

Wages, Fringes in Hawaii Due to Increase

★ ★ ★

★ ★ ★

★ ★ ★

1,022,000,000
man days lost
from unemployment



1970

62,000,000
man days lost
from strikes



Last summer's negotiation sessions between Local 3 and the General Contractors Labor Association in Hawaii, resulting in a big new contract, will affect Hawaii members who work for employers covered by the GCLA contract beginning on March 1st with upgrading of some classifications, and increases in wages and fringe benefits.

The contract, which Business Manager Al Clem calls "the best contract ever negotiated for the construction worker in Hawaii," will:

Change classifications, as of 3-1-71 for a number of groups as follows:

- Group 1—Rodman or Chainman moves to Group 2.
- Group 3—Dinky Operator moves to Group 4.
- Group 4—Agri-Cat (mini-cat) moves to Group 5.
- Slip Form Pumps (power-driven by hydraulic, electric, air, gas, etc. lifting devices for concrete forms) moves to Group 5.
- Group 5—Crusher Plant Engineer—moves to Group 6.

Gradesetter (mechanical or otherwise) moves to Group 6. Pavement Breaker moves to Group 6.

Group 6—Mixermobile (over 5 tons) moves to Group 7. Small Tractor with boom D-6 or similar) moves to Group 7.

WAGES

Straight Time Hourly
Wage Rates and
Effective Dates

	Old	New
Group 1	\$3.59	\$4.84

Group	Old	New
2	4.69	4.95
3	4.83	5.10
4	5.03	5.36
5	5.35	5.65
6	5.66	5.97
7	5.94	6.27
8	6.04	6.37
9	6.14	6.48
9A	6.29	6.64
10	6.40	6.75
10A	6.53	6.89
11	6.65	7.02
12	6.98	7.37

TRUCK DRIVERS

Group	Old	New
1	4.83	5.10
2	5.08	5.36
3	5.08	5.36
4	5.15	5.51
5	5.66	5.97
6	5.94	6.27
7	5.76	6.19
8	5.76	6.19

HELICOPTER WORK

Group	Old	New
1	\$7.73	\$3.16
2	7.86	8.30

See HAWAII, Page 15

"Serving the men who move the earth!"

ENGINEERS NEWS

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



Vol. 30, No. 2

SAN FRANCISCO, CALIFORNIA

February 1971



GRAND OLD MAN of Operating Engineers Local Union No. 3 is Victor S. Swanson shown above receiving his 35-year pin and Honorary Membership Gold Card from Recording-Corresponding Secretary T. J. "Tom" Stapleton with President Paul Edgecombe at left and Business Manager Al Clem, applauding, at right. Next month, March, Brother Swanson will have completed some sixty years as a member, original organizer and Business Manager of Local Union No. 3 before his retirement in 1959.

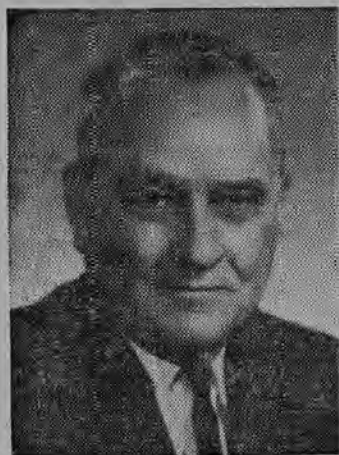
Unemployment Is REAL Problem

This chart puts into perspective the crushing cost of last year's layoffs. According to the U.S. Department of Labor, unemployment averaged 4,088,000 during the 12 months of 1970. That meant a loss of more than one billion, twenty-two million man-days of work.

At the year's end, the rate of joblessness hit 6 per cent, which makes the entire country an area of "substantial" unemployment qualified for special assistance under the official definition. At the last report, nearly 5,000,000 American workers were hunting jobs they couldn't find, more than at any time in nine years.

Time lost from strikes also increased last year, another result of slower business activity. The sixty-two million man-days lost from work as the result of work stoppages was the highest in 11 years, according to the U.S. Labor Department.

The ratio of time lost from unemployment and time lost from strikes was 17 to 1. That's an indication of the relative importance of the two problems.



*Collectively
Speaking
with Al Clem*

The month of February has been a rather eventful one for the Operating Engineers on a National level.

As to the happenings in Local 3, the outstanding event was the negotiations of a wage increase for the employees in Guam employed by the employers who were signatory to the Model Agreement.

In Guam we now have in excess of 1500 members and we are looking forward to conducting certification elections with a number of firms in the not too distant future.

The happenings on the National scene which will affect many members of Local 3 was the meeting of the Trustees of the National Pipe Line and Operating Engineers Health and Welfare Plan.

This is the first health and welfare plan of this magnitude that has been attempted by your International up to date. Through the efforts of the General President, Hunter Wharton, and many other members of the Executive Board, we are on the way now to setting up a health and welfare plan whereby all the engineers will be covered regardless of where they work in the United States if they are employed by an employer who is signatory to the Pipe Line Agreement. As Chairman of the negotiating committee when this agreement was consummated I know this forward step could not have been achieved if we did not have the support of the International Union as well as the knowledge by the present employers who are signatory to the National Pipe Line Agreement.

During the month of January the General President called a meeting of the General Executive Board in Washington, D.C. where we discussed the problem of reciprocity for those members of the International Union of Operating Engineers who are covered by a pension plan in their local unions. The committee consisted of Chairman John Possehl, International Vice President and Business Manager, Local 18, Cleveland, Ohio and the following International Vice Presidents and Business Managers including myself: Russ Conlon, Local Union 302, Seattle, Washington; Tom McGuire, Local Union 15, New York; Joe Seymour, Local Union 12, Los Angeles; J. C. Turner, Local Union 77, Washington, D.C. and Pete Weber, Local Union 825, Newark N.J.

After a series of meetings we arrived at what we thought was a workable solution to this most complex problem which the committee submitted to the General Executive Board and secured their approval. When the details are finalized, we will print them in their entirety in the Engineers News so that everyone will be familiar with them. The purpose of this recommendation is that all engineers who qualify for pensions will be able to receive the maximum benefit due them.

The regular meeting of the General Executive Board was held in Florida the first week in February. This was a very fruitful meeting and the most outstanding thing that happened will affect the engineers in the Western Conference in San Mateo where a statistician and economist will be employed to gather data to furnish the union to aid them in negotiations.

