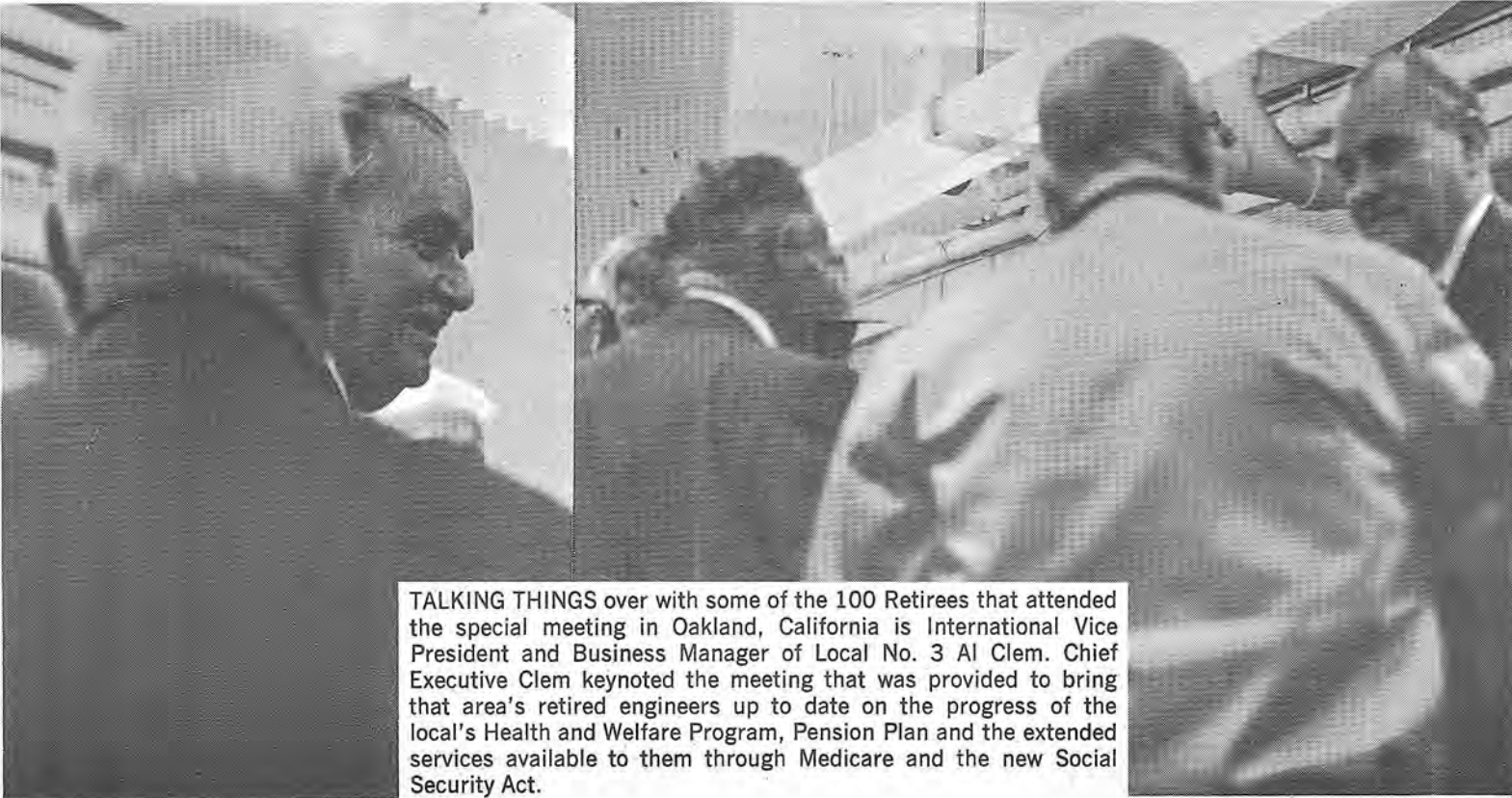
Welfare, Pension Trust Fund, Medicare and the new benefits provided by the revised Social Security.

She's No Girl!

What used to be generally thought of as the office or shop "girl" is today a 40-year-old married woman, according to the U. S. Department of Labor. That's the average woman worker. Of all U. S. women between the ages of 18 and 64, nearly half—or 48.3 percent—were in the labor force in May 1968.

Raising Ed Level

Nonwhite women and men have made significant progress in raising their level of educational attainment over the last several decades, according to the Women's Bureau of the Department of Labor. The median number of school years completed by nonwhite women and men 25 years of age and over in April, 1940, were 6.1 and 5.4 years, respectively. In March, 1967, the comparable numbers had risen to 9.8 and 8.9.



TALKING THINGS over with some of the 100 Retirees that attended the special meeting in Oakland, California is International Vice President and Business Manager of Local No. 3 Al Clem. Chief Executive Clem keyed the meeting that was provided to bring that area's retired engineers up to date on the progress of the local's Health and Welfare Program, Pension Plan and the extended services available to them through Medicare and the new Social Security Act.

Oakland Area Slump Look To Summer

By NORRIS CASEY

District Representative and
Business Agent

Needless to say, work in this area is very slow. Most of the down time is being caused by the weather, however, we are feeling the effects of the finishing of the Humble Oil job in Benicia. We had many of our local Brothers employed over there. They are all coming back now. The out of work list is getting bigger by leaps and bounds.

The work outlook is fair for the next season. If we get any highway work to keep our dirt hands busy, we should be in pretty good shape. We do not know, of course, what effect the new President is going to have on us work-wise. Nor do we know what Reagan's administration will do to us. We need the B.A.R.T. work also. We hope the politicians will do something to get it going and finished. We not only need the work for our people, but the area needs it for the transportation. Anyone who commutes on our freeways knows what has happened in the last twenty years. And for sure, what it is to travel now. So all of us should support our representatives in Sacramento and get something going. So when the winter is over, we will have work.

By JERRY ALLGOOD

Southern Alameda County

The first phase of the Harder Road improvement project from Tarman Avenue to Jane Street is now completed. Skipping the grade separation at this point, the Harder construction work then proceeds to Mission Boulevard. What originally was an old county road before the area was annexed to the City is being widened to a 110 foot arterial with two 36 foot moving lanes, 10 foot sidewalks and an 18 foot median strip. A series of traffic signals will be working on the mile long improvement.

The grade separation at Jane, one of five now being completed, will separate the grades of Western Pacific and B.A.R.T. from Harder Road, and also carry Whitman Street over Harder. This will eliminate a very dangerous railroad crossing which has been the scene of several fatalities, and will also provide safe access for students of Harder School who live in the area east of Mission Boulevard, plus access to Cal-State from the Nimitz Freeway. The contractor on this project was East Bay Excavators from Hayward.

By ALEX CELLINI,

Shops & Rock Quarry

Rock, Sand, and Gravel industry in Contra Costa and Alameda Counties has slowed down. With the rain and construction project shut-down business has dropped off. Also, in Southern Alameda County, Niles Sand and Gravel, Niles Quarry, P.C.A. and Rhodes & Jamieson are having problems in getting permits to open more ground to harvest materials in accordance with city standards.

Equipment Dealers Shops in the area are working with some backlog of work. California Tractor has finished all their government work and has reduced its crew to less than half.

Scrap Iron Industry in Oakland has again dropped into a slump.

Pacific States Steel mill and forge division are busy, also Fab Division still setting steel for B.A.R.T.

E. J. Lavino has many orders with people working some overtime.

By DON LUBA,

Oakland Area

Work in northern Alameda County at this writing is very slow and with present weather conditions prevailing, we don't look for any change.

As for dirt jobs in the area, Guy F. Atkinson's Temescal project seems to be the least affected by the weather. Couple days after rains stop the iron is rolling again until the next rain storm.

Elmer J. Freethy's Dunsmuir reservoir job is nearing completion with A. Turrin & Son from Concord doing the back-fill around the concrete structure between showers.

Guy F. Atkinson's Grove-Shafter Freeway job is well into the finishing stages now with 140,000 cubic yards of concrete already poured which is approximately 97% of the concrete portion of this job.

Gallagher and Burk has completed the excavation on the new Kaiser Center and Stolte is well along on the footings. Stolte will do the construction from the footings up to ground elevation and Turner Construction Company, who is the prime contractor, will take it from ground up 28 stories into the sky.

New work starting in Alameda County in recent weeks is the new Hilton Inn at Hegenberger Road and Doolittle Drive. This one will run approximately \$4 million.

The new Merritt College was let to Robert E. McKee for \$10,920,000. McKee is presently doing the Laney College in Oakland.

Gallagher and Burk picked up a \$612,021 contract to improve Keller Ave. in Oakland.

Brothers don't take SAFETY for granted. Even new equipment should constantly be given a visual check. In the past week in Oakland we had the experience of having the rear outrigger frame break loose from the carrier on a 45 ton truck crane. This machine was less than a year old. Fortunately no injuries to anyone were incurred as the very capable Brother operator had just started to make his lift and the load was only about two feet off the ground when the welds separated, allowing the carrier and load to settle to the ground in a very abrupt manner. Needless to say this could have been very disastrous had it occurred swinging the loaded concrete bucket near the concrete crews. Don't take new machines for granted for they too have structural failures.

By BOB MAYFIELD

Upper Contra Costa

The great new P.G.E. power plant to be built at Pittsburg, California will soon be off and running. The first phase of this project will be the piling and pile-driving and the apparent low bidder for this work was Cast Con of the Peter Kiewit Company. Excavation and dewatering should be let on about February 15 and upon talking to P.G.E. officials their schedules show this portion of the work towards completion of this new plant will take six to seven months. After the excavation is completed the plant itself will start and these phases will be let out for bid at that time. Steel fabrication for this project will be done by the American Bridge Company at their plant now being completed at Antioch.

A total amount of money to be spent on these projects, after completion will total about 86 million dollars.

All sections of B.A.R.T. now



SWAPPING REMINISCENCES at a meeting for Retired Members in Oakland recently are (l. to r.) James Johns, Sr., initiated into the union in 1936; O. W. Nelson, initiated in 1917; Al Clem, International Vice President and Business Manager of Local Union No. 3, initiated in 1934; and Charlie Melsone, initiated in 1937. Four members have a total of 148-years as construction union members.

They built of stone . . .

Strong Union's Backbone

By NORRIS CASEY, Dist. Rep.

When you hear Operating Engineers talk about "long service" and the "engineer tradition" you can bet that few hold a candle to Brother James Johns, Sr., at left above, who can boast 126 years of service in Operating Engineers for himself and his family, all but thirteen years of which was spent in Local Union No. 3.

Jim, Sr. joined Local 372 in October of 1936 and transferred into Local 3 in 1948.

Son, Floyd E. Johns, was initiated in 1938.

Son, James Johns, Jr., was initiated in 1940.

Son, Brady Johns, was initiated in 1941.

Grandson, William E. Johns, who is the son of Floyd, was initiated in 1959. With the exception of

"Jim Johns, Sr.," who has retired, the boys are all active in the Union. They (Floyd, James, Jr., and Bill) are all well-known as Journeymen, and spend most of their time in the seat of cranes, long-boom, or whatever attachment.

Brady Johns is Superintendent for O. C. Jones & Sons, but still packs his card and is respected for his feelings for Local 3.

They have always had the respect of all who know them, not only as being top journeymen at the trade, but, also as being fine fellows and good Union men.

So the next time somebody sounds off about how many years he has in the "seat," tell him about the Johns family and their 126 combined years as good unionists and Operating Engineers.

under construction in the Orinda, Lafayette, and Walnut Creek areas will continue for most of the year 1969. On the Orinda-Lafayette section the Gordon Ball Company has completed and turned the traffic into their newly completed section of freeway. Now that the traffic is able to travel on this new section, they are then able to divert the traffic and complete the other half of the freeway unmolested by traffic.

The Peter Kiewit Company on the next section of B.A.R.T. are in a similar stage and are working feverishly trying to get one-half of freeway completed so they may in turn divert traffic and then complete the other half.

The Independent Construction Company has several new jobs now under construction which consists of mostly housing projects and one very large new trailer park in the Pleasant Hill-Concord area. In talking to this Company's Supervisor they have more work now under contract than any other time in recent years. The Winton Jones Company and the Winston Company have crews trying to work in an effort to build a new chemical plant in Martinez.

This year also looks like a fair year for the construction of housing projects and related pipeline work but at present most companies are working when the weather will permit, which isn't often. This has sent our out of work list out of sight. Also, the oil workers strike has locked many of our members out of new construction at these refineries and therefore, are adding to our long out of work lists.

By TOM CARTER,

Lower Contra Costa County

O. C. Jones & Sons was low bidder on the overpass and widening job at Hoffman and Central Blvds. in El Cerrito. The job has been

started and they are working when weather permits.

B.A.R.T.'s 3.1 mile twin tunnels through the Berkeley hills have been completed at a cost of \$32 million compared with B.A.R.T.'s estimate of \$35.6 million, the joint venture contractor, Shea Kaiser Macco reported recently.

The project was expected to be one of the most hazardous in the 75 mile B.A.R.T. system, but was finished with no loss of life, a month ahead of schedule.

The two 18 foot bores penetrate the Hayward earthquake fault, where the builder encountered 19 different kinds of underground strata, including veins of rock that had been ground to powder from continuous seismic activity. The tunnel was designed to survive such quakes, the engineers said.

This same Company has also completed a similar project in Berkeley. This job in a twin bore subway section from Hearst Avenue to the Shattuck Ave. Station. This project was also finished ahead of schedule and made use of the mechanical shield method of tunneling.

By BILL LARIMER

Job Checker

A proposed subdivision in Pinole, to consist of 68 lots on 16.4 acres located southeasterly of San Pablo and east of the Tara Hills Development, will be surveyed by Richard K. Randles out of San Pablo. With additional proposed subdivisions in Moraga, Danville, Dublin, and Orinda, should keep most of the tech firms operating at capacity this spring and summer.

Wayne Patch of Bryan & Murphy, Robert McCampbell of Kister, Savio & Rei, David W. Lyndall of John Mancini, Eugene L. Oller of Murray & McCormick, and James G. Cole of Duff Survey are the first five safety men to be

appointed to the Tech firms in the Oakland District. Their duties will not be restricted to the company men alone but to any safety hazard they may encounter on any job site.

The tech safetyman has one distinct advantage in that he may work on three or four different job sites in one day, enabling him to compare and report on safety conditions of many types of construction.

Peter Kiewit Son's Co. has won the Alameda County contract to construct a flood control facility at the west end of Lake Merritt.

Once completed, some time in 1970, officials said, the facility will end the periodic overflow of lake waters into downtown streets during heavy rains. Heavy pumps will automatically control the water level of the lake.

