

# Study Hits Seasonal Unemployment

"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. 29, No. 2

SAN FRANCISCO, CALIFORNIA

February, 1970



UTAH FIRST is Brother Glenn Roberts who became the first Operating Engineer Local Union No. 3 Apprentice to graduate to Journeyman in that state. Brother Roberts is presented his

Journeyman Certificate by (left) Horance Gunn, manager of the AGC Chapter, Utah and Danny O. Dees, Administrator of Local Union 3's Joint Apprenticeship Program.

## Union Sets Voter Registration Goal

By T. J. "TOM" STAPLETON

Recording-Corresponding Secretary

In the last few months we have urged you to write to your legislators in regard to the proposed 75% cutback in construction and the tax reform. We thank you for responding.

Now again it is time to prepare for action. Have you registered to vote? If not, your Local Union will help by having a registration deputy in every dispatch hall to register you. If you do not live in the county where the dispatch hall is located, then call your Business Representative and he will tell you where you can register.

It is of the utmost importance that we keep ourselves aware of what our elected representatives are doing. If they are not doing a job, we must seek new faces, new people, people who will be fair. That is really all organized labor can ask for—fairness.

At times it is not easy to evaluate a person. One way is to check what the man says and check what he is doing and see if they add up to the same thing.

For instance, Governor Reagan usually states in the newspapers and on television what we all want to hear. But what is he actually doing in your behalf? Here's one example. The Public Utilities Commission gave Pacific Gas & Electric Company a rate increase that amounted to \$16-million a year, \$16-million dollars, in spite of the fact that the commission's staff and the hearing examiner advocated a \$9.8-million dollar increase for PG&E that would have continued the high profits PG&E have been enjoying. This is giving \$6.2-million more

than what the commission staff and the experts recommended. In the last 5 years PG&E has increased its dividends by 36%. Does this sound as though PG&E needed to be given the whopping \$16-million increase?

What does Governor Reagan have to do with this? He appointed all the members of the Public Utilities Commission except one holdover from Pat Brown's administration.

Governor Reagan is supporting President Nixon's 75% cutback in construction. The purpose they suggest is to halt inflation. Isn't the Governor Reagan-dominated State Public Utilities Commission's actions inflationary if not in fact irresponsible? A \$16-million increase! And six other major utility companies have also applied for rate increases.

We hope you will consider this bit of information for the forthcoming election, and from time to time we will give you information about the people who will be running for office.

## State Could Owe You \$\$

If you worked for more than one employer in California last year and earned more than \$7,400 you are probably entitled to a refund on disability insurance deducted from your paycheck.

Disability insurance amounts to one per cent of wages. The maximum deduction is \$74 a year.

If more was deducted from your paychecks, you can get a refund on the excess by filing a claim by June 30. You must use a form called DE 1964.

You can pick up a copy of the form at the Disability Insurance office at 349 East 14th Street, Oakland, or by writing to the Department of Human Resources Development, 800 Capitol Mall, Sacramento, Calif. 95418.

## Restrictions Net 12% Loss

The Nixon Administration's fiscal restrictions and the general public's rejection of state and municipal bond issues were the key factors leading to a 12% drop in construction in the eleven western states when comparing November of '69 with November of '68, according to the authoritative McGraw-Hill index.

The report noted that construction of public building dropped by 71%; educational construction down 57%, and hospital construction down 9%.

## Winter Work Set For Construction

WASHINGTON—Construction industry unemployment in the winter months could be reduced through revised government scheduling, expanded manpower programs and technological approaches to bad weather.

This is a major conclusion of a joint report to President Nixon and the Congress from the Departments of Labor and Commerce.

The joint report says, "Much underutilization of manpower and other resources continues to exist even in a full employment economy with specific labor shortages."

Blaming seasonality as a "major part" of this underutilization, the report contends an opportunity exists "to increase the output of the construction industry by lessening seasonality through more intensive use of resources in the off season."

The key problem, the report adds, is to turn up ways to encourage "better adaptation to weather conditions," pointing out that other nations with a shorter summer or greater pressure on their construction resources have found ways to cope with unfavorable weather.

"The Nation's rapidly rising construction requirements," the report says, "present a challenge and afford an opportunity to move toward full utilization of the construction labor force."

It calls for Federal actions to:

- Promote more effective use of science and technology.
- Improve the scheduling of Federal and Federally-assisted construction.
- Relate national manpower policy to stabilization of construction employment.
- Encourage private actions to regularize employment throughout the year.

To promote more effective use of science and technology to lessen seasonality, the report recommends development of specialized weather services to meet the needs of construction operations and adaptation of the programs of existing Federal construction related research laboratories and construction management agencies. This adaptation would be done to provide a two-way link between construction industry decision makers and Federal technical centers and to use Federal construction projects for field testing of new techniques.

Executive action is recommended to achieve better scheduling and timing of public construction by adopting counter-seasonal contract award procedures; limiting interior painting of public facilities to the winter months; scheduling repair and rehabilitation in the off-season; designating specific programs for winter construction; restricting overtime on Federal projects in the peak season; suspending Federal construction in specific localities having acute excess demand for labor, and requiring Federal construction agencies to report their progress on seasonality to the Cabinet Committee on Construction.

To relate national manpower policy to stabilization of construction employment, the report recommends three major actions:

1. Expansion of apprenticeship training, skill enrichment, and minority employment programs to provide the range of skills needed by a more stable construction work force.
2. Development of new financial incentives to encourage winter employment.

3. Development of a local construction labor market information system by cooperative action of contractors, building trade unions, and the Department of Labor in conjunction with computer job-matching programs.

The report also recommends action by private labor, management, and professional groups to negotiate contractual arrangements more consistent with all-weather construction and to establish an All-Weather Construction Council to continue industry efforts in cooperation with government agencies to stabilize construction employment.

The study was authorized under the Manpower Development and Training Act. The report was prepared under the direction of Dr. David D. Martin, Professor of Business Economics and Public Policy of the Graduate School of Business, Indiana University.

## WSJ Says Union Has Real Beef

The Wall Street Journal recently reported that a new Labor Department study furnishes strong support for the union contention that high wages are needed to offset the industry's jobless rates. From 1960 to 1968 employment among construction workers averaged 11.1% compared with 5.2 for all private non-farm workers. Yet because of the seasonal pattern of construction employment, the department says, "each summer brings complaints of labor shortages."

Other findings: Even at its seasonal low in August, the unemployment rate for construction is "significantly higher" than for other industries. While joblessness in construction is usually of "relatively short duration," construction workers are more likely than those in any other industry except agriculture to experience repeated periods of unemployment.

A Congressionally ordered report on ways to lessen winter layoffs in construction is expected soon from the Labor and Commerce Departments.

## Marital Status

In 1967, almost 3 out of 5 women workers were married, one in 5 was single, and one in 5 was either widowed, divorced or separated.

## Win Working

More than 70,000 welfare recipients were enrolled in the Department of Labor's Work Incentive Program (WIN) between its inception in September 1968 and July 1, 1969.





## Collectively Speaking with Al Clem

This month of February is no different than all the Februaries in the history of the construction history. The rains are here, the out of work lists are large and the requests for employees from the dispatch halls are meager. This is one of the months which we find is rather hard to write a column for the *Engineers News* in that it seems that there is very little good news to pass on to you.

Coupled with this, it seems that the politicians are determined to effectuate a cut back in the construction programs. Local 3 lost a good friend Alan Short, Chairman of the State Transportation Committee in the reshuffling of the chairmanships of the Senate in Sacramento. It seems that most of the important chairmanships which deal with jobs went to Senators from Southern California, and this tells you one story—that in all probability the great bulk of the freeway work will be going to Southern California, however, there is one event we can look forward to and that is the coming election in November.

Your Union has formed the Voluntary Organization of Tax Paying Engineers (VOTE) and it is the intent of this committee that we can keep you updated on the voting records of all the Assemblymen and State Senators as well as your Congressmen and United States Senators. We ask each member of this Union and their families to register and vote and study the records of these representatives of the people, and support those who have the best interest of the Engineers and their families foremost in their mind.

It is anticipated that from time to time we will hold meetings in each area devoted exclusively to acquainting you with the political facts of life and the voting records of your elected representatives.

It is also anticipated that we will set up a division in the union to deal with this most important subject in order to keep all the members informed as to what is transpiring from the community level through the state and national levels.

It seems that in America, more now than ever before, that the squeaking wheel is the one that gets the grease. With this in mind, I think we should keep our elected representatives informed as to what we think our needs and desires are.

The Semi-Annual Meeting was well attended with representation from most of the districts throughout our jurisdiction. While there were not as many in attendance as we had hoped for this was no doubt due to the bad weather.

I was able to attend the Oroville District Meeting and enjoyed meeting and talking to many of the members who were in attendance. I was also able to attend the District Meeting in Honolulu, due to the fact that it was necessary for me to go to Hawaii to negotiate an interim agreement with a firm there who will be doing considerable work on the big island over the next few years. In fact, it is anticipated that their entire project will cost in excess of \$600,000,000.

It seems that since the Joint Board for Settlement of jurisdictional disputes are having their problems that we have some Unions who are desirous of encroaching upon the jurisdictional awards of the Operating Engineers. Again, we would like to ask all of you to notify your Business Agents of any violations of our jurisdictional awards that may be appearing on the jobs for we have found out that when we are apprised of the wrong assignments of work that in most instances we can insist that the right assignment be made. Only by working together can we hope to keep building our union stronger in order that everyone can enjoy a better way of life.

The training center at Rancho Murietta is being well attended and those brothers who have been in attendance have the highest praise for this undertaking of our union.

When you read in the paper the predictions of the economists as to how the economy of the country will be turning down if the work opportunities continue to deteriorate as they have in the past, it will only be those engineers who have multiple skills who can hope to be steadily employed.

### Reject Refurbished!

In the first six months of 1969, nearly 10,000 draft rejectees were placed in jobs, training, or other programs by the Labor Department's Manpower Administration. Through the public employment service, jobs were found for 5,237, another 2,368 were enrolled in skill training programs, 400 were persuaded to return to school, and 1,651 were referred to other agencies for various supportive and rehabilitative services.

### Getting More Uniform

All States have unemployment insurance laws which protect workers against wage losses caused by economic unemployment. In addition, all States have workmen's compensation laws which protect employees against wage losses caused by work-connected accidents or illnesses. Only five States and Puerto Rico provide such protection when the wage loss is caused by a disability which is not work-connected.

# Negotiations On Several Key Pacts Due In Oakland

By NORRIS CASEY  
District Representative

Needless to say, with the weather as it has been, the work is slow. Seems like we always forget what it was last year. But all the winters are the same; cold, wet, and no work.

We have a lot of work to do this year. Even though the construction work may not be at its best, we still have much to accomplish. As everyone knows, this, beyond any doubt, will be a most important year in the political field.

You read in the papers President Nixon's proposals to cut the federal funding of highway work by 75%. You also hear that our Governor Reagan proposes to go along with him 100%. You should also realize that these politicians, as well as many more in office now, are controlled by big business and are labor haters. Look at the tax laws they are proposing and passing and see who they work for. It is most certainly not for the working man.

We have much work to do in negotiations in this area this year. The Rock, Sand, and Gravel agreement, which is very important to many of our members, is open. We also have negotiations for all our Civil Service employees; City of Oakland, City of Fremont, Alameda County, and this year some from Contra Costa County. So please help all you can.

Contact your elected representatives by letter and give them your opinions. It helps.

By HERMAN EPPLER

Upper Contra Costa County

Work continues to move at a slow pace as the winter months pass in the eastern side of Contra Costa County. We see many contractors struggling for progress on building projects locally.

One of these is the Handiman Store which is located on Diamond Blvd. in Meridian Park. This store is to be completed this spring and open by early summer.

Dinwitty Const. moves forward in the same area on the new Standard Oil Computer Center for Northern California.

A new Post Office is to be built in the Concord area and the contractor will be the Sheldon L. Pollock Corp. of Los Angeles. This contract was approximately \$1,300,000 and will consist of a one story building with more than 100,000 square feet of paved area.

Also to serve the fast growing Concord area, the Water District is having a new headquarters built on Concord Blvd. between Stanwell and Bisso Avenues.

These are some of the future necessities that will be needed to serve the 100,000 population which Concord is rapidly reaching.

The Pestana Co., which is doing the sewage project on Escobar St. in Martinez, will have to block off all the traffic on Escobar to make the final tie-in during the first part of February. This will be welcomed by many of the Martinez residents and has been a good job for many of the brothers.

Antioch Paving has put the finishing touches on M. K.'s two jobs in Pittsburg. The last of the two was the Highway 4 overpass at

Bailey Road. We hope to see M. & K. get more work in this area.

Down Highway 4 to Antioch we find Perini Corp. doing well on their freeway project. Due to a lot of sand in that area they are able to work when the ground is wet. They are making plans to bring in more equipment for the summer months, and will move most of the dirt at that time.

By TOM CARTER

A new building under construction in Berkeley represents a revolutionary change in the conventional methods of hi-rise construction. Twelve of the 15 floors will be suspended from steel straps attached to the roof truss structures.

Two concrete cores have been erected 165 feet high, 30 feet wide and 40 feet long. Each core will house high speed elevators, rest room facilities, stairwells, duct and conduit equipment. The two cores, 130 feet apart, will be joined at the top by a system of steel trusses. From these trusses will hang 16 steel straps, extending from the

top of the structures to the bottom of the fourth floor. Each floor, except the first three, are pre-fabricated on the ground and lifted with jacks to the fourth floor level. Once there, the floors will be attached to the straps and hoisted into place. Each floor will be three feet thick, 64 feet wide and 40 feet long. They will be completed with all air conditioning and electrical equipment installed before they are hoisted into place. Each floor weighs about 200 ton. The first three floors will be the conventional type construction. This building is designed to withstand an earthquake of nine on the Richter scale. The building is located next to the B.A.R.T. station on Shattuck Ave. and will have a mall type landscaping to match this station.

By JERRY ALLGOOD

Southern Alameda and Southern Contra Costa Counties—This is the year the Bay Area Rapid Transit District stops promising  
See BART TEST page 3

Dear Mr. Clem,

Since being called to work, while training at Rancho Murietta Training Center, this spring 1969, I have thought many times how I would like to thank you for making it possible for me and others to rehabilitate and advance their chances for gainful employment, by training on the many different types of equipment at the center.

I would like to explain why I am so thankful. I feel through you and your efforts I now can use my two legs, and operate equipment.

I had a leg injured in 1963, and after 3 years. Operations, physiotherapy, doctors and more doctors. Some wanting to operate again. Which I refused. And after being on the preferred list as compressor operator, with very little work, not even enough to get the hours required for health and welfare for my wife, five (5) children, and myself. Over \$1500.00 in doctor bills, many thousands on other bills, we had to sell our home we loved so much to pay all this. I was at the point of giving up. And was in the hall in Sacramento to tell Don Morlian, Dispatcher, my feelings, when he suggested I sign up for the training center at Rancho Murietta. I had even stopped reading *Engineers News*, so I didn't know there was a training center.

I admit on arriving at Rancho Murietta there were misgivings. That the people at the center would not have time for me. Well, after talking to Angelo Weir, one hell of a fine person, and his very capable staff, I realized that I was just as important as the other trainees. Looking back, I wonder why Angelo Weir and Ray Austin spent the time talking and helping me. Because at times I would get so disgusted with myself, I didn't think I was doing as good as I should. But not Angelo Weir. He would always tell me, "we're going to make a blade man out of you, Larry, just stick with us." Also, they were always ready to listen.

A very fine group of people at Rancho Murietta. Thanks to everyone at the center, and especially Wendy Phillips, for going out of his way, letting me ride over 100 miles a day free of charge; without his help I never could have made it, I didn't have the money for gas, oil and tires.

I hope every Local 3 member who feels he would like to take this training, will take advantage of Rancho Murietta, especially those who have injuries. I have yet to see a man so good he didn't need help. I am signing up for six weeks training again, as I can still use and need their help at the center.

And Claude C. Wood Co. who I worked for this summer will always have a place for a man who can operate different types of equipment, and I hope to be one of these men.

Mr. Clem, once again, Thank You and your staff for making all this possible. I know it wasn't easy.

Wishing you the best for 1970.

Sincerely,  
Lawrence "Larry" Phillips

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Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103 Advertising Rates Available on Request

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### ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94103. Second class postage paid at San Francisco, Calif.



# Work Slow; Fishing Better As Santa Rosa Winters In

By RUSS SWANSON and BOB WAGNON

"Steelhead Time"—You know it—and now that the rains have come we find the rivers rising and giving the steelhead and salmon a chance to head for their spawning grounds. During this time there will be many Operating Engineers along the banks of the many rivers of this area who claim to be expert fishermen—Good Luck. Incidentally, one excellent location in the past has been the area around Dos Rios.

So long as we are talking about fishing—let's talk about trout—at this writing Lake Berryessa has been the scene of excellent fishing—this comes from some of our spies who tell us that the fish have been running up to 20 inches. One of our spies happens to be Floyd Webb, who is the "Boss Man" for the Robinson Construction Co. project at Steele Park. We are happy to report since Floyd took over this land developing job the problems have smoothed out considerably and the engineers worked plenty of hours right up to the rains.

It looks as though the year 1970 will bring forth much more land development in the Lake Berryessa area because of the high demand for property. So long as we have wandered into the subject of jobs—let's say something of the activity in this area—Huntington Bros. have had quite a bit of work in the Napa Valley and they must be doing all right because we note they are now bidding on jobs over a million dollars—O. C. Jones & Son sneak into our area every once in awhile—the most recent being for the parking lot over at Sonoma State College and Brother Godfrey was a good Foreman, so long as he followed Brady Johns and "Ken's" orders.

Don Dowd with most of the equipment in the yard after having worked on various jobs but mainly at Oakmont and the Ice Arena with Paul Garzot seen mostly in his pick-up because of the amount of traveling he had to do between jobs—Art Siri has just started on the \$400,000 Russian River Road job with Brother Holway at the helm, along with Bill Carrillo supervising. Siri also contemplating work in the Sacramento Area on another race way job—Rock Plants in area such as Windsor (Kaiser)—Heim—McPhails—Basalt (Dillingham) all with work slow now, but also concluding a successful year—the twins "Reichhold & Jurkovich" still laying (Hot Stuff) in many locations when the weather permits—Teichert Const. in the area working at a couple of locations, one at the Petrified Forest and another job in Sebastopol—Absco Paving with most of the work this year in Lake County—Lange Bros. still with a lot of work at Hidden Valley Lake—Peter Kiewit Sons Co.—Atkinson and Vinell all about finished their dirt on the Highway 101 jobs near Leggett, and this coming year will see the paving—that is, unless another million yards of slides happen—Morrison-Knudsen with just a short way to go on their slip out work on the Longvale-Covelo Rd. (When finished, then the State will take over this section of highway.)