With all the talk about wage and price control, and particularly with the attitude of the politicians in Washington, we know that we face a tougher road ahead of us in negotiations than we have in the past. However, I seem confident that without a flat order of wage and price control that when we go to the bargaining table we will be able to secure an equitable amount of compensation for the members of Local 3 due us.

I need not say that due to the shortage of work and the talks by the politicians where they cry the loudest for wage controls but say very little about the control of profits, it will take all the know how we command to achieve a decent settlement in all our forthcoming negotiations.

I have been serving on a Task Force Committee consisting of representatives from the construction industry, government and labor to make recommendations which would hopefully secure the release of funds to create employment in the construction industry in the entire State of California. With the statistics that we have been able to compile, we feel confident we have a good case to lay before the proper people and if they are sincere in wanting to stop this trend of unemployment, they will release funds to get some of the projects underway. This is one project where we need the help of every member and their family who are of voting age to assist us.

You know that your officers with the approval of the Executive Board have set up a political arm of the organization known as V.O.T.E. (Voluntary Organization of Tax-paying Engineers), and there will be meetings held in each area from time to time to keep you apprised of elections

(More Clem Cols. 4 & 5)

Santa Cruz Work for Shellmaker Dredgemen

By GUY JONES

Brothers, the work picture has not changed a great deal from the January report.



Guy Jones

Granite Construction was low bidder on the Santa Cruz upper Harbor Woods Lagoon in Santa Cruz. This contract went for \$1,656,925. Shellmaker Dredging will do the dredging work. This job is expected to run 5 months or more.

Dutra Dredging Company were low bidders on the Westgate Yacht Harbor in Emeryville. This looks like 8 weeks work—3 shifts.

Work delayed until spring on Baldwin Ship Channel: The Baldwin Ship Channel, first proposed by the late Rep. John Baldwin of Martinez in 1954, has run aground again and work is not expected to start on the Golden Gate-to-Stockton project until spring at the earliest.

Work was expected to commence last month with funds from congressional appropriations for this fiscal year, but the Nixon Administration has delayed approval.

The U.S. Army Corps of Engineers office in San Francisco says, however, that dredging of the bar at the Golden Gate will probably begin this spring. The work will be done by the Corps huge hopper dredge, the "BIDDLE."

The \$60 million project would open a ship channel 55 feet deep from the ocean to the San Rafael Bridge, 45 feet from there to Antioch and 35 feet from Antioch to Stockton.

Brothers, what can we do to help our Union in this coming year? We all have a valuable stake in its operation. You can help a great deal just by attending Union meetings as often as you can. Take part in the discussions and debates. You can help run it by being present. Remember, it's your Union too! Get to know the other members and give them a chance to get to know you. Your very presence at the meetings is a great help to your officers, those whom you elected to carry on the functions of the Union.

You, the membership, are the most important part of any union. Together with your elected working officers, you determine the progress, policies, and the direction of your Union.

It is especially important for you to attend these meetings for the next several months. You will be brought up to date on the progress of the forthcoming negotiations for the next contract. Can we count on you being present, Brothers?

See you at the next meeting.

ENGINEERS NEWS

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We Get Letters!

Mr. Al Clem
International Vice President & Business Manager
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

Dear Mr. Clem:

I have returned to work after spending one month at Rancho Murieta Training Center. The knowledge and experience acquired at this school will be extremely valuable to me.

I was completely satisfied with all aspects of the school. The dormitories were immaculate and comfortable. The menus afforded a variety of foods, all of which were excellently prepared. The instructors main goal centers around the trainee. All my instructors were intelligent, cooperative, and the finest of men.

In this world of perpetual change and progress, it is obvious you are deeply concerned for the members of this Local. Rancho Murieta is available to all of us—to make us better qualified for our jobs. I wish to express my appreciation to all those responsible for making Rancho Murieta Training Center a success.

Fraternally yours,
Kenneth B. Enos

Dear Sir:

Concerning my retirement, thanks for all you done for me, as well as the rest of the brothers. I can't explain how grateful we are that you are the head man of our union.

As you know, things are getting worse and worse every day. As much as I didn't want to quit working, but it got so bad for me that I could not work enough to keep me going, so I decided to put in for my retirement. I am very glad you and the rest of the Brothers and the Board of Trustees accepted it. Thank you very much.

My wife and I bought a little house here in Albuquerque. We are very comfortable. No more struggle with the contractors. You know what that is.

Well, I will not take any more of your time. Thanks again to you and the rest of the Brothers, and if at any time in any way I can help, let me know.

Sincerely yours,
Joe A. Garcia
210 Cutler Ave., N.E.
Albuquerque, N. M. 87107

Dear Sirs:

I want to thank all of you who have taken care of all the business for me since the death of my husband, Eiland Kirack. I will always cherish the Bible. The thirty-six months of pre-retirement checks will sure help me, too. There isn't much that I can say, except thanks to all of you from the bottom of my heart.

I have moved to Palm Springs, so I could go to work, so will you please use this address for me now? Thank you,

Sincerely,
Mrs. Elaine Kirack
18 Coolidge, Palm Springs,
Calif. 92262

Dear Sir:

My family and I wish to thank you for your kindness and understanding during the recent loss of their father, and my husband, Bert Kellogg.

We also wish to thank you for the beautiful Bible you presented us with in his memory. It is deeply appreciated.

Very sincerely,
Mrs. Bert R. (Dorothy)
Kellogg and Family

"Look abroad thro' Nature's range.
Nature's mighty law is change."

—Robert Burns

More Clem . . . (Continued from Columns 1 & 2)

and we will discuss with those present the advisability of who we will support and also the issues we will support.

The General Executive Board had an occasion to talk to many of the Business Managers of local unions throughout the United States and Canada and Brother Russ Conlon of Local 302, Seattle, Washington, asked that I pass the word along that the employment situation in the State of Alaska is indeed very bleak and he urges that the engineers do not go to Alaska without first contacting the office of Local 302.

During the past month 1,555 men were dispatched to the various jobs and 70 short form agreements and 11 long form agreements were signed making a total of 81 agreements signed.

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13 No. 3 Brothers Open Final Tunnel

By A. J. "Buck" HOPE,
Financial Secretary and
District Representative

A tough, elite 13-man tunneling crew, working 75 feet under Market Street, made construction history in the Bay Area Rapid Transit District with the final "hole-through" that opened up the last BART train tunnel on the entire system recently.