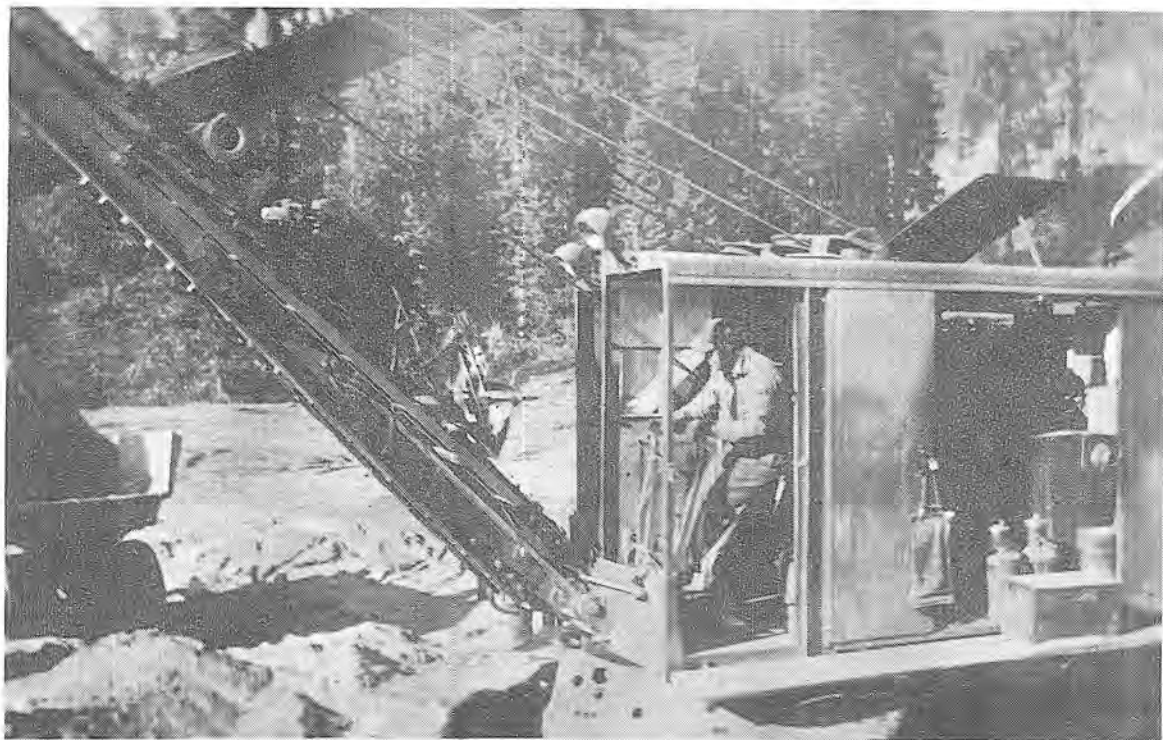
The Concord firm was awarded the contract by the board of Supervisors on its low bid of \$1,757,794.

A dozen other firms submitted bids up to \$2.2 million. County engineer's estimated cost of the facility was \$1,423,000.

The system, capable of draining some 25 million gallons of water from the lake—even at high tide, will be built under the City of Oakland's planned Seventh Street Bridge over the Lake Merritt Tidal Canal near Frank Youell Field. It will be located in the middle of the Peralta Junior College District's Civic Center Campus.

Oakland, the college district and the federal government will share costs of the project with the county.

Paul E. Landerman, engineer-manager of the County Flood Control District, said the facility also will flush pollution from the lake during summer months more effectively than at present.



IN CASE YOU FORGOT, or are too young to remember, the two pieces of construction equipment above were the great granddaddies of today's big streamlined rigs. In the top photo Brother Mickey Murphy operates a Bucyrus-Erie (Gas-Air) rig while working for Carlin, Grandfield & Farrar on the Yosemite road. Brother Ivan Myers

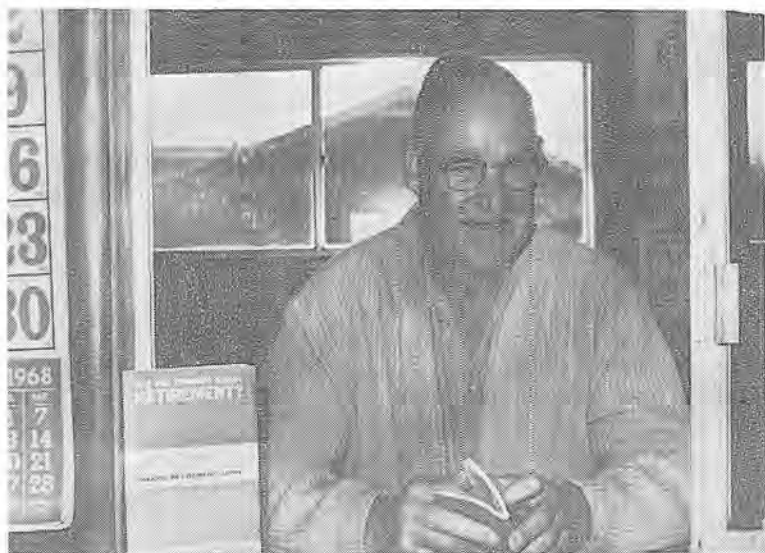
was his oiler. In the second photo Brother Bill Goddard operates a 1 3/4 yard (43B) Bucyrus while working for the same contractor on the American Canyon road between Vallejo and Sacramento in 1934. The dapper guy in cap on the left was his oiler, Ivan Myers.

★ ★ ★

mittee. The other brothers worked at different trades.

Hale and hearty, Ivan says he is looking forward to many years of easy living thanks to the foresight and excellent benefit and pension planning of the officers of Local 3.

We in the Santa Rosa area, and I'm sure his Brother Engineers throughout the jurisdiction wish Brother Myers the best of everything in his years of retirement.



LOOKING OUT the Santa Rosa office with visions of the easy life in mind is Brother Ivan Myers, a veteran of 38-years as a member of Operating Engineers. Ivan was initiated in November of 1930 and his Reg. No. is 197466. One of the real great old timers.

Ivan the Terrific!

Once Nip's Prisoner

By RUSS SWANSON

Back in the days when men were iron and most construction equipment was still steam or gas-air run, a young man had to grab a day's pay by the seat of his pants.

Such a young man was Ivan Myers who is applying for retirement this month after 38 years as an Operating Engineer.

Initiated into the union in 1930 as an oiler, Brother Myers worked in this capacity for some 10 years before he won his seat on a rig. Since then he has operated heavy equipment all over the state and overseas.

In May of 1941 while operating a Northwest on Wake Island he was captured and imprisoned by

the Japanese spending nearly four years as a prisoner of war at Woon-sung just out of Shanghai. His weight dropped from 195 pounds to 120 pounds.

Brother Myers has worked with many of the legendary "hard hats" that built the West and included are such old timers as Bill Lake, Bill Goddard, Bill McDonald, Ernie Boyd, Mickey Murphy, George Stevens, Bill McGuire and Cliff Kent, just to name a few.

Ivan has worked for Hein Brothers (Russian River Plant) operating a dragline with Garth Patterson for the past 10 years.

Brother Myers has five brothers, all living. Brother Hershel Myers, retired Operating Engineer, was on the San Jose Grievance Com-

Annual Inundation!

Flood Control Needed

By RUSS SWANSON and BOB WAGNON

FLOODS ON THE RUSSIAN RIVER—Once again we report of a somewhat annual thing, and that is the inundation of Guerneville and the surrounding resort areas along the Russian River. At this writing the worst appears to be over but, with the flood stage at 32 feet and the water cresting at 39 feet there is no need to say more. IF, (and we sincerely mean it), you would all write to your congressman (Don Clausen in this area) and in your own words ask for the early construction of Warm Springs Dam and then the Congressman's good office would possibly have the added information and ammunition to convince the legislatures to appropriate enough money in order for this Warm Springs Dam to be built. It is after completion of the Warm Springs Dam that we feel sure we will not be able to make this annual flood report, because the dam would have been able to regulate the flow of water.

State Highway jobs outlined for Sonoma County—If the Federal and State monies allocated for future highway work in Sonoma County actually comes through; the following is an outline of scheduled work. After talking to the State Highway Dept., the jobs to be first on the agenda are:

The Geyserville Freeway Bypass job, connecting the Healdsburg Freeway to the Asti Freeway. This job is certainly badly needed as there have been numerous accidents on this stretch of Highway 101 that hasn't been brought up to freeway standards.

Also, just a little bit further north, another proposed highway job is Cloverdale by-pass freeway. Each of these jobs will run into several million dollars. Another proposed highway project is (3) connecting link of freeway between Santa Rosa and Sebastopol on Highway 12.

Also on Highway 12 between Santa Rosa and Sonoma, is a proposed scenic freeway; but at the present time it is being held up. The residents of this area would like to be assured the beautiful 'Valley of the Moon' scenic look is not destroyed. Consequently, approximately 20 miles of freeway work is being held up. Anyone

traveling this route knows how badly this particular section needs rebuilding.

Other proposed work in the area outlined herein is the Fort Ross by-pass job on Highway 1, and relocation at Boonville, on Highway 128, which is just over the line in Mendocino County.

Again we say if the Federal and State monies become a reality, 1969 should be a good work year for Sonoma County.

New highway work that has been bid or awarded since our last newspaper is: Huntington Brothers were awarded the freeway job between Yountville and Napa, which is a \$1,300,000 job. This company was also a successful bidder for the River Road at Guerneville, which was a \$175,000 job. Huntington Brothers should be kept busy for a while anyway. Vinnell Corp. was the low bidder for the Highway 101 job at Cummings, right next to the Guy F. Atkinson job. This job went for just under \$2,000,000. From the proposed work and our work that is already under contract, we are hoping to have quite a little road work this year.

GOOD NEWS BUT—? No dates available at this writing but a highway job located on 101 north of Piercy and just south of the Humboldt County line is to be called to bid in February. The estimate is in the vicinity of 7 million dollars, so we hope to be able to give you a much more positive report in the next issue.

Disability Refund Information—For those of you who have worked for more than one employer and have had more than \$74.00 withheld from your check for the State Disability insurance you have a refund coming. In order to obtain this refund for overpayment of the disability benefits, you must file a claim for refund by June 30th of the year following the calendar year in which the overpayment occurred. These forms can be obtained from the Dept. of Employment office in California or we will have the forms available in the Santa Rosa office.

Many thanks for your excellent turnout at the various meetings. Just a reminder, your next District Meeting will be held at the Labor Temple in Ukiah on March 6th—see you there???



SWOLLEN RUSSIAN RIVER at Guerneville is shown above. Flood stage is at 32 feet and the river had crested at 39 feet when the above picture was taken. Annual flooding is a way of life in this area and residents of the area continue to hope that the early construction of the

proposed Warm Springs Dam will provide the needed flood control for the area. Brothers and their families in the area have been asked to contact Congressman Don Clausen in support of the project.

Dredging



By GUY JONES

Associated Dredging Company have a one-shift job on the Dumbarton Bridge. This job will run two or more months.

Healy Tibbet Bucket Dredge "No. 8" is digging out the channel for Sausalito Bay Yacht Harbor in Alameda. This is a mud barge operation. Trans-Bay Constructors Dredge "Thelma" still digging steady. They have run into a sand deposit and the tide keeps back-filling the ditch. The Company is able to use this sand to back-fill the tube that has been layed.

Hydraulic Dredge did a small job at Bell Marin Keyes Yacht Harbor in Marin. They did this job with the dredge "Rogue." This was a two shift job.

Olympic Dredging equipment has not gone to work at this writing. Utah Dredging Derrick "Martinez" is loading out pipe and dredging material equipment from their Alameda job to be stored at their Stockton Yard. Utah Dredge "San Franciscan" was in Bethlehem Shipyard to have her bottom cleaned and painted.

Utah Dredge "San Mateo" is working in Sacramento deep water channel. "This job is slowly coming to a finish" and has been a three shift job.

West Coast Dredging have their dredge working for P.G. & E. in the Auburn area. This will be a two-month job with one shift operation. This is a new dredge and was built at Uba Yard in Benicia. It has an eight-inch pump and is portable.

Western Pacific Dredging, Dredge "Polhemus" has nothing going at the present time. Work is a little slow right now.

Manson General Dredging is keeping a small crew busy and hoping for a quick job.

Shellmaker Dredging is keeping a steady crew at Black Point Yard fabricating equipment for the various jobs.

Smith Rice was awarded a small pipe line trench job in San Mateo. This promises to be about a two month-one shift job. They plan on using dredger "No. 24."

CONTAINER TERMINAL JOB LET

Seatrains Lines of New Jersey has received Port of Oakland permission to fill and dredge a portion of the Inner Harbor Channel at the foot of Chestnut Street for a "containership" terminal to serve the West Coast and Hawaii.

In addition to a wharf, Seatrain will develop 485,000 square feet onshore for container handling and storage at a site formerly owned by Union Carbide Company.

The Oakland Board of Port Commissioners yesterday held a public hearing and granted Seatrain permission to dredge some 350,000 cubic yards of submerged material to a depth of 30 feet, for a wharf about 700 feet long and 120 feet wide to support a pair of 45-ton capacity cranes and a railhead.

Further approval for the project must now be sought by Seatrain from the Bay Conservation and Development Commission Thursday.

BAY COMMISSION TO CONSIDER FILL

Proposed Bay fill projects will be considered by the San Francisco Bay Conservation and Development Commission meeting at 2 p.m. Thursday in Room 1194 State Office Building, 455 Golden Gate Ave., San Francisco.

Seatrains Lines Inc., an east coast containership operator that is expanding into the Pacific Ocean, seeks to construct facilities at the present deteriorated site of the old Moore Drydock Co. shipyards in the Oakland Outer Harbor.

Western Pacific Railroad seeks to fill 3.5 acres between 24th and 25th streets in San Francisco for compacting San Francisco garbage that will be shipped to Lassen County. Garbage containers would be barged to an unspecified railroad terminal, possibly in Oakland.

The Port of San Francisco seeks to fill 2.5 acres at the deteriorated site of Pier 72, at the foot of 23rd St., San Francisco.

BCDC expressed satisfaction over the proposed new Seatrain Lines Inc. development in Oakland which fits into the commission's plan for rehabilitating existing waterfront industrial areas instead of adding new Bay fill for such developments.

Seatrains plans an eventual five containership berths. The initial application involves minor amounts of Bay fill.

Grievance Sea Lawyer

A shop steward can't be fired for stirring up grievances, the U.S. Circuit Court of Appeals ruled in San Francisco last month.

The court agreed with the National Labor Relations Board that an Oil, Chemical & Atomic Workers' union steward was engaged in protected activity when he solicited grievances from employees of a Compton, California engineering firm.

The shop steward, Stanley Szczesniak, also served as negotiating committee chairman and policy board member in the nine years before his discharge.

While a new contract was being negotiated in 1965, the court said, the company president accused Szczesniak of soliciting grievances not only during working hours but also on his own time at the homes of unit employees.

In an affidavit submitted to the trial examiner, the president said he was "fed up" with this activity, intended to put a stop to it, and demanded that Szczesniak stop "harassing the company with grievances."

The union's chief "griever" was fired shortly after contract signing, on charges of excessive absenteeism, soliciting "unfounded" grievances and presenting grievances orally. Szczesniak filed a written grievance charging his firing was a contract violation and, when the company chief refused to let the firing go to arbitration—step four of the grievance procedure—OCAW filed an unfair labor practice charge with the NLRB.

The victory was doubly sweet for Szczesniak. He wrote up his own grievance demanding his reinstatement.

Snow Tops 70-Year Record

By LAKE AUSTIN and LOU BARNES

The most important news in District #7 is the weather. During the Christmas holidays the worst snow storm in over seventy years hit the greater Redding area and damage to this area was in excess of \$4 million. There were nine roof failures on some of the larger buildings and an untold number of smaller buildings and warnings. Roads were closed in all directions except south and some of the Brother Engineers worked long hours helping the state and county crews trying to reopen the highways.

At this writing we are starting to have our heavy rains and there has been some slides that caused some roads to be a one lane problem.

In the southern part of the area, Rivers-Wesco has a reduced crew on their canal job. The trimmer and liner equipment has been dismantled and shipped back to the Stockton area.

Most of the dirt equipment has been sent to other jobs but there is still some dirt work to be done on this project. This job will probably last for one more payroll shot for the Brothers called back because of the slower hand work to be done on the cement under the structures.

S & Q Construction on the Red Bluff fish ladder is very near finished and altho the size of the Operating Engineers crew has been small it's been a good paying job.