We anticipate a few State Highway jobs this year but at this writing we have nothing concrete to report. However, we do know that a phase of the Warm Springs Dam will get underway but only about \$2,500,000 are supposed to be spent. (Rumors have it that possibly 12 million is

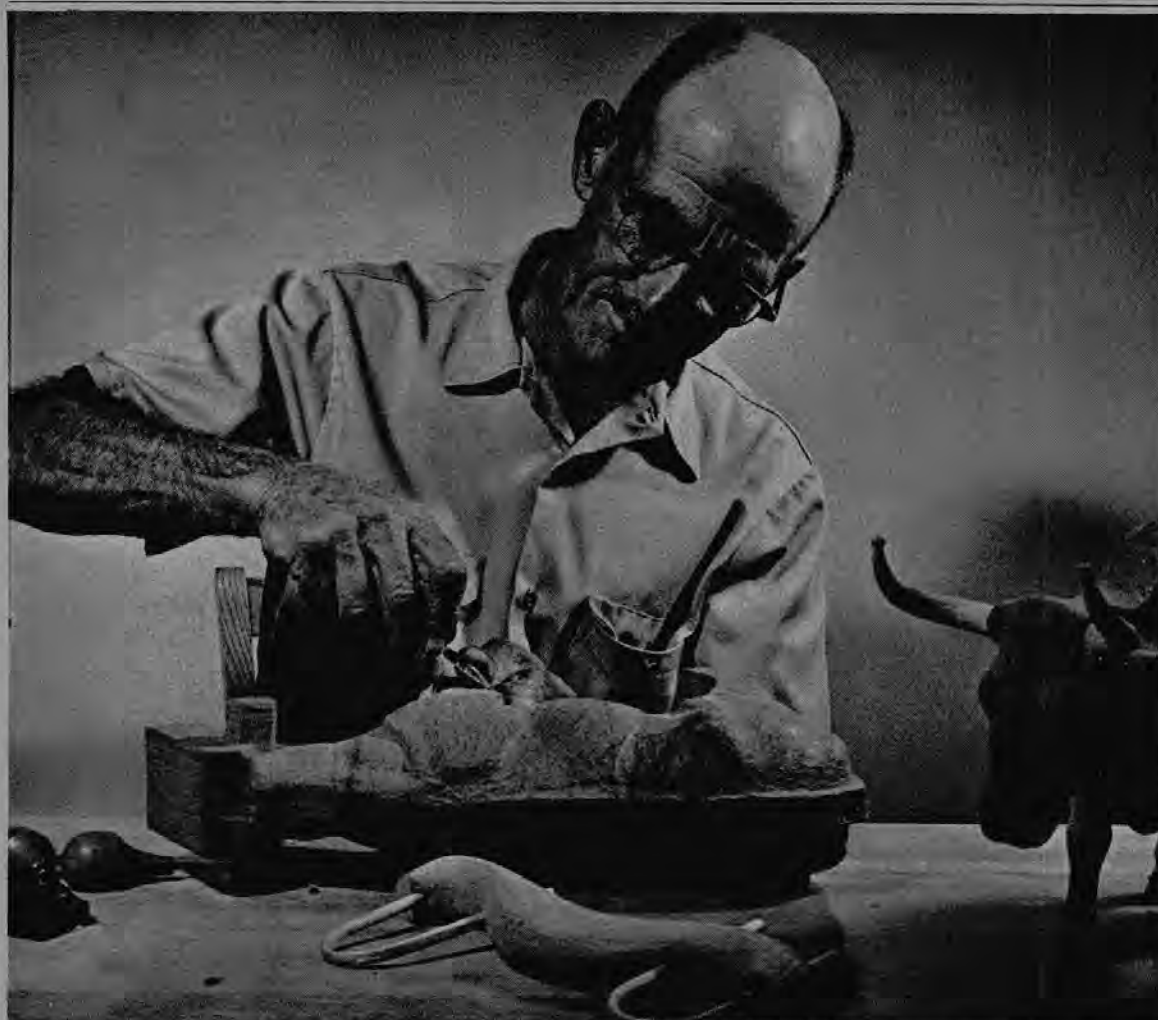
in the making—we certainly hope so.)—Another section of Brooktrails in Willits is supposed to be bid but no dates as yet.

## Meetings—

You missed one—well, most of you did—Art Pennebaker and Ed Park conducted a meeting in Santa Rosa having to do with both the State of California and the National Politics and how it affects you as an Operating Engineer—may we congratulate those of you in attendance for your participation—the meeting was most constructive and we all learned of the problems one must go through to pass any kind of legislation. One of the important

topics is that of letting your Legislators know when you approve or disapprove of a bill which is in the hopper. One good example is that of the proposed 75% cutback in construction in order to stabilize the economy—your telegrams and your letters in your own writing, to those Congressmen, Assemblymen, etc. who represent you, are most important—more on this subject in future issues.

The Grade Setting Class will, in all probability, start in the first week in February, so if you are interested it will be held in Santa Rosa and you should get your name on the list in the office.



BUSILY ENGAGED on a detailed and scaled model of an ox team is Operating Engineer Lewin Millerick. When not following his avocation of wood-

carving, Brother Millerick operates his own tractor on all types of grading jobs in and around Santa Rosa.

# Veteran Engineer Relives Past With Wood Carvings

Life in early Sonoma County and the San Francisco Bay Area comes alive again when Elwin Millerick's strong, blunt-ended fingers begin to carve soft pine wood. What emerges is a figure, exact to scale, meticulously costumed, momentarily stopped in action but ready to resume the normal activities of the 1880's, one thinks, in an instant.

Caught up in the romance of an era past, delighted with the rich conversation Mother Lode he discovers with passersby who want to know what he is doing, half embarrassed yet delighted by the praises his carved figures bring, he finds his hobby satisfying.

During the week Mr. Millerick, who is a member of Operating Engineers No. 3, operates his own tractor, doing all types of grading jobs, in and around Santa Rosa. (What an eye!—most times he doesn't even have to use an eye level.)

His love of sailing and carving led, naturally enough it now seems, to his obtaining permission from the owners of the Balclutha, moored at Fisherman's Wharf in San Francisco, to carve a scale model of the ship's figurehead, that carving of a figure which extends forward from the bow under the bowsprit. Now he has carved models of four figureheads. In addition to the one mounted on the Balclutha, there are three from the museum inside the ship.

One of the figureheads came from the Largo Law, an iron hulled ship carrying nitrate which

caught fire off the coast of South America and was later salvaged. The original in the museum is 4'9" tall, and using his standard scale of two inches to the foot, Mr. Millerick has scaled it to a manageable size. The third figurehead came from the Howard D. Troop, a four-masted, English built ship, once owned by the late James Rolf, colorful San Francisco mayor. This figurehead depicts a gentleman of the period, complete with wing collar, cravat, vest, and knee-length Chesterfield coat.

Now Mr. Millerick's interest has turned to the workmen of the 1880's. He is creating a diorama which will be a replica of his uncles' horseshoeing shop which was located on Western Avenue in Petaluma from the 1880's until the 1920's. Included in the scene are two men, representing Ed and Mike Millerick who were the proprietors of Millerick Brothers, using the tools of their trade. A fanatic for accuracy, Mr. Millerick has even carved a forge to scale and a vise that will really operate. He also points out that horseshoeing shops did just that, while blacksmiths worked metal and were the forerunners of today's welders.

Lounging in the background of the diorama is the drifter who could always be found in the shop, whittling on a piece of wood as a pastime. Mr. Millerick envisions him as a Civil War veteran who drifted West, picked up colorful

See YESTERDAY LIVES page 5

# Good Work Year Ahead For Marvelous Marin

By AL HANSEN, BUSINESS REPRESENTATIVE

We should look forward to a good year here in Marin—with weather permitting, however. To this date, the weather has been holding out fairly well.

SAN RAFAEL VIADUCT TAKING SHAPE OVER THE LAND—The sights and sounds of freeway construction are in evidence along Highway 101 in San Rafael, where a southbound viaduct is under construction. When completed it will carry three lanes of southbound traffic, and the existing viaduct will be converted to a three-lane roadway for northbound traffic. Commuters may see it as a relief from frus-

trating hours spent in the crush of the commuter bottleneck in the viaduct area, while conservationists may view it as addition of another ugliness in the environment.

To some, the new viaduct may represent a prime example of art and ingenuity. The steel reinforcements are what will keep the new freeway from crumbling in the event of a severe shock, like an earthquake. Most of the steel reinforcements and frames are termed Tinker Toys by the workmen because of their resemblance to the well-known children's building materials. Tons of earth have already been bitten out of the ground, the steam shovel being used appears to be a large beast as it devours and disgorges portions of ground which must be moved in the wake of construction. Tons more will be moved by the shovel's steel jaws before the building is complete.

TO GET THINGS STRAIGHT—the surveyor's transit on Murphy-Pacific Enterprises job—this robot-looking instrument is used by the freeway addition's surveyors to make certain all new construction is properly and perfectly aligned.

Contract awarded for widening road—two-tenths of a mile of Highway 101, south of Spencer Avenue overcrossing has been awarded to E. A. Forde Co. of Greenbrae. The low bid was \$51,549. They were also low bidders on drainage and sewer construction in San Rafael, Beechwood Drive.

A. Teichert & Sons of Woodland were recently awarded a \$31,585 contract to resurface San Marin Drive from Highway 101 to Simmons Lane.

Chilotti Brothers were recently awarded more than four miles of street resurfacing work in Novato at a cost of \$68,345.

Four-Lane Washington Street Plan gets nod—plan lines for the proposed widening of East Washington Street to four lanes have been approved by the Petaluma Planning Commission. The plan line begins at the area of reconstruction of the Washington Street Bridge. The width of 69 feet would be continued along the presently 42-foot wide street to Highway 101. Construction cost for the project was estimated at \$323,000 with another \$1 million for rights-of-way. The plan would permit four traffic lanes rather than two with protected left turn lanes at major intersections and street parking in most blocks.

LAND SURVEYORS AND WHAT THEY DO—The men who trace the Boundary Lines—Surveying is an old practice dating back to the dawn of history when man first began building structures and calling the land around him his own. Records chronicle the activities of Babylonian and Egyptian surveyors, the latter, recognized as among the nobility, being charged with the tremendous responsibility for retracing the boundaries of landholdings in the fabulously fertile Nile River Delta after the yearly floods. Yet most Americans today have only some faint ideas as to the work performed and the responsibilities assumed by the land surveyor.

They know that George Washington was the most famous of our surveyors as well as the most prominent and beloved American of his time and all-time. They know that the surveyor works with something called a transit. As they know that he deals with boundaries, rights-of-ways and easement lines, sometimes in a manner in-

See SURVEYORS page 8



By Mid 1972

## Sacramento Freeways To Ease Traffic Jam

By DOUG FARLEY,  
AL DALTON, MARTY  
COORPENDER, AL SWAN

By the end of the next decade it will be possible for a Sacramento motorist to jump in his parked car near the state Capitol and drive northeast by freeway almost to Madison Avenue, east by freeway almost to Mayhew Road, or south by I-5 freeway nearly to Freeport—with none of the three trips taking longer than 10 minutes.

This is how distances will shrink when the interstate freeway and state highway networks now planned for Sacramento by the State Division of Highways are finished and opened for traffic.

Breathing the biggest sigh of relief, perhaps, will be those commuters from the eastern sector of Sacramento County who seem to mark off each calendar day as one step closer to the time when a critical and highly congested 12 miles of U.S. 50 will be replaced with freeway.

Peak-hour traffic is now maneuvering bumper-to-bumper on Folsom Boulevard, a situation which will have its earliest relief in mid-1972. It will require three construction projects to convert this highway to freeway from its junction with Interstate 80 near W Street to Sunrise Boulevard. From that point there will soon be full freeway all the way to Placerville.

The first two of three projects converting the dozen miles of Route 50 in Sacramento to freeway are financed and bids will be called early in 1970. The third and final link to convert this important route to freeway between Mayhew Road and Sunrise Avenue could be advertised early in 1971 and opened to traffic about 1973.

Thus in three more summers a motorist will be able to get on I-80 in San Francisco and drive freeway all the way to Placerville.

Interstate 5 is California's only north-south trans-state freeway. It curves into the capital city from the northwest, passing Sacramento Metropolitan Airport and improving the flow of persons and goods to points all over the world.

This six-and-eight-lane freeway is finished north of the city and two major projects in the central area of Sacramento will be completed by late 1970. One of these is providing freeway-to-freeway bridge connection to Interstate 80 east and west.

South of Broadway in Sacramento, there is a 22-mile-long corridor, much of it adjacent to the Sacramento River, which will accommodate I-5 freeway when it is constructed toward the San Joaquin County line.

This work will be done under five separate projects and the Division of Highways timetable calls for completion of all five units by mid-1973.

In the central area of the capital, Interstate 80 elevates traffic above city streets and from west or east, it will be an eight-lane freeway all the way from Davis to Roseville.

Additional lanes near Davis may be ready for traffic by 1975. In the north area, between Madison Avenue and Roseville, widening to eight lanes could be completed by mid-1972.

Motorists on I-80 will reap still another improvement, however. The Division of Highways plans to relocate about five miles of this freeway between A Street and a point north of Haggin Oaks Golf Course.

A completely new six-lane freeway, including a bridge across the American River, is planned to parallel existing 80 on the northwest. Some of this construction is al-

ready under way in the vicinity of McClellan Air Force Base.

The by-pass freeway, Interstate 880, which will carry through traffic around the central area of Sacramento, will be in use by 1971. This six-lane freeway links I-80 in Yolo County with I-80 in the north area of Sacramento, a distance of 10½ miles. Traffic experts predict that 70,000 vehicles will be using it daily.

By 1979 Interstate 5 south of Broadway will be handling 90,000 cars and trucks a day and U.S. 50 will be speeding the flow of 95,000 vehicles each day.

Meanwhile, the motorist who has parked his car near the state Capitol on a January day in 1979 will be able to nearly double the distance he can travel in 10 minutes then, over the distance he can safely drive in 10 minutes today.

Sutherland Construction, Inc. was started in 1947, by Bob and Smokey Sutherland, both long time members of Local No. 3, with one D7 Dozer. From this time, the company has continued to grow.

Though the backbone of the company has been its earthwork, and paving operations, in the past few years it has added the installation of water and sewer systems to the many other services which it provides to the foothill communities which they serve.

While Smokey has been active in the business until recent months, he has now decided to retire. Bets are, that it won't last long.

Monty Swartz, as the man in charge of engineering and estimating, and Dave Kirkcaldy, wielding the heavy hand over accounting and computer departments have contributed much to the success of these departments.

Bob Sutherland has created, organized, and operated many new companies, including Sutherland Construction, Inc., J.D.S. Trucking, Inc., Sierra Pipe Co., and his newly started bulk road oil plant and boot trucks are under the supervision of Chuck Gulley, one of the very best oil men in the business.

Bob Sutherland has been building recreational land subdivisions for many years and is now considered one of the few top experts on this type of work in the industry.

Two of Bob's five sons, Bobby Sutherland III and Donald Sutherland are now working for the company and are learning the business. Bobby is a construction foreman and a member of Local No. 3 and Danny runs a company owned freight business.

The company, working closely with the Trade Unions has built an expert corps of employees which is ably led by foremen chosen exclusively from Local No. 3. During the summer months, Sutherland Construction, Inc. contributes in excess of \$100,000 a month to the community in the way of payrolls. The biggest share of this is paid to members of Local No. 3 who they employ.

Art Garofalo, Jack Livingston, and Bobby Sutherland III are running work at Alts Sierra, while Smokey Sutherland and Bob Ashurst were finishing work at Cottonwood. Fred Lewis, another long time employee generally takes care of most of the local city and county work.

Revision of the Auburn Dam Project road program to provide for bridges across two forks of the American River is urged by Rep. Harold T. Johnson of California's 2nd, Mountain-Valley, District.

The congressman has called upon Ellis L. Armstrong, new commissioner of the Bureau of Reclamation, to change the bureau's

See FREEWAYS page 12

Also Plays Pool One-Handed

## Operator Belts Mean Tune

If there is a single adjectival word that would cover the majority of the members of Operating Engineers Local Union No. 3 it would have to be "versatility."

And this in the truest sense of the word's meaning.

For not only are these men, who operate the massive land moving equipment in the field; survey goat-trailed sites for new cities; maintain and keep functional heavy construction equipment and provide leadership and skills for nation's great equipment shops, multi-skilled in their own trades, they find the spare-time to be successful in an amazing variety of avocational pursuits.

Merrill Galenski, now known professionally as Merrill Clark, who has been an operator out of the San Mateo area for about 8 years typifies the "versatile" operating engineer.

Brother Clark-Galenski is composer of the latest folk-rock hit "Free, Wild and 21" and is currently under contract to the ABC Recording and Publishing Company.

He has been featured on television and is now working on a network show. With three other musicians, he has played all over the world including many military installations in Japan and Okinawa and this country.

Besides singing and playing country and folk-rock and composing hit tunes, Brother Galenski-Merrill plays pool one-handed between acts.



BROTHER CLARK-GALENSKI

Anyone interested in booking Merrill Clark can reach him at PO Box 172, South San Francisco, CA 94080.

Who knows, you might get the next Glen Campbell while he is still in the affordable price range.

## BART Tests Will Continue

Continued from page 2

and finally starts producing.

No number of press releases by BART publicists will be able to mask what happens along 22 miles of railroad between Hayward and Oakland. The trains and sophisticated automatic equipment will either work as promised—or they won't.

Two laboratory cars to check out automatic train control equipment are being assembled at Benicia. They will be ready for tests on the line between Oakland and Hayward in April or May.

Ten passenger cars, called "prototypes" because they will be almost exactly the same as the standard BART trains, are to begin arriving in August to the districts big shop building and maintenance center in Hayward. When these cars operate properly, the remaining 240 on order will be produced, hopefully on a schedule permitting revenue passenger service between Fremont and Oakland in August, 1971.

The plan approved by voters in 1961 called for delivery of the first 10 cars on January 1, 1966, a full four years, and eight months earlier than when the event is now scheduled to take place.

BART enters the year 1970 with a freight train load of promises, many of them made before the 1962 election.

Will the trains be virtually silent, as promised? The persons living along BART's elevated tracks in Hayward, San Leandro and Oakland will know for sure this fall. The 10 prototype cars running at 80 miles an hour will either be quiet, as promised, or noisy.

Another promise: fully automatic operation with no operator, just an attendant aboard the train monitoring automatic as BART promises to be. A year ago today it began operation, but automatic controls had so many bugs it was May before the sophisticated robot equipment was used.

Knowing it would be difficult to "tune up the automatic equipment, designers made it possible to run the trains with equal safety under manual control. There are still occasions when manual operation is required.

BART's joint venture engineers, Parsons, Brinckerhoff-Tudor-Bech-

tel, made no such arrangement for BART trains. If the automatic equipment acts up, the railroad won't run, except at a slow pace of 25 miles an hour—hardly "rapid transit."

Hoping to avoid such problems, BART has scheduled a full 15 months of testing on the Oakland-Hayward line, which is now nearly complete and ready for trains. The idea of the extensive testing is to find and correct all of the bugs long before the railroad is open to passengers.

Two critical problems remain: delivery of the equipment on time, and training personnel to operate and repair it. A tight schedule governs delivery of the passenger cars. The Rohr Corp., a southern California aerospace manufacturing firm that has never built a rapid transit car, but promises to meet the schedule, must obtain on-time delivery of the many components (such as wheels, motors, glass and brakes) from other manufacturers. If these materials arrive on time, Rohr will be able to assemble the cars on schedule.