A. J. Hope

The hole-through was accomplished at the east end of Montgomery Street Station. Working under compressed air, in mud and water, the crew including Brothers Robert E. Cowles, James P. Carney, Michael M. Jones, Richard E. Connor, Frank Gardner, Carl Iness, Joseph G. Stewart, Marv L. Bushnell, Floyd Smith, Edward A. Addis, Robert Kim, Fred Clemens and Richard A. Schulte, tunneled the westbound BART train tube from the Embarcadero Station crossover structure near First Street. An additional Local 3 crew of 41 Free Air Operators worked outside the tunnel. The hole-through brought the tube into the Montgomery Street Station under the intersection of Market, Sutter and Sansome Sts.

"We've worked and sweated through 33 tunnels on the BART subway system and this was the big one we waited for," said Edward Peterson, manager of construction of Parsons Brinkerhoff - Tudor-Bechtel, BART's joint venture engineering organization.

Working around the clock, the Morris-Knudsen Company crew broke through into the station from the tunnel side in a complex operation.

The difficult hole-through operation began 25 feet east of the Montgomery Street Station when the crew cut through heavy soldier piles and other timbers installed during station shell construction. Next to be cut away was a thick, 17-foot diameter steel plate sealing off the station from mud and water, and the hole-through into the station was made.

The operation climaxed two years of BART tunneling under Market Street, and rounded out 32 complete BART subway miles (not route miles) under Berkeley, Oakland and San Francisco.

WANT TO BE IN PRINT?

Send in your favorite food recipe. Do you have a food dish that you've concocted, thrown together, invented, that you think tastes wonderful? Send it in. We'll select the thirty best, test them in our editor's kitchen (include some bicarb if you think we'll need it), and print them in the recipe section of the 1972 Operating Engineers calendar with the author's (YOUR) name, under the heading "Operating Engineers Favorite Recipes." (We know a lot of you brothers don't like to admit to being good cooks, but let us in on it!)

We've gotten some pretty tasty recipes already, so send yours in now to: Mary Kelly, Calendars Department, 474 Valencia Street, San Francisco, Ca. 94103.



BIG SAN FRANCISCO FIRST is Kaiser Steel's Manitowoc utilization on the Trans America Building now being constructed in the city. In the photo (top left) are Business Agent Don Luba, Bill Richardson and Ben Turkovich. Photo (top right) shows crane perspective from operator's seat up



through the cabin ceiling. Photo (lower left) is overall view of 4600 on the job, while, in bottom right photo Luba discusses some of the job problems with Richardson and Turkovich.

Giant Steel-Raising Crane on Trans-America

By DON LUBA

The above photos of Kaiser Steel's 4600 Manitowoc, represents another first time event taking place in San Francisco. This is the first time a machine of its size and capacity has ever been assembled on a job in this city or in the entire Bay Area for that matter, for the purpose of building construction. This 200 ton capacity "4600" Vicon was transported from the East Bay by means of eleven semi-truck trailer loads and one barge load.

The machine itself, excepting the boom, was broken into six sections. The main center section of the house, with drums, power train and both power plants weigh in at 75 tons. The counter weight itself weighs 56 tons. All sections were lowered on to the floor of the new Trans-America Building site, approximately 50 feet below street level by two 80 ton truck cranes. The assembling of the "4600" took five days. When completed, this 200 ton crawler crane boomed up 160 feet of main boom with a 40 foot jib. The jib capacity itself being 34 tons.

Both drums are reeved with an inch and a quarter right regular lay rope and the main line four parted. Power is supplied by two Cummins Engines. A six cylinder, 380 horse power engine which supplies the power for the travel swing and boom. A V-12 of 525 horsepower for the two drums.

The operation of the mammoth machine is being done by the very capable hand and foot coordination of Brother Bill Richardson, a 29 year member of Local 3. Assistant to the Engineer is Ben Turkovich, a 25 year member of Local 3. At the time this machine was purchased, Brothers Richardson and Turkovich were sent to the factory at Manitowoc, Wisconsin, for a one week's training course which enabled them to become familiar with the technical features of the "4600" and the Vicon principles. This machine will be used to erect the steel on the first ten stories (3 below street level and 7 above) on the new 850 foot high Trans-America Building being constructed by the Dinwiddie Construction Co.

Rain Slows Hawaiian Jobs Except on Kauai

By HAROLD LEWIS, Trustee
& Sub-District Representative,
Business Representatives
WALLACE LEAN, BERT NAKANO, WILFRED BROWN
and VALENTINE WESSEL

Hawaii has been plagued with bad weather. A blessing indeed would be the return of normal tradewinds and our Hawaiian sunshine. Many of our brothers have not had a full week since Thanksgiving let alone a three day week. Not all jobs are this way however, a few of the utility projects have managed to continue during bad weather.

On the island of Kauai where rainfall is greater than on any other Island in the Hawaiian chain, there has been a complete reversal during these months of bad weather. Unbelievable but true, brothers at Morrison-Knudsen Co., Inc.'s Princeville project on the Island of Kauai have only been out of work for two days.

PROJECTS IN THE MAKING: A total of \$16,000,000 of heavy highway work is sched-

uled. The Halawa Interchange at three million plus, Moanalua Road (Red Hill to Ala Aolani) at three million plus and the Moanalua Road (Ala Aolani to Puuloa) at six million plus. Moanalua is located approximately in the middle of Oahu's freeway system, borders the industrial heart of the City of Honolulu where the greater percentage of our commodities travel and at both ends of its two mile strip consisting of four traffic lights are two beautiful freeways which pour traffic into the traffic snarl at Moanalua. These scheduled heavy highway work all located in the Moanalua BOTTLE-NECK are greatly needed by our unemployed brothers and also by the people of Hawaii who commute over this bottleneck twice daily.

An interesting project that is scheduled is the Koolau Tunnel at three million plus. This is the bore from the windward side of Oahu at Kaneohe through the Koolau Mountain Range and day lighting in Ha-

See HAWAII, Page 16

Blood Bank, Food Stamps, Vote Highlight Drives in East Bay

By D. R. "Don" Kinchloe
Treasurer & District Rep.