Tom Davis Construction and Al-Bon Construction have a few small jobs in the Red Bluff area but they are not working on these jobs because of the rain.

Hensel-Phelps Construction Cypress Street Bridge job has the red iron in place and after the problems of getting the piers poured it looks like this project is well on its way to being completed. After this new bridge is finished it will greatly relieve a serious bottleneck. This has been a good job for Operating Engineers and provided some good checks.

There's a few building jobs going on in the downtown area but on these type of jobs the Operating Engineers only get a sandwich out of the pie.

The sewer work and the paving jobs are not working due to the weather and the Brother Engineers working for the crane rental outfits are having some real spotty employment. We're hopeful in the coming season that the work picture will be brighter for the Brothers in this phase of the industry.

The Rock-Sand and Gravel plants are doing fairly well until the big snow storm hit and it looks like next year it will be a good year for most of the rock producers.

Peter Kiewit Sons' at Yreka are still moving rock as of this writing—they have approximately 60 Engineers working with a million yards yet to move. Duane Schubert (Project Manager) estimates 80% completed with a target date of March 29th, missing their original date by 29 days for completing the cuts and fill and they have to make finish sub-grade on top of this.

Fredrickson-Watson are at a standstill after all the snow and rain—but come spring with all the sub-grade and paving and rock to crush—this should be a good job.

A. A. Baxter Corporation doing the dirt work on a sub-contract for

See RECORD SNOW page 8



surveys notes

By MIKE WOMACK



OAKLAND—Port Commissioners have moved to implement a long-range program, based on studies by Wilsey & Ham, San Mateo planning-engineering firm, to guide compatible development of marine terminal, airport, industrial and recreational facilities along Oakland's 19 miles of waterfront.

Wilsey & Ham's shoreline study was completed earlier this year; its significant feature, according to Port Commission president Peter M. Tripp, is a substantial reduction in the amount of Bay fill required for immediate and long range terminal projects.

Tripp says that at one time the port's marine terminal planning called for as much as 1,000 acres of fill. "Our immediate needs for new marine terminals require about 150 acres of land, and our long range needs are for about 400 acres," says Tripp.

"Our policy under the plan," Tripp continued, "will be to accommodate as much of this growth as possible by acquiring existing private property along the Estuary and possibly some military property in the Outer Harbor." This approach substantially reduces fill requirements for a North Harbor Terminal.

The plan will also free San Leandro Bay for public commercial recreation if marine terminal needs are met along the Estuary and in the Outer Harbor areas.

The plan also calls for three new runways and a new terminal building at Oakland International Airport to keep pace with the air passenger and air cargo demand.

Tripp said, however, that a detailed study of this proposal must be completed before a final commitment to the expansion can be made. Accordingly, the port is a principal participant in the planning work of the Bay Area Study of Aviation Requirements (BASAR), of which San Francisco and San Jose are members.

The proposal for the expansion of the airport will be coordinated with that regional planning approach to the extent that BASAR planning study can stay ahead of the demand for aviation facilities.

Another major development envisioned by the plan includes a 200-acre freight distribution center on port industrial lands adjacent to Oakland International. This complex will provide an "off airport" base for consolidating and distributing cargo, a large portion of which is expected to be transported by air in the future.

Recreation received heavy treatment in the plan. A large recreational area immediately north of the Oakland approach to the Bay Bridge is proposed. It would be marine oriented with a large marina and boat launching facilities, fishing piers, restaurants and an extensive landscaped area.

Vista points and fishing piers are proposed for incorporation into future marine terminal developments, including two piers, a view point and revolving restaurant planned for the new 7th Street container terminal.

The plan provides for the continuation of the promenade originating at Jack London Square along the Estuary to the planned Lake Merritt Channel Park and up the channel to the lake itself.

The plan will also reserve large portions of San Leandro Bay for

recreation and commercial use, incorporating parts of the four proposals which Wilsey & Ham made for the area.

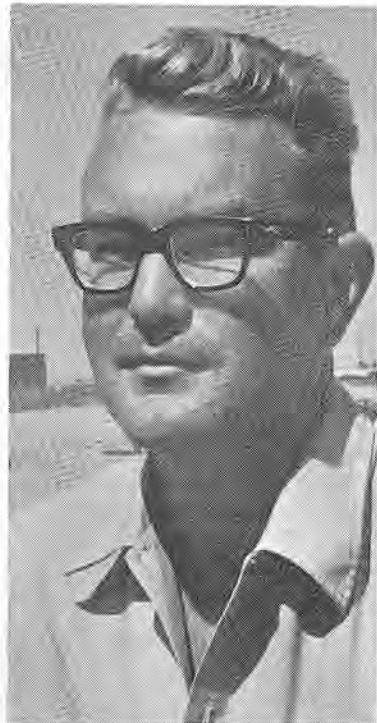
New Tech Job Stewards



Clyde Pierce, Pierce, Jordan & Johns, Berkeley, Calif.



Don Davis, E. V. Schulohusser, San Francisco



Ralph McKinney, Schell & Martin, Lafayette, Calif.

Record Snow

Continued from page 7

Fredrickson-Watson are also down at the moment but will go back to work as soon as the snow melts—but looking north at the skies it doesn't seem likely for a few days yet. The Company keeps from 50 to 60 Brothers busy thru-out the season and well into winter.

Dillingham Corporation and American Bridge are down at present because of high water on the Klamath River and don't hope to start any activity before March or April and will be calling back a few Brothers.. American Bridge still have several tons of iron to swing before Dillingham can start the deck on the spans.

Vinnell Corporation Box Canyon Dam will make the last pour of concrete Thursday, January 16th and hope to have the traffic running over the dam by March. They will close the gates and start filling what will be one of the most beautiful lakes in Northern California laying at the foot of Mt. Shasta. So all of you trout fishermen get ready for a real treat. The park and recreation areas have been completed and will accommodate 250 campers. The job will close down after this week and come spring there will be some clean up and dismantling of the high line so a few of our Brothers will have a month or so at that time.

The State will make an award on 8 miles of Interstate 5 at Yreka on February 26th. This section will extend from the Kiewit Project to about the city limits of Yreka. We don't have the amount of yardage to be moved—but it will be approximately 5 million yards.

This contract will include the paving on the Kiewit Project and the state people tell us that they will advertise the other 5 miles in between this one and the Fredrickson-Watson job as of January 14th. This of course will give us 13 miles to start the coming season with. This area is in a section of our area that enjoys a mild winter, so both of the projects could be going by April.

We had a pre-job with the Ray Kizer Company on January 10th on the Canby Project and they hope to start work on or around the 15th — weather permitting. This is sure to reduce our "Out of Work" list for the company will be calling back some of the Brothers that were off due to the weather. There are 100 working days on this project.

Biz Johnson (Congressman) from this area hopes to introduce and start studies on the Allen Dale Dam irrigation and flood control project in Modoc County. This would consist of an earth fill dam and canals that will bring several thousand acres of farm land under irrigation and will certainly provide jobs on farms and of course the Operating Engineers. Estimated cost of the entire project will be approximately \$50 million. Mr. Johnson being the Chairman of the flood control and irrigation committee and being well liked should be able to push this thru and have it ready for an award in 1972.

We will have a pre-job conference with the Green Company sometime this month on their rock crushing job in Modoc County and according to previous conversation with the company this will provide 9 to 10 jobs for this area. With the amount of yardage to be crushed this should run approximately 9 to 10 months.

By BUCK HOPE, District Rep.,
GEORGE BAKER and LUCKY
SPRINKLE

SAN FRANCISCO — August, 1969, has been scheduled as bid call target period for a new \$13.3 million acute care teaching facility now being designed by Stone, Marraccini & Patterson for Pacific Medical Center here.

The new 311-bed Presbyterian Hospital will have core facilities to serve an ultimate 500-600 patients. Of the \$13.3 million original estimate, \$5.5 million will come from state and federal Hill-Harris funds and the remaining \$7.8 million from a long-term loan combined with the hospital's own resources.

According to Pacific Medical Center president Dr. Robert E. Burns, it will be built facing Buchanan St. between the north side of Sacramento St. and the north side of Clay St., replacing the old Stanford Hospital building constructed in 1917. That structure will be used for offices and ancillary services now housed in the old Cooper Medical School, built in 1882, and in the old Lane Hospital, built in 1893-94; both these buildings will be torn down later.

Before ground-breaking for the new hospital, an on-site parking structure will be built to accommodate several hundred cars for visitors, doctors and employees.

The eight-story building will have two underground floors, three floors for offices and supporting services for patient care and three nursing floors with an alternate provision for a fourth nursing floor. Future expansion calls for additional nursing floors and horizontal growth of the building west toward Webster St.

Lower floors are set back from the street line to create a spaciousness at the Buchanan St. level. The building's main facade along the nursing floors is deeply indented to create a feeling of the bay window character adjacent homes.

Another change in the neighborhood environment: Clay St. between Buchanan and Webster, will be closed to vehicular traffic and a landscape mall will be developed with trees, shrubs and benches. The first floor level, too, will have a landscaped deck.

The building will be of steel with a poured concrete skin wall exterior in grey and will have three special features: (a) a very limited number of internal columns and no internal concrete walls which together will provide flexibility for future changes; (b) the use of deep steel trusses with space to house mechanical equipment, support floors and provide earthquake resistance; and (c) unusual nursing "nodes" or clusters of patient rooms encircling nursing stations.

With the deep steel trusses and few internal columns, an entire floor's layout, environmental control and mechanical services can easily be reorganized, it was explained. The truss spaces will contain ductwork, piping, electrical conduits, computer cables and panel boards. They also act as sound barriers between floors. In some cases the trusses are deepened to provide mezzanine areas for lockers, viewing galleries or storage. In the truss type of structure it is possible to add elevators, mechanical conveyors and special-

ized distribution systems such as pneumatic tubes.

The Embarcadero Center in San Francisco July 1st of 1968, was the scene of a simple ground breaking ceremony marking the start of construction of the first office tower of the \$150,000,000 Embarcadero Center Project.

Present at the Ceremony were developers David Rockefeller, and Trammell Crow. From the city of San Francisco was Mayor Joseph Alioto, Justin Herman, Executive Director of San Francisco Redevelopment Agency. The first building at the center will rise 45 stories on 8.5 acre and cost about \$28,000,000. Completion on the first phase of the four phase center is scheduled in late 1970. Work is being done by the joint venture company of Jones-Allen-Dillingham.

It is estimated that the whole project, to be built over the next 6 to 8 years will provide approximately 9,000 man-years in construction labor, with an anticipated total construction payroll of \$86,000,000, or about \$1,000,000 per month. When completed, the center will employ around 15,000 people for an estimated annual employment payroll of \$90,000,000. The initial structure alone will require 1,600,000 construction man-hours and will employ an average of 400 men, with an estimated construction pay roll from \$8,000,000 to \$10,000,000.

PRE-JOBS HELD DISTRICT #1 — There were two Pre-Jobs Held. One with Manson General, at the A.G.C. office. Their job is just over 1,000,000 and is called the 6th St. Sewer Project.

The second Pre-Job was held with Guy F. Atkinson, along with the Building Trades and the A.G.C. The amount of the contract is \$2,600,000 and is called Union Street Plaza. There will be five floors of underground parking and six floors of offices, shops, restaurants, etc. Excavation is underway now, with Flora Crane doing the dirt, and P & Z Drilling Co. doing the tie/back system.

Blood Bank . . . District # 1

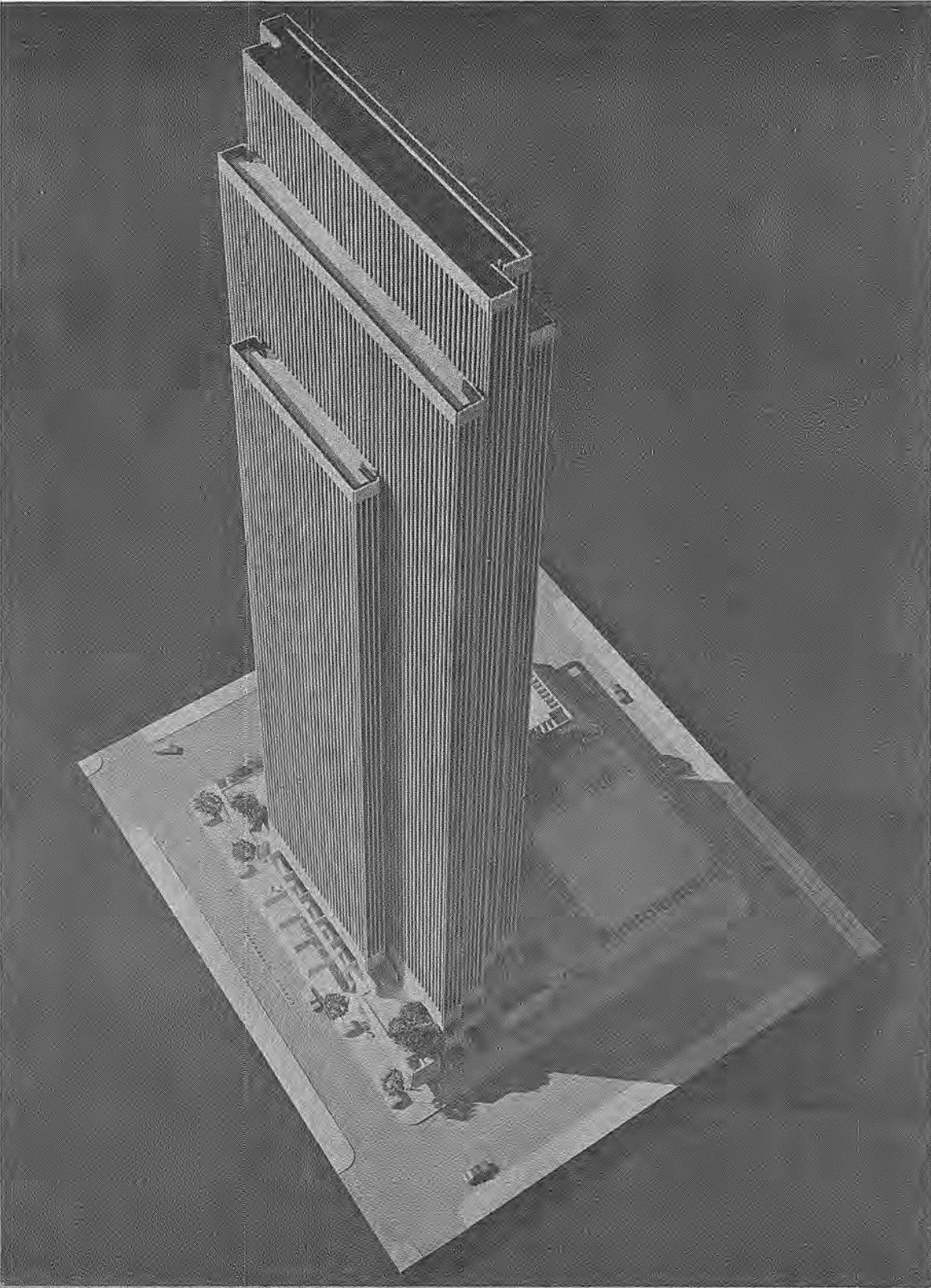
Our Blood Bank is down to an all time low, due to many members and their families using it. So if you would like to give to the Blood Bank contact the Dispatch Office, for time and place.