The train propulsion equipment has never been used on production rapid transit cars in North America. Only a few experimental versions have been produced for tests in such places as New York and Chicago.

General Electric Co., which has been building rapid transit propulsion equipment since the invention of the trolley car, declined to bid on the electrical contract. Its officials said reliable production couldn't be produced in time to meet BART schedule. Westinghouse Electric Corp., which insists the schedule can be met, won the contract.

Training of personnel is under way and will be accelerated when the actual cars arrive. The shopmen who will repair the trains will start work at the Hayward shop in February.

Last year was a big one for BART because the district solved its immediate financial problems. Solving the money problems made it possible for BART to buy all of the pieces of a gigantic jigsaw puzzle. This year that puzzle is supposed to be put together, and next year—unless there are more delays—the public will decide if they like the result.

By ALEX CELLINI

*Quarries, Equipment Dealers, Plants and Scrapyards*—The Rock Sand and Gravel industry has been rained on pretty good in the past few weeks. The work is still slow but job wise things are holding up well. Most of the stock piles are very low, so between building these up and repairs on the plant and equipment, most of the brothers should keep busy until things break in the construction industry again.

Rhodes & Jamieson in the Fremont-Centerville district has their dredge working three shifts now to keep material stockpiled for their plant operation.

The Scrap Iron Industry is again in good shape for the time being. Schnitzer Steel, Essee Iron, and the Learner Company have maintained their crews. Howard Terminal crews have been busy with scrap-ships and unloading freight.

The Equipment Dealers are in a little bit of a slump at the present time, but there is some rental equipment to be brought in for service and repairs. We hope that this work will keep all the brothers busy during the bad weather.

BY ELMER RODERICK

*Oakland and San Leandro Areas*—The work picture in the Oakland area is holding up real well in spite of the weather. Williams and Burrows are still going strong on the Oakland Reservoir with about 5 operators on the payroll.

By this time Gordon H. Ball should be finishing their job on the Grove-Shafter Freeway. Brothers Frank Simpson, R. Hillhouse, and Bert Ferini have been on this job since it started in 1967.

Massman Const. has 5 brothers employed doing the piledriving for the overpass at 75th Avenue and San Leandro Street.

Most of the hi-rise construction is continuing as scheduled in spite of the recent heavy rains. Simpson & Dillingham are doing the work on the Mosswood Park Building and Turner Const. has 5 brothers working on the Kaiser building.

Kaiser Steel has several brothers working on the hospital expansion job and are using a 4000 Manitowac for the heavy work.



## Crescent City Turn Out Tops

By RAY COOPER and  
GENE LAKE

Once again Old Man Winter sits cross legged in District 40, determined to remain here for the full length of his annual stay. Most of the contractors have gone into hibernation while the brother Engineers gather to reminisce the past seasons and plan hopefully of the coming work year. Last season was probably the worst in many years in the Eureka area. This year, at present, shows some sign of improvement over the last unless the administration decides at the last minute to invoke cutbacks for some reason or another.

We want to thank the good brothers in the Crescent City area for their splendid turn out last month at the informational meeting held in that city. Brother Fran Walker, Trustee and Special Representative was on hand to explain the expanded fringe benefits as well as answer questions on retirement and other areas of special interest.

Last week we held a pre-job conference with representatives of the J. F. Shea Co., Inc. of Redding, California. This firm was the low-bidder on the Arcata Sewage Modification Plant job, also, included will be almost a mile of new sewer line. Work will begin in about a week. The price tag was \$1,450,000 which in turn will provide employment for several of the brothers for approximately a year.

Bids on 2.4 miles of freeway on Hiway 101, 2.7 miles south of Scotia, will be opened in Sacramento on January 28, 1970. This project will include a bridge at Jordan Creek and an undercrossing at Stafford Road. About 3.3 million has been set aside for this project, with completion planned for the late fall of 1971. Many of the brothers have shown considerable interest in this job as it will give them an opportunity to work close to home for a change.

Ray Kizer Construction Company of Redding appears to be low bidder on the Casquet-Orleans Forest Service Road project. This one is not recommended for those who want to work close to home. It is about 5 hours driving time from the hall here in Eureka. Also, this is going to be a rough job because of the steep and rocky terrain. This contract went for \$2,000,000. At the present time this one is under several feet of snow.

Crown Simpson Pulp Company plans to spend over \$2,000,000 this year at their Samoa mill to utilize waste sawdust. Construction of a sawdust digester is to begin in the near future, however, no contracts have been let as of this date. This type of project will provide some much needed work for the Brothers on the "Preferred" list as well as crane operators and oilers.

The excavation on the A. B. Siri job at Samoa is just about wrapped up. Two more weeks and the subgrade will be finished. Some of the rubber-tired rigs are to be moved out this week. Redwood Empire Aggregates will take over the base rock and paving. We really hate to see this one end as it has been a good winter job for many Engineers. Also, we have had excellent relations with the Arthur B. Siri Co. headed by Superintendent Bruce Langley.

The Western Pacific Dredging Companies "Sandhog" is still on around the clock operation. At the present time it is on the north side of Humboldt Bay for the Guy F. Atkinson Company.

See EUREKA page 13

## Starvation Complex Completed

By ASTER WHITAKER,  
J. NEELEY, TOM BILLS,  
WAYNE LASSITER and  
KAY LEISHMAN

Closing the bulkhead gate at Starvation Dam in November 1969 marked completion of the first construction milestone for the Bonneville Unit of the Central Utah Project. The Starvation Complex is the first to be completed on the 324 million dollar Bonneville Unit. Work on this 20 million dollar complex began in March, 1967, and was officially "kicked off" in special Bonneville Unit Day ceremonies overlooking the damsite in May 1967. Water stored in the reservoir is to be used to supplement the inadequate irrigation supplies on the Duchesne River, to replace water that will be diverted to the Bonneville Basin area through the Strawberry Aqueduct now under construction, and to relieve under certain conditions the Moon Lake Reservoir of water deliveries to the Midview Exchange area.

Starvation Reservoir is located on the Strawberry River about three miles upstream from Duchesne. Most of the water to be stored, however, will come from the Duchesne River thru a one-mile long tunnel and an 84" diameter concrete pipeline which diverts water at the Knight Diversion Dam. Starvation Dam was "topped out" at a height of 155 feet in late September. The dam is composed of 4,600,000 cubic yards of earth fill material weighing more than 7 million tons. The dam would be equal to the height of a 16 story building and weigh as much as a fleet of 50,000 Boeing 707 airplanes. The dam crest is more than one-half mile long. The dam is 750 feet wide at the base tapering to 30 feet in width at the top.

Water storage began last fall and high runoff from the Strawberry and Duchesne Rivers will be stored in the reservoir in the spring of 1970. The reservoir will store more than 167,000 acre-feet of water with a surface area of 3,310 acres. Incidentally, this is more than Deer Creek Reservoir with its capacity of approximately 152,000 acre-feet.

Due to the inundation of sections of Highway 40 by the reservoir a new bridge and section of highway have been constructed. The highway relocation consists of a 6½ mile section of road and a 1,634 foot long bridge. The new bridge is Utah's longest over water and was designed by the Utah State Highway Department.

With a storage supply of water available, the agricultural income in the Duchesne area should greatly increase. Excellent recreational facilities are planned at this reservoir by the National Park Service. Trees, buildings, and other loose debris that could obstruct boating are being removed from the reservoir basin, a concrete boat ramp is being built to accommodate boaters, camping and picnicking facilities will be provided near the reservoir, and all types of water sports will be available to attract people from many miles around. Duchesne County and the town of Duchesne in particular are already beneficiaries of this newly finished project. Since the construction began about three years ago, the town of Duchesne has seen its population increase by 60 percent. With the accompanying increase in the school population, the Duchesne County School District has qualified for Federal assistance to improve and enlarge their educational facilities. Also, the expanding population and salaries of the new people have stimulated the economy of the whole county as well as the town of Duchesne.

While the benefits to Duchesne County, both present and anticipated, have been great, the rest of the 12-county Conservancy District area will receive similar benefits as construction moves forward and additional features of the project are completed. Salt Lake and Utah counties will receive additional municipal and industrial water supplies to support a population increase of 500,000 people. From population projections this should occur by about 1990. Enough new agricultural water will be developed to supplement present supplies and to develop new land in which production would be the equivalent to the production of 700 new farms of 10 acres each. This agricultural increase is equal to the present agricultural income of Utah County. Supplemental water will be provided throughout the District for agriculture.

This mammoth project will mean many things to many people. To the farmer it will mean an increased and more stable economy. For the urban population it will mean a dependable supply of water and an expanding supply to meet the needs of future generations both for domestic and recreational purposes. It will support and stimulate more industrial growth in the State. Everyone in the State will benefit either directly or indirectly. Water is the key to Utah's future

and as key Congressional people have said on many occasions, "The Central Utah Project is the key to Utah's growth for the next 100 years."

Six and one-half million dollars in new construction was opened for bid by the Utah Highway Department. The largest project is construction of eight miles of I-70 from Cottonwood Wash to Harley Dome in Grand County. Low bidder was the W. W. Clyde Construction Company with a bid of \$3,596,838. L. A. Young Sons Construction was low bidder on the second-largest project on I-70 with a figure of \$2,090,424. This job is located between the San Rafael and Green rivers in Emery County. M. Morrin and Son, Ogden, was low at \$1,067,893 to build approaches and three prestressed concrete beam overpasses on I-80 at Redwood Road in Salt Lake City.

The Senate Appropriations Committee recently announced that an additional \$4 million had been added to the President's recommended budget for Utah water management projects.

Back in line for essential funding are the Little Dell Project near Salt Lake City and Central Utah Project's Bonneville Unit. The previous budget proposals had entirely ignored the Little Dell Project, a flood control facility that would provide important supplemental water supplies

as well as improved recreation facilities. \$400,000 has been approved for Little Dell planning work. If the appropriations bill still includes the new funds when passed, final planning for Little Dell can move that job closer to realization. It will still be necessary to obtain construction money from Congress — approximately \$21 million at the last estimate—but with a little luck the construction project might get under way within the next five years.

The annual freeze-up has made its debut. It most generally happens between December 15th and January 15th. It has closed down some work, but the overall picture is better than normal at this time of year.

Cox Construction Company is still busy on Interstate 80 between Low and Knolls and they are making fair progress on a two-shift basis.

Industrial Construction is moving equipment in to Delle and are expecting to kick that job off soon.

L. A. Young Company has curtailed their work on the access road and railroad grade from I-80 to the proposed plant site of the National Lead Company, approximately 12 miles north of Delle, Utah. The cold weather has temporarily shut off grading operations but the crushing plant will continue.

See UTAH page 6



WOODCARVED DIORAMA recreating to scale the horseshoeing shop of the 1880's that was owned by his uncle in Petaluma is the work of Elwin

Millerick, a member of Operating Engineers Local Union No. 3. Brother Millerick is gaining widespread fame for the excellence and detail of work.

## Yesterday Lives In His Fingers

Continued from page 4

articles of clothing from the Navajo and Hopi tribes on his way West, followed rodeos until he became too old or infirm, but who still stayed around horses and horse-loving people. He is sitting on a tea chest, a model of one brought around the Horn in a sailing ship.

Other nineteenth century workers, builders of the Bay Area, who have had the carver's devoted attention are the promenaders, a man and woman elaborately dressed for their arm-in-arm stroll; two railroaders, an engineer oiling a driver (wheel) and the conductor with his characteristic flat-topped black hat; and a carpenter whose work clothes differ little from those used today. He has carved a goldpanning

miner straight out of the mining camp; a Chinese gentleman, perhaps an importer, and an important person in the Santa Rosa and Petaluma Chinese colonies; an Italian fisherman; a resplendent Emperor Norton; a pony express rider, fresh off his horse, wearing a fringed shirt, wrinkled and creased pants, perhaps soon to lead his horse to the station.

Despite this productivity, Mr. Millerick seems to be only beginning. He returns each Saturday and Sunday to Fisherman's Wharf where he sits between the Balclutha and his Ford van to work on more figures, to recreate the history that goes with each figure, to explore the history of wood carving with people who stop to talk with him, and to savor the interests of others and the tales they tell of far off places where they live.



# Central Valley Project Moves

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

A House-Senate conference on public works appropriations today approved the highest figures recommended for the Central Valleys Project and for projects of the Army Corps of Engineers in California.

The conferees agreed to keep a \$3 million increase for CVP which the Senate voted over and above the House-approved budget. They also retained higher Senate appropriations for Sacramento River bank construction and Hidden and Buchanan Reservoirs in Madera County.

The action leaves intact Senate increases of \$1 million each for the Folsom South Canal, San Luis Drain and Westlands Water Distribution System, as well as earlier House increases for the three projects.

The House and Senate still must approve the action of the conference.

There is a prospect of controversy, however, on only one major item in the appropriations measure, a provision for federal matching aid to states for the construction of waste treatment facilities to combat water pollution.

A compromise figure of the \$800 million was reached by the conferees, halfway between the \$600 million voted earlier by the House and \$1 billion approved by the Senate.

California has a large stake in the outcome. It would be entitled to \$82.8 million under the full \$1 billion appropriation. It would lose \$15 million to \$20 million under the conference approved compromise. Under the original Nixon administration recommendation of \$214 million, it would have been entitled to only \$14.8 million.

Sen. Allen J. Ellender, D-La., chairman of the Senate public works appropriations subcommittee, credited Sen. George Murphy, R-Calif., with having had a major influence in increasing appropriations for California water projects.

Also instrumental in gaining the increases for California projects were Reps. Harold T. Johnson, D-2nd, Mountain-Valley, District, and Don H. Clausen, R-Crescent City, who with Murphy held hearings in the state last spring to begin compiling a record of damage caused by severe floods and increased funding needed for flood control projects.

The conference action brings the total recommended budget for the Central Valleys Project to \$42.6 million compared to the \$33.7 million requested by President Nixon.

Army Engineers' projects in the state would receive a total of \$35 million.

The overall budget for water projects in the state, excluding antiwater pollution grants, would be \$77.6 million, well above the administration recommendation of \$60.8 million.

Of major importance to Sacramento, the \$3.464 million figure retained for work on the Folsom South Canal would allow the project to proceed in time to provide water by the date needed for the \$200 million Rancho Seco nuclear plant being built by the Sacramento Municipal Utility District.

SMUD threatened to build its own \$18 million pipeline to the American River to provide water if work on Folsom South were delayed further. The action would have cost the government an estimated \$40 million in revenue over 40 years through loss of SMUD as a customer for water.

Appropriations for Buchanan and Hidden Reservoirs of \$500,000 and \$600,000, respectively, will allow each to go into the construction stage.

The higher Senate figure of \$2.5 million for Sacramento River bank protection also was kept in conference. The House earlier approved \$2 million.

Increases for the Westlands Water Distribution System kept by the conferees bring the total budget to \$7.8 million, as against the Nixon recommendation of \$5.8 million. For the San Luis Drain, the conference approved a budget of \$7.1 million, while the administration asked \$5.1 million.

No increases for the New Melones Project, budgeted at \$3 million by the House, were made by the Senate.

Also, unchanged by the Senate in its earlier action were the following amounts:

- Auburn Dam area, \$11.9 million.
- Stockton - to - San Francisco channel, \$550,000.
- Contra Costa Canal short-cut pipeline, \$850,000.
- New Bullard's Bar Reservoir, \$4.5 million.
- Tehama-Colusa Canal, \$4.6 million.
- Marysville Reservoir planning funds, \$750,000.
- Napa River flood control work, \$50,000.

**DOWNTOWN** — Continental-Heller Corp. of Sacramento is nearing completion of the Plaza Towers on 5th Street.

Total cost on this section of the building is \$6,500,000 with the elevator core included.

Another section to it will be built as soon as the completion or the end of Dec. and the offices rented. At this time, approximately, half of the building has been rented which has 14 stories with the top floor to be used as a restaurant and cocktail lounge.

The construction was quite unique as no reinforcing steel was used. Post tension cable was used instead, making the basic structure construction more rapid. One floor was poured with concrete every six working days. Eleven thousand yards of concrete was used.

Brother George Neely was on the tower crane and Curly Williams operated the material hoist and elevator.

The development of a 20-story, 400-room hotel in the Sacto. Redevelopment Area is being considered by an un-named California firm.

The hotel would go on the present Macy's parking lot at the west end of the K St. Mall.

When the Stouffer Foods Corp. of Cleveland attempted unsuccessfully to put together a 400-room hotel package on that site in late 1968, there was a pending proposal for a 150-room motel on the west Chinatown site.

The site will be next to the new Interstate 5 Freeway with good access.

The hotel would also have a banquet-room seating capacity of 1,500 people much larger than the Stouffer hotel package.

A. Teichert & Son is nearing completion of their project on the downtown Capital Mall.

This project was more than \$2,000,000 and will be completed this month bringing business downtown again, hopefully, with the expansion and redevelopment.

The State Division of Highways will open bids in Sacto. Jan. 7th for landscaping along Interstate 5 Freeway between L and the American River.

Work will consist of planting 100 trees most of them being Calif. sycamores and Fremont

cottonwoods plus 2,300 shrubs, 312,000 ground-cover plants and installing an irrigation system.

The Division of Highways reported \$350,000 is available for the landscaping which is to be adjacent to the old Sacto. historical area.

**RANCHO SECO** — Tucked away in a remote corner of Sacto. County, 25 miles southeast of the Capitol City, the Sacto. Municipal Utility District's 800,000 kilowatt nuclear generating plant, scheduled to be in operation by 1973, is beginning to take shape.

The statistics offered by this \$210 million project are enough to dazzle the imagination.

Rancho Seco, when its steam turbine generators start turning, will produce enough power to equal that of SMUD's entire Upper American River, six-power house, hydro-electric system.

And to top that, SMUD officials believe they will have to start construction of another nuclear-fired power plant, a twin to the one now building at Rancho Seco, before the present plant is completed, if they are going to meet the area's future power demands.

Rancho Seco, not only because it will be Sacto's first atomic power plant, is peculiar in many ways.

It is the first of the nation's 47 nuclear electric generating plants now in operation or under construction, to be built on a dry site. That is, it is not located on the seashore or beside a lake or a river, so the water necessary for its steam power will have to be brought to it.

Thus, the construction of the proposed Folsom-South Canal by the US Bureau of Reclamation, or a pipeline built by SMUD, will carry the necessary 25,000 acre feet of water annually to feed the more than 1.2 million horsepower steam turbines at Rancho Seco. It will take 21 railroad flatcars to move this 2,650-ton piece of machinery onto the plant site.

Rancho Seco's twin evaporation towers, which will cool the steam-heated water in the plant's generating cycle will be 450 feet tall. With the exception of the 1,500-foot Walnut Grove television an-

tenna, they will be the tallest and most immense structures in Sacramento County. In winter, they will produce a column of non-radioactive steam visible in Sacto., 25 miles distant, and the evaporation emanating from the giant cones will be equivalent to 60 inches of rain per year within 200 yards radius of the towers.