D. R. Kinchloe

We have developed new concepts for several programs that we found lagging behind, or non-existent, when we returned to the working scene in Oakland. We would hope all you Brother Engineers in Alameda and Contra Costa counties would assist us by participating in these programs. First, we urgently need to reactivate our Blood Bank Program since we are down to the dangerous level of eleven (11) pints. Hardly enough to sustain one engineer or member of his family in a serious blood-need crisis. We would ask every member of our union and those eligible to donate in his family to sign one of the new Blood Bank Cards that we have developed. Your cooperation in this matter will allow us to set up a card index system and inner-district committee system which will streamline the procedures of both donating and receiving blood authorization from our Blood Bank. We estimate that the number of eligible and willing donors available should be able to keep our Blood Bank at a level of optimum safety by donating once a year. This blood will be used only for those members and their families working out of the Oakland area. Again, our success in this effort depends on your cooperation.

We are also beginning to establish committees and programs in First Aide inner-district wide and have already been assured by the Red Cross, who will provide the instructors, that these will be updated and excellent programs and we hope that you would attend these worthwhile courses. The knowledge you gain may well save the life of a Brother Engineer or a member of your own family in an accident crisis.

Third, many of you may be eligible for the Food Stamp supplement program if you are drawing unemployment and, pride notwithstanding, should avail yourself of this program during this serious economic recession which is hurting so many of our Brothers. We have made arrangements to provide you with the information necessary to contact those sources that will assist you in establishing your eligibility and gaining this rightful benefit for you and your family. You can obtain this information by calling your Oakland Job Placement Center. Since all three of these programs for the benefit of the Brother Engineers and their families, we would hope for real support on the part of all members in this area.

Always remember, your union can only be as strong as you the member desire it make it by your participation. All of us want a strong union that works for the membership and can continue to have one with your help.

By BOB HAVENHILL,
Oakland

We are in the midst of one of the worst winters in fifty years. Business is bad; weather is bad; and the outlook isn't any better.

Reagan is talking about an overhaul of the welfare system. One of our members said an overhaul wouldn't be necessary if there were jobs enough to go around.

I'm glad to report the engineers working in the Shops, Plants, Equipment Dealers and the Rock, Sand and Gravel Industry are still making adequate pay checks.

Hoyt & Buettner, John Deere dealer in Hayward, is going very good at this writing as is the International Harvester dealer in Newark. Peterson Tractor Co. in San Leandro is working some departments on a four-day per week basis temporarily, we hope.

In case you haven't been notified, if you are drawing unemployment benefits, you can, in all probability, draw food stamps too. They really help ends meet. Ask for information on how to obtain them the next time you pick up your unemployment check.

I am sorry to report the death of Brother Rollie Scott Sloniker, recently retired from Pacific States Steel. Brother Sloniker had been an Operating Engineer for over 25 years. He is survived by his wife and two sons. Both of his sons are also Operating Engineers. Our sincere condolences to Brother Sloniker's family.

Don't forget to use your time off this winter to help yourself by attending Rancho Murieta Training Center. Local 3 has provided the means; the weather and the economic situation has provided the opportunity; but, you have to provide the initiative. Ask someone who has been there. The instructions, facilities and food are the best in the world.

If your health permits and it's not against your religious convictions, the Operating Engineers Local 3 Blood Bank needs your help. Just call your local office for instructions on how to donate.

By TOM CARTER

Work in the Richmond area has all but stopped this past month.

The last big job in the area is the Bechtel job at Union Oil in Rodeo and that project will be completed in April.

The M. V. Kellogg Company has asked for a pre-job conference the end of this month.

There have been rumors around for some time about a big job at Standard Oil and we were all glad to hear that they finally awarded a bid. We will be able to write more about this job next month—it should be going pretty well by then.

The Elmer J. Freethy Co. has a good sized crew working on their Reservoir Job in Berkeley when the rain doesn't have them shut down.

There are several pipeline jobs going in the area with several brothers on the payroll; however, they all shut down when it rains.

By JOHN NORRIS

New construction has been very slow these past few months with very little talk of new projects in this area. However, we hope to see the ground breaking of the Eastern Contra Costa College in the early part of summer.

At the present time there has been some test drilling and surveying done on the Camp Stoneman site.

There was a project to start in Brentwood in April. It was a water drainage pipeline job, however, there have been some problems developing over the low bid and, the way it stands now, the low bidder is out. Now there is a question of whether to give the job to the second bidder or call for new bids on the whole project.

O. C. Jones has Oak Grove Blvd. torn up between Monument Blvd. and Ygnacio Valley Road. They are to widen this boulevard to four lanes. The project is about 2 miles in length.

Work in general is not as good as we have been used to in the past few years in this area.

By HERMAN EPPLER

The work in the area has been rather slow the past two months due to the bad weather we have been having but most of the jobs have shown some activity between storms. One of these jobs is the Challenge Construction Company's job that is located in the hills above Hayward State College and has good drainage because of the steep hills. This job is about half completed at this time with about one and a half million yards of dirt still to be moved.

The freeway work now under way between Dublin and Livermore in several different phases of completion.

The Gordon Ball Co. has just about completed the white paving on this section from Vineyard Road to Hopyard Road, and a few days of good weather is all that is needed to complete this phase of the job. L. C. Smith construction is doing the rest of the job and should have this section ready for traffic this spring.

The next section to Vasco Road in Livermore was just started and employing about 40 operators when the winter weather slowed the project down. The brothers on this job are looking forward to spring and a good year's work ahead.

New Job Stewards

By FRAN WALKER

Dist.	Week Ending Dec. 31, 1970	Agent
01	Brad Coburn	D. Luba
Dist.	Week Ending January 15, 1971	Agent
80	Jock Clark	A. Dalton
20	Sam Papetti	G. Jones
20	Leonard F. Powers	P. Wise
20	Robert Russell	P. Wise
Dist.	Week Ending January 15, 1971	Agent
20	Edwin W. Browles	P. Wise
80	Don Honsen	A. Dalton
80	Aaron Mills	Al Swan
Dist.	Week Ending January 22, 1971	Agent
11	John A. Devold	L. Fagg
20	Robert Ford	G. Jones
11	Clinlon A. Gould	D. Beach
11	D. R. Haddock	R. Taylor
11	Morlin D. Milano	L. Fagg
11	Hosheil Rice	L. Fagg
11	Rolph Van Arsdale	L. Fagg

Survey Notes

Three New Firms Sign But Work is Still Slow

By MARTY COORPENDER

A happy new year to one and all, but don't let these few days of sunny weather get your hopes up yet. What you have, hang on to for a while longer. The firms that are running a crew or two a few days a week are very few and far between, and you can count them on one hand.