SAN FRANCISCO SKYLINE



POMEROY-GERWICK job on the construction of the new P.G. & E. building above at Mission and Main in San Francisco finds members of Operating Engineers Local Union No. 3 going full bore. Shown by their equipment below are 1) Warren Lopez, oiler; Gene Lake, operator on the 2900 Manitowoc Truck Crane and Guy Kadoun, Job Steward. Ernest Walker, operator on the 977 Loader for Chet Smith. Max Hamilton and Jim Greenseth, operators of the 3900 Manitowoc Piledriver and in the top photo Jim Holt and Zane Curl, are the operator and oiler on the 50-Ton Lorain Truck Crane.





WORKING MODEL of the first structure at Embarcadero Center, a \$28 million, 45-story office building, which will contain 784,565 square feet of office space. The building, on which construction started last July, will be located on the block bounded by Sacramento, Battery, Front, and Clay streets. Completion is scheduled for late 1970. Developers are Trammell Crow, John Portman, David Rockefeller, James M. Caswell Jr., and

Warren T. Lindquist. Portman is the architect and managing partner. Leasing agents are Coldwell, Banker & Co., with Domenic Paino as leasing manager. Construction of the first building will be done by the joint venture company of Jones-Allen-Dillingham, with J. A. Jones Construction Company as managing partner of the contractor team.

Gradesetting Classes Start \$2.1 Million For Bayshore

By BOB SKIDGEL, HARLEY DAVIDSON, MIKE KRAYNICK and DOUG FARLEY

Stolte-Granite have parked their dirt spread for the winter with Raymond Concrete still driving piling as the weather allows. Project Manager Bill Young and Superintendent Don Brown have a good job going. If this winter isn't too wet, they should be way ahead of schedule on their Highway 280 project come spring.

In San Jose \$2.1 million for road work has been allocated by the California Highway Commission for widening six miles of Bayshore Freeway between Santa Clara Street and a point just north of the Guadalupe Parkway.

Lew Jones has the structures and Leo Piazza has the dirt on the \$4,145,510 contract to construct .7 mile of freeway where Highway 280 will cross Highway 17. This job should keep many brothers busy building temporary on and off ramps. Also various shoo-flies to keep the traffic moving along these highways while the job is in progress. The clearing is well under way and Duroche Farms have the job of moving the Redwood Trees so they can be transplanted.

Some of the other jobs that have been let for this year are the storm sewer on Monterey Road to

A. Teichert & Son for \$84,755; the storm sewer at Branham and Pearl to William Caprista and various resurfacing projects to A.J. Raisch Paving Company.

In Los Gatos, the Lime Kiln Quarry expansion from 20 to 50 acres has been approved. A special use permit was issued to Hawaiian Rock Products, a subsidiary of Dillingham Corporation, but imposed 3½ pages of restrictions to govern the quarry's operation during the next five years!

A Civic Center Office Tower of at least two stories and parking facilities, totaling over \$10 million have been given the go ahead from the Board of Supervisors for planning this year.

The City Building Department issued a permit for the first stage of construction in Park Center renewal project. San Jose Center Corporation was the recipient of the permit for \$4,288,000 worth of construction at 178-190 W. San Fernando Street. The permit included a five-story office structure that will front on San Fernando Street between Market Street and Vine Boulevard, one and two-story commercial buildings that will occupy a plaza covering an underground parking garage. Carl N. Swenson Company has moved construction sheds onto the building site and pile driving equipment is expected to be on the site

and at work soon.

The Santa Cruz area has been slow mostly due to heavy rain.

Liton Construction Company of San Jose was awarded a contract to widen a bridge in Soquel. This contract was awarded for \$348,837.

Jasper Construction has the new Holiday Inn job and Raymond Pile has the job of driving the pile.

Granite Construction Company were low bidders for the construction of the Custom House Plaza and related improvements in Monterey. This contract was let for \$479,383.

Award went to R. E. Ziebarth & S. B. Alper from Torrance, California who were low bidders for the water waste treatment plant, stage No. 3 expansion for the City of Watsonville.

W. M. Lyles Company of Fresno were low bidders on a water supply system in San Lucas. This project was let for \$57,164.

Just a reminder!! The Quarterly District Meeting will be held on February 5, 1969 at the New Montgomery Theater, San Carlos and Market Streets, San Jose, Calif.

Gradesetting School commences on Thursday, February 6, 1969, from 7-10 p.m. It will be held at San Jose City College, Moorpark and Bascom Avenue, San Jose, Calif.

Seasonal Shutdown Shackles Stockton

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

Every year, this month's report becomes the most difficult to write. It is the poorest month for employment because it generally is the wettest month of the year, and also because it is the midway point of the winter shutdown period.

As stated in the past issue of the "News," Guy F. Atkinson Co., constructors of the New Don Pedro Dam, was not expected to place the imported borrow material until spring. Barring unusually adverse weather, this starting date on the backfill has been tentatively moved up to the first of this month.

Stanfield & Moody was low bidder on street improvements in the South area of the Stockton State Hospital grounds for \$87,000.00.

A. Teichert & Son of Stockton was the successful bidder for slopes, drainage facilities between Mariposa Road and the Calaveras River overcrossing near Stockton for \$292,000.00.

Bids will be opened this month by the Department of Public Works for highway improvement projects in San Joaquin, Amador and Calaveras counties.

The San Joaquin County project is the improvement of Highway 4 by constructing nearly a mile of two-lane highway on an improved alignment west of Bacon Island Road near Holt. The estimated cost is \$280,000.00.

In Amador County the project entails the widening of Highway 49 for nearly a mile near Plymouth with an estimated cost of \$250,000.00.

A two-lane highway near Arnold is the Calaveras County project with the cost approaching the \$450,000 figure.

Although these three projects will have been bid and awarded prior to this news article reaching print, it is not anticipated that any one of these jobs will get under way until later.

Hill Top Construction Co. of Bakersfield tries to keep a few en-

gineers employed on the underground utility work at the Tiffany Housing Project; however, the rain continues to hamper their operation.

Underground Construction Co. of San Leandro has lost little time on esplanade construction in downtown Stockton. When the job is completed, it will provide boat docking facilities and a walkway on the south bank of the channel off of Weber Avenue.

Tom M. Hess, Inc. is still bargaining in sand from Rio Vista for the fill that is being placed on new Interstate 5. However, heavy rainfall softens up the fill to the point where the job has some down time.

George Reed, Inc. has acquired a rock plant near Jenny Lind and is now crushing aggregates on a two-shift basis.

D. W. Nicholson Corp. has a plant modification job with new additions for the American Forest Products mill at Martell.

In Modesto there are now five sections of the new sewer project going at present. The largest is the ponding site where nearly one million cubic yards of dirt is involved, as well as various structures.

Although work in the area is slower than we would like it to be, the jobs we have are about as varied as the types of equipment required to do the work; for instance, overhead cranes on power houses, cable ways on bridges, 15 yard loaders on the dam, laser devices on underground work, boring machinery and jumbos on tunnel work, derricks on shaft work and so forth.

Hayward Pavement Contract Awarded

HAYWARD - East Bay Excavating Co., Hayward, has been awarded an \$11,564 contract to provide pavement repairs on various city streets during the current fiscal year.

Five firms bid on the city improvement project which had been estimated at \$12,100 by city engineers. Bids went to a high of \$28,800.

STEWARDS' SPOTLIGHT

J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending December 6, 1968			Week Ending January 10, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
5	Margarette Fryar	H. Sumner	2	Paul B. Wise	M. Womack
5	Margaret C. Gray	H. Sumner			B. Larimer
Week Ending December 13, 1968			2	Luke Webb	D. Luba
Dist.	Name	Agent		Ruben Virgil	T. Carter
1	Donald E. Ellis	W. Sprinkle	2	Kenneth Booth	M. Womack
1	Percy Wrought	W. Sprinkle			B. Larimer
1	Joe Paden	W. Sprinkle	2	Clarence Spires	D. Luba
1A	Bill Dean	W. Sprinkle	2	Kenneth Pilcher	A. Cellini
1A	George Ley	A. Hansen	3	Ronald Fidelity	A. McNamara
6	Hershe Goodman	A. Hansen	1	Martin Casey	W. Sprinkle
2	William Jones	D. Luba	1	Robert Perry	W. Sprinkle
2	C. F. Cordes	G. Jones	1	Michael Mannix	W. Sprinkle
2	R. M. Morrow	G. Jones	1A	John Miller	A. Hansen
3	J. R. Nichols	J. Gentry	Week Ending January 10, 1969		
3	June Lane	H. Sumner	Dist.	Name	Agent
5	Ann Hawthorne	H. Sumner	4	Harry E. Dillon	P. Durnford
5	Ruth Myers	H. Sumner	4	Earl Nodyke	P. Durnford
5	Rachel A. Buchanan	H. Sumner	Week Ending January 17, 1969		
5	Stanley S. Ziegler	B. Relford	Dist.	Name	Agent
9	Melvin Ferguson	W. Davidson	2	William Rodrigues	A. Cellini
Week Ending January 10, 1969			3	Charles Muratore	W. Talbot
Dist.	Name	Agent	3	Wayne Ferguson	W. Talbot
2	Eugene L. Oller	M. Womack	3	William E. Fowler	W. Talbot
4	Bill Salsbury	R. Cooper	3	George F. Torrans	J. Gentry
4	Carl Robertson	P. Durnford	3	Jim E. Moore	W. Norris
4	Dennis Knight	R. Cooper	5	Richard J. Thomas	W. Norris
4	R. F. Will	P. Durnford	5	Kenneth A. Frankfort	W. Norris
4	H. E. Dillon	R. Cooper	5	William R. Young	W. Norris
			5	John W. Jordan	W. Norris
			5	Herman Saghatelian	W. Norris

SAFETY COMMITTEEMEN APPOINTED

Week Ending January 10, 1969			Week Ending January 10, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1	Olin Oliver	A. Hansen	4	Ernest VanDyke	R. Cooper
4	C. N. Yardley	R. Cooper	Week Ending January 17, 1969		
4	Bill Salsbury	P. Durnford	Dist.	Name	Agent
4	Carl Robertson	P. Durnford	9	Joe F. Givens	W. Davidson
4	Dennis Knight	R. Cooper	4	Harold Early	R. Cooper
4	R. F. Will	P. Durnford			
4	H. E. Dillon	R. Cooper			



By DOUG EMMANS

With the welcome sound of money rattling in the pockets of the Civil Service Employees, 1969 was brought in in a proper way.

For the first time in the history of Civil Service, organized labor had an equal voice in the evolvement of the wage survey. The battleground and guidelines were established by the Udall Act of 1967. From there the wheels of organized labor began to turn.

In August of 1968 your Local Union participated in the wage survey hearings at Alameda Naval Air Station. As a result, four premium classifications, represented by the Operating Engineers, were added to the list to be surveyed. Three added at the local level, and one added in Washington, D.C. In addition, we were able to include the Scrap Yards and Rock, Sand and Gravel Industries to the list of areas to be surveyed. It was the intent of Labor to add as many premium classifications and premium Industries as possible.

After the Industries were established, a list of employers to be surveyed was submitted. Again Labor fought to get employers on the survey list that our research showed as a high rate of pay, and eliminating those employers with what was felt as sub-standard wage rates. During late September and early October, data collectors were sent into the field collecting the data. Those items included the total wage package; wages, fringes, extra pay for required skills, and safety, bonus, tonnage pay, vacations, etc. The total wage package was included for another first.

The collected data was then evaluated, both at an Agency level and, later, at the Washington level.

During the month of December, the rumors began to fly. Anticipation began to show, as the Civil Service employee awaited the long overdue results. In late December the announcement was made. The highest pay increase for the Civil Service employee in the area was obtained. The fruits of many hard and long hours of constant negotiations proved successful, and many new areas for future surveys were opened.

As many of you know, new job descriptions will be written. One of the primary reasons is again the responsibility of organized labor. We want these descriptions written so they more closely follow actual duties performed in outside industry. With this accomplishment, the survey picture will again improve. Many jobs will be evaluated through maintenance reviews. Wage and classification personnel will be examining and evaluating many jobs, and will be talking to you, the employee, to obtain the bulk of this information. Help these people as much as you can and then some.

The new wage rates are listed as follows, beginning with WG-4:

	1st Step	2nd Step	3rd Step
WG-4	\$ 3.20	\$ 3.33	\$ 3.46
5	3.34	3.48	3.62
6	3.49	3.64	3.79
7	3.64	3.79	3.94
8	3.78	3.94	4.10
9	3.94	4.10	4.26
10	4.08	4.25	4.42
11	4.23	4.41	4.59
12	4.38	4.56	4.74

Average increase, all classifications: 31¢ to 8.6%

\$3,800 Limitation Change

Effective January 1, 1969, California employers paying wages to an individual for employment subject to the unemployment insurance laws of another state can use such wages in determining the \$3,800 limitation if the employee is transferred to California. Such wages, however, cannot be of the type described in Sections 931 through 937 of the California Unemployment Insurance Code and may not be used in any case for purposes of determining the \$7,400 disability insurance limitation.

Out-of-state wages may also be counted toward the \$3,800 limitation if the transferred employee formerly worked in a business acquired by the California employer as set forth in Section 930.5 of the code.

The above liberalization in determining taxable wages for unemployment insurance purposes was made possible by the addition of Section 930.1 to the California code by the 1968 Legislature.

The California Unemployment Insurance Appeals Board has announced adoption of a new procedure, whereby appeals to the board from referee decisions are to be filed with the referee office which issued the referee decision. Formerly, such appeals were mailed directly to the board.

By the referee office receiving the board appeal and immediately notifying the local office of its receipt, the local office can avoid an overpayment of benefits in those cases where benefits should not be paid while a board appeal is pending. Additionally, the new procedure will expedite the processing of a board appeal, inasmuch as the referee office can begin preparation of the appeals record for the board upon receipt of the appeal.

New Rule on Job Advertising

It will be illegal, beginning on December 1, for newspapers or other periodicals to publish advertisements under separate male and female headings. The only exception, under a ruling by the Equal Employment Opportunity Commission, will be when a job definitely requires a person to be of a specific sex.

Local 3 Wins NLRB Test

By HAROLD HUSTON, W. R. WEEKS, DAN CARPENTER and JOHN E. SMITH

As the old year 1968 has ended, and the new year 1969 is born our hope and prayer is that each and every brother and his family will have good health, happiness, and a very prosperous year with work!

On January 2, 1961 I was requested by your Business Manager Brother Al Clem to be District Representative of the Marysville District Office. It has been a real pleasure to work for you and with you in that capacity since that time. As I start my ninth year in Marysville as your District Representative I am more than enthusiastic than ever to continue to work with all my ability to give each and every member my very best. Remember there is no problem too big or too small when everyone works together as a team. Everything accomplished in this district could not have been done if your representatives had not had the full support which has always been given us by you the members whom we serve.

The past month in this area we have seen freezing weather with fog, rain, wind and heavy snows. Also forecasters say this kind of WEATHER will continue for some time to come. Mr. Winter has moved in and made himself real comfortable, whether we like it or not. To all the many brothers who are working in this extremely cold weather it proves the members of the Operating Engineers are the toughest people in the world. Also we can add in our opinion, the best people in the world.

Marysville Wins N.L.R.B. Election with Lassen Pavers Inc.—The Operating Engineers Local Union No. 3 won a major battle on December 11, 1968 by winning an election conducted by the National Labor Relations Board with Lassen Pavers, Inc. We wish to take this opportunity to welcome all the employees to our organization.

This is not just another N.L.R.B. election, but is very unique due to the fact it has been highly contested by the employer representatives for several years. The business representatives in both the Redding district and Marysville district have put a lot of long hours and weekends in organizing this Paving and Grading Contractor. We appreciate the full cooperation which we received from all the representatives who work at the Redding District office. We know this joint effort is the reason this election was won.