SMUD plans a recreation development around a 2,000 acre-plus reservoir which will be used as stand-by cooling water of the 2,400 acre Rancho Seco site.

**HIGH COUNTRY** — In the mountain area, Hiway 50 and 80 are still working in full swing trying to beat the winter weather. Sutherland and Elliott Scott are working on a housing project job near Grass Valley on Hiway 49.

The mountain country is getting to look like a city in some parts. A new company by the name of Mountain Constructors is opening up a new area near Cool on Highway 49. Vail Associates is working a number of surveyors about 20 miles east of Georgetown near Stumpy Meadows.

A. Teichert & Sons is about to put the finishing touch to the Highway 50, freeway job, West of Placerville. Darkenwald was the sub on this job.

The P.C.A. Plant in Folsom is now furnishing the aggregates for the Brush Creek Dam because of the death of Henry Sparks, owner of the S and P Sand and Gravel Plant, who had the contract with the Dravo Corp.

## UTAH

Continued from page 5

W. P. Harlin Company has a fine pile driving crew at work on the new J. C. Penney office building which is under construction at 3rd South and Main in downtown Salt Lake. Brother Jay Betts is operating and Brother Jim Williams assisting. Brother Glen Parker is running the loader. This company has another crew at work on a new Travel Lodge Motel on the 6th South off-ramp at 1st West. Brother Paul Brown is the operator and Brother Ken Hayes his assistant.



MODEL OF RANCHO SECO 800,000 kilowatt nuclear generating plant that is now under construction in Sacramento County is shown above. The \$210 million project is expected to go into operation in 1973.

## Chicken and/or Feather

By LAKE AUSTIN and LOU BARNES

The work picture hasn't changed since our last article. Most jobs are down because of weather—the brothers are taking advantage of this however and are fishing in the streams and lakes in the area. The fish are really biting and running from two to five pounds in Shasta Lake.

Gibbons and Reed canal job is a chicken and feather situation. At this writing however, engineers on the job will work except on real bad days. Mills Construction will probably be able to pour some concrete during this winter.

Lord and Bishop Construction job in Red Bluff also has started driving piling as this work is not bothered by the rain so some of the brothers will be working. J. F. Shea has the clearing and dirt moving but it will only require a small crew because this job is primarily a street widening and bridge job.

T. H. R. rock operation and F. W. Case sand plant in Red Bluff is down due to weather and they will probably stay on a reduced payroll during the worst part of this winter season.

M. Dubach Construction job on the old Price Ranch was going full bore until this last rain. They were moving a high volume of dirt per shift and just as soon as possible they will move back on this work. Sierra-Pacific is doing the underground work on this large development and more generally it's been a good job for the brother-engineers working on the deep trench work. Chicago Bridge & Iron have erected a small tank and although it was not too long of a job it all helped.

J. F. Shea's rock, sand and gravel plant in Redding is erecting a new ten thousand pound hot plant—the operating engineers working on this operation are working most of the time. There will be quite a lot of work to be done around the new plant and the company will tear down the older smaller hot plant.

Peterson Tractor shop is working as usual—but the crew stays small almost constantly. Many of the construction employers try to get work done on the cat equipment during the winter season—this helps the mechanics in the shop get steady checks.

Most of the rock plants throughout the area are still operating. Gordon Ball's plant at Yreka is down doing repair with 5 brothers working at present. The plant will be back in operation with a full crew in February (weather permitting). They topped out on the muck on their highway job as of last Tuesday—this will be a finish operation to completion.

Hughes and Ladd and McConnell, interstate 5 at Yreka are still in full swing moving rock with a rubber spread and hope to work most of the winter. This company were low bidders on a section of highway in Oregon and will be taking a few of our brothers with them.

W. Jaxon Baker Inc. of Redding has submitted the low bid for widening a three-mile portion of Lake Boulevard from two to four lanes. Work on the project is scheduled to begin soon and will include realignment and elimination of a sharp S-curve near Summit City. Of six bidders W. Jaxon Baker was low with \$449,720. Plans prepared by this office of Shasta County Road Commission.

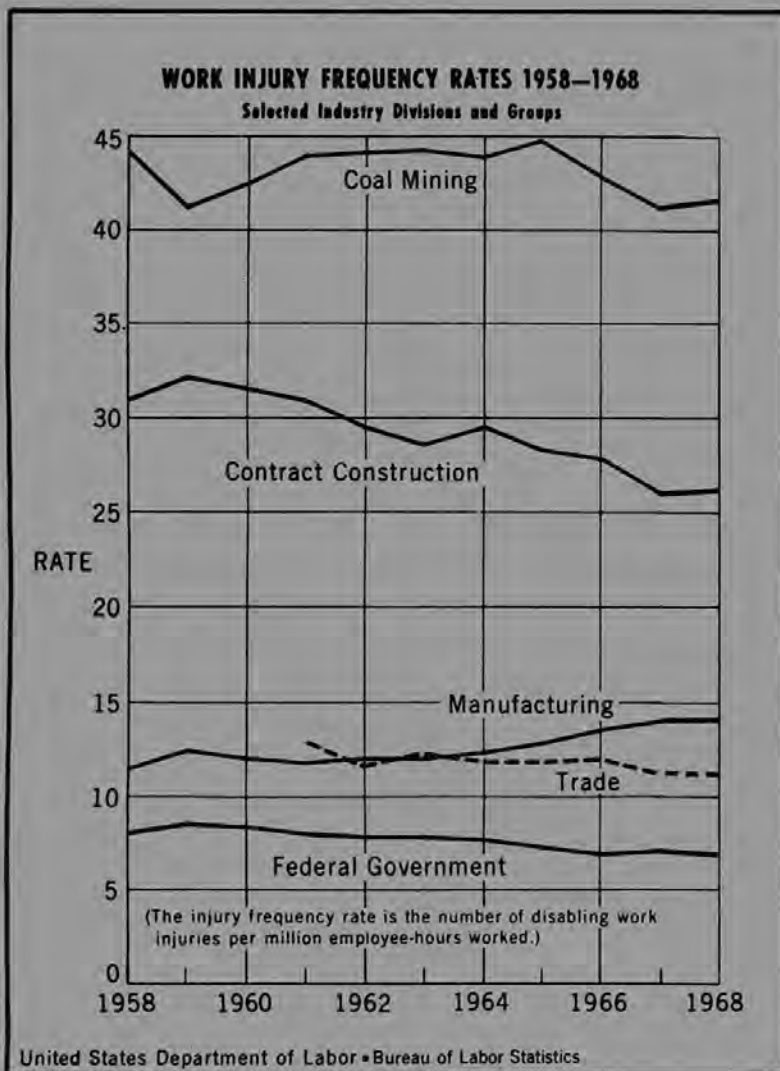
See and/or page 12



# On The Safety Side



By DALE MARR  
VICE PRESIDENT & DIRECTOR OF SAFETY



A preliminary report from the U.S. Department of Labor's Bureau of Labor Statistics concerning work injuries in 1968 shows that the frequency of injuries in contract construction was up from the 26.7 rate in 1967 to 26.9 in 1968. Although the construction injury rate has been generally declining from the 32.1 reached in 1959, it still ranks second only to coal mining in the injury-frequency rate—the number of disabling injuries per million employee-hours-worked (see chart).

In the three groups (general building contractors, heavy construction contractors and special trade contractors), heavy construction showed an individual increase in the injury frequency rate to 28.3 or an increase of 1.9 over 1967. Heavy construction injury severity rates were also highest in the group at 2,926 with the average days of disability at 103 per injury.

The above statistics are indicative of the need for a continued and meaningful effort on the part of the union and management to improve safety programs and safety attitudes in the construction industry in general and heavy construction in particular.

This again emphasizes the importance of the Stanford University-Operating Engineers safety study findings that we have been discussing in the past few issues and underlines the importance of examining and restructuring our whole safety effort.

For instance, one of the key findings in the Stanford study was that a majority of both supervisory and non-supervisory personnel preferred to work for a specific company and that safety and related attitudes ranked high as the reasons for preference.

Reasons for company preference in the first five reasons given for specific company preference were: Non-supervisory: (1) Job management's favorable attitude toward employees; (2) Job conditions pleasant; (3) Jobs of long duration; (4) Equipment well maintained; (5) Company's safety reputation and attitudes. Supervisory personnel preferred specific companies because: (1) Job management's favorable attitude toward employees; (2) Company's safety reputation and attitudes; (3) Job conditions pleasant; (4) Equipment well maintained and (5) Fellow workers that like you.

Next month we will delve further into the Stanford study and examine an unusual finding on the "safety attitude" of most Operating Engineers.

## Not Much Money!

A \$100 a week average net income may sound like a good income to many people, but to some it only means that they are living at or under the Federally established poverty level. A man and wife with six children living in the city or a farm couple with ten children would be considered "poor" by these standards were they making only \$100 week net income.

## Marr Will Key State Meeting

SACRAMENTO — The State Division of Highways and the newly-formed Associated General Contractors of California are teaming up to sponsor a special one-day seminar on Equal Employment Opportunity in conjunction with federal highway construction.

The seminar is slated for Los Angeles on Feb. 10. It is calculated to draw representatives of labor organizations, agents of ethnic minority groups and employer organizations beyond AGC.

Sessions are to be at the International Hotel which lies virtually adjacent to Los Angeles International Airport.

The headline event of the seminar will be a luncheon address by Francis C. Turner, Federal Highway Administrator from Washington, D.C.

Regular business gets underway at 9:30 with a welcome by James Moe, State Director of Public Works. Following that, Scott Lathrop, the State Divn. of Highways staffer assigned to the chore of coordinating efforts dealing with Equal Employment Opportunity, will offer a status report. The bulk of the morning will be given over to presentations dealing with recruitment and training of minorities. The speakers are to be Dale Marr, vice president of Operating Engineers Local Three headquartered in San Francisco; Lawrence Kay, counsel for the Associated General Contractors of Calif., San Francisco; Gordon Littman, Bay Counties Carpenters Apprenticeship Program Coordinator, San Francisco; and Monico C. Amador, director of the Bay Area Construction Opportunity Program, San Francisco.

After a mid-morning break, the subject changes slightly to minority subcontracting with presentations by John Brown, secy. of the National Assn. of Minority Contractors; and Alex Rados, pres., Steve P. Rados, Inc.

Following the luncheon, the seminar turns its attention to upgrading of minority employees. Appearing will be Walter Christensen, apprenticeship coordinator for Operating Engineers Local 12; Warren Mendal, executive vice pres., Engineering & Grading Contractors Assn.; and Roger Fisher, international rep. for Laborers Union of North America.

There is a charge of \$6 for the seminar. That price includes the luncheon. Arrangements to attend may be made with Hal Richard, Division of Highways, P.O. Box 1499, Sacramento 95807.

## Credit Union Specials!!

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## Minorities Increase

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



By GUY JONES

Utah Dredging was low bidder on a real good job in Long Beach. This job will be done with dredge "Franciscan," Bill Townsend, Captain.

West Coast Dredging is low bidder on channel clean-up job for Corps Engineers. This job goes from Crockett to Port Chicago area. Floyd Critter is supervisor for this job.

Leslie Salt Company dredge, "Mallard," still working all over the bay. I was on board a few weeks ago and this is one job where you can see miles and miles of levee in all directions. The levees are to be built up over and over again. Hal Haugnes is job steward.

Keiwi Dredging was low bidder on small job in Hunter's Point area. This job will be done with dredge, "Thelma." Brother Don Armstrong leverman and D. O. Hawkins, oiler.

Dutra Dredging still have two dredges in Santa Clara County and two dredges in Rio Vista Delta area. This company has kept pretty busy during these winter months.

Smith Rice, dredge "No. 24," is tied up in China Basin waiting for a big job to come along soon.

Manson General still have their two dredges, "Manson 11 and 12," tied up in Alameda repairing and getting ready for their next job, which we hope will be soon.

Great Lakes Dredging have finished their job and are tied up in their yard in Alameda. They have a small crew repairing on dredge "Boston." Walter Lago, leverman and Robert Allen, watch engineer.

## YOUR MACHINE

The Safety Digest of the Chesapeake and Ohio Railroad offers this: Everyone talks about the efficiency of the modern machine. But no machine has been constructed that is as efficient and safe as man himself, if safe practices are followed.

Can you find a pump as perfect as the human heart? Treated correctly, it stays on the job more than 600,000 hours, making 4,320 strokes and pumping 15 gallons an hour.

No telegraphic mechanism can equal our nervous system.

No camera is as perfect as the human eye.

No radio is as efficient as the voice and the ear.

No ventilating plant is as wonderful as the nose, the lungs and skin.

No electrical switchboard can compare with the spinal cord.

Isn't such a marvelous mechanism worthy of the highest respect and the safest care possible? Parts of machinery that wear out or break can be replaced; human bodies, with all their perfection, are not so lucky.

So—take care of yourself.

## Shultz Names IUOE's Burch To Labor's Safety Panel

WASHINGTON—Labor Secretary George P. Shultz has appointed three union safety directors to a newly established nine-man panel which will advise him on safety and health matters in Federally-funded construction work.

They are Alan F. Burch, Safety Director, International Union of Operating Engineers, Washington, D. C.; Paul H. Connelley, Safety Director, United Brotherhood of Carpenters and Joiners, Washington, D. C., and Victor E. Whitehouse, Safety Director, International Brotherhood of Electrical Workers, Washington, D. C.

The committee, created under provisions of construction safety and legislation enacted earlier this year, will advise the Secretary on formulating construction safety and health standards and other regulations.

The new law under which the committee was created will cover between 1½ million to 2 million construction workers—40 to 50 percent of all workers in this field. The legislation:

- Provides that construction workers on covered contracts be afforded safe and healthful working conditions.
- Directs the Secretary of

Labor to promulgate safety and health standards for workers covered.

- Directs the Secretary of Labor to seek compliance with safety and health standards on Federal or Federally - assisted contracts or subcontracts for construction work.

- Provides avenues for judicial review for contractors aggrieved by the Secretary's actions.

- Directs the Secretary of Labor to provide for establishment and supervision of programs for educating and training both employers and workers in accident-prevention techniques.



J. B. Jennings and Fran Walker

## JOB STEWARDS APPOINTED

Week Ending January 16, 1970		
Dist.	Name	Agent
9	Albert T. Hicks	Jack Curtis
9	Leo W. Herriek	Jack Curtis
9	Tony Ringo	Jack Curtis
9	Ralph Rowe	H. Davidson
1	Frank Gardner	W. Sprinkle
1	Earl Kohler	W. Sprinkle
1	Carl Mullins	W. Sprinkle
1	Wallace Talbot	D. Luba
1	James Williams	W. Sprinkle
1A	Yates Hammett	Al Hansen
1A	Manuel Antonio	Al Hansen
1A	Kenneth Mallar	Al Hansen
6	Harold Rubke	Dan Senechal
6	Verle Lee Williams	J. Smith
12	Timothy Muir	T. Bills

## SAFETY COMMITTEEMEN APPOINTED

Week Ending January 16, 1970		
Dist.	Name	Agent
1A	Richard Carriger	Al Hansen
1	Paul Greney	W. Sprinkle
1	Terrance Lee	W. Sprinkle
1	Gilbert McGregor	W. Sprinkle
1	Miles Moore	W. Sprinkle
6	James Evans	D. Senechal
12	James Jenkins	T. Bills
12	Darrell Smuin	T. Bills



## Borrow Phase Moving On G-S Despite Rain

By WALTER TALBOT,  
AL McNAMARA and  
KEN GREEN

The rains came, and the work stopped. This is the general situation as the heavy winter rains have reached the San Joaquin Valley.

Some projects, however, will resume operations between storms.

Granite-Stolte has entered into the imported borrow phase of their Interstate 5 project that will not be adversely affected too much by inclement weather. This is due to the sandy type fill material that is being barged from Grand Island, in the Rio Vista area, to the project site here in Stockton. The material will be transferred from the barge to the bunker some three thousand feet away by conveyor belt. The storage bunker will be used to load Cat 657 scrapers when possible or will divert the fill material into a stock pile adjacent to the bunker by conveyor belt. Approximately 4½ million tons of imported borrow will be required to complete this phase of the project.

Gordon H. Ball, Inc., who had almost completed their concrete paving contract for Polich & Benedict, also on Interstate 5, had to suspend operations on their project due to the rain. However, we believe this job will resume and be completed by the end of January. The two Ball Co. jobs in the Tracy area will probably not resume operations until spring as the fill material is a clay type soil.

Swinerton & Walberg has the contract to tear out and replace the glass furnace at the L.O.F. Company plant near Lathrop. This job has a critical deadline of ninety days to complete. The company expects to work two ten hour shifts in order to avoid penalty time.

Healey-Tibbets is past the half way mark on completion of the fish screen installation job at the Banta-Carbona Intake Canal near Tracy. Brother Dan Hardy and Oiler Phillip Featherstone are manning the 2½ yard American clam shell.

Soil percolation tests are holding up the start of the \$30 million land development planned between Highway 88 and Lake Camanche by Great Lakes Development Co.

The federal government will spend \$2 million for Folsom South Canal work during the current fiscal year. At this time, we do not know in what area the work will commence.

A \$6 million contract is expected to be let by the State Division of Highways in February for the construction of new Interstate 5 freeway between Frewert Road south of Stockton and the Mossdale Wye. This project will complete Interstate 5 through Stockton to the San Joaquin River at Mossdale.

The bridge across the river and the half mile stretch to the Gordon H. Ball Co. job is yet to be advertised. Whenever this section and the Hammer Lane to the Sacramento County line job is awarded, all contracts for Interstate 5 will have been let in District 3.

The W. M. Lyles Co. was the apparent low bidder on the City of Modesto's sewer improvement district. The district provides for bonding property owners to construct a sewer lateral system to serve the homes in five areas of the city: the Rosemead Court-Tully-Glen Aulen Drive area; a section of north Ninth Street near the Prescott Road-Freeway 99 interchange; Northfield subdivision and a section of Highgate Road. Construction is now in progress.

A \$33,000 grant has been approved to help the city of Turlock develop a storm drain system and

a recreational area just north of town. The money is to be allotted to help the city expand Donnelly Park by 20 acres and to aid in the construction of a 10.4 acre lake that will serve as a storm drain and recreational facility. The lake which will be a cooling, soothing recreational area in summer and part of a storm drainage system for the northern part of town in winter, will have a shoreline of 5,040 feet. It will be 10 feet deep in the middle and gentle sloping sides so it will be safe should a youngster fall in.

The Peter Kiewit Co. is approximately 36% complete on their \$6.8 million construction project at Jacksonville. Construction will be completed October 1970 just in time as the new Don Pedro Reservoir starts to fill. The reservoir will flood the present road which in part dates back to the days of the 49er gold miners.

Erased by the lake will be narrow snake road which is half of the four mile long Priest Grade. Bridging the Tuolumne River will be a \$2.75 million span more than a quarter of a mile long. The bridge will be supported by huge concrete piers interlaced with steel being sunk 65 feet underground. Carving the road out of hills and restricting the grade on the main road to less than 5 per cent involves moving 1.9 million cubic yards of waste material. At least 65% of this is rock. Three miles of the west end of Stint Road which will be aligned in a 1400 foot bridge over the reservoir connecting Hwys. 49 and 120 should be completed by next fall.