We are starting a series of safety meetings, and it is important that you attend, not only for safety, but also for the political and benefits questions and answers that follow.

Also, you will note and try to attend one of the listed meetings for all tech engineers, which will have a great bearing on the new contract coming up. Also, on the same note, there will be a demonstration of a brand new instrument not yet on the market. And most important, now is the opportunity to voice your opinion on what you desire in the new contract.

As we stated before, the work picture still looks very good for this year, once the weather clears. As of now, nothing much to keep the crews going around the lake with all that snow. McIntire & Quiros at Penn Valley still holding tight with one crew a couple of days a week. Murray McCormick up at Paradise still running several crews when possible. Ed Redding transferred to the Bay Area with Ev Thorne taking over the Sacramento office, where a crew or two is hitting a lick or two. Spink getting a crew or two out between showers. Ray Vail has had a crew out lately; also, P.M.T. picking their way between rains. Sutcliffe & Morrow still moving, with Jack Sweeney giving surveys the big push. Metropolitan still has a crew going at the big Sunrise Shopping Center, doing the engineering for Bethlehem Steel.

Rancho Murieta is still open and running and could use

help, which would also help you. If that is not your cup of tea, get into the office and get signed up for the certified chief program. We are ready to kick it off, but would like a few more interested brothers to join us.

By PAUL WISE

At this writing, the work situation is still well below par. The majority of the engineering and inspection firms are working part time and dividing the work among the employees as equally as possible.

Brother Engineers, we would like to make one point clear and that is that the year which has just ended has been one of the most unreliable in decades from the standpoint of the U.S. economy in general and of the business community and the private employers in particular.

The economy essentially suffered from the worst of two worlds, continued inflation and rising unemployment, in 1970.

It is a sad commentary on the nature of our political system and its leaders, so with this in mind, I urge you Brother Engineers to make frequent use of the pen to express your opinions on public matters to your elected lawmakers. It would be difficult to overstate the impact that letters from his constituents have upon the typical, responsive legislator. Ultimately, of course, the elected office-holder who is not responsive to the wishes of his electors must confront their displeasure at the polls. The best way for an elected public official to keep in touch with the sentiments of the men and women he represents is to hear from them on a regular basis.

In closing we would like to welcome Hawk Laboratories, Inc., San Francisco, Henry J. Shultheiss Inspection, Napa, and Coastal Testing of Salinas. These firms recently signed agreements with Local No. 3.

Engineers' Report Outlines \$31 Million EBMUD Project

OAKLAND — After over a year's work, the engineering consulting firm of Consoer, Townsend & Associates has completed a study recommending construction of \$31 million sewage treatment improvement project for the East Bay Municipal Utility District.

EBMUD's board received the report this week. The proposed plant would use chemicals to remove approximately 95 per cent of the solids from the wastewater treated by EBMUD for eight East Bay Communities compared with the present removal rate of 60 per cent. Approximately 70 per cent of the phosphates also would be removed; current processing does little to reduce the phosphate level.

Plans for improving the existing treatment facilities were announced last year by EBMUD after its board had worked out a timetable with the Bay Regional Water Quality Control Board. Financing of the project is made possible by passage of a \$60 million bond

issue last November. Construction is expected to start by March, 1972.

The consultants found that the expansion and improvements in the plant should be designed to handle canning season flows of up to 125 million gallons per day, expected by the year 2000 from a population of 650,000. The plant presently treats approximately 80 million gallons per day in the summer from a population of approximately 600,000 persons. In order to handle normal wet weather flows, the report recommends the plant have a total capacity of 290 million gallons per day.

The report also notes that adoption of an industrial waste control ordinance by EBMUD is "essential to successful plant operation" and is necessary to qualify the utility district for federal and state grants.

The funds, made available through the Federal Sewage Treatment Construction Grant Program and the California

(See EBM Page 13)

"Courtesy Is Contagious"

Taylor-Mazza Set 'Crossroads' Development

By D. M. FARLEY, Dist. Rep.,
A. DALTON, AL SWAN,
Business Agents

140-ACRE DEVELOPMENT

—Builders Bill Mazza and For-



Douglas Farley

rest Taylor, who formed Taylor-Mazza Inc. only three years ago, recently purchased a 140-acre parcel from descendants of the Francis Cross family, which settled in Sacramento in 1862. The oak-studded land eventually will support an 800-unit \$25,000,000 housing development known as "Crossroads. Crossroads is one of the largest private developments in Sacramento history and is located between Greenback Lane and San Juan Avenue on Auburn Boulevard in Citrus Heights.

EL CAMINO AVENUE NO GO—Public complaints and a shortage of funds have led city officials to drop a plan to widen El Camino Avenue between Del Paso and Northgate Blvd. The widening proposal was expected to cost 2.5 million dollars.

CALIFORNIA'S IN WATER—(Study finds water program has out paced need until 1990??) A new assessment of California water need has led its Department of Water Resources to report that enough water will be available from projects already developed or authorized, to meet the state's demands in the next decades. This would mean putting off the construction of the Dos Rios Dam or the Trinity River. The \$500 million dollar project has been recommended for construction pending a study of possible alternatives.

Also, the new forecast of water needs and water resources could postpone construction of the controversial \$200 million dollar peripheral canal to channel water around the Sacramento-San Joaquin Delta.

State officials were willing to concede that Dos Rios, and possibly other proposed dams in Northern California could be put on the back burner, but insist a delay in construction of the peripheral canal beyond two to five years would dangerously imperil water quality in the delta.

William Gianelli, director of Water Resources says the new forecast sees the necessity of going ahead with authorized federal projects such as the Bureau of Reclamations Auburn Dam on the American River and the new Melones,

Buchanan and Hidden dams in the San Joaquin Valley.

The report is seen as having no impact on construction of the State Water Project in the next five years. Already 90 per cent of initial phase construction on the giant project has been let to contract. The state project contemplated delivery of 4 million acre feet of water per year by 1990, with 2.5 million acre feet lifted over the Tehachapi Mountains for Southern California.

The state says there is no expected change in water needs north of the Tehachapis, but the once contemplated requirements for the Metropolitan Water District of Southern California of 2 million acre feet by 1990 can now be extended to about the year 2000.

OFFICE TOWER STARTED—Nielson-Nickles Company has started construction on a \$5 million dollar 14-story office tower opposite the Capitol at 10th & L in downtown Sacramento. The building will be known as the Park Executive Plaza and will consist of offices, except for a subterranean restaurant, to be reached via a decorative stairway leading from the corner of 10th and L Streets.