For the past several years this employer has been working several small jobs throughout the Redding and Marysville Districts which was in direct competition with all the employers in this area who have signed our contract and are paying the wages and fringe benefits to our worthy brothers. This employer has continually refused to recognize or meet with the representatives of the Operating Engineers as the exclusive bargaining representative the employees had requested.

In June of 1968 the employer had a job under construction at Stoneyford, California, which is serviced by Redding District Office, approximately 200 miles apart. With joint efforts of the Redding and Marysville representatives, working nights and weekends contacting the employees, they showed us they wanted us as their exclusive bargaining representative. After contacting the employer representative both with a letter and in person, he still refused to meet with us.

On August 2, 1968 petitioned the National Labor Relations Board in San Francisco for an election with this employer. At a hear-

ing in San Francisco, the employer representatives after a considerable discussion as to who the eligible employees were in the bargaining unit finally agreed to have the N.L.R.B. conduct the secret ballot election. Several weeks later the N.L.R.B. handed down its decision as to which employees would be eligible to vote and on what date the election would be held. On election day it made the representatives feel real good to see the majority of the employees vote for Operating Engineers Local Union No. 3. This employer specializes in grading and paving jobs throughout the Redding and Marysville areas and has a crushing plant, hot plant, both which are portable together with miscellaneous other paving equipment.

Hughes and Ladd Awarded Highway 32 Job — Hughes and Ladd, Inc. of Redding was recently awarded the low bid of the highway job on Highway 32, east of Chico, California. This job consists of realignment and surfacings on several miles of road which has needed realignment for many years. The low bid of the job was \$1,989,323.00. There was a total of 18 bidders attempting to get this job.

This section of road consists mostly of lava rock formation which will take the highly skilled people of our organization to get the job done. When this project is completed, a savings of approximately one-half hour is expected on the trip from Chico to Lake Almanor. This should eliminate some of the present traffic on Highway 70 up the Feather River Canyon.

We have not had a pre-job with this employer as of this writing, but hope to in the very near future. Completion date is scheduled for November of 1970.

Yuba River Project Ahead of Schedule—The New Bullards Bar project should be substantially complete next June—a full year before the contract deadline of June 1970. While emphasizing that the dates are only estimates that depend on many factors, the new Narrows powerplant should be capable of operation by April,

and that by June the New Colgate powerplant should be functional and the road across New Bullards Bar Dam in use. There will be many weeks of testing after construction of the project is complete.

At the end of October, the project was 78 per cent complete and water was being stored behind the Log Cabin and Our House diversion dams. A total of 206,000 cubic yards of concrete was poured at New Bullards Bar dam during the month, with an average daily pour of 9,000 cubic yards. The concrete block of the dam is now about 530 feet high.

Bidding Near on Sutter County Freeway Projects—The project involving extension of Highway 99 between Yuba City and Lomo Crossing is among about \$500 million worth of highway jobs slated by the State Transportation Agency for bidding during the first six months of 1969.

The \$3.7 million Sutter County project, for which \$700,000 will be budgeted in fiscal year 1970-71 will extend the Highway 99 expressway as a four-lane freeway for the 5.6 miles between Highway 20 in Yuba City and the existing highway 99 at Lomo Crossing. This project includes constructing interchanges at Queens Avenue and Eager Road. The State Secretary of Business and Transportation said in Sacramento that bidding will be set by July 1 for the record number of projects.

Industrial Shops and Plants — Yuba City Steel Products has picked up a little work and have put several new men to work, plus some of the fellows off of construction. Diamond Steel in Yuba City also has picked up some new contracts and added a couple of employees. We are currently in negotiations with Diamond Steel. Saff-T-Cab Inc. has been slow, but are still building a few new cabs. They build custom cabs of all types and are one of the few cabs made that pass Army Corps of Engineers specifications. Marysville Steel has been keeping their men working steadily — thanks to owner Joe Epstein who is also a member of Local No. 3.



TWO GOOD GUYS got together recently to congratulate each other on successful trips home from the hospital. Brother James Kelleher and his tenth grandchild, Matthew James Lennon, meet for the first time following Brother Jim's visit to the surgeon for a back operation and a brief tour of the maternity ward for Matt. Brother Kelleher, an operator with Lowrie Paving and a member of Operating Engineers Local Union No. 3 for the past 24-years, now has seven grandsons and three granddaughters. Of course most of the credit for his success as a grandfather goes to his three lovely daughters Joan Vernali, Maureen Lennon and Judy McPhee. All three girls give some credit to their husbands.



JAKE GOLD SAFETY meetings were held in Northern California, Nevada and Utah last month. On hand for the meeting in Santa Rosa were (l. to r.) Dale Marr, Local Union No. 3 Vice President; Jake Gold; Russ Swanson, Local 3's District Representative in Santa Rosa; Bill Stock, State Safety Engineer and Fran Walker, Local 3 Trustee.

Labor's J. Gold Sows Safety Seed

Peripatetic Jake Gold, the U.S. Department of Labor's "living safety slogan," was busy this month sowing "safety attitudes" among the fields of apprenticeship in Operating Engineers Local Union No. 3.

Danny O. Dees, Administrator for the Joint Apprenticeship Committee for Northern California, Northern Nevada, Utah and Hawaii, announced that Mr. Gold would be the key speaker at mandatory apprenticeship meetings at the following locations:

Jan. 6, Oakland and San Francisco, 23rd and Valdez Sts., Oakland.

Jan. 7, Santa Rosa, San Rafael and Vallejo, 1351 Bennett, Santa Rosa.

Jan. 8, Eureka, 2806 Broadway, Eureka.

Jan. 9, Redding, Shasta College, Highway 299 and Old Oregon Trail, Room 806, Redding.

Jan. 10, Reno, Nevada, 1150 Terminal Way, Reno.

Jan. 13, San Jose, San Mateo, 2102 Almaden Rd., San Jose.

Jan. 14, Stockton, Modesto, Fresno, 3256 No. G St., Merced.

Jan. 15, Sacramento, Marysville, 2525 Stockton, Sacramento.

Jan. 16, Salt Lake City, Utah, 1958 N.W. Temple St., Salt Lake City.

Gold, who has become a living legend in the field of safety, is currently Labor Liaison Safety Officer, Bureau of Labor Standards, U.S. Department of Labor, and is one of the most sought after speakers in his field.

A talented and knowledgeable expert in every phase of construction safety, Jake Gold has taught and/or spoke on safety in every one of the fifty states.

Gold holds a law degree from Fordham University Law School and was admitted to the New Jersey Bar. He also earned an engineering degree from Newark College in 1941 and has served with the Safety Department of the New Jersey State Highway Department; Safety Director of Fort Dix, during the time it was the largest military installation in the U.S. (1941-1947) and has conducted major seminars at many of the leading colleges and universities.

"Of course, the role I like best is that of a 'traveling safety salesman,'" says Gold. "I'm sixty-six years old and a newlywed and if I have my way I'll keep beating the drums for safety as long as they want me."

Although meetings are mandatory for all apprentices, they are open to all members of Operating Engineers Local Union No. 3 who wish to attend. You'll never have a better chance to hear safety's "best pitchman."

Lost Work's New High

Strike idleness in California during the first six months of 1968 amounted to 1,580,000 man days, more than double the average for comparable periods in the preceding ten years, Albert C. Beeson, Director of Industrial Relations, reported today. The January-June idleness total was higher than in any of the last 16 years with the exception of 1962.

The number of man days lost because of labor disputes was up in the Nation as well as in California; the U. S. Bureau of Labor Statistics recently reported that national first-half strike idleness was highest since 1952.

According to preliminary estimates, about 85,000 workers were involved in 1967 work stoppages that began in California during January-June of 1968. In the previous decade, the number of workers affected by labor disputes beginning during the first six months of the year averaged 50,000.

About one-fifth of working time lost because of labor disputes in the first six months of 1968 in the State was caused by the 18-day nationwide telephone strike. Two other sizeable disputes together accounted for another fifth of the idleness—the Glass Bottle Blowers' dispute, which was also a nationwide stoppage, and the Machinists' strike in the San Francisco Bay Area.



MARCH 15, 1969!!! Make a note of this date brother; cancel previous engagements, arrange for a baby-sitter, or what ever it takes to be in attendance for the Eureka Annual Crab Feed for all Operating Engineers, wives and friends.

This will be the 8th year that we have been enjoying this special event, and we extend this invitation to all members throughout Local 3.

This is an annual event sponsored by and for the membership of Operating Engineers, their wives and guest, and affords the opportunity for them to renew old acquaintances and obtain a closer relationship with their fellow brothers. It will be held at the old Shrine Park with cocktail "hours" beginning at 6 p.m. and dinner at 8 p.m. The main course will be the traditional world famous "Humboldt Crab" along with spaghetti, salad, garlic bread, coffee and beer. Dancing until 2 a.m. with the Cocktail Lounge open all evening.

This is your party, Brothers, so help make it a success as it has been in the past years. For those of you who plan to attend from out of the Eureka area and desire over-night accommodations, please notify us and we will be more than happy to make reservations for you.—Telephone number (707) 443-7328.



NEW YAGER CREEK — CARLOTTA BRIDGE in Humboldt County was recently dedicated. Carlotta is one of California's oldest sawmill towns and the bridge is located where highway #36 crosses Yager Creek.

New Carlotta Bridge

Marks State's Oldest Sawmill Town

By RAY COOPER and PHIL DURNFORD

North Coast contracting firm broadens work scope—Lewis Nicholson of Eureka announces addition of a brand new marine division, and with purchase of a recently built dredging unit from the San Francisco Bay firm, Podesta Dredging. They are setting up a marine fabrication and storage yard located at the foot of "X" Street on Humboldt Bay, and from reports so far this will be a permanent addition to the firm headed up by Dick Lewis and George Nicholson.

The dredge originally christened "Bethel Island" will no doubt

sport a new name, to go along with the rest of the major modifications being made at this time; when built she had an 8 inch pump powered by an 8-V-71 diesel unit. She now has a new Amsco 10 inch pump and a new 1100 h.p. Caterpillar V-12 diesel unit plus all new 10 inch pipe line and hurricane ball joints.

As to the aspects of future work it looks like Lewis Nicholson will have no problem keeping their new pumper busy with all the new north coast development coming up.

Dedication ceremonies were held Monday, December 30, 1968 to mark the opening of the beautiful new concrete bridge across

Yager Creek near Carlotta. Carlotta is an old sawmill town that dates back to the days of the overland stages; the bridge located where Highway 36 crosses Yager Creek is one of Humboldt County's oldest pioneer and mail roads.

Townsend & Hipner Company of Eureka constructed the bridge including approaches and the cost was nearly one half million dollars. The old bridge collapsed due to an accident involving a truck crane last year.

Granite Construction Company is low bidder on the Blue Lake to Lord Ellis summit job east of Arcata on Highway 299. Their bid of \$7,382,000 was \$1,618,000 below the engineers estimate of

\$9,000,000 for the project, so let's hope the state can find a good use for the money on the table later this year. By the time this article goes to print we should have some Brothers clearing the right of way and also some idea on the last piece of bad road from Circle Point to the top of Berry Summit. This piece of work should be advertised during the next few weeks and will amount to \$4.2 million for 4.7 miles of two-lane expressway. This is the last bad link between Eureka and Redding on Highway 299.

It looks like District 4 will be able to make up this year work-wise for the many past lean months of last year.

Millions To Marin Highways

By AL HANSEN

MARIN GETS \$2,366,000 for Highways — \$260,000 is earmarked for resurfacing Highway 17 between the Richmond-San Rafael bridge and the Highway 101 junction in San Rafael, a distance of 2.3 miles. The State Division of Highways shifted into high gear to eliminate traffic bottlenecks in Marin County—the urgency resulted from the Golden Gate Bridges current experiment with one-way tolls which has had the effect of letting cars cross the bridge relatively unhindered, but which in the late afternoon rush periods clogs Highway 101 in Marin almost completely. Already completed is a \$300,000 project which widened the southbound Waldo tunnel to four lanes, matching the four-lane northbound tunnel. The four-lane southbound widening extends from north of the tunnel to the Golden Gate Bridge. Underway is a 2.1-mile, \$1.9 million project to widen the highway to three lanes each way from Third Street in San Rafael northward to San Pedro Road—over traffic-jamming Puerto Suello hill. This is due to be completed by the fall of 1969. McGuire & Hester is the contractor.

Also underway is a 3.6 mile, \$920,000 project to widen the highway to three lanes each way between Terra Linda and Hamilton Air Force Base (specifically, from a point .7 mile south of Manuel Freitas Parkway to .6 of a mile south of Hamilton). This may be completed by next spring or early next summer.

And, newly authorized is a \$3.2 million funding to eliminate the worst of all Marin county bottlenecks, the narrow San Rafael viaduct. The viaduct now carries only two lanes of traffic each way. It will be used entirely for northbound traffic, and a new viaduct will be built just west of it to carry four southbound lanes—four lanes each way. Construction is expected to get under way by next spring, and it will take about a year and a half to complete.

After that, the next Highway 101 bottleneck to be eliminated would be the signal-light stretch through the city of Novato. A bypass would be built around the east side of Novato to make the highway a full freeway, without signal lights. And eventually, after that Novato stretch is rebuilt, the State Division of Highways will begin work on making the whole route from the bridge on northward through. Future highways someday will criss-cross Marin, but many of them still are in the dream stage.

The Division of Highways aim is to have eight lanes from the Golden Gate Bridge to Santa Rosa.

There is slender hope that construction of the \$11.5 million Novato freeway bypass might start in 1971, a year ahead of the current schedule. The proposed route will leave the present alignment north of Highway 37 in a northeasterly direction, cross the railroad tracks, go north on the hills east of Railroad Avenue, recross the rail line north of Atherton Avenue and rejoin the present highway near the San Marin Drive.

Angel Island Development — \$2.5 million. Restoration of historic sites, camping and restaurant facilities. Ayala Cove will be the main public access on the west side. Dockage will be available for tour boats and private boats. The

See HIGHWAYS page 15

\$1 Billion East Side Canal Due

By CLAUDE ODOM,
KENNETH GREEN, BILL
RELERFORD

EAST SIDE CANAL — The largest single item in the State Water Program to be submitted for authorization to the 91st Congress, is the proposed 300-mile East Side Canal. It accounts for \$775 million of the \$1 billion in projects for which the state seeks approval.

The East Side Canal will extend southward from the planned 67-mile Folsom South Canal, to run from Nimbus Dam on the American River to a point near Stockton. It would benefit more than 1.2 million Californians on 5.3 million acres in a 25 to 50-mile swath from San Joaquin to Kern County.

Taking water principally from the Sacramento River, with a supplementary supply from the American and Stanislaus Rivers, the project calls for five dams and will initially deliver 1.5 million acre feet of water—the equivalent of one and a half times the capacity of Folsom Lake.

Representative Biz Johnson has asked for funds to start construction of Hidden and Buchanan Dams in Madera County.

Funds for the San Luis Drain and scores of other projects also will be sought in amounts ranging into the millions.

Three Fresno projects are among those valued at more than \$80 million to be advertised for bids during the 1969 calendar year by the State Department of General Services, Office of Architecture and Construction.

Funds for these projects have been appropriated in previous budgets, however, many of these—particularly those of the trustees of the State colleges—will be jointly financed by the Federal Department of Health, Education and Welfare. Listed with estimated cost and scheduled bid advertising month, the Fresno projects are: Grandstand roof extension at the Fresno District Fairgrounds, Site development utilities at Fresno State College and engineering addition to Fresno State College.

The Fresno Paving Company is having a little trouble with mud and rain on the 2.3 mile section of Kings Canyon Road in Fresno between Chestnut and Clovis Avenue. It will be widened from two to four lanes.