## Surveyors

Continued from page 4  
volving something called "metes and bounds." But beyond that, their information is hazy and even incorrect.

It is to fill in the gaps and to correct the misinformation that Marin County surveyors joined their colleagues across the State in a Land Surveyor Week observance which started October 4th, devoted largely to an educational program. The state association was formed in 1966. In April, 1967, an organizational meeting for a Marin chapter was held, and the unit here became the first to apply to the state association for a charter as an affiliate. The certificate was received in December, 1967. The state organization boasts a membership of more than 300 land surveyors, while the Marin chapter claims better than 75 per cent of the more than 20 practicing surveyors in this county. Gene Lockton is the current Marin chapter chairman. He says the organization has done much to encourage cooperation in the profession. Previously, surveying was very much a field of individualists, with each surveyor generally going his own way. The surveyors' tasks in Marin County have, from the outset, been complicated by the fact that most of its land was originally laid out by the Mexicans and Spanish as large ranchos, with boundary lines meandering over hills and through valleys.

George Colson of Engineering Field Services in San Rafael is secretary-treasurer of the state association. His firm has been active in extensive surveying for the huge Bay Area Rapid Transit construction project, putting to use one of Colson's own inventions, a system of controlling tunneling machines by the use of laser, in more than three miles of tunnel construction. These men have played key roles in development of the County.

## \$11 Million Sewer Project Is Expected To Start Soon

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

Business Representatives

**SEWER PROJECTS TOP NEW CONSTRUCTION**—Work should be underway on the \$11 million North County Sewage Treatment Plant to be built by Palo Alto with financial help from Mountain View and Los Altos, as well as a large Federal grant. The low bid for the trunk line construction was made by L. J. Krzich of Cupertino at \$859,549. The low bid on the main plant was made by Zurn Engineers of Los Altos at \$8,768,425. This plant will process sewage from Palo Alto, Mountain View, Los Altos, Stanford University, and Los Altos Hills. Also in Mountain View, a low bid of \$69,321 was submitted by O. K. Construction of Los Altos for the Bailey Avenue sewer extension.

City of San Jose's massive relief trunk sewer project contract went to Ernest E. Pestana Co. for \$1,891,800. The job calls for installation of 20,000 ft. of sewer ranging in size from 66 to 90 inches between Seventh and Empire Streets and Trimble Road. At Trimble Road, the unit will tie into the first unit of the relief trunk sewer now under construction at the San Jose - Santa Clara Water Pollution Control Plant.

Perham Construction Co. of Los Altos was awarded a \$140,260 contract for the Bonita Avenue-Camille Court improvement of grading and paving.

In Santa Clara, Williams and Burrows is getting a wet start on the new Sears, Roebuck & Co. Warehouse. This is an 18 acre, multi-million dollar distribution warehouse at 1050 Kiefer Road. Plans call for construction of a concrete warehouse building of 297,000 square feet of ground-floor area and mezzanine of 44,000 square feet by early Fall. For Sears, the new Center will include something that has never been tried before—a retail store where the general public may buy the items the warehouse stocks for Sears Stores between San Jose and San Bruno. To be highly automated, the Center will make extensive use of the "towveyor" device.

A. J. Raisch Co. has won all three contracts for a major improvement of Santa Clara County's airport system. Spring paving, drainage, and aircraft tie-downs at Palo Alto Airport will cost \$127,983. Runway paving and grading at Reid-Hillview Airport will cost \$72,897. Reid-Hillview will also have paving of aprons, taxi strips, and ramp-lighting to cost \$40,930. The County also has a \$283,000 Terminal project—complete with bar and restaurant and other features under construction at Reid-Hillview in a lease-purchase agreement.

At the Park Center project, rain has bogged down the Swenson spread at Park and Market Streets where the Bank of America's \$7 million, 14 story regional headquarters building is underway. Formal ground-breaking ceremonies, marking the start of the City's highest building, was a welcomed sight, as well as, the contractor's promise for completion in 12 months.

At the big Eastridge Shopping Center at the old Hillview Golf Course more subs are busy. Leo Piazza Paving Co. has Clarence Tressler Excavating working on



**ON TOP OF THE WORLD**—A new 59-foot steeple has been installed by San Jose Crane and Rigging atop San Jose First Baptist Church's \$2½ million Sanctuary. It is being built by Oscar W. Meyer on the site of the old Ironwood Golf Course. The steeple, rising 119 feet above the ground, dominates the 35 acre site on a hillside. Steel substructure of the steeple is surmounted by a large globe on which rests a large cross. Operator for the placement of the steeple was Fred Hoerman working with oiler Donald Freitas. The main building includes a 2,200-seat auditorium, offices, chapel, library, nursery, kitchen, and will replace the original downtown church which was constructed in 1850. Present congregation numbers 3,800 to use facilities of the new four-story church.



clearing and demolition; Pioneer Underground Inc. on the underground; R. H. Wehner on concrete work; and Howard Electric Co. on electrical work.

Work has slowed down in the Santa Cruz area due to heavy rains. The main project going on at the P.C.A. Plant in Ben Lomond has nearly come to a halt.

Soquel Creek Co. Water District awarded Western Well Drilling a contract for \$23,696 to put a well at Seascape Blvd.

Granite Const. Co. of Watsonville was low bidder to widen Railroad Trestle at Capitola for \$92,000.

Daniels & House from Monterey received a low bid of \$51,388 to construct a swimming pool at Pacific Grove. These last two awards are good Winter work.

The highway south of King

City that is being advertised will be up for bid in March. This is a big job and also, the last stretch to be built to complete the divided highway.

The Sand Plants are going very strong — most are running two shifts. Granite Rock Quarry has been doing very good keeping the members busy this Winter.

Art Branaugh Const. Co. was the low bidder on the Performing Building at the University of California. This bid went for \$2,500,000. Granite Const. Co. is doing the clearing and grading.

Freeman-Sondgroth has been awarded the contract for building the pads for Great Western Construction Company on two apartment units. The units will have a total of 460 apartments. They are located in the Sunnyvale-Santa Clara Area.



# Working As Suction Dredge Shellmaker's Vagabond In Fresno

By CLAUDE ODOM,  
BILL RELEFORD and  
JERRY BENNETT

We would like to welcome the crew members of Shellmaker, Inc., dredge the Vagabond to the Fresno area. Their operation on the West Side is unique to this area. The dredge is working three shifts in the California Aqueduct. The cutter head has been removed and the Vagabond is working as a suction dredge. The pipe is being held off of the bottom by two automobile wheels attached to an A-Frame. They have 100,000 yards to move and if this project proves feasible, we will be seeing a lot more of this in the future.

District Road chief sees Route 5 open in late '71—R. E.—Deffebach of Fresno, California District No. 6 highway engineer, said Interstate Highway between US Highway 99 at Wheeler Ridge, south of Bakersfield, and State Route 152 west of Los Banos, will be completed and open to traffic in "late 1971 or early 1972."

Deffebach spoke at a dinner gathering of Fresno County highway officials and interested persons following a hearing in which the proposed land swap for highway purposes in southwestern Fresno County was explained.

Deffebach said only two short sections of Interstate 5 south of Highway 152 are open to traffic. In Kern County a 10-mile section from Lerdo Avenue to Route 46 is open and in Kings County an 11-mile section between Route 41 to the Fresno County line is completed. An additional 24 miles in Kern County between State Route 119 and Lerdo Avenue will be completed and opened to traffic, sometime in February.

Funds for construction of all of Interstate 5 have been budgeted except for a 24-mile section of Kern County from Wheeler Ridge to Route 119 and a 17-mile section between the Kings County line and Route 41. It is anticipated construction funds will be budgeted to permit construction in accordance with the schedule, Deffebach said. All of Interstate 5 in District No. 6 is being constructed as a four-lane freeway with provisions for adding two lanes in each direction at such time as traffic warrants.

Widening and reconstruction of Route 33 from Firebaugh to Laguna Canal, a distance of approximately 11.3 miles, is scheduled for completion in August 1970, at an estimated cost of \$1.5 million.

On State Highway 198, west of Coalinga, replacement of bridges washed out in last year's storm is expected to be undertaken this spring. The work will include realignment of approximately 1.2 miles of highway at an estimated cost of \$750,000. The Division of Highways hearing in the Coalinga City Council chambers considered two projects involving portions of Highway 33 in Fresno County. The hearing considered a proposed relocation and relinquishment of a portion of State Route 33 between Fresno-Coalinga Road and the north junction with Interstate 5 and the location and development to controlled access highway standards of a portion of Interstate 5 to 2.3 miles north of Mountain View Avenue.

The state seeks to swap about 13 miles of Route 33, which it now controls, for a 2.3 mile stretch of the Fresno-Coalinga Road, which is a Fresno County highway.

The trade would remove a situation in which two state highways (Route 33 and Interstate 5) parallel each other and would put the responsibility of caring for that section of Route 33 onto the



DREDGE VAGABOND of Shellmaker, Inc. moved into the Fresno area to work as a suction dredge in the California Aqueduct (top left). Crew members (top right) include "Fat Louie" Oliveri, Louie Oliveri, Harold "Bud" Foley and Steve Morell. Other crew members include (second row left): Zeke Tuller, Tom Wolgroeve, Bob Bynum and Charles Center with Albert Edwards, Job Steward and Leverman in the wheelhouse at right. In the



bottom photos at left is Kjeld Nielsen, Tech Engineer, taking soundings from the smallboat with balance of the crew members making up the three-shift operation at right (l. to r.) Bill Releford, Fresno BA; Jerome Booth, Dredge Captain; Charles Center, Robert Price and Carl Davidson. Missing from the photo coverage is Apprentice Tom Cooper who according to the photographer was "working so fast that the Camera could not pick him up!"

## Record Revision Reports

WASHINGTON — Wage-Hour Administrator Robert D. Moran has announced a revision of recordkeeping regulations affecting more than 350,000 employers, employment agencies, and labor organizations covered by the Age Discrimination in Employment Act.

Under the new regulations, labor organizations are required to keep current records identifying members by name, address and date of birth, and also to keep a record of the name, address and age of any person seeking membership in the union for one year.

Employers and employment agencies must preserve certain basic records for three years. However, the period of record retention, in general, is reduced from three years to one year for permanent employees and to 90 days for temporary help.

The Age Discrimination in Employment Act bars discrimination against persons between 40 and 65 years of age.

The text of the amended regulations, Part 850, was published in the December 4, 1969, Federal Register. Copies will be available soon from the Divisions.

According to a report in the *Wall Street Journal* the Labor Department's Office of Federal Contract Compliance has drafted, but not formally released, an order that spells out for Federal contractors what constitutes an affirmative-action minority-hiring program.

A Labor Department official said the proposed order, prepared last November, contains basically the same guidelines that were formerly part of the Voluntary Plans for Progress affirmative-action hiring program. The Plans for Progress program has been discontinued.

The proposed order, which would apply to all companies with more than 50 employees that hold Federal contracts valued at \$50,000 or more, doesn't contain any specific minority-group hiring goals such as those contained in the Labor Department's controversial "Philadelphia Plan," the spokesman said.

The Labor Department official said the proposed order is considered an "interim measure," as the Office of Federal Contract Compliance plans to issue "a whole manual" on affirmative action in the spring.

The order came to light yesterday when Sen. Ervin (D., N.C.), a bitter critic of the Philadelphia Plan, charged that the Labor Department was trying to quietly impose even tougher minority-hiring requirements on all Federal contractors. The Philadelphia Plan applies only to contractors on Federally aided construction projects in the Philadelphia area.

Labor Department officials denied that the proposed order contains any mandatory minority hiring requirements. It does call on Federal contractors to establish affirmative-action hiring programs based on "significant, measurable and attainable" goals and objectives, one official explained.

If inspections by the Office of Federal Contract Compliance show a contractor has failed to establish an acceptable affirmative-action program, he wouldn't be considered "a reasonable bidder" until the situation is remedied, under the proposed order.

One source familiar with the proposed order suggested that

See REVISION page 16

County's Department of Public Works. There could be a federal appeals court decision in the Mineral King Valley case as early as mid-April. Oral arguments before the U. S. Circuit Court in San Francisco have been moved ahead to February 9 and a decision might follow in possibly 60 days. Ordinarily oral arguments would not have been heard before 1971, but a "friend of the court" brief was filed with the court in behalf of the county, the county probably won't participate in the oral arguments.

The Sierra Club filed suit against the U. S. Department of Interior last June and obtained a preliminary injunction which halted further progress on a \$35.3 million development by Walt Disney Enterprises. Should the Sierra Club fail in its Circuit Court appeal, it would still have recourse to the U. S. Supreme Court. We hope this will be resolved so work can start this year. Gantz Construction was low bidder on the Visalia airport repair contract. The job went for \$132,000. Work will begin as soon as possible.

R & D Watson is working seven days a week on their flood repair.

The projects are located on White River, Deer Creek, Red Banks and all of the sites on the Friant-Kern Canal. There are 12 of the brothers on the payroll and it looks like they will be going strong for at least another month.

American Paving started a 50,000 yard job on a hospital site in Madera December 31st. They have approximately 8 engineers working whenever the weather permits. The prime contractor is E. A. Hathaway Company of San Jose. 17 miles of Interstate 5 was awarded in late January. This should be about an \$8 million job. A lot of the hands around Los Banos and Gustine have been waiting a long time for this type of work to reappear in their area.

Boise-Cascade is still going strong throughout the Fresno area.

Thomas Construction has been awarded a \$2 million subdivision development job for work around Lake McClure. Darkenwald Construction has started a 10 mile road job out of Lake McClure. There are about 10 engineers working at this time. They are using Cat equipment with 631's moving the bulk of the dirt. Baker & Baker has shut down their

highway job between Mariposa and Oakhurst due to the winter weather. As of this date, they have moved most of their equipment to start a new job at Bear Valley. This is another road job for Baker & Baker, awarded for a little better than \$200,000. Syblor & Reid has completed a little better than one half of their work cleaning out the Delta Mendota Canal out of Los Banos. They have been going two shifts for almost the total job.

### Alaska Highest

The taxable wage base for unemployment insurance remained at \$3,000 in 28 States, the District of Columbia, and Puerto Rico in 1968, while in the 22 other States, it was a greater amount. Alaska leads with a wage base of \$7,000.

### BCT Record

Of the 4,248 minority apprentices in the Department of Labor's Apprenticeship Outreach programs, half are in four building and construction trades. These include carpentry, 854; electrical, 481; pipe trades, 399; and painting, 381.



# Latest Trust Fund Benefit To Aid Brothers In Hawaii

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

**New Major Benefit**—Beginning of a new decade, the Hawaii Health and Welfare Trust Fund for Operating Engineers provides an additional new benefit—TEMPORARY DISABILITY INSURANCE.

This new benefit provides compensation for members who suffer non-occupational injury or illness. The benefit will pay 55% of the average weekly wages with a \$78 benefit maximum for 26 weeks in a benefit year. A benefit year commences with the first day of disability and of course 12 months later. To be eligible for benefits, the member must have performed regular work within two weeks of the first day of disability and must have worked at least 14 weeks of at least 20 hours each and must have earned at least \$400 during the 4 completed calendar quarters preceding the first day of disability.

Initially the benefit program will operate on a basis whereby the member is eligible for disability benefits at the same time he meets the regular eligibility of the trust plan. There may be some instances where administratively it will be necessary to deviate, since it is possible that a member could have worked at least 20 hours a week during 14 weeks of the last 4 completed calendar quarters and still not meet the trust hour-bank requirements. This will be handled on an exception basis to the extent that if a proper claim is denied because of lack of regular eligibility, the records will then be checked in detail and if the claimant meets the minimum standards of the State Disability Law, he will be paid accordingly.

The Temporary Disability Insurance Law adopted by the State of Hawaii effective January 1, 1970 provides for payment of benefits to eligible people who become disabled when they are unemployed. These benefits will be paid out of the State Funds. Employer contributions were made to the State Fund from July 1, 1969 thru January 1, 1970. These funds will be used to pay benefits to unemployed people who become disabled, and to others who for one reason or another do not qualify under an employer's plan. If at the end of any year the amount of money in the State Fund is less than \$500,000 then the State Fund will make an assessment against all participating insurance carriers and against any employer program which are non-insured.

**NLRB Election Won Sparks Organizing Drive**—We have been victorious in the recent NLRB election covering the Production and Maintenance employees of Hawaiian Equipment Company (Honolulu). The tabulation of ballots cast in this election were 20 votes for Local 3, 11 votes for employer and 1 no vote. This victory for us has sparked our all out organizing drives for B & C Trucking (Honolulu), B & C Trucking (Molokai), I Doi Hauling Contractor, Inc., Mid-Pac Trucking Co. and Molokai Rock and Equipment, Inc. As our all out organizing drive continues in its present fast effective pace, it won't be long before additional new contracts are signed by new employers.

**Negotiations Consummated**—Within the first month of this new

year, we have acquired two new agreements with two new companies; M & C Construction, Inc. and Lim Co., Ltd. Both these companies will be added to our long list of unionized contractors.

Negotiations with State Tile has been consummated. The new three year agreement calls for gains as follows: The establishment of the Health and Welfare Trust Fund within itself is certainly a major gain for our brothers at State Tile. The employer is required to contribute 25¢ per each hour worked by each Employee to the Health and Welfare Trust Fund for Operating Engineers. Thereby, eligibility will not terminate the last month of work, but will extend as far as there are hours in the employee's reserve account (maximum 6 months). Our brothers of this industrial house will now enjoy the same Trust Fund benefits as the brothers who are employed in the construction industry; Health and Welfare, Life Insurance, Dental Plan, Prescription Drug Plan and Vision Care Plan.

In addition to the Life Insurance incorporated within the above mentioned Health and Welfare Trust Fund, the group Life Insurance Plan in the former agreement was increased from \$5,000 to \$6,500.

For the first 18 months of the three year agreement, there will be four periodic wage increases. Wage increases for the last year will be negotiated when the agreement is reopened the beginning of the 3rd year. The four periodic wage increases for the first 18 month period for each of the classifications of work total as follows:

#### Increase

Leadman Plant .....	76¢
Leadman Yard .....	72¢
Maintenance A .....	74¢
Maintenance B .....	69¢
Mixerman .....	66¢
Hilift Over 5 Ton .....	66¢
Offbearer .....	64¢
Highlift Under 5 Ton .....	64¢
Bunkerman .....	63¢
Maintenance Helper .....	64¢
Clean Up Man .....	63¢
Stacker .....	61¢
Laborer .....	61¢
Flatbed Under 5 Ton .....	63¢
Flatbed Over 5 Ton .....	66¢
Truck Tractor & Trailer .....	70¢
Truck Tractor Low Bed .....	72¢
Truck Helper .....	62¢
Plant Servicemen .....	63¢

The employer's contribution towards Pension has increased from 35¢ for each hour worked by each employee to 37½¢ effective November 15, 1969, effective November 15, 1970 40¢ and effective November 15, 1971 50¢.

Effective November 15, 1971 the maximum accumulation for sick benefit will be increased from 60 to 70 working days for members with more than five years continuous employment.