OTHER STARTS—Besides Park Executive Plaza, construction probably will start on another office tower within a few months.

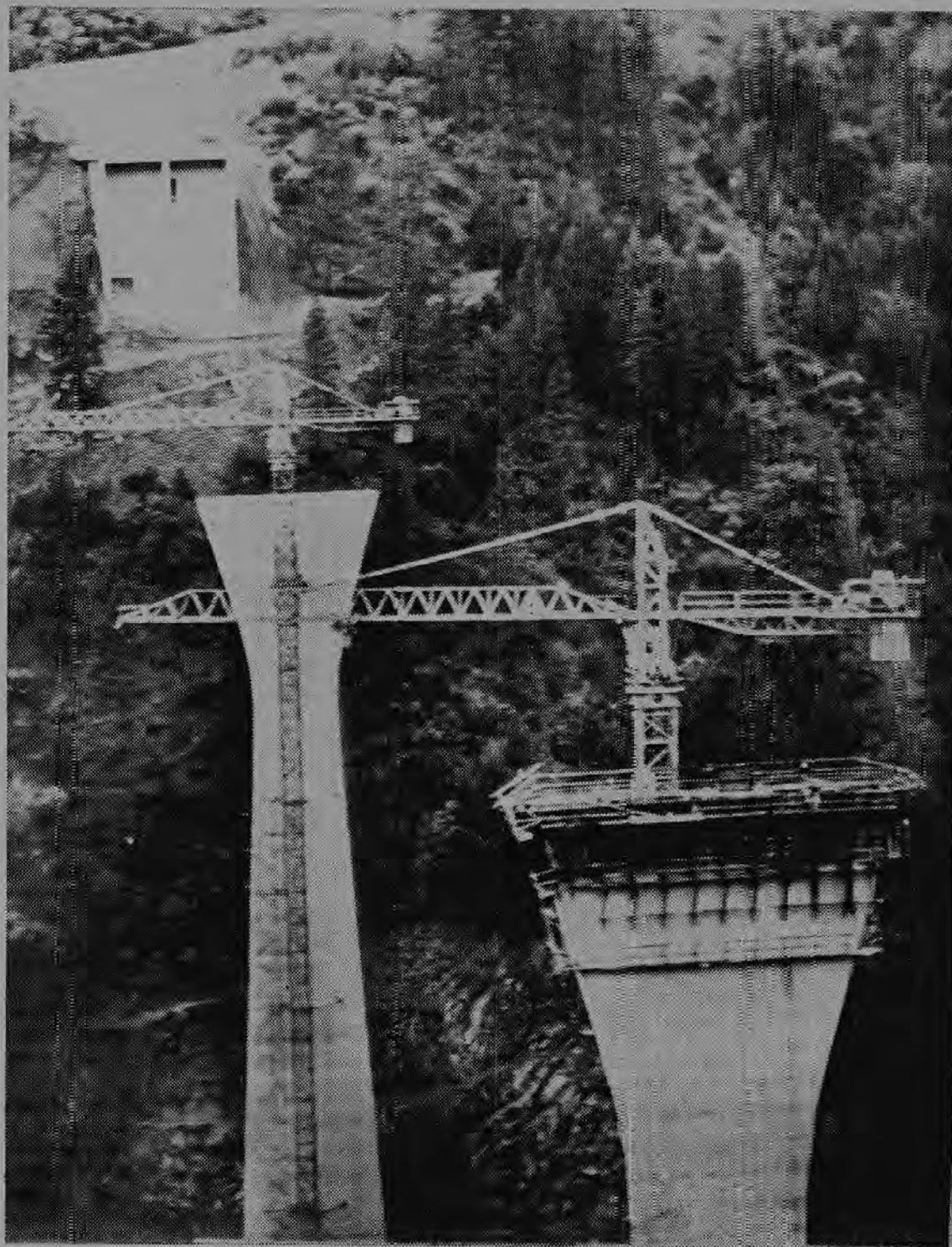
Murphy Scales has been keeping a few of the brothers busy all winter. P.C.A.'s batch plant seems to be a busy place, too.

Gibbons & Reed Company of Salt Lake City was the low bidder on a project to widen four miles of Interstate 80 from four to six lanes.

In the Grass Valley area, the state is beginning to talk about adopting freeway routes in Nevada County on Highway 49 from Grass Valley south to Lime Kiln Road and on Highway 20 running westerly from Grass Valley. The Highway 49 Freeway, if and when built, would connect with the Golden Center Freeway which now exists from the south edge of Grass Valley through Nevada City.

Golden Center Construction Company has been keeping a few brothers busy at their rock plant and also on a few projects this winter.

\$2.05 million dollar contract for construction of the American River College Library went to Campbell Construction Company. The building will contain 48,000 square feet and will feature a semi-enclosed three-story court and two-level landscaping. The three upper stories will be carpeted and



TALLEST PIERS in the U.S. are those now being completed above the Auburn Dam site, according to Al Dalton, Business Agent in the Sacramento area. Brother Dalton says the piers rise to 403 feet while the cranes standing at 436 are the tallest used. Foundations for the piers go down 60 feet. Brother Operating Engineers on the job are Super Frank McBride, Harold Druphy, started the job as an operator; Del Bunnell, current operator; C. "Chet" H. Warach, operator; Bill Hooper, operator; Wendell Ledu, operator and James Roberts, heavy equipment mechanic on the take down of cranes.

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will contain an art gallery and special collections room. The building was designed to be expandable and allows for the addition of a fifth floor at a later date.

IN THE MOUNTAIN AREA

—The Loon Lake Powerhouse job of Dravo Corporation is still working a number of our operating engineers. Although the snow gave them a bad time this winter, the company managed to keep the road open. This job should finish up later in the summer. They are going to bid on another job in the same area later on in the year.

Watson was low bidder on the Iron Mountain road and is moving in heavy equipment to the job site. This job will last about 357 calendar days and should keep some of our good brothers busy throughout the season.

IN THE CAMERON PARK AREA

—Negotiations to locate a 1 1/2 million dollar industrial plant at Cameron Park are in the final stages. El Dorado Estates Project Manager Don Magee told the Planning Commission last week in obtaining rezoning of nearly 60 acres from single family residential. The factory would stand on a 40-acre parcel with a total of about 80,000 square feet and would initially employ 100 per-

sons, going up to 400, of which 90 per cent would be drawn from the local labor market. He anticipates construction would start in March. It is believed this would be the west coast plant of the National Pipe Manufacturing Company whose interest in locating in this county was reported in October.