Rothschild and Raffan Construction Company of San Francisco is the firm selected by the trustees of the Fresno Community Hospital to build new additions and remodel the existing facility. The bid for the project is \$11,949,000. Construction on the complex is expected to begin early next year.

A proposed agri-business center in downtown Fresno may be developed as a joint venture of two or more corporations. Original plans for the central business district had called for a major department store development at both the center and north end of the Mall. So far, a developer has not been found for either site and development officials have explored the feasibility of other project possibilities.

The Federal Economic Development Administration has approved a \$2 million loan to Stevens Investment, Inc. as half the cost of constructing a 200 room hotel in downtown Fresno. Construction is estimated to start in late summer or early fall with 18 months to completion. The eight story hotel will be built on Van Ness and Tulare Streets.

The Darkenwald Construction Company of Sacramento is in the beginning stages of clearing right-aways on their 1.9 miles of four

lane Highway 168 Freeway, 5 miles northwest of Tollhouse. The freeway will run from a point .1 of a mile west of Lodge Road to a point .2 of a mile east of the Sierra National Forest boundary.

Driving surfaces of sections on the State highways in Fresno County will be renovated next spring as part of a State wide program that calls for application of either an asphaltic concrete blanket or a seal coat to road beds now open to traffic. The Fresno County locations are six miles of Route 180 between just west of the Lone Tree Channel and Friant Kern Canal. A layer approximately 1-inch thick of concrete will be applied directly on top of the existing pavement to provide traffic with a much smoother driving surface. In November 1968 the California Highway Commission authorized the expenditure of nearly \$7 million in completing next year's asphaltic concrete and seal coat program.

The State Highway Commission has adopted a freeway and expressway routing for nearly nine miles of Highway 198 in Tulare County. The job cost is estimated at \$14 million. The new location

lies between a point two miles west of Cherokee Oak Drive and a quarter mile north of the east fork of the Kaweah River in Sequoia National Park. The freeway will be four lanes west of Mineral King Road and become a four-lane expressway from that point easterly.

The Granite Construction Company of Watsonville is low bidder for construction of 40 miles of pipe irrigation laterals in the Westlands Water District with a bid of \$6,828,228. The 40 miles of pipeline will serve 22,000 acres in the area just south of Five Points. Ralph Brody, Westlands manager-chief counsel, said the 145 miles of pipeline laterals completed to date represent only 12.5 per cent of the total required to deliver water to the 600,000 acre district.

California Division of Highways predicted that contracts on the all-weather access road to Mineral King Valley will be let this year. Minor disagreements are all that stand in the way of a start on construction of the 21 mile stretch of pavement which will cost more than \$25 million. Last month the Park Service agreed to the route proposed by the division of high-

ways and technical matters are all that remains to be settled.

The California Division of Highways will start the longest concrete paving project in its history in western Fresno County early this spring. This record-breaking job will provide 30 miles of four-lane Interstate 5, the so-called West Side Freeway, from the Kings County line northward to Derrick Avenue where State Route 33 intersects. It will cost in the neighborhood of \$8.3 million. Bids are scheduled to be advertised early in January.

At about the time this record-breaking paving job is completed, an even longer one of 36 miles should be about to start. This will be a project for paving the four-lanes of Interstate 5 from Route 33 at Derrick Avenue northward to the Fresno-Merced County Line.

R & D Watson was low bidder at \$158,000 on removing the slide on Highway 198 north of Lemon Cove. Work should commence in late January on this project.

W. M. Lyles Company was low bidder on widening and reconstructing Highway 137 from Cairns Corner to Mooney Boulevard east of Tulare.



BRIDGING the Sacramento River at Elkhorn Ferry called for a unique technique as the San Jose Steel Company lifted the final beams into

position. The last section was barged up from San Francisco and six jacks operated by Brother Engineers were used to put the section in place.

Test New Technique As

New Sacramento Bridge Set

By DAVE REA, AL DALTON,
ART GAROFALO and
HERMAN EPLER

The San Jose Steel Company lifted into position the final beams which span the Sacramento River at the Elkhorn Ferry.

This new bridge will become a portion of Interstate 5 and replaces the Elkhorn Ferry, one of the last ferries still in operation in Northern California.

The last sections to be lifted were barged from San Francisco up river to the construction site on the Sacramento River.

The method used to hoist these sections was unique and to our knowledge it was the first time ever used.

The system is similar to vertical slip form jack and uses this method of lifting. There were six jacks used and were operated by engineers.

Deep snow and lots of rain is the situation in the High Country.

We have over six feet of snow up high and the foothills are awfully wet from the rain.

Granite's job is closed down in Grass Valley except for the bridges and some drainage. Sutherland's jobs are also closed down due to the weather.

The road jobs, in relation to the Auburn Dam, are working on a day to day basis, weather permitting. O. K. Mittry and Sons have ten operators on this job at this time and will employ approximately thirty-five when the job gets under way.

The shops in the area are doing real good and most of the plants are also going fairly good. Emil Anderson Construction Company has twelve engineers in their shop in Loomis, rebuilding and repairing all the equipment for a very large job in Canada. The Company still has their crew on the exploratory tunneling for the Auburn Dam site.

Winter has come early to Pol-

lock Pines this year, causing a lot of the small jobs to be closed down. Dravo Corporation at the Brush Creek Dam Project is working on the access roads and hopes to get started on the tunnel in February. Brush Creek is a concrete dam and will employ several of our Brothers for two years.

TAB Construction Company has a few of our Brothers working on the underground work at Cameron Park, west of Placerville. Joe Vicini, Inc. is also working in the same area.

On the Vinnell job, Harms Brothers is closed down due to the bad weather. Plant Foreman of the hot plant is Bud Ward.

A snow removal crew from Walsh Construction Company work around the clock in order to keep the road open between Ice House and the Loon Lake Tunnel job. A crew of about forty engineers are working on concrete in the tunnel. This job should last about one more year.

High Price Of Borrowing Is Higher

By **SIDNEY MARGOLIUS**
Consumer Expert for
ENGINEERS NEWS

Better watch your borrowing and installment-buying this winter if you want to avoid paying out a bigger slice of family income on finance charges. Lenders again have raised their rates on personal and car loans as the result of the tight-money, high interest situation that is squeezing working families in many ways this year.

This is the second time in only eight months that leading banks have raised finance rates. The rates are now the highest since the end of World War II. In that period the cost of buying a car or other goods on time has increased approximately 50 per cent.

Credit unions and commercial banks are still the lowest cost lenders. Fred Gardner, installment-department manager of the American Bankers Association, estimates that bank car loans nationally now are about \$6 per \$100, and personal loans, closer to \$7. (These are the equivalent of true annual interest rates of close to 12 and 14 per cent.)

For a used-car loan, you generally have to pay more than for a new car. On very late models, banks may charge close to the new-car rate of \$6. But for older used cars, the rate is usually close to the personal-loan rate of \$7, Gardner reports.

Credit unions are limited to 1 per cent a month (12 per cent a year). This means their maximum dollar charge is \$6.50 per \$100 on any kind of loan. A number of credit unions charge less, especially for new-car loans, and most also include life insurance to cover the loan at no extra cost.

In contrast, car loans financed through dealers often cost more,

because the dealer gets a rebate known as the "dealer's reserve." Dealers often have two or more charts from which they figure your finance charge. One chart, with lower rates from a bank or finance company, they generally use for better risks. The other chart, from a higher-rate lender, they may use for older cars, less-sophisticated buyers or poor credit risks.

Note that rates on used cars financed through dealers are especially higher than credit-union or bank rates. Used-car dealers may charge you \$10 to as much as \$17 per \$100 for financing a used car, depending on state law and the age of the car. These are the equivalent of true annual interest rates of 20 to 34 per cent.

Finance charges on furniture and appliances are even higher than for cars and personal loans. Various states permit charges of \$10 to \$14 per \$100 of debt for such goods.

The new high finance charges can increase the cost of installment purchases tremendously if you are not careful. Even on one of the relatively lower-cost new-car loans, a charge of \$7 a year per \$100 on a \$2500 balance to be repaid in 36 months costs you a total of \$525 just in finance charges. A rate of \$12 a year per \$100 to finance a used-car balance of \$1500 over 24 months, means you pay \$360 extra.

It is especially unwise to buy on installment terms from the large mail-order houses who have pre-calculated payment tables in their catalogs. While their cash prices often are reasonable, their installment plans are expensive because the payment tables are arranged for long terms like 36 months on a \$500 installment purchase. That means your finance

charge will be about \$150.

If you borrow the money from a credit union or bank and pay for the purchase with cash in hand, you can cut your finance costs two ways—with a lower rate, and shorter repayment period tailored to your actual needs.

For example, if you borrow the \$500 at a rate of \$6.50 per \$100 on an 18-month loan, you will pay only \$48.75 in finance charges. Even on a 24-month loan you would pay only \$65 for the credit fee instead of \$150.

Nor will your monthly payments really be more burdensome. On the lower-rate 24-month loan, from a credit union or bank, you would have to pay \$23.50 a month as against about \$18 a month for the higher-rate 36-month plan.

It is interesting to note that the Amalgamated Bank of New York, sponsored by the Amalgamated

Clothing Workers Union, not only has the lowest bank rate in the nation but tells this reporter that it is going to hold the line as long as it can despite the consecutive increases by other lenders. This bank charges only \$4.75 per \$100 for personal and car loans, including life insurance.

Here are tips on other February buying needs:

FURNITURE, BEDDING SALES: The annual midwinter furniture sales are especially big this year. Among other reasons, Christmas business was not as good as merchants had hoped for. February is a good month to find sales of rugs, curtains and draperies, and china.

COAT CLEARANCES: This also is the best month to buy a coat as stores clear out women's, children's and men's coats at the lowest prices of the year. Sales and clearances of men's suits and

coats have been especially drastic this year because the higher retail markups have held down expected volume.

FOOD BUYING CALENDAR: With pork cheaper this winter, best food buys of the month include hams, smoked calis (shoulder), and pork loins when on sale. In beef, stores are using chuck steak as their low-price special. Broilers also are good value.

A number of processed produce items are cheaper this year, with canned tomato products and canned corn especially good value.

—Copyright 1969 by
Sidney Margolius

Carpenters

The National Association of Home Builders has signed a national on-the-job training contract with the Labor Department to train 1,160 carpenters in 21 states. California will train 60.

Silver State Report

Mine Negotiations Started

GAIL BISHOP
District Representative

The New Year finds the weather better than was predicted and because of this both Rogers Construction Company's road jobs, one north of Reno and one south, are continuing on a two shift basis. This is good news to all our Brothers. Pay checks for our Brother engineers and free time for the contractor.

We are working with the various legislative committees to get improvements in the Labor Commissioner's Budget and also to get favorable consideration on proposed legislation. Our State Legislation goes into session on January 20, 1969.

The Silver State was well represented, as usual, at the Semi-Annual Membership Meeting in San Francisco on Saturday, January 4, 1969. This meeting was well attended from all areas and all present were enthusiastic. Among the many Nevada Brothers present were three apprentices, Brother Neal Starr, Brother Pete Billino and Brother Phil Busch. This shows that our young members have the same solid interest in their union as the older members.

APPRENTICESHIP
BUD JACOBSEN — Coordinator
SAFETY MEETING — Apprenticeship—Jake Gold, Safety Director Labor Department, gave a very interesting talk on safety in construction on January 10, 1969 at 8:00 P.M., Carpenter's Hall, Reno, Nevada. It was well attended by the Apprentices, Journeymen and Management in and around the area.

There have been numerous inquiries about the Apprenticeship Program and we anticipate a large group of applicants when the program opens March 1, 1969.

JOE MAMERNICK
Business Representative

Most of the work at the Lake Tahoe area is at a standstill right now and will be that way until the snow leaves in the Spring.

We will have several good jobs starting about April; one will be a \$2,000,000.00 condominium project with 25 units. These units will sell for \$75,000 to \$90,000 per unit. They will be built at Crystal Bay at North Shore. This will put some of the good Brothers to work digging footings and foundations.

Saliba - Jackson - Sub-terra of Canoga Park, California will be the contractors for a 3 mile sewage export line on the West Side of



LIKE FATHER—like son! Executive Board Member D. R. "Bob" Ellis (right) from District 11 in Nevada is shown administering the Local Union No. 3 obligation to his son, Joe, during a Grievance Committee Meeting last month. New Brother Joe is a 3E member and works for Murray-McCormick at North Lake Tahoe. At left is District Representative Gail Bishop.

Lake Tahoe. This project will cost \$1,300,000.00. So quite a few of the good Brothers will get some of this money to support their families next summer.

Glenville Construction Co. of San Lorenzo, California was awarded a \$917,604.00 contract to build a sewage treatment plant at Tahoe City. This job also includes 3 miles of export line to the plant. The sewage plant and the export line will be finished late in December of 1969. Within the next five years there will be a complete sewage system at the Lake Tahoe Basin.

MONT PARKER
Business Representative

Hughes & Ladd Construction Co. of Redding, California was the low bidder on the Sierra Street overpass for Interstate 80 with a bid of \$174,092.60.

A. Teichert & Son was the low bidder on the Lockwood job East of Sparks with a bid of \$68,880.98.

Helms Construction Co. of Reno was low bidder on the Apron Extension at the Reno Airport with a bid of \$735,000.00.

H. M. Byars Co. of Reno was the low bidder on the pipe line job at Reno Airport with a bid of

\$143,000. They are completed with the Mary Street storm drain.

Gray "Frenchie" Azparren was recently appointed Safety Committeeman on the Rogers Construction Co. job in Washoe Valley.

By JACK EVANS
Business Representative

The Cortez Mine Mill is near completion. Turned the bar mill over last Thursday. They feel that the first gold bar will be off the line in approximately 60 days. This mill should put quite a few Brothers to work.

Duval Corporation starts negotiations of a new contract Monday, January 20, 1969. Ray Rathburn, Mickey Yarbaro, Don Nelson, and Peter Gunn, Stewards at the Duval Corporation, have done a real good job on contract proposals.

The Anaconda Meeting was well attended by the Brothers this month.

Two safety meetings were conducted at Standard Slag. Jim Coplin, Safety Committeeman, attended the Safety Meeting held in Reno. He found the meeting both interesting and informative and wanted to thank the Brothers for his invitation.

First Building Block Factory In East Bay

RICHMOND — First factory to actually produce elements of a new unitized building system aimed at meeting demands for low-cost housing in the U.S. has been set up here by Building Block Modules, Inc.

Henry M. Hanson, president of the Oakland-based concern, indicates that 40,000 sq. ft. of space has been leased at 912 S. 10th St. in Richmond and that production of the building modules should begin within 30 days.

The factory will produce twelve-ton reinforced concrete modules, twelve feet long, twelve feet wide and eight feet high, which are joined and stacked to make up apartment units. The first pre-finished modules produced in the plant will be used to construct a 32-unit apartment complex on land acquired from the Richmond Redevelopment Agency.

Final approval on the purchase of the Richmond site was given in a public hearing last week. "We are moving immediately to get this project underway and should be ready to start construction just after the first of the year. With the BBMI system, we will be able to build it for One to Three Dollars less per square foot than comparable structures in the area," Mr. Hanson said.

The Richmond apartments will be the second project built by BBMI in the East Bay. A six-unit apartment building at Fourteenth and Chestnut Streets in Oakland is now nearing completion. The shell of the building was completed in three working days and finishing of the interiors and land-

scaping is expected to be completed within two weeks.

BBMI has leased the Richmond facility in order to test the layout of assembly lines and further refine the prefinishing of modules before they leave the factory. The modules are cast in a patented form which can produce a building unit every twelve hours.