An additional Holiday, Statehood Day, was added making a total of ten paid holidays.

This three year agreement with State Tile will reopen the beginning of the 3rd year for Sections II - Wages, 14 - Health and Welfare Trust Fund and 18 - Vacations.

**Apartment Living in Hawaii**—A dramatic new approach to apartment living is the Marco Polo being constructed by Reed & Martin, Inc. at 1333 Kapiolani Blvd. The S shaped structure 36 stories high will present panoramic view of the Koolau Mountain Range and the blue Pacific. There will be 569 units of studios, one-bedroom, two-bedroom and three bedroom apartments. On the ground floor

will be the lobby, lounge areas, restaurant and cocktail lounge, mail room and service shops such as barber, beauty salon, liquor and delicatessen.

There will be a connecting 7 story building for 830 parking stalls and also parking to accommodate guests. Recreational facilities such as tennis court, golf driving range, putting green, paddle tennis, volleyball court and barbecue area will be provided upon the roofdeck of this parking building. Also on the ground level of the S shaped structure will be a 56 ft. diameter swimming pool, pavilion and additional conveniences are two 800 sq. ft. meeting and recreation rooms within the building.

Apartment features will be electric range, refrigerator, disposal, washer, dryer, water heater and dishwasher, wall to wall carpeting, individually controlled air-conditioning units in each living room

See HAWAII page 14

## Social Security Notes:

# Don't Pay Ahead!

"You do not have to pay your doctor bills before you request reimbursement from Medicare," said J. Leland Embrey, District Manager of the San Francisco Civic Center District Office. He pointed out that physicians who accept the assignment method of Medicare payments cannot charge the patient any more than what is considered usual and customary.

The assignment method is one of two ways physicians' charges are paid under the Medicare program. This enables Medicare to pay the doctor directly, less the patient's obligation.

"When your doctor accepts assignment, he agrees to collect no more than any unmet part of the \$50 annual deductible plus the remaining 20 percent of the reasonable charges," Mr. Embrey said.

Both doctor and patient must agree to use this assignment method. The allowable charge established by Medicare is based on the customary charges for similar services generally charged by the physician and the prevailing charges in the locality for similar services by other physicians.

The determination of this fair and equitable charge is the responsibility of the carrier or intermediary which processes claims for the area in which the services are rendered. Claims for services performed in San Francisco are handled by California Blue Shield, on behalf of the Social Security Administration.

"Some doctors prefer not to accept assignment," Mr. Embrey added. "The patient must then apply for the Medicare payment himself by presenting an itemized account of services rendered in connection with his claim."

A brochure entitled "How to Claim Benefits under Medical Insurance," SSI-37, is available at your local social security office.



RANCHO MURIETTA TRAINEES who recently received their Red Cross certification following 10 hours of instruction in first aid. The class was conducted by Ken Cardwell, Director of Safety and First Aid for the ARC in Sacramento. Classroom instructors were Jack Shoufler and Ed Middleton. Trainees receiving Red Cross cards were: Standing, left to right: M. Poole, M. Bouzer, D. DuPriest,

L. Verkuyl, L. Griffith, H. Caples, D. Wahne, F. Clemens, D. Hicok, F. Pike, C. Hart, R. Jones, A. Somers, S. Halbert, C. Warner, W. Ross, H. McKnight, R. Jaramillo, C. Brazell, F. Thomas and Ken Cardwell, American Red Cross Instructor. Kneeling, left to right: M. Bright, R. Flowers, J. Feusi, R. Lyon, A. Rowe, T. Sinor, F. Valenzuela and J. Finley.

## Immediate Dividend!

# Red Cross Training Pays Off

By JACK SHOUFLE

On December 12, 1969, at approximately 5:00 P.M., several instructors and trainees from Rancho Murietta came upon the scene of an accident on highway 16 a few miles west of the Training Center. An overturned pickup was in the ditch. Inside was a woman, the driver of the vehicle, bruised and frightened and trying to get out of the wrecked pickup.

The instructors (E. Middleton, B. Choate, R. Austin, J. Lawson and L. Wilcox) and the trainees (R. Seaton, M. Bouzer, D. Hicok, S. Halbert, L. Verkuyl, and D. DuPriest) helped the woman, Mrs. Alvin Wonenberg, from the vehicle, made sure that she was not seriously hurt and kept her calm and comfortable until a California Highway Patrol officer and a wrecker arrived. Mrs. Wonenberg said that she swerved to avoid some sheep that were on the road; the pickup went out of control on the soft shoulder of the road and overturned in the ditch. (Mrs. Wonenberg's letter of appreciation is attached.)

The same evening, at approximately 7:00 o'clock, an instructor and a trainee arrived at the scene of a fatal accident just moments

after it happened. Two cars were involved in a head-on collision. Several people were injured. The most serious, though, was a young woman who was unconscious and was having difficulty in breathing. While the instructor (W. Squibb) went to phone for assistance, the trainee (D. Wahne) attempted to revive the young woman by giving mouth-to-mouth resuscitation. The instructor accompanied by another trainee (A. Somers) returned in a few minutes—the accident was on highway 16 less than a half

mile from the Training Center—and all three attempted to revive the young woman. Their efforts were futile as the woman was pronounced dead on arrival at the hospital. The instructor and the trainee also gave aid to the others who were in the accident.

That very morning the trainees had received their Red Cross First Aid cards after completing ten hours of instruction at the Training Center. They applied the knowledge they had acquired from this training.

December 23, 1969

Rancho Murietta Training Center  
Box 257  
Sloughhouse, California

Gentlemen;

I am writing to express my deepest gratitude to your men for the help they extended me Friday evening, December 12th, when I was in an auto accident not far from your project.

The aid and comfort they gave me, without concern for themselves or their time during the busy holiday season, shows the character and attitude of employees you must be very proud of.

I would appreciate if you would see that those men responsible were thanked personally for their concern and given this small expression of my appreciation.

Yours truly,  
Mrs. Alvin Wonenberg,  
Rt. 1, Box 1518,  
Elk Grove, California



# Bullards Bar Dam Checks Spillways

By HAROLD HUSTON, Auditor and District Representative

Water runs over spillway at Bullards Bar Dam. — It was a beautiful picture to see the first water pass through the spillway at Bullards Bar Dam and roar down the mountainside in a test run of the spillway gates at the \$180 million Yuba County flood control project. Water was discharged from the reservoir behind the new dam at the rate of about 2,000 cubic feet per second during the one-half hour spillway check, but resulted in only a fraction of an inch difference in the level of water stored in the reservoir.

Construction of the 635 foot high arch dam, located only 25 miles from California's 770 foot high Oroville dam, commenced in June 1966. The new Bullards Bar Dam is the key project unit of the multi-purpose Yuba River development sponsored by the Yuba County Water Agency. Prime functions of the development are similar to those of the State's Feather River project and it is planned to function in full compatibility with the California Water Plan.

The Yuba River was up until this time the only major tributary of the Feather and Sacramento Rivers that had not been developed. It was also responsible for major flood damage in the developed farm land around Marysville and Yuba City. The Nevada Irrigation District previously diverted only 10% of the total run off from the Yuba watershed. P.G.&E. also have had power installations on the South Yuba, North Yuba and the main Yuba River associated with the storage projects at Old Bullards Bar and Englebright Dams.

The Yuba Water Agency has been empowered by the legislature to develop the water resources of the Yuba River for the benefit of the people of Yuba County and the neighboring areas.

The Yuba River drains a 1,350 square mile watershed, the drainage area being located entirely on the western slope of the Sierra Nevada. Precipitation records in the Yuba River basin and in the contiguous area go back to 95 years, with several gauges showing 55 years of continuous records. The watershed received relatively heavy precipitation from November to March. Annual precipitation in the watershed ranges from 20 to 65 inches. Run off is derived from both rainfall and snow melt. Rainfall contributes about 45% of the total with the rest coming from snowmelt.

The five functional units will comprise the Yuba River development are as follows: 1. New Bullards Bar Project—the main dam and storage reservoir on the North Yuba River. 2. Middle Yuba/Oregon Creek Diversion Project—to divert water from Middle Yuba River and Oregon Creek into New Bullards Bar reservoir. 3. New Colgate Project—a power project which will utilize 1,400 foot head and the water stored in and regulated from New Bullards Bar reservoir. 4. New Narrows Project—a power project which will use regulated releases from New Bullards Bar reservoir through the existing Englebright reservoir. 5. Recreation Facilities — camp grounds, picnic areas, boat launching ramps and other onshore facilities along new Bullards Bar Reservoir.

**Price on water set by agency.**—Directors of the Yuba County Water Agency have set a price of \$1 per acre foot for water delivered in the river to member units, and authorized general counsel Alvin Landis and agency Manager Colin Handforth to

negotiate contracts with member districts for the sale of water. The board also set a policy of entering into short term contracts for the sale of water outside the county at the best price that can be negotiated. The actions were taken at a joint meeting of agency directors and members of the Yuba County Water Agency Advisory Council.

Landis said that he and Handforth had been developing a sample contract for sale of water to member units and negotiations should begin within the next two weeks. Some members of the advisory council said they felt that \$1 per acre foot for water in the river was an excessive price. They argued that the agency had not developed figures to show that it would need that rate to pay its administrative expense.

Agency staff members, on the other hand, said there were no firm commitments from member units on how much water they wish to purchase. Until the amount of water to be sold is determined, a unit price necessary to pay administrative costs of the agency cannot be determined, they said. An additional uncertainty is the amount of water that can be sold on a short term basis outside the county, the staff members said.

The question of what to do with any surplus funds from the sale of water was left for discussion at a later date—when contracts for sale of water have been developed. The advisory council has recommended using the money to develop a distribution system for irrigation water. Board Chairman Charles Dean and former director Karl Cozad have recommended placing revenue from water sales to member units not needed for administration expenses in a fund to develop a distribution system.

**Research Ends: It's now "Our House Dam."**—As far as the directors of the Yuba County Water Agency are concerned, it is now officially the "Our House Dam." A part of the New Bullards Bar project and located on the Middle Fork of the Yuba River, the dam has been designated as "Hour House Dam" since before construction started several years ago. The name was taken from existing maps of the area in the far eastern part of the county.

However considerable research has been made of old records going back over 100 years. The Harris family was the original owners of the land in the area in the mid 1800's, and an entry in the family Bible, recording a birth in 1864, "clearly shows 'Our House' in the notations. In a letter from the Advisory Committee on Geographic Names, directors were informed that "Hour" had crept in on some early maps and was perpetuated over the years. The committee urged restoration of the original name. The agency had used the "perpetuated" erroneous name as the designation for the dam until confirmation of the true historic name of the area could be established.

The dam diverts water from the Middle Fork of the Yuba through the Lohman Ridge Tunnel to Oregon Creek, and from there through the Camptonville Tunnel to the New Bullards Bar reservoir on the North Fork of the Yuba River. The resolution was officially adopted designating the structure as "Our House Dam." They concurred in the conclusion that the correct historical spelling of the area was "Our House" and calls for the corrected name to be submitted to federal, state and local agencies with a request that "Our House" be used on future maps and documents.

**Housing project in Marysville.**—Construction is scheduled to begin



TOP PHOTO SHOWS the first water to pass through the spillway at Bullards Bar Dam roars down the mountainside in a test run of the spillway gates at the \$180 million Yuba County flood control

project. In the second photo is what visitors will see when they reach the underground powerhouse at Oroville Dam.

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January 27th on a \$962,000 housing project in East Marysville. The 76 unit apartment complex will be constructed at 17th and Swezy Streets, according to a spokesman for the Sampson Gardens Investment Co. of Sacramento, the owner of the project. The complex will be available to persons eligible for rent subsidies under the U.S. Department of Housing and Urban Development. The department announced that an annual reservation of \$46,423 will be set aside for the project under the nationwide rent supplement program.

The complex will include 24 one bedroom apartments, 32 two bedroom apartments and 16 three bedroom apartments. Contractor is Holland Construction Co. of Sacramento. It is expected to take nine months to complete.

By BOB MAYFIELD,  
Business Representative

**Large freeway section bid opening on West Side.**—The long awaited freeway section of Inter-

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state 5 was picked up by the Granite Construction Company. Their low bid from among a host of bidders was in the amount of \$13,513,000. A job of this magnitude is sorely needed for our west side area and will help fill some gaps as an adjoining section is in the finishing stages and is expected to be completed this following summer by the Fredrickson and Watson Construction Co. At this point no pre-job conference has been held with this company. In any event work will most likely not really get going until at least late Spring or early Summer due to the fact that rice ground and irrigation canals located nearby cause a very wet condition with water tables being very close to surface. In addition at this very moment the rains continue to pour and the whole valley is completely water logged so please don't rush in and expect work to be booming on this job for some time.

Outside construction has been pretty much of a hit and miss proposition this past month on the entire west side due to inclement

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weather and of course it is normal for work to be slow during the Holiday seasons.

Our shop contracts and rock, sand and gravel plants, plus material dealers agreements are holding up fairly well considering the season. Yuba Ready Mix Inc. in Yuba City has obtained the contract for cement on the Ousott Freeway job as the prime contractor, Baldwin, went out of the ready mix business only this last month. This has thrown quite a bit of the business to all the other shops doing this type of business in the area and therefore the reason for this unseasonable boom.

Tenco Tractor at their new Pleasant Grove Plant are still busy on a two shift basis with a total group of around 125 employees working. This shop has to be one of the most modern shops in the country to work in and all the facilities are the latest. Temperatures are regulated to the point where they are nearly constant the year round and appears to be as clean as a lot of homes. All power

See DAM CHECK page 13



# Credit Union Assets Pass Seven Million Dollar Mark

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By JAMES "RED" IVY  
Credit Union Treasurer

Approximately 75% of the Members employed in the Northern California and Utah construction industry took advantage of the savings plan provided in their respective collective bargaining agreements by allowing their pay in lieu of vacation and holidays, to transfer to their Credit Union share accounts.

The January pay out of these funds placed almost 2½ million dollars in the participating members' accounts and increased the total assets of the Credit Union to well over seven million dollars.

The high percentage of participation and the amount of increase which was made despite heavy withdrawals due to the holidays and the winter season speaks well for the acceptance of both the Credit Union and the Credit Union share purchase option incorporated in the Vacation-Holiday Pay Plan.

As the membership becomes more familiar with the benefits of actively participating in the Credit Union, we find an ever increasing number choosing to borrow, using their shares as security instead of withdrawing these funds and depleting their reserves.

The Credit Union can loan up to \$1,000.00 PLUS the value of the Member's unpledged shares on signature alone. We can make secured loans up to \$15,000.00 plus the Member's shares. There is no restriction on the number of loans that the Credit Union can make to one borrower as long as the total of all loans does not exceed the limits noted above.

The Credit Union provides and pays the premiums on Credit Life Insurance on loans up to \$10,000.00 made to insurable borrowers. Your shares, whether pledged as security for a loan or not, earn dividends and Life Insurance. The Life Insurance, in most instances, would equal the amount of your shares up to \$2,000.00.

These recent transfers of Vacation Pay have provided ample funds to meet the demand for loans. With today's "tight" money situation, we doubt if it is possible for you to obtain more economical financing than is offered by your Credit Union. We invite you to compare rates with the Loan Officer in your Local 3 District Office.

## and/or

Continued from page 6

er call for widening the one-half mile stretch from Williamson Road to Walker Mine Road and Ashby Road intersection from two to four lanes. The new four lane section will correspond to a similar adjacent widening project to the south, which was recently completed.

Tight money still dominates our future as to work on interstate 5 north—as to Weed by-pass and Lakehead sections of freeway. The state has all of the work completed such as survey and Right-of-Way being purchased—all they need is the money and enough pressure against the Federal Government to release the monies, it is still possible these projects could go this year.

Two projects in Modoc County are still scheduled to be awarded sometime in early Spring.

Remember to re-register, as required on the "Out of Work" list before the 85th day or you will be off the list. A word to the brothers in other areas, we only called "Out of Area" twice during 1969 for Blademen. We have many more people in Redding than we will have jobs.

## San Mateo Brother Seeing The World

Nov. 30, 1969

Dear Bill (Raney)

I'm sure this letter will come somewhat of a shock to you, but going thru some old papers, etc., the other day I discovered my union dues have expired and having been a member for 10 years plus, I wanted to get it straighten out and pay another FULL YEAR'S dues. Would you find out what I must do, and how much the cost's are to put me in good standing again.

Having finished my contract with R-M-K-B.R.J. in Vietnam about 8 months ago, I went to work for a commercial diving Co. worked on a offshore pipe line and am presently diving on a offshore oil drilling ship in the Java sea off Java, we work two weeks on the rig and one week off, I have a nice apt. in Singapore, and all in all things are great. I've done a bit of traveling since Nam, been to Thailand, Laos, Malaysia, Sumatra, Java and Bali. Seems the more I see the



BROTHER DOUG TIFFANY

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more I want to see.

Please say hello to all the gang for me, and hope all is well with you. By the way would you have the Eng. Newspaper forwarded to my present address which is: 44-B, Cairnhill Court Singapore, 9.

Sincerely, Doug Tiffany

## Feel Public Employee Unions Here To Stay

WASHINGTON—Convinced that public employee unionism is here to stay, three associations of local governments are sponsoring an information and training program to help public employers hold up their end of the bargaining table.

Sam Zagoria, who recently completed his term as a member of the National Labor Relations Board, will direct the new City-County Labor-Management Relations Service. Its sponsoring groups are the National League of Cities, the U.S. Conference of Mayors and the National Association of Counties. Together they encompass nearly all of the nation's municipalities and county governments.

The new service will not get involved in dispute settlements, nor will it "seek to intervene between public employee organizations and management," the sponsoring groups said.

It will provide training materials for management negotiators, provide information on current developments and trends in public employee bargaining and legislation, and "conduct research on how to alleviate problems presented by collective negotiations in the public sector."

Zagoria is a former president of the Washington, D.C., local of the Newspaper Guild and later served as administrative assistant to Sen. Clifford P. Case (R-N.J.). He was named to the NLRB by former Pres. Johnson in 1965.

In the collective bargaining field, public employee unionism is "where the action will be" in the decade of the 1970s, Zagoria told a news conference.

The sponsoring organizations termed "the explosive growth of public employee unionism" over the past decade as a "vexing" phenomenon to city, county and state government officials.

Their statement announcing the new service added:

"Major established unions and organizations of all sorts have found the public employment sector a vast and fertile field for successful recruiting of new members.

"Almost overnight, local governments, which thought that civil service or other existing personnel arrangements were the answer to rising controversy over matters of pay and working conditions, have found these unions and organizations now knocking at the door of public management. And all too often, public managers have found themselves unprepared to cope with the situation confronting them."

The statement indicated that lack of management familiarity with collective bargaining techniques has resulted in blundering into strike situations "unwanted

by either management or labor in the public sector."

Officers of the local government associations noted that much of the sharp rise in public employee strikes over the past decade stems from disputes over union recognition and negotiation of initial contracts.

## Freeways

Continued from page 3  
plan and build a two-lane bridge across the river's North Fork and another two-lane span across the Middle Fork.