FOLSOM SOUTH CANAL

Contractor, Gordon H. Ball, Inc.; Project Manager, Al Lohr; Excavation Supt., Pat Stewart; Project Engineer, Rick Pizzi; Structures Supt., Keith Gosling; Master Mechanic, Orville Dillman.

The project consists of 16 miles of canal with a 34' bottom lined with 4" of concrete, 9 bridges, 3 siphons, 11 mil-

lion cubic yards of roadway excavation.

Started in September 1970, completion date, Sept. 15, 1972. Shut down November 24, 1970 because of rain. Tried to start up February 1 hoping for no more rain.

Pat Stewart is Safety Coordinator for the contractor while Ed Dayton, Melvin Davis and Ronald Ketcherside have done a fine job for the Union. We have had no serious accidents at all and only 3 minor ones in 55,000 hours to date.

BLOOD BANK—We would like to extend our great appreciation to the following donors to the Blood Bank: Cheryl Knowles, Clem Hoover, Ray L. Henson, Leo Bailey, Niels Harms.

WHO WILL HAVE ACCIDENTS?

Some 50 million people—one in every four in the country—will be injured in accidents this year.

The people likeliest to have these accidents are young people, according to the Health Insurance Institute. Children between the ages of 6 and 16 are the most prone to be hurt, followed by Children under 6. The next group in the accident rate list are those from 17 to 44, and then those from 45 to 64. People over 65 have the lowest accident rate.

The likeliest place for an accident? At home. There will be 20.4 million injured there. Another 9.3 million will be injured in accidents at work and 17.4 million will be injured in various ways, including auto accidents. Men will lead women in accidents by a ratio of 3 to 2.



DIRT PUSHERS on the Folsom South Canal job are shown in action above and include Mel Davis on 657; Charles Donley on D9; Ken Lehto on D8; Ken Allen on D8; Norm Collingwood on D8 and Morris Spassard on D8.

Wage & What?

Make It Profit Control Then Labor May Bargain

Late last month, a special committee composed of labor, management and public representatives from the tripartite Construction Industry Collective Bargaining Commission started work on proposals to stabilize the wage-price spiral in construction. Guidance from President Nixon had specifically charged the committee to devise a course of action within 30 days to head off pressures for direct federal control measures. According to a summary of the Presidential conference when announcing the formation of the committee, the President said, "some very unpleasant things have been recommended to the government by some people." He cited such proposals as suspension of the Davis-Bacon Act and the imposition of wage-price controls as some of the options urged on the administration. But Nixon added that he wanted the industry to have an opportunity to work out some plan before he resorted to direct measures.

Top union officials at the meeting stated that the President appeared particularly concerned over the need to expand construction employment, to generate new jobs rather than just seeing the wages of those currently employed go up sharply.

Prior to the 30 day deadline, it appeared that the President had decided to act rather than wait for the results of the Committee. The President's target: the unions. An immediate analysis of the problem shows that the President considers the worker the prime cause of the inflationary problem. Little attention appears to have been given the fact that wage demands are a mere reflection of the spiraling inflation caused by the administration's failure to cope with a complex economy.

It is not anticipated that the President will, in turn, call for a limit or control on the excessive profits often made by the contractors. Apparently as the President sees it, the best way to stop inflation is to freeze wage demands from the workers. Does Mr. Nixon assume that the contractors will conduct themselves in an "equitable fashion"?

Available statistics for the year 1969 show that the big four construction companies in the nation had contracts totaling over 5 billion dollars. The earnings reported by these corporations show over \$1,300,000,000, which figure excludes joint ventures, subcontracts and projects outside the U.S.

These statistics indicate that there is profit to be made in the construction industry, especially if one is a contractor.

With a prospective freeze in construction workers wages, the latest statistics from Washington on the consumer price are terrifying. It was stated that consumer prices rose at an annual rate of 6% by December 1970. Such an increase, and the yearly total indicated that real wage increases gained in 1970 were totally wiped out by uncontrolled inflation. While the construction worker is not oblivious to the state of the economy, he does not relish the fact that he must be the national scapegoat, by suffering the personal effects of this inflation. A freeze on construction wages will mean that the worker will probably not only be unable to keep up with the cost of living, but he will eventually find himself fighting the uphill battle to stretch his take-home pay at least 5% further.

The construction worker is not vehemently opposed to wage and price controls, he is only opposed to them when he is the target, the only target, for these controls. The President offers no solution to the inflationary problem other than wage freezes for the construction workers.

There has been no mention of control on the profits of the utility giants, AT&T and PG&E, who both recently received substantial rate increases; there is not talk of control on the profits of Bechtel Corp. and Kaiser Industries Engineers Division, which two of the big four construction giants made over one billion dollars in 1969 earnings. No, only the construction worker has been singled out to fight inflation. We would hope that the President would have some solution designed to be a bit more equitable.

Congressman Johnson Supports State Fair Plan

WASHINGTON, D.C. — In separate appeals to Governor Ronald Reagan and the Commission on California State Government Organization and Economy, California Congressman Harold T. (Bizz) Johnson has urged continuation of the local fairs "which have served state and community so well."

"I make this plea to you not as a Federal official, for I know that there is no Federal participation in these programs, but rather as an individual citizen; a native of our State of California, and as a former California State legislator, who has been an ardent supporter of fair programs throughout my life time," Congressman Johnson wrote.

The veteran legislator and Congressman noted that he had visited each of the fairs located in the 20 counties of the Second Congressional District and has visited many others throughout the state.

"These county and district agricultural association fairs provide a fine window to our local communities, their economies, their agriculture and their people," Congressman Johnson declared.

"Additionally, the fair facilities offer the people a valuable community center which is used virtually 365 days of every year by thousands upon thousands of people from every walk of life."

Representative Johnson said it had been his personal experience that the fairs were "well run, efficient and effective" and reflect the needs of their local communities.

In his letter to D. W. Holmes, chairman of the state commission, Congressman Johnson asked that his comments be made a part of the official record of the proceedings of the commission considering the future of the state's fair programs.

SILENCER

A single fact will often spoil an interesting argument.