Exterior end walls and interior partitions will be installed on the factory assembly line along with plumbing and kitchen fixtures. Painting of interior walls and ceilings will also be done in the factory.

BBMI will be using some equipment already installed in the leased facility. This includes two overhead traveling cranes with five and twelve-ton capacities which operate on a 600-foot long craneway. In addition, a three-acre paved and fenced yard will be used for storing prefinished modules before trucking to a construction site.

The acquisition of the leased facility in Richmond is an interim step in BBMI's plans to build a company-owned factory in the Bay Area. The Richmond plant will be operated at a production capacity of 100 modules per month until a new factory is built. Negotiations are now underway for a 10-acre permanent factory site.

BBMI expects to have ten factories in operation, producing a minimum of 200 modules each per month, within the next two years. The factories will be built in model city areas across the country.

Scholarship Rules Utah Brothers Stay Busy At Delta Beryllium Plant

By T. J. "TOM" STAPLETON

General Rules and Instructions for Applicants for the College Scholarship Awards 1968-1969 School Year

Two college scholarship awards of \$500.00 each will be awarded, one to a son and one to a daughter of Members of Operating Engineers Local 3 for study at any accredited college or university.

The Local No. 3 scholarship 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.

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 (1) 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:

either: (1) the Fall Semester (beginning in 1968),

or: (2) the Spring Semester (beginning in 1969), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the 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.

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 a 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 as soon as possible, probably in May, and a check for \$500.00 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, California 94103

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 the Recording-Corresponding Secretary or to College Scholarships at the address shown above.

Vallejo, California 94590

2446 Tennessee St.

January 24, 1969

Dear Mr. Stapleton,

Thank you for the nice letter, and I am very grateful for the checks. I have already taken the one to The Abbey of Chimes, to pay for my Darling's funeral. The additional check for \$292.12 came in time for me to keep the shingles on the roof for a couple of more months. My sincere thanks for such rapid attention in this matter. We have these years always had the highest esteem for our Union, its Officers and Officials. Everyone has been so very kind to me, and the sincere expression of sympathy from all has been greatly appreciated.

Even though I feel empty and lost, I still feel a comfort in the thought that all the wonderful Union people and brothers I have met through the years will be a pleasant and comforting thought in the many lonely days to come.

Again may I extend my sincere thanks for your nice letter and for the very speedy payment of the death benefit.

I hope that I won't be considered out of line, but there is one wish that I have. Would hope that I will be able to receive the Union paper each month. Enjoy it and hope that I can still receive it.

With best wishes and kind regards,

Yours truly,

MRS. EDWIN (JEAN) C. JOHNSON
Vallejo, Calif. 94590

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

Most of Utah's highway and heavy construction has been halted due to snow and rain. However, some building and structure work is still in process. Stearns and Rogers is still going strong on their Beryllium Plant near Delta. There are approximately twenty-five brothers employed there and the plant is about 50 per cent completed. Picture taking is prohibited on this job as Brush has the patent on processing this new ore. The ore when processed has special hardening properties which will be used in our missile and space programs. To give you an idea of the value of this ore, one scraper loaded with this ore at 1 per cent, is worth about \$20,000. The ore was first found by Brush approximately five years ago and, so far as is known, this particular area is the only known source. Jack Parson Construction has the contract for stripping the ore and has employed approximately twenty-five brothers this winter. Parson also has the contract for the second phase of stripping which is scheduled to begin sometime in 1970. About fifty miles of road is to be let for bid in the near future to connect the stripping site with the new mill. The tentative date for completion of the mill is July.

Alfred Brown Construction Company has been awarded the contract for two new dormitories at the Brigham Young University at Provo. The Deseret Towers structure permit was for \$908,000. No permit value has been issued for the Helaman Halls structure. Both structures are to be completed in September and October respectively. These structures will be built by the lift-slab method, in which all of the concrete floors are poured on the ground then lifted into place by hydraulic jacks and attached to steel collars on upright beams.

The work picture for 1969 looks bright for the Provo area if the politicians in our Nation's new administration don't change our programs.

The Ogden area has been having its share of bad weather which has slowed down the work considerably. In spite of the weather, however, the Out-of-Work list is pretty good for this time of the year, and we are looking forward to a good work season come spring.

Some of the jobs that are down now, but which will start again in the spring are: R. V. Burggraf's Monte Cristo Pass, Fife Company's Woodruff Reservoir job and their Elwood - Tremonton Freeway job; Gibbons and Reed has a little more to complete at Rattlesnake Pass, plus several other jobs at different locations; J. B. Parson's 12th Street job (not much has been done on this one); the Freeway job in Ogden by Northwestern Engineering, on which they are running two shifts on their crusher so they can get started come spring as they have lots of sub-grade to be made before they are ready for base rock and pavement; Industrial Construction on the Echo-Henefer Freeway; and Peter Kiewit & Sons' two jobs, the Echo Interchange and the Henefer Freeway.

Other jobs which will pick up in the spring are the two hospitals in Ogden plus the David O'McKay parking lots and streets. Okland Construction must still com-

plete the Internal Revenue Service Building and parking lots, and Iverson Construction on the Telephone Building extension. The Antelope Island Development project has also yet to be completed. There are a number of drainage and sewage jobs and many other small jobs, which all help to keep the brothers working.

The Mountain Blvd. Freeway, from Farmington to meet the existing Mountain Blvd. Freeway, will soon be coming up for bid.

If you brothers would like more information on the work situation and what is taking place in your area, we suggest that you attend your monthly meetings. These meetings are very informal—we discuss the benefits we have now and how we can make the most of them. We try hard to keep our members well informed as to what they have coming to them and how we can continue to keep what we have and to improve our work conditions. We have gained much. Don't get your information second-hand—attend your area meetings and district meetings and help us keep up with these changing times.

Some 265 physicians participating in the Medi-Cal program grossed \$5,000 or more per month from it, according to Dr. Carl E. Anderson, chairman of the Board of Trustees of Blue Shield, the agency that partially administers the program.

Another 290 physicians grossed between \$3,000 and \$5,000 and some 1,900 other physicians between \$1,000 and \$3,000 monthly from the program, Dr. Anderson disclosed in testifying before the State Assembly Public Health Committee in San Francisco last week.

Dr. Anderson was responding to charges made recently by the State Attorney General's office that medical service vendors were milking the program of at least \$8 million a year in unearned fees. He sought to stress the fact that all but about 2,500 of the 19,000 physicians taking part in the program grossed less than \$1,500 a month from it.

But the fact that 265 participating physicians shared in a total gross of at least \$15,900,000 means that each grossed a minimum of \$60,000 a year from a program designed to benefit the state's medically indigent citizenry.

Both the State Attorney General's report and subsequent testimony disclosed that there is no effective investigatory agency or procedure to assure the program is not abused by the vendors of medical services.

But spokesmen for medical service vendors, such as Dr. Jere E. Goyan, dean of the University of California's School of Pharmacy, voiced opposition to any further regulation of the drug industry and claimed there was no need for any investigation of pharmacy practices since men in the industry are capable of policing themselves.

At the Assembly Committee's initial hearing in San Francisco a day earlier, Joseph Bottini, executive secretary of the State Board of Pharmacy, testified that if pharmacists are cheating the medical program there's little his board can do about it.

Bottini pointed out that his board has only 13 inspectors and six investigators to supervise the state's 13,000 licensed pharmacists and 7,000 other holders of miscellaneous drug licenses.

These workers are too busy with their primary responsibilities of determining the eligibility and competence of pharmacists, policing the misuse of restricted drugs, misfilled prescriptions, adulterated or misbranded drugs, sanitation of equipment and illicit distribution of drugs, among other things, he said.

In the light of testimony such as this can any responsible citizen conclude anything else but that a thorough probe of abuses of the Medi-Cal program by medical vendors is essential to save California taxpayers millions of dollars and that an adequately staffed and funded investigatory agency be established to monitor the program?

Highway Work Slow As Winter Hits Hard

By DICK BELL and
BILL RANEY

The winter storms are with us again with a vengeance. The month of January has brought some quite severe storms to the state. I know we have had our share in San Mateo County with a considerable amount of rainfall plus high winds. The jobs in the area have been, for the most part, shut down with a few of them starting up again after a few days sunshine only to be rained out again within two or three days.

Piombo has been struggling mightily to open their stretch of #280 freeway (skyline) through Millbrae, Burlingame and San Mateo. They did succeed in opening the stretch from Crystal Springs Ave. in San Bruno to Black Mountain Road in Hillsborough and hope to have the rest of it open before Spring.

L. C. Smith Co.'s stretch of #280 freeway in San Bruno has been bogged down for the past month with some of the Brothers getting a day now and then.

A. R. B., Inc. are in the final stages of their pipeline job for Southern Pacific Pipeline Co. This line comes across the bay and

eventually delivers fuel to San Francisco Airport.

San Francisco Airport is, at the present time, the only bright spot in the area. The dirt work, grading and paving are delayed until after the rainy season but a few of the Brothers are busy on steel erection, pile driving and underground work at the airport and in the vicinity.

Plans are in the hopper for a new hotel near the racetrack in San Mateo. From what we can hear, it will be a very large-sized hotel which should put some engineers to work for awhile.

Also slated for the near future is a widening job on Highway 101 approximately seven and one half miles of it, with a new overpass, etc., planned for 19th Ave. in San Mateo. The present traffic problem at 19th Ave. is acute and getting steadily worse due to the amount of traffic using the recently completed San Mateo-Hayward bridge. Of course, any number of traffic problems exist in the county but this, I think, is one of the worst. I sincerely hope that more of these jobs will be let this year as it means work for engineers.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

CLEAR LAKE OAKS COTTAGE—For sale. Ideal for summer home or retirement. Large living area with full fireplace; all electric modern kitchen; beautiful view overlooking lake; fully enclosed porch; two bedrooms. Owner will finance. Don Kinchloe. Ph. 837-7418.

EQUIPMENT FOR SALE

1 D8 H 36a with hyd. straight dozer with tilt cylinder and cab top. Tracks 50 per cent. Price \$17,000; 1 DT 3T with str. dozer & 24-unit front w/25 unit rear also. Model LS Let. scraper, entire unit price \$7,000; 1 530 Case backhoe, 1965 model good condition, price \$5,500; 2 10-yd. trucks for sale, 1 1960 Intl. w/red 450 eng.; 5-3-34 M rear end; 1 1954 GMC w/461 diesel eng.; 5-3-SLDD rear ends, price \$5,000 for both, or \$3,000 Int. & \$2,000 GMC. Cecil W. Shelley, Rt. 1, Box 1233, Yreka, Calif. 98907. Reg. No. 124794. 12-1.

440 **JOHN DEERE** Diesel Loader \$2,220. 14 foot aluminum boat (Volva) and a 5 h.p. Johnson outboard motor \$225. See or write Troy Manzer, Jr., 6100 Foothill Blvd., Oakland, Calif. Reg. No. 768500. 12-1.

WANTED—Heavy duty sewing machine such as saddle makers use for heavy leather repair. Send information to S. R. Arnold, Rt. 1, Box 2350, Colfax, Calif. 95713. Phone 346-2321. Reg. No. 1025340. 12-1.

WATCH FOBS—Wanted, buy or trade. Any fobs with advertising of const. machinery, farm machinery, oil field machinery. Jack Whitaker, 30000 Hasley Canyon Rd., Saugus, Calif. 91350. Reg. No. 725331. 12-1.

3 **BEDROOM** House and 2 acres or house and 8 acres. Live stream with fish, \$47,000. Good place to raise kids. Sacramento, Phone 363-8228 or 456-1969. Reg. No. 683257. 12-1.

7 **ACRES** between Grass Valley and Marysville. 3 bedroom home, 2 wells, irrigation water, many extras. Ideal for small farm or development. \$90,000. J. M. Rutherford, P.O. Box 514, Oregon House, Calif. 95962. Reg. No. 1277036. 12-1.

AFRICAN BARKLESS Basenji Puppies. Reg. Show quality. \$125. Red and White. Will be whelped Dec. 16. Reserve yours now. Terms. Floyd Davis, Martinez. Reg. No. 373012. 12-1.

ORGAN, Lowery console. Antique white. Excellent condition. \$900.00. Assume payments of \$39.00 monthly. Joe Fraunhofer, 1087 Tilton Rd., Sebastopol, Calif. (707) 823-3782. Reg. #1219774. 1-1.

HALF-ACRE lot in Rio Rancho Estates, Albuquerque, N.M. New retirement development. Roads & water. \$1,250.00 for quick sale. Contact Hugh Bodom, Box 225, Elk Grove, Calif. 95624. Phone 916-685-3091. 1-1.

FOR SALE or trade for equity in 3 bedroom house in North Stockton. 1965-16' Dorset run-about with skiing equipment. Fully loaded, only used very little. Lee Roy Jenkins, 2437 Eicher Ave., Modesto, Calif. Phone (209) 529-9341. Reg. #1157987. 1-1.

FOR SALE or trade for equity in three bedroom house in Stockton. 1966 F-350 Ford truck with Lincoln welder and equipment, completely equipped, ready to go. Lee Roy Jenkins, 2437 Eicher Ave., Modesto, Calif. 95350. Phone (209) 529-9341. Reg. #1157987. 1-1.

FOR SALE or trade. 1 acre, pine trees, good road. Water. Near Sly Park Lake. 9 miles from Pollock Pines. Trade for Clear Cat 12 blade in good condition. Rosecoe Pounds, 2050-31 Monument Blvd., Pleasant Hills, Calif. 94523. Reg. #367255. 1-1.

1967 **JOHN DEERE** model 760 self-loading scraper, has rippers, good rubber, private owned and operated. A-1 condition. Ten inch underwater jet gold sucker, P-500 pump and motor Johnson model 152-M, air compressor, two skin diver's suits. \$750. Joe C. Haslouer, 12964 East Tokay Colony Road, Lodi, Calif. 95240. Phone (209) 931-0781. Reg. #921408. 1-1.

BULLDOZER—HD 5 Power Tilt. Perfect shape. \$2,300.00. Fred Horner, P.O. Box 73, Woodacre, Calif. Register No. 515925. 1-1.

BUILDERS LEVEL—David White. Tripod and case. \$100.00. Wayne Staaleson, 216 Bancroft Rd., Concord, Calif. 933-6576. Reg. No. 1181690. 1-1.

COMPRESSOR for air conditioner, for forced-air heating unit. Holly, 2 1/2-ton. \$185.00. Wayne Staaleson, 216 Bancroft Rd., Concord, Calif. 933-6576. Reg. No. 1181690. 1-1.

TRADE, 12' Rockholt Boat. Wood/Fibre Glass. 18 hp. Johnson. '57 Trailer. Ideal for lake fishing. Want portable elec. welder. B. W. Gregory, 31 W. Dunmar Lane, Stockton, Calif. Reg. No. 0870940. 1-1.

HALF ACRE wooded corner lot on paved streets in Redding Calif. Can be divided so two (2) homes can be built. All utilities. \$6,000.00.

1961 **PLYMOUTH** 4-Dr. Sedan. Good engine, tires and upholstery. Good transportation. \$275.00.

PORTABLE Compressor with gas engine. \$30.00. Joe M. Paulazzo, 5608 Ocean View Drive, Oakland, Calif. Phone 652-6240. Reg. No. 865537. 1-1.

17' **CHRIS CRAFT** Runabout, 270 hp, in-board. Small equity. financed Credit Union Dwayne Pierzina, 3043 Deseret Dr., Richmond, Calif. 415-223-9504. Reg. No. 782724. 1-1.