This, Johnson said, would provide a paved link between Spanish Dry Diggings near Georgetown Divide and Interstate 80 near Colfax. The spans would replace two existing one-lane bridges over the North Fork and a one-lane bridge over the Middle Fork.

Johnson said the two-bridge plan would result in a "much more satisfactory transportation system" than straight replacement of the three bridges. It would involve paving a road from Colfax to Georgetown Divide, the congressman noted.

He said there would be "little additional expense compared to the basic obligation."

## Turns Off, Tunes In!

# Pinky Hearing New Sounds

By FRAN WALKER, Trustee

Pinky doesn't require the use of any outside hearing device any more after having used one most all of his working life. Actually he was most fortunate in having a condition which could be corrected by surgery which had to do with the "tuning fork of the ear". Pinky's surgery was on one ear and proved to be most successful and now he is due to have surgery on the other one but in the meantime has discarded his hearing aid and hears everything in detail. (Sure a good chance for someone to buy a used hearing aid)

He doesn't look it but Pinky was initiated in 1937 in Operating Engineers which means he has been around for at least 32 years. He remembers a number of jobs which he worked on but just naming a few: There was the Friant Dam where he ran a Hammerhead and a Donkey Engine, in Utah he sure remembers running a diesel locomotive and in most recent years has been working as a lubricating Engineer for Argonaut Construction in Santa Rosa.

It's real interesting to talk to Pinky's boss Harold Stone who also is going to have the same type of surgery done by the same doctor at the University of California Hospital in San Francisco. In talking to Hal we find some disadvantages (not to Hal but to Pinky) and that is Pinky can't



AFTER 32 YEARS Brother Bob "Pinky" Shuman has "turned-off" and "tuned-in" on a whole new world. Successful surgery, covered by his Operating Engineers Local Union No. 3 Health & Welfare Plan has enabled Brother Shuman to discard his hearing aid and join the world of straight sound Above Fran Walker (right) Trustee and Health & Welfare Rep congratulates Brother Shuman on his successful surgery.

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turn down the hear-aid anymore and has no more excuses for not hearing the orders but the advantages far outshadow the disadvantages. Lloyd Thill and Glen Price (who are Hal and Pinky's coworkers) are much happier that they no longer have to shout.

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The total cost to Pinky for the operation was \$100.00 while the Operating Engineers Health and Welfare plan paid about \$1,000.00. We are sincerely hopeful that the operation on the other ear proves to be as successful as the first.







Obituaries

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

Name — City	Local Social Security No.	Register	Deceased
Abel, Ray	3	732041	12/3/69
LaVern—Wife	SS #533-07-0877		
997 Oneida Circle Ashland, Ore.			
Barnard, Ed	3	1190289	12/3/69
—Wife	SS #544-01-8172		
1131 - 12th St. Eureka, Calif.			
Barton, Angus	3	292121	12/20/69
Bertie—Wife	SS #530-05-0122		
3150 S. Arville, #24 Las Vegas, Nev.			
Bates, James E.	3	416110	11/27/69
Dolly—Daughter	SS #559-07-1541		
8888 N. Winding Way Fair Oaks, Calif.			
Chadwick, Howard	3	620188	12/4/69
Ronald—Son	SS #475-05-7866		
Box 198 Woodacre, Calif.			
Chamberlain, Jack	3	595106	11/17/69
Lence—Wife	SS #555-05-7254		
692 - 38th Ave. Santa Cruz, Calif.			
Christy, Melvin R.	3	0678963	12/5/69
1385 Butte Horse Rd.	SS #549-28-9011		
Yuba City, Calif.			
Couch, John Raymond	3	488583	12/16/69
515 Acorn, Tall Tree Cut	SS #507-07-5205		
Vallejo, Calif.			
Guinn, John	3	1128298	11/69
Gladys—Wife	SS #458-01-8994		
Rte. 1, Box 38 Walnut Grove, Calif.			
Henneberg, Robert	3	1128304	12/22/69
—Wife	SS #711-09-9878		
2150 So. 1st St., #82 San Jose, Calif.			
Howell, Clinton C.		410045	11/18/69
Goldie—Wife	SS #702-07-4774		
P. O. Box 995 Tahoe City, Calif.			
Jungsten, Victor	3C	509802	12/4/69
Theresa—Wife	SS #569-30-1424		
Rte. 3, Box 475 Sonora, Calif.			
John, Leonard	3	295396	11/25/69
Viola—Wife	SS #565-10-3302		
903 Ora Dam Blvd. Oroville, Cal.			
Lassiter, Leonard	3E	1305744	11/23/69
Juanita—Wife	SS #445-10-7900		
1713 Sunnyside Ave. Stockton, Calif.			
Liechty, Brigham	3	84663	12/1/69
Lulu—Wife	SS #528-03-2977		
323 West 4th So. Springville, Utah			
Lovelady, G. Bobby	3	119636	12/11/69
Faye—Wife	SS #467-50-0928		
2448 Alamo Pinole, Calif.			
Marmon, Kermit E.	3	1187246	11/26/69
Dolores—Wife	SS #509-28-8975		
2140 Elkhorn Blvd. Rio Linda, Calif.			
Millhollan, Archie	3	0593334	11/20/69
Juanita—Wife	SS #561-07-9244		
P. O. Box 613 Gridley, Calif.			
Mullennix, Clarence	3	664798	11/10/69
Dorothy—Sister	SS #464-09-8211		
P. O. Box 343 Monterey, Calif.			
Nielsen, C. L.	3	1115474	11/24/69
Mary—Wife	SS #560-01-0954		
5364 E. Elvin Stockton, Calif.			
Piper, John E.	3A	693794	12/3/69
Cora—Wife	SS #371-05-4293		
1004 Atlantic Concord, Calif.			
Prather, Darrell C.	3D	—	11/28/69
Constance—Wife	SS #567-14-9566		
108 Michigan St., #C Vallejo, Calif.			
Rossi, Leno	3A	0316747	11/30/69
Josephine—Wife	SS #553-01-3011		
801 Silverado Trail Napa, Calif.			
Renolds, Nazro H.	3	229287	12/4/69
Lydia—Wife	SS #547-07-3525		
1318 Norvell St. El Cerrito, Calif.			
Sanderson, Harry		234426	11/26/69
Lucille—Wife	SS #566-07-6466		
Rte. 1, Box 137 Arcata, Calif.			
Schaaf, Milo L.	3	297240	11/24/69
Kathryn—Wife	SS #555-12-6097		
42873 Road 80, Sp. #13 Dinuba, Calif.			

Seek Lower Pricing Too!

Drug Safety Still A Fight

By SIDNEY MARGOLIUS  
Consumer Expert for  
Engineers News

Dr. James L. Goddard, former Food & Drug Commissioner, may not be working for the government any more, but he's still fighting to get lower prices and greater safety of drugs.

There now are some 5,000 drugs on the market, and actually some 21,000 drug products including different versions and combinations, Dr. Goddard points out. There also is increasing evidence that not all of these drugs and combinations may be really effective, and some may be merely duplicatory. Combination drugs have increased in recent years as a kind of shotgun approach to curing illness.

If you want to know the blunt truth, scientists believe that some of the drug combinations may actually expose patients to unnecessary risks. While others may be just ineffective, that's dangerous too.

You may have noticed, for example, that the FDA recently banned a number of combination drugs, including eight diuretics, which get rid of excess fluids, manufactured in combination with other drugs such as coated potassium. Scientists have found that potassium taken in fixed amounts as in combination drugs, instead of being tailored to individual needs, may cause other problems.

Previously the FDA banned a large number of drugs which combined penicillin with sulfa and streptomycin, and other antibi-

otic combinations. (The individual drugs are, of course, considered effective. It's the particular combinations that were found to be not medically sound.)

In fact, a review of nearly 3,000 drugs that came on the market before the Kefauver Drug Act of 1962, by the National Academy of Sciences and the National Research Council, has found that 7 per cent are totally ineffective for the claims made. Some of the others were found to be "ineffective as a fixed combination."

Now Dr. Goddard wants Congress to take another brave step forward and make the FDA responsible for reducing the current huge number of drugs to a reasonable number.

This would save you money. The large number of drugs on the market, some useful, some duplicatory and some just ineffective or only partly effective, causes a great deal of money waste. The manufacturers spend millions to develop, introduce and market these often duplicatory drugs. Retail pharmacists must stock a large number of duplicatory brands.

This is one reason why often you must pay 40 cents for a capsule of medicine that may really cost only five cents to manufacture.

Just as important, as Dr. Goddard points out this concept of "relative efficacy" would help develop more truly useful drugs. It would concentrate scarce scientific talent on more selective research. "We would not be subjected to the rash of 'me too' products which now abound," he says. "This in turn would, for all

practical purposes, eliminate the false and misleading advertising which was a serious problem during my tenure as FDA Commissioner."

Another great value of weeding out not really useful drugs and requiring that new ones be truly effective, is that doctors would be better able to keep track of the useful ones.

What's also needed to help doctors, Dr. Goddard says, is a comprehensive drug compendium which would meet physicians' needs for information on drugs. Unfortunately, he points out, the drug industry is fighting proposals for such a compendium. Thus, Federal legislation may be necessary before it will become available to doctors.

The situation of duplicating or only partially-effective drugs is hard for you to control as an individual. You have to rely on what your doctor prescribes.

The 1962 Drug Amendments were a step in the right direction. For the first time the law says that drugs must be proven to be not only safe, but effective.

But the 1962 Amendments have done only a little to actually reduce prices. The burden is especially heavy on older and chronically-ill people. For example, one wife writes that her husband is completely disabled. He had to leave work at the age of 59. Medical costs in general have taken a heavy toll on the family. But now the main problem has become the high cost of the drugs the husband must take regularly to survive.

The couple has tried all the usual cost-cutting methods—buying through organizations by mail, buying in quantity from a local pharmacist at a reduced price. But still they cannot cope with the constant drain of medicine costs on their meager income.

The Administration is feeling the pressure of such frequent situations and is beginning a study towards asking Congress to include out-of hospital drug costs under Medicare, as labor and other community organizations are urging. This is needed as an emergency move since drug expenses of people over 65 are usually three times higher than those of the population as a whole.

But our only hope for a useful solution for everybody, is for Congress and the Administration to brave the wrath of the drug industry by requiring proof of relative efficacy for both present and new drugs, as Dr. Goddard has recommended.

Obituaries (continued)

Severe, Milo L.	3	892590	12/10/69
Mary—Wife	SS #555-18-4582		
8350 Pestana Way Livermore, Calif.			
Siefker, Wm. A.	3A	423230	12/4/69
Grace—Wife	SS #565-07-7145		
3616 Chestnut Lafayette, Calif.			
Silva, Ray	3	0702404	12/2/69
Grace—Wife	SS #572-16-5623		
1610 - 24th St. Richmond, Calif.			
Smith, Clarence		388102	11/11/69
Mrs. Lindvig—Sister	SS #501-05-3710		
P. O. Box 1526 Williston, N. D.			
Wilcoxon, Wayne	3	304413	11/25/69
—Wife	SS #524-05-7062		
Rte. 1, Box 66-A, #28 Byron, Calif.			
Williams, Herman	3	657746	11/30/69
J. R. — Brother	SS #445-03-3899		
709 - So. 2nd Marlow, Okla.			

91 Deceased Members—October 1969 thru December 1969  
4 Industrial Accidents

DECEASED DEPENDENTS

December 1969
Augustine, Marjorie—Deceased December 6, 1969
Deceased Wife of Arthur W. Augustine
Begley, Mary Lynn—Deceased November 19, 1969
Deceased Daughter of Dedley Begley
Biggins, Anna—Deceased November 15, 1969
Deceased Wife of Edward Biggins
Burgess, Mary C.—Deceased November 27, 1969
Deceased Wife of Carl Burges
Denison, Quince—Deceased October 19, 1969
Deceased Wife of James Denison
DeShazer, Leslie, Jr.—Deceased November 8, 1969
Deceased Son of Leslie DeShazer, Sr.
Hayton, Zenobia—Deceased November 30, 1969
Deceased Wife of Robert J. Hayton
James, Pearl May—Deceased October 21, 1969
Deceased Wife of Melvin James
Keithly, Susan Jane—Deceased September 1, 1969
Deceased Wife of Marcus Keithly
Platzkow, Clifford—Deceased April 8, 1969
Deceased step-son of Ray Teede
Sweaney, Tommy—Deceased November 8, 1969
Deceased son of Max R. Sweaney

Hawaii

Continued from page 10  
and bedroom and covered parking stall.

The Contractor, Reed & Martin, Inc. was also the contractor for the Hawaii State Capitol. Brother John "Sonny" Hoopii is the operator on the tower crane and is presently on the second floor. Topping off is expected in 1971.

Condolences — Our sincerest condolences to the family and friends of Brother Harry Sakurai who died on December 13, 1969. Brother Sakurai was employed by Moses Akiona, Ltd.

Seek Blind

The President's Committee on Employment of the Handicapped reports that a large chemical firm in Florida intentionally seeks blind workers because their highly developed senses of smell and taste allow them to perform better than machines can in testing certain chemicals.



# Personal Notes

## SAN JOSE

**WORK IN ALASKA? LATER**—As reported in last month's Engineers News, one of our Brothers from San Jose is working in Alaska. In a letter received in December, he advises anyone looking for work up there to bring a "barrel of money". No new work will start before May and present jobs are running full crews as weather permits. Here are some of the highlights of job conditions—don't say we didn't warn you! The Engineers working in this cold climate are attempting to build roads in 77 degree below zero weather. They start out with the dozers, then water the roads down with water and then are leveled off with the Blades. Wind is another hazard here. The wind plugs up the Air Filters, causing the equipment to cease operating. Camps are set up for the men for shelter during the winds, storms, and freezing cold.

We would like to take this opportunity to give thanks to Brother C. C. Pray, who has been employed by the Ted Tressler Company for the past 18 years, and his wife for the efforts they have put forth on behalf of the needy. During the year 1969 due to their constant efforts, over \$150,000.00 was donated to Cerebral Palsy Fund, Crippled Children Funds, and various other needy funds. Before Thanksgiving 1½ tons of clothing, appliances, and food was delivered to the Twin Wells Indian School in Holbrook, Arizona. On March 21st, Mr. and Mrs. Pray will be Host and Hostess at a Seabee show given in San Bruno at the Marine Drill Hall at 6:00 p.m. and the proceeds will be donated to the Muscular Dystrophy Fund. The concern for the less fortunate is indeed great in the hearts of Brother and Mrs. Pray and they hope that others will join them in this rewarding work.

Our thanks to Brother Robert Sandow for again donating blood to our Blood Bank. Now that the jobs are shut down due to the rains, PLEASE take a few minutes to donate a pint of blood.

Brother Charles Marines, employed by McCarthy & Spiesman has been released from the hospital and is recuperating at home from a back injury. Our best wishes for a speedy recovery.

## EUREKA

Our deepest sympathy is extended to the family of Palmer Peterson, who passed away after a short illness on December 25, 1969.

## MARYSVILLE

Our sympathies to Mrs. Carolyn Nicholson whose husband Brother John S. Nicholson of Oroville passed away last month. Best wishes for a fast recovery go to Chet Foursha in Oroville who is recuperating from a serious leg injury.

Our special thanks to Bruce Porter for his recent donation of blood at the monthly Blood Bank. We really need any donations we can get as our bank is completely depleted.

The Georgetown Divide-Colfax road would provide "much-improved access for fire control, much better traffic circulation and would enhance scenic and recreation opportunity," Johnson added.

## SACRAMENTO

Our sincere condolences to the families of Brothers Oswald Saari and Joe Bracket who passed away last month. Our sympathy also goes out to the family of Halver Skjold who passed away January 5, 1970.

Wishes for a speedy recovery are extended to Brother E. A. Thomas who is recovering at home from a serious operation; Brothers Fred Husum and Frank Forrest who had spinal operations at the American River Hospital; Brother Red Thomas recovering from a serious operation and is in the intensive care ward at American River Hospital; and, Brother Harold Melt, who was in an accident, is at the Community Memorial Hospital.

## REDDING

Our deepest sympathy to the family and many friends of our deceased Brothers Fred W. Thunen who passed away December 21st after a lengthy illness, also Brother Ray Abel who passed away December 3rd (Industrial Accident).

We wish a speedy recovery to the following brothers: Jewell Williams, Melvin Daugherty, Lloyd Lang, John Ciulla and Carl Criss.

We all hope it won't be long and they'll be back pulling levers.

## STOCKTON

**BLOOD CLUB:** Our thanks to Mrs. Ernie Mylar (June) for her recent donation to the Operating Engineers Blood Club.

Our deepest sympathies are extended to the family and friends of Brother John Eustler, a retired Engineer, who passed away this past month and to Brother and Mrs. William Stoner, Jr. on the loss of their son Leroy.

Brothers E. B. "Doc" Muns, Albert McNamara, T. D. Shanklin and Lee Hickman were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

Brother Robert Reidlen had a week off from his job on the Arctic Ocean for Pacific Inland Navigation and dropped by to say "hello." Brother Reidlen says when the wind blows on the job, the temperature drops to 85 degrees below zero.

## SWAP SHOP CORNER: Free Want Ads for Engineers

### FOR SALE

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

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

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

**TWO 600 CASE TERRACRACs** for sale. Diesel with bucket and scarifier, also gasoline with bucket and backhoe. Large Ford truck to move this equipment with. Carroll Dow, 200 Knudsen Lane, Petaluma, Calif. 94952. Phone 707/762-9529. Reg. No. 0389082. 12-1.

**FOR SALE 1957 T-BIRD** with portholes, 4 new Michelin's, 16,000 mi. on transmission and engine. New interior. Sacrifice \$2,550. Jim Mills, P. O. Box 2173, Castro Valley, Calif. Phone 846-2525. Reg. No. 1171840. 12-1.

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

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

**FOR SALE OR TRADE** Sonora Meadows lot No. 34, near swimming pools and clubhouse on Sullivan Creek. 8 miles from Sonora, Calif. near Twain Hart. Jim Dalgh, 2328 Orleans Drive, Pinole, Calif. 94963. 415/758-0765. Reg. No. 348870. 12-1.

**HOME FOR SALE**, 3 Br. Lvr.m. Family room, 2 firepl., 2-car garage on ½ ac. lot. Shade trees, quiet court, 5 min. to schools and shopping, 30 min. from San Francisco. 18-yr. home, excellent cond. \$24,250. R. Lanzendorfer, 32 William Court, Danville, Calif. 94526. 415/837-5405. Reg. No. 838956. 12-1.

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

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

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

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

**PORTABLE WELDER** for sale or trade. 225 amp, G.E. 4 cyl. Wisconsin. \$300 or trade for 200 amp A.C. welder. Joe Correia, Rt. 2, Box 190, Dos Palos, Ca. 209/387-4207. Reg. No. 0592868. 12-1.

**LIVE-IN MOBILE home**, must sacrifice. Registered miniature poodles, papers and shots. Very good shape. Make reasonable offer. Also stud service. Phone 862-2282. Leo A. Davis, 26848 River Road, Newman, Calif. 95360. Reg. No. 0824688. 12-1.