COLLECTORS' ITEM — 1958 Packard two-door sedan, fully equipped, original paint, partly fibre-glass body, runs like new. Can be seen at 11421 Pajaro St., Castroville, Calif. after 1:00 p.m. any day. \$1,800.00 or the highest bidder. Antone Nunes, 11421 Pajaro St., Castroville, Calif. 95012. Reg. No. 964992. 1-1.

1961 **NATIONAL HOUSE TRAILER**, 10' by 55', 8' by 12' Expand Room, Awnings and Skirtings. \$4,800.00. (Will take small travel trailer in trade.) Louie Lawrence, 3051 N. Prospect, Fresno, Calif. Phone (209) 263-9501. Reg. No. 769417. 1-1.

1-**ACRE LOT**, Todd Valley Estates, Placer County, Calif. Streets in, water and electricity. Man-made lake in development. Ski resort. \$10,000. George Wright, Redwood City, Calif. 364-0652. Reg. No. 1152929. 1-1.

1959 **PONTIAC** with a rebuilt engine just done about 7 months ago. Can give you the name and garage for information on the motor on which I spent about \$600. The reason for selling—has been in rear-end wreck. Asking \$150.00 or best offer. Call after 5:30 p.m. Phone 357-7982. Alfredo F. Dutra, 1320-144th Ave., Apt. 4, San Leandro, Calif. 94578. Reg. #1199339. 1-1.

18' **SANGER**, Fiberglass hull with Monkey Pod Deck, Ford 427 Engine, 12V drive, adj. cav. plate. Tandem trailer with mags. \$4,600. George Wright, Redwood City, Calif. 364-0652. Reg. No. 1152929. 1-1.

WANTED: 35 to 40 ft. conveyor belt loader 18 to 24 in. belt. Prefer without motor. Homemade O.K. Used for small operation. 1 man size. Must be reasonable. Give details and location in letter to D. Vega, 7880 Mission St., Colma, Calif. 94014. Reg. #987292. 1-1.

AIRPLANE — 108-3 Stinson 1948 Station Wagon—130 hours on new 190 Lycoming, Civilianized Hartzell Controllable Prop. New metal wings, excellent short field plane—1200 lbs. payload, 140 MPH—4 place, \$3400 spent on air-plane in last two years. \$5,000.00 or will trade for good cabin cruiser of equal value or would consider diesel truck under same conditions. Tom Eby. Phone 707-642-4003. Reg. No. 351392. 1-1.

56 **PINK CADILLAC**, Gd. cond. 10,000 miles on rebilt. trans. \$225.00. Or will trade for good eqty. on V.W. Fast Back or Square Back. Write information to D. Vega, 7880 Mission St., Colma, Calif. 94014 or ph. 994-0677. Reg. #987292. 1-1.

2 **ACRES** level land. Near town, \$2,000. \$750.00 down, Bal. \$25.00 per month. Phone (209) 757-3377. H. Ridenour, P.O. Box 394, Pixley, Calif. 93256. Reg. #373386. 1-1.

UTILITY TRAILER, Made of 1957 1/2 ton pick up. Bed has 15 inch wheels. First \$75.00 will take. Contact R. R. Clyde at Reno. Phone 972-1686 or see at the Bonanza Trailer Court, Space #21, Lemmon Valley, Nevada. Reg. #1212523. 1-1.

NICE 2 BEDROOM stucco. 2 yrs. old. 3 1/2 acres good level ground. \$12,500. 10 h.p. pump. Orchard. Pasture. And fenced. Phone 757-3377. H. Ridenour, P.O. Box 394, Pixley, Calif. 93256. Reg. #373386. 1-1.

COMMERCIAL LOT at Lake Havasu City, Arizona. Will sell at cost and no down payment on approved credit. Roy A. Dorf, 5265 Home Garden, Reno, Nevada 89502. Reg. #1142707. 1-1.

FOR SALE or trade. 36 ft. all metal life boat, 12 beam. Trade for house trailer. Partial payment on property or what have you. L. J. Spegal, 410 Raymond St., Martinez, Calif. Phone 228-6555. Reg. #732185. 1-1.

FOR SALE, Approx. 8 acres, secluded, excellent well, septic tank, new 2 room and bath cabin. Unfinished but livable. Year round creek, some deer and grouse, etc. R. Stubblefield, 5220 Tunnel Loop, Grants Pass, Ore. 97526. Phone (503) 476-3884. Reg. #473801. 1-1.

FOR SALE, 3.1 acre trailer park. Reno, Nevada. 46 permanent, 24 overnight spaces. 1 1/2 miles from town. Across street from Convention Center. \$250,000. Some trade and cash for \$100,000 equity. Vernon L. Bowman, 4055 So. Virginia St., Reno, Nevada 89502. Phone 322-0507. Reg. #994139. 1-1.

CITY LOTS—Small town Hwy. 66 Arizona. Utilities, schools, stores, etc. \$595; \$25 down, \$10 monthly, no interest. E. E. Patheree, Rte. 3, Box 237, Orland, Calif. Reg. #317453. 2-1.

CEMETERY LOT in a choice location; good drainage; in Sunset View Cemetery, Berkeley, Calif. Cost in 1959, \$300.00. Will take \$200.00 cash or will trade for what have you. Write to B. G. Butterfield, 100 Rainier Circle, Vacaville, Calif. 95688. Phone (707) 448-2920. Reg. No. 232961. 2-1.

WANTED TO BUY 2 ton 2 speed Cab over or 15' over all Tractor to pull house trailer 12' x 60'. Write: Whooley, 1740 Broadway, Vallejo, Calif. 94590. Reg. No. 482253. 2-1.

FOR SALE—1923 1-ton Model T Truck, running condition, \$150.00 or best offer. 1916 Model T Saw, \$50.00. Robert Dias, Lawrence Rd., Danville, Calif. Phone: 837-5942. Reg. No. 0758228. 2-1.

FOR SALE

1966 Model

20' x 55' Mobile Home

3 Bedrooms—Automatic Washer

This trailer is well insulated with double glass doors, etc.

Qualified buyer can assume Credit Union contract.

For information call:

CREDIT UNION OFFICE

Area Code 415-431-5885

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

Long Service

The Federal Government has been looking after the interests of the working man for more than 55 years. The Labor Department became a cabinet-level department on March 4, 1913, when the President William Howard Taft signed the Sulzer Act.

Lost Help Costs

The Labor Department reports that State employment security agencies handling the unemployment program issue an average of more than a million jobless benefit checks each week, charging an employer's account for each of them.

Highways

Continued from page 12

East Garrison, facing San Francisco, will have a highly developed marina with parking for 200 boats. By 1970-71, the State hopes to put in \$1 million in development.

\$183,000 for Petaluma Water Works—The major project in the program is \$126,000 for the installation of a 12-inch water line from East Washington Street down Wilson Street and Lakeville Highway. There the new line will connect to the present line on McDowell Boulevard to Casa Grande Road. Also included in the capital outlay programs are pump stations at McNear and Magnolia Avenues to provide better water pressure. The program was to be presented to the city council for approval.

Pacific Excavators have resumed operations in Tiburon, after being shut down recently, due to the rains. We have a good crew of Operating Engineers on this job.

Brown-Ely Company still working at Terra Linda subdivision, also with a capable crew of engineers.

M.P.S. Inc. of San Jose are keeping a few of the brothers busy on their spread at Hamilton Air Force Base—on the "Marin Valley" Mobile Park site.

Soiland Company of Novato were low bidders for relocation of lines in the Corte Madera Flood Control Project at \$17,897.

Workmen of the Continental Drilling Co. of Los Angeles set up heavy drilling equipment to conduct soil tests on 300 acres of Wolfback Ridge property to determine if the southern Marin site will be suitable for the installation of a Sentinel antiballistic missile base. This is partially on Marin-cello land. Drilling has already gotten underway, with testing to be completed by the end of January. The soil tests are being made to determine the suitability of the soil conditions for the construction of the missile base, which will be underground with only radar facilities and launching windows for the missiles above ground. The soil must be soft enough to be excavated with a minimum amount of effort, yet firm enough to safely house the facilities. Test borings will be made to a depth of 100 feet, and trenches, some 10 to 20 feet deep will be dug to reveal the geology of the area. Equipment will be moved from the site once the tests are completed, but the test borings and trenches will not be refilled. The hilly ridge area, west of Highway 101 and adjacent to the Sausalito city limits, has apparently won out over two other proposed Bay Area sites—Angel Island and the San Pablo Ridge in Contra Costa County.

Although women worked in all occupations in 1968, the largest number (9.3 million) were employed in clerical jobs. About 4.3 million were service workers (excluding private household), 4.1 million were operatives, and 4.0 million were in professional and technical occupations.

College students are being brought to the front lines of the war on poverty through a Department of Labor program called SAGA (Starting a Generation Alliance.) During the next year, volunteer students will help locate, counsel, test, and coach the disadvantaged jobless in eight U.S. cities.

Student Help

College students are being brought to the front lines of the war on poverty through a Department of Labor program called SAGA (Starting a Generation Alliance.) During the next year, volunteer students will help locate, counsel, test, and coach the disadvantaged jobless in eight U.S. cities.

Woman's Place

Although women worked in all occupations in 1968, the largest number (9.3 million) were employed in clerical jobs. About 4.3 million were service workers (excluding private household), 4.1 million were operatives, and 4.0 million were in professional and technical occupations.

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Personal Notes

SANTA ROSA

Our sincerest sympathy to the families of our recently departed brothers Walter McMurtrie, Gerald Martinelli and George Pallou; all excellent craftsmen who have certainly left behind many friends, and helped to build the image of Operating Engineers.

SAN RAFAEL

Our congratulations to Brother Ray Harvell and his missus on becoming proud parents of a boy.

Brothers: We are in need of building up our Blood Bank—this just takes a few minutes of your time—we will gladly make an appointment for you.

Our best wishes to Brother Warren King who was confined at Marin General Hospital—and now transferred to Fairfield Community Hospital.

NEVADA

Brother Bert Lareva is back in the hospital and will be there indefinitely for tests and observation. Visits and cards from the Brothers would be appreciated.

Brother Hayden Gallup was admitted to the hospital on January 7, 1969. His illness is undefined as yet. Cards and visits would be appreciated.

Brother Burt Volin is in the hospital for treatment of an ulcer. Will be laid up for a month to six weeks.

Brother Pete Winkler is home from the hospital after surgery on his knee and he would welcome any visits from the Brothers. He will be off possibly a month. Brother Pete is a Steward at Standard Slag.

Danny Menissini, injured on the job at Anconda, is recuperating at home. Will probably not return to work for 6 months. Would appreciate visits and cards from the Brothers.

We sincerely wish all the above Brothers a speedy recovery.

We regret to report the passing of the following Brothers:

George Pallou—after a long illness. Brother Pallou had been in the Washoe Medical Hospital since the end of October. Brother Pallou was a 25-year member, retired and originally from Petaluma, California. Burial in California.

Brother Willie Fronterhouse—All the Brothers at Duval Corporation were saddened by the passing of their Brother Engineer Willie Fronterhouse. Willie was one of the oldest employees and long standing member of the Operating Engineers at Duval Corporation.

The membership extends its deepest sympathy to the wives and families of these Brothers.

SAN FRANCISCO

Lloyd Smith is in San Francisco Eye & Ear Hospital, 1801 Bush St. Lloyd has been an Operating Engineer for many years. To you Brothers who know Lloyd and have the time, drop up and see him, or write him a card. I know he would like to see you. We wish Lloyd a speedy recovery.

STOCKTON

Our deepest sympathies are extended to Brother Ed Hayes on the loss of his wife Clara.

Brothers Ralph Miller, Cecil "Doc" Ford and W. W. Edwards were hospitalized since our last report.

Retired Brother William Long is in the Manteca Hospital and is seriously ill.

Because of the flu epidemic many Brother engineers are under the weather, some seriously and some not so seriously, a speedy recovery is wished for all.

REDDING

Our deepest, sincere sympathy to the families and many friends of our late Brothers.

R. Ray Brown
W. "Barney" Barnes
James Mitchell

All three Brothers were old timers and will be missed by us all.

FRESNO

We are holding checks for the following brothers: C. Burns, Eugene B. Davis, A. DeWitte, H. H. Elan, F. Gardner, John W. Luken and P. D. Shanklin.

Best wishes for a speedy recovery to brothers: Floyd J. Forhan, Robert White, Clyde R. Berry, William Dial and Hope Aldama.

Our deepest sympathies are extended to the family and friends of Brother Nick Rizzi who recently passed away.

Striking Power

The Labor Department reports that women workers now total nearly 30 million and constitute about 36 percent of all workers. If women were eliminated from the work force, the economy would come to a standstill.

Work Stoppages

The proportion of working time lost through strikes in 1968 was the highest since 1959, the Labor Department's Bureau of Labor Statistics reports. A preliminary estimate put the loss at 0.27% of all working time, compared with 0.25% in 1967 and 0.50% in 1959.

Clip & Save

MEETINGS SCHEDULE

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

District & Sub-District Meeting Places

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

Concord, California
November 29, 1968

Operating Engineers Local Union No. 3
Dear Sirs:

On behalf of my husband's family I want to express our sincere appreciation to officers and members of Operating Engineers for their kindness and thoughtfulness, shown to us during the time of the loss of my husband, Tom Kennedy.

The beautiful bible will always be a consolation to me, and a reminder of Tommy's unfailing devotion to the union and pride in his membership in Operating Engineers Local Union No. 3.

Sincerely,
Helen Kennedy

CREDIT UNION

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

FRINGE BENEFIT SERVICE CENTER

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

IMPORTANT

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

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



ELECTION COMMITTEE NOTICE OF ELECTION

T. J. "Tom" Stapleton, Recording - Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII (C) Elections, Section 1, of the By-Laws of Operating Engineers Local Union No. 3, elections will be held at the first regular district meeting in each district, beginning in March, for Members of the Election Committee which will conduct the election of Officers, Executive Board Members and Sub-District Advisor to the Executive Board in the month of August.

Article XII (C), 1(b) states: "The Member [Election Committee] shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any office or position.

"The Nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted."

Election of Grievance Committeemen-1969

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district and sub-district meetings of 1969. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

All meetings at 8:00 p.m. except where time is indicated.

DATE	DISTRICT	LOCATION
Feb. 5	9-San Jose Wednesday	Montgomery Theatre, Civic Auditorium, Market and San Carlos Sts., San Jose
Feb. 11	3-Stockton Tuesday	Engineers Bldg., 2626 N. California St., Stockton
Feb. 13	2-Oakland Thursday	Labor Temple, 2315 Valdez, Oakland
Feb. 25	8-Sacramento Tuesday	CEL&T Bldg., 2525 Stockton Blvd., Sacramento
Mar. 4	5-Fresno Tuesday	Engineers Bldg., 3121 E. Olive, Fresno
Mar. 6	10-Santa Rosa Thursday	Labor Temple, State St., Ukiah
Mar. 7	12-Utah Friday	1958 W.N. Temple, Salt Lake City, Utah
Mar. 8	11-Nevada Saturday	Musicians Hall, 120 W. Taylor, Reno, Nev.

Article X
GRIEVANCE COMMITTEES

Section 1-District and Sub-district Grievance Committee

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members - one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district, one (1) District Representative or Sub-district Representative, and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when

nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No Members shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.



TWO VIEWS ABOVE of members of Operating Engineers Local Union No. 3 during the Semi-Annual Meeting held at the Marine Cooks & Stewards Union Auditorium in San Francisco. Some 700 members from throughout Local No.

3's jurisdiction attended the lively meeting and heard Business Manager Al Clem give an impressive progress report on the union's accomplishments.