**FOR SALE TRAVELEZE TRAILER 38T**, salt-containers, 7 Cyl. E. & E. Reg., tandem axle, like new, pulled up. 630 mi. Walt F. "Red" Lange, Telephone 916-644-2334, 1843 Gardella Lane, Camino, Ca. 95709. Reg. No. 25837. 1-1.

**175 LOADER**, 4 in one bucket and rippers for sale. \$12,500. HD 5 Loader with rippers complete overhaul \$3,000.00. Dealer's equipment trailer \$2,000. Lee Mansker, Los Altos, Calif. 94022. Phone 967-3943. Reg. No. 1067423. 1-1.

**FOR SALE CURTA CALCULATOR**. Small size, A-1 condition, with case. \$50.00. 10 Ft. aluminum boat with 3½ H.P. outboard, like new. Sacrifice \$75.00. M. E. Rawley, 5505 Grove Street, So. No. 22, Rocklin, Cal. 95677. Phone 916-824-2626. Reg. No. 0817487. 1-1.

**FOR SALE 1963 CLASSIC 770 four door** Rambler. One owner, reclining front seat, Backs-8 standard trans. W-O.D. —R&D two new tires, top book, plus license after 1-1-69. Walt F. "Red" Lange, Telephone 916-644-2334, 1843 Gardella Lane, Camino, Cal. 95709. Reg. No. 258737. 1-1.

**FOR SALE: PARADISE**, Calif. 2 bedroom house, guest house, 95 x 165 lot, nice shrubs and fruit trees. F. P. \$12,000, cash to loan or trade part of equity for good lot in high desert area S. Cal. 12751 Mariposa Road, Sp. 50, Victorville, Ca. Reg. No. 1152630. 1-1.

**FOR SALE: 1965 Budget Mobile Home**, 1 Bedroom 53 x 17. Very good condition. Larry McFadden, 1450 Oakland Road, Space 85, San Jose, California. Reg. No. 879604. Phone: (408) 293-1449. 1-1.

**80 ACRES FOR SALE** near Ellsinore. Mo. Fenced, 2 houses, 2 cisterns, one deep well. Call John E. Lapp, 415/479-9190. Reg. No. 388103. 2-1.

**1969 BILTMORE-FURN.** 1 BR 12 x 43 trailer in park S.R. cooler, shed, T.V., porch \$1,500 down or take over payments \$62.42 mo. or \$5,800. 415/824-3087 after 6 P.M. Reg. No. 0679071. 2-1.

**FOR SALE DOUBLE HORSE trailer** single axle all metal with tack room. \$550. J. L. Bledsoe, 1842-14th Street, San Pablo, Ca. 94806, or call 415/233-6199. Reg. No. 1025214. 2-1.

**FOR SALE OR TRADE** one Eska motor, used four times. Sacrifice for \$100 or trade for power saw. George J. Stryker, P. O. Box 33, Pine Grove, Ca. 95665. 209/296-7273. Reg. No. 1115488. 2-1.

**FOR SALE 1.06 ACRES** 27 miles north of Fresno on County road 417. Three small lakes. Low down payment. Phone 415/782-7521. Reg. No. 653489. 2-1.

**FOR SALE MERCEDES-BENZ Diesel** 1959 model 180 good engine, paint, tires, body. Some recent work done. \$575. Call 415/661-6979 Carl Sanjines. Reg. No. 758388. 2-1.

**BRITANNY PUPPIES**, AKC registered \$60-75. Proven dogs. 916/877-6817. Reg. No. 1095824. 2-1.

**MILLIE'S TAX SERVICE**, branch of Fresno office, specializing in construction workers' tax returns for 10 years. BankAmericard, Master Charge accepted. Near Oakland Hall. 415/452-1725. Reg. No. 1312793. 2-1.

**ONE GENERAL EAGER BEAVER 6 ton** trailer for sale. Also Ford F600 flat-bed, Ford F600 dump, John Deere 350 with 95 backhoe, Case 580 backhoe. Must sell. Call after 6 P.M. 415/994-0078. Reg. No. 1164979. 2-1.

**FOR SALE 1¼ ACRES 5 miles Lake Oroville**, Permanent pasture, family orchard, garden spot, barn, 2 BR, den, 2 bath, fireplace, A/C, guest apt., bath & pool. \$33,500, owner carry paper. V. B. Dresser, 20 Greenbank Avenue, Oroville, Ca. 95965. Phone 916/533-6980. Reg. No. 329114. 2-1.

**SMALL 3 BEDROOM home** 3 years old, W/W carpet, drapes, refrigerator, stove, dishwasher, garbage disposal, ideal for small family or couple, above smog, below snow line. \$19,950. Phone 916/865-8179. J. E. Ostberg, 170 Ginger Drive, Auburn, Ca. 95603. Reg. No. 832325. 2-1.

**MUST SELL 1959 Empire Mobile Home**, 8' x 45' completely furnished. Awning, skirting, porch with storage, 7' x 8' storage shed. \$2,500 or make offer at 6435 Orange Avenue No. 28C, Sacramento, 916/421-3345 or call R. L. Briggs, 37 Marigold, Salinas, Ca. 93901, 408/422-4710. Reg. No. 0908510. 2-1.

**FOR SALE WEBCOR 4-track tape** recorder \$50.00. Manuel R. Vilche, 242 Newhall Street, Hayward, Ca. 94544. 415/782-7268. Reg. No. 1082385. 2-1.

**HOME FOR SALE**. Close to downtown Clearlake Highlands, Ca. (P.O. Box 6886). 1½ baths, fireplace, carpeting, shop, two bedrooms, garage, extras. Fruit and nut trees, 220 or gas. \$18,950. Phone 707/994-3668. Reg. No. 600835. 2-1.

**GRADALL WITH 10 BUCKETS**, blade, auger, etc. \$12,500. Phone 916/383-1076. Reg. No. 0586548. 2-1.

**MOBILE HOME 10 x 55**, 2 bedrooms, two baths, expando, furnished. Screened porch, boat house, storage shed. 60 x 80 lot, 2 blocks from lake at Clear Lake Oaks, \$11,500. J. C. Enos, 1032 Aberdeen Drive, Livermore, Ca. 94550. Phone 415/447-4957. Reg. No. 620122. 2-1.

**1963 MERCURY MONTEREY 4-door** hardtop. Blue w/white top, best interior, carpets, all accessories, like new. It's no longer needed as third car. E. P. Seim, Menlo Park, Phone 323-6773 evenings & weekends. Reg. No. 977680. 2-1.

**FOR SALE 1966 CASE backhoe C.K. 2** ft extendo hoe 18-24-36 buckets diesel torque converter. \$4,500. 707/996-6631. Duane Worden, 18780 Orange Avenue, Sonoma, Ca. 95476. Rev. No. 1123477. 2-1.

### RULES FOR SUBMITTING ADS

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

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

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

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

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

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

## Profits Still Higher!

# Construction To Lead Wage Increase In 70

WAGE INCREASES DUE IN 1970 HIT RECORD HIGH, SAYS BNA STUDY

Washington, D. C.—The median wage increase falling due in 1970 under contracts currently in force is 17.1 cents an hour, according to a study just released by The Bureau of National Affairs, Inc. (BNA), a Washington-based organization of business information specialists. The increase is the highest in the thirteen years BNA has been compiling deferred wage increase data, and represents a gain of 2.7 cents over deferred increases falling due in 1969.

The BNA study covers 4,179 contracts providing deferred wage or fringe adjustments, compared with 3,665 such contracts examined a year ago. The total number of contracts specifying deferred wage changes was up 330 over last year. Each contract covers 50 or more employees.

Deferred increases will continue to carry weight in negotiations in the year ahead, according to BNA. In addition, provision in some contracts for cost-of-living increases—or escalator clauses—will continue to boost wage adjustments above the amounts designated as deferred wage increases.

The construction industry continues to play a leading role in

deferred wage gains. Increases coming due in 1970 are at an all-time high of 50.5 cents an hour, compared with 40.0 cents in 1969. Excluding construction settlements, the overall median adjustment drops 2.0 cents, to 15.1 cents an hour.

By industry, construction is again out in front with the record deferred wage increase of 50.5 cents an hour due in 1970. Shipping and longshoring are next in line with 25.0 cents. Other leading increases are 24.6 cents in printing and publishing, 20.1 cents in utilities, and 17.5 cents in both the mining and quarrying industry and the transportation field. Lowest in the scheduled increases are 11.5 cents an hour in

See PROFITS page 16

# More Personals

## FRESNO

We would like to express our deepest sympathies to the families and friends of Brothers Jack Snure, Milo Schaaf and Jack Sharp who recently passed away.

## SANTA ROSA

Darrel Mortensen, from Berglund Tractor Co. in Willits, is home recuperating from recent surgery performed in San Francisco. Best wishes for a speedy recovery, Darrell.

Joe Quaini, from Slinsen Const. Co., is out of hospital and on the mend very nicely, after his recent back operation. All set now for another 25 years, Joe?

## SAN RAFAEL

Congratulations to Brother Fred Orchard and his missus on their new addition—a baby girl "Lisa" born on December 23, 1969. Also our congratulations to Brother Don Phimister and his wife on their 7th addition—a boy born on January 7, 1970—weighing in at 9 lbs., 4½ oz.

Our best wishes for a fast and speedy recovery to Brother Guy Slack who is hospitalized at Marin General.

Members residing in Marin County: Are You Registered To Vote? Have you—just moved to the County of Marin, been a resident of California one year, and the county 90 days? Failed to vote in the last General Election? If so, you can register—at our office, 76 Belvedere Street. KEEP VOTING!



## Clip &amp; Save

## MEETINGS SCHEDULE

## DISTRICT &amp; SUB-DISTRICT MEETINGS

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

## SEMI-ANNUAL MEETINGS

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

## DISTRICT &amp; SUB-DISTRICT MEETINGS

## FEBRUARY

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

## MARCH

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

## APRIL

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

## MAY

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

## JUNE

2 Fresno, Tues., 8:00 p.m.  
5 Provo, Fri., 8:00 p.m.  
6 Reno, Sat., 8:00 p.m.  
11 Santa Rosa, Thurs., 8:00 p.m.

## JULY

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

## AUGUST

5 San Francisco, 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.  
27 San Jose, Thurs., 8:00 p.m.

## SEPTEMBER

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

## OCTOBER

6 Eureka, Tues., 8:00 p.m.  
7 Redding, Wed., 8:00 p.m.  
8 Marysville, Thurs., 8:00 p.m.  
14 Kauai, Tues., 7:30 p.m.  
28 Honolulu, Wed., 7:00 p.m.  
29 Hilo, Thurs., 7:30 p.m.

## NOVEMBER

3 Sacramento, Tues., 8:00 p.m.  
5 Watsonville, Thurs., 8:00 p.m.  
10 Stockton, Tues., 8:00 p.m.  
12 Oakland, Thurs., 8:00 p.m.  
18 San Francisco, Wed., 8:00 p.m.

## DECEMBER

1 Fresno, Tues., 8:00 p.m.  
4 Ogden, Fri., 8:00 p.m.  
5 Reno, Sat., 8:00 p.m.  
10 Santa Rosa, Thurs., 8:00 p.m.

## DISTRICT &amp; SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg.,  
474 Valencia St.

Eureka, Engineers Bldg., 2806  
Broadway.

Redding, Engineers Bldg., 100  
Lake Blvd.

Oroville, Prospectors Village,  
Oroville Dam Blvd.

Honolulu, YWCA Community  
Rm., 1040 Richard St.

Hilo, Hawaii Tech. School,  
1175 Manono St.

San Jose Labor Temple, 2102  
Almaden Road.

Stockton, Engineers Bldg.,  
2626 N. California.

Oakland, Labor Temple, 2315  
Valdez.

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

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

Ukiah, Labor Temple, State  
Street.

Salt Lake City, 1958 W.No.  
Temple.

Reno, Musicians Hall, 120 W.  
Taylor St.

Marysville, Elks Hall, 920 - D  
St.

Watsonville, Veterans Memo-  
rial Bldg., 215 - 3rd.

Santa Rosa, Veterans Bldg.,  
1351 Bennett St.

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

## They Start Earlier Abroad

In the United States, the minimum age for entry into apprenticeship is usually 18, but not less than 16, according to the U.S. Department of Labor. In Austria, Czechoslovakia, Denmark, France, West Germany, the Netherlands, Switzerland, and the United Kingdom, few apprentices start later than 16, and some begin their training as early as 14.

## CREDIT UNION

478 Valencia St.  
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474 Valencia Street  
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## Contra Costa Building Trades

## To Sponsor Low Cost Housing

The Contra Costa Building & Construction Trades Council, acting as sponsor of the project, broke ground November 25 for a \$1,863,500 apartment unit in Pittsburg.

The project, located on a nine and one-half acre site on Harbor Blvd. in the old Camp Stoneman sector, will consist of 24 buildings containing 126 two and three-bedroom apartments and one and one-half bath townhouses.

Designed for persons and families in the low- and middle-income groups, tenancy will be restricted. Rents will be \$125 a month for a two-bedroom apartment and \$145 for three bedrooms, all utilities included. The apartments will be unfurnished except for kitchen appliances, drapes, and Venetian blinds.

Also planned is a large recreation area with playground equipment, coin-operated laundry facilities, extensive landscaping, and parking space.

Actual title to the project will remain with a non-profit corporation set up by the Construction Trades Council, with financing through the Government National Mortgage Association, an arm of the federal government. Heading the corporation are Sal Minerva, president; Norris Casey, vice president; Howard "Chick" Reed, secretary; and director-trustees Warren Jackman, Kenneth E. Graedel, Lou Thomas, and Loren Thompson. The principal officers are also trustees.

The project will be fully integrated and built in its entirety by union labor. Cable television will be provided to each apartment.

Camp Stoneman, deactivated in the early 1960's, was sold to local government agencies and has since been developed into commercial, industrial, and residential use. The union project is close to many schools, elementary through



GROUND BREAKERS in the Contra Costa Building & Construction Trades sponsored low rental apartment unit in Pittsburg, California are from left to right George Machado, Senior BA Carpenters Local 2046; Wm. H. Zenklusen, General Contractor; Norris Casey, Local Union 3 of Oakland District Rep and Guard; Lou Thomas, BA, Roofers Local 81; Howard Reed, Business Manager of Contra Costa Building Trades Council.

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high. The site of a Junior College East Campus is in the same general area.

The project is the first of several proposed housing developments of this nature in the Pittsburg area.

## Profits

Continued from page 15  
furniture and fixtures, 12.2 an hour in the miscellaneous manufacturing group, and 12.3 cents each in apparel, textile mill products, and transportation equipment.

Based on the 3,727 settlements in which the amount of deferred increases in 1970 is specified, the BNA study shows that 31 percent will provide over 22 cents an hour, while 25 percent will provide between 15 cents and 18 cents, and 17 percent between 11 cents and 14 cents.

In the area of deferred fringe revisions, changes in insurance provisions continue to show the greatest frequency, appearing in 505 of the 4,179 settlements covered by the study. Pension, vacation, and holiday provisions—in that order—follow in the frequency of change. This same sequence was noted in revisions over the past two years.

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## More Upstairs Maids!

Despite the increasing need for household workers, the number of people so employed has dropped from 1.9 million in 1960 to less than 1.7 million in 1968. To satisfy the need for more household workers, the U.S. Department of Labor is conducting experimental projects in seven cities to determine if the field of household employment can be upgraded sufficiently to make it a more attractive occupation.

## Female of the Species

In April 1969, about 30 million women 16 years of age and over were in the labor force. This means that nearly two out of every five workers were women. Labor force projections through the 1980's indicate that women and youth will provide the largest source of new entrants into the labor force.

## Business Offices &amp; Agents Phone Listing

## CALIFORNIA

## DISTRICT 1—SAN FRANCISCO

Dispatch Office:  
470 Valencia Street 94103  
A. J. "Buck" Hope, Dist. Rep., 431-5744  
George Baker, 586-4423  
Wayne Sprinkle, 661-2587  
Jim Jennings, Health & Welfare Rep., 828-5803  
Fran Walker, Trustee, 479-6828  
Don Luba, 682-3777

## SAN MATEO

1527 South "B" 94402 (Area 415) 345-8237  
Bill Raney, 369-5690  
Dick Bell, 358-6867

## SAN RAFAEL

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

## VALLEJO

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

## DISTRICT 2—OAKLAND

1444 Webster St. 94615 (Area 415) 893-2120  
Norris Casey, Dist. Rep., 687-8545  
Guy Jones, 525-5055  
Tom Carter, 682-6382  
Alex Cellini, 828-3486  
Jerry Allgood, 443-3239  
Mike Womack (Tech. Engrs.), 443-3151  
Al Swan, 933-9524  
Herman Eppler, 682-5002

## DISTRICT 3—STOCKTON

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

## MODESTO

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

## DISTRICT 4—EUREKA

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

## DISTRICT 5—FRESNO

3121 East Olive 95702 (Area 209) 233-3148  
Claude Odom, Dist. Rep., 439-4052  
Bill Relferford, 924-4478  
Walter Norris, 224-6897  
Ralph Hurst, 264-8083  
Jerry Bennett, 935-1878

## DISTRICT 6—MARYSVILLE

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

## DISTRICT 7—REDDING

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

## DISTRICT 8—SACRAMENTO

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

## DISTRICT 9—SAN JOSE

760 Emory St. 95110 (Area 408) 295-8788  
Bob Skidgel, Dist. Rep., 269-8436  
Wm. Harley Davidson, 724-5490  
Mike Kraynick, 266-7502  
Jack Curtis, 265-4461  
Bob Owen, 251-0416

## DISTRICT 10—SANTA ROSA

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

## NEVADA

## DISTRICT 11—RENO

185 Martin Ave. 89503 (Area 702) 329-0936  
Gail Bishop, Dist. Rep., 747-1814  
Bud Jacobsen, 882-2994  
Edwin Knapp, 673-3828

## UTAH

## DISTRICT 12—SALT LAKE CITY

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

## PROVO

125 E. 300 South 84601 (Area 801) 373-8237  
Wayne Lassiter, 225-6362  
Kay Leishman, 896-5517

## OGDEN

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

## HONOLULU, HAWAII

2305 S. Beretania 96814 (Area 808)  
Harold Lewis, Sub-Dist. Rep., 949-0084  
Bert Nakano (Hilo), 746-4022  
Ken Kahoonel, 664-886  
Wilfred Brown, 811-093  
Wallace Lean, 455-9448  
453-908

## AGANA, GUAM

P. O. Box E-J 96910  
Tom Sapp, 772-4222  
William Flores, 746-4022  
Henry Mar, 772-9500  
Mike Pope, 746-6281  
Ken Allen, 746-3422

## Revision

Continued from page 9  
making the previously voluntary guidelines mandatory for all Federal contractors may have been particularly intended to offset criticism that the Office of Federal Contract Compliance had "singled out" the construction industry with its implementation of the Philadelphia Plan.

Another reason for the proposed order, a department official said, is that many Federal contractors have been asking for guidance on just what they were expected to be doing to carry out a satisfactory affirmative-action program.

Generally speaking, all Federal contractors are supposed to have been taking affirmative action to hire minorities since the Office of Federal Contract Compliance was created in 1968, the official noted.