—The Sparta (Ill.) News-Plaindealer

Where Were You? 2 Million Eligible Voters Fail To Make Their X

By JEFFREY LEITH, Research Coordinator—VOTE

Secretary of State Edmund G. Brown, Jr., recently released figures showing that more than 23 per cent of the eligible voters in California failed to vote in the November 1970 election. Translated into numerical figures this becomes over 2,000,000 voters—more than enough to influence the outcome of every race.

Brown's office stated that over one million Democrats, 700,000 Republicans and nearly half of both the American Independent Party and Peace and Freedom Party were dropped from the State's rolls of eligible voters because they failed to exercise their right to vote. This, then means these 2,000,000 people must re-register to vote in the next Statewide election.

Concerned over the general voter apathy, Operating Engineers Local 3 is interested to see if its members were part of the "silent minority." Union Business Manager Al Clem has consistently urged the membership to become even more active in political affairs, recently stating that "we must help elect those representatives who will be responsive to both reasonable and constructive changes in our system." A response to the Poll below is strongly urged.

Please Circle Your Answer

- WERE YOU REGISTERED TO VOTE IN THE NOVEMBER 1970 ELECTION?
 - YES
 - NO
- DID YOU HAVE TO REGISTER TO VOTE IN THE LAST ELECTION, OR HAD YOU ALREADY BEEN REGISTERED?
 - I was already registered.
 - I had to register to vote in the November 1970 election.
- DID YOU VOTE IN THE LAST ELECTION?
 - YES
 - NO
- IF YOU DID NOT VOTE IN THE LAST ELECTION, WHAT IS YOUR REASON?
 - I disliked the candidates running.
 - The weather kept me from the polls.
 - I intended to vote, but was too busy.
 - I was unable to get to the polls.
 - I didn't feel my vote would really affect any outcome.
 - I forgot to vote.
- TO WHICH PARTY DO THE CANDIDATES BELONG THAT YOU FIND YOURSELF IN AGREEMENT MOST OFTEN?
 - Democratic
 - Republican
 - American Independent Party
 - Peace and Freedom Party
 - None of the above
- DO YOU KNOW WHERE TO GO TO RE-REGISTER IF YOU ARE NOT NOW REGISTERED, OR ARE REGISTERED AND WANT TO CHANGE PARTIES?
 - CITY HALL
 - Operating Engineers Job Placement Center
 - PARTY HEADQUARTERS
 - ALL OF THE ABOVE

Responses to the questionnaire should be UNSIGNED and mailed to:

V.O.T.E. Headquarters
O. E. Local 3
476 Valencia Street
San Francisco, California 94103

One wonders, however, that if the people who failed to vote because of a general lack of interest, will those same people have the general lack of interest in this poll?

Justice Asks Halt To Sierra Club Blockade —

By CLAUDE ODOM
BOB MERRIOTT
HAROLD SMITH
U.S. URGES COURT TO DISMISS M-K APPEAL —



Claude Odom

The request came from the Justice Department which asked the high court to reject the Sierra Club's bid to halt the controversial Disney project in the Mineral King Valley. The conservation group has delayed the project for nearly 18 months with a lawsuit that contends the area proposed

for the ski resort should be left in its natural state.

The project envisions hotels, lodges, restaurants and a five-story garage to accommodate 3,000 overnight guests. It also calls for ski lifts and runs bulldozed and blasted out of the mountains and a major highway across part of Sequoia National Park.

The Sierra Club's appeal which has the effect of blocking the project, came after the U.S. Circuit Court in San Francisco struck down a temporary injunction against the project granted in July 1969 in U.S. District Court.

The appeal is opposed by Tulare County, in whose boundaries the Disney resort would be built. The county says it is economically depressed and needs the business the project would generate. We have received information from Walt Disney Enterprises that the project in Florida will be completed and open October of this year.

Their plans are now to move their engineering staff in and start work on Mineral King.

We are awaiting news on the prospect of the Buchanan and Hidden River Dams starting this year. We hope to be able to report to you in the next issue that money has been appropriated for the work scheduled to start.

Contract for three phases of the Coalinga Oilfields water importation projects were awarded to two California construction companies.

Granite Construction Company of Watsonville was awarded contracts for phase 1, pipeline and appurtenances.

Margate Construction Company of Wilmington was awarded contracts for phase 2, construction of four reservoirs at \$830,000 and phase 3, water treatment and pumping plant.

Each contract has 450 days for completion.

Haskell Construction of San-

ta Barbara has sub-contracted their Manning Avenue job to G & T Equipment Company of Santa Monica. Haskell also subbed the dirt on the Highway 190 and Highway 65 Interchange to M. L. Dubach Company.

Oscar Holmes is busy on their job in the Three Rocks area where they have to raise the San Luis Canal for eight and one-half miles on both sides.

Tri-Central Construction of Fresno was awarded a \$1,632,000 contract for the Visalia Community Center.

Harris Construction of Fresno was also awarded a \$947,000 contract for remodeling of Montgomery Auditorium in Visalia.

With a few exceptions, the big jobs are wrapped up for the winter.

Turner Construction and Allied Paving are working on the Internal Revenue Service build-

ing whenever the weather permits.

Gentz Construction has two small jobs going with five engineers working. Valley Excavation is working on the Senior Citizens building along with W. M. Lyles Company.

Fresno Paving and Thomas Construction have been trying to get their sub-base on the Tollhouse Road between the rains and snows.

Toledo Engineering at the Glass Plant in Madera is still working. Weather permitting, this job should last until sometime in February.

R. G. Weir at Centerville finished their river clearing job on the Kings River. This was a good job for the brothers as they worked 6 - 10's.

Ted Falasco, Inc. of Los Banos has a small slide area job on Highway 152 that will last about a month.

Brown Sheet Metal at Castle Air Force Base has finished their job.

Labor Looking Glass

By T. J. "TOM" STAPLETON
Recording-Corresponding Secretary

The inflationary spiral is still being blamed on the "high wages paid to unionized construction workers."



T. J. Stapleton

Recently Roger Blough, former Chairman of the Board of U. S. Steel and now Chairman of the Construction Users Anti-Inflation Round Table, a rather thinly-disguised group dedicated to anti-unionism in every form, testifying before the House-Senate Joint Economic Committee stated that unionized construction workers are the chief culprits behind inflation, and that under recent wage settlements some construction workers are earning incomes of more than \$30,000 a year, and that the Government should crack down on construction workers wage demands.

A construction worker earning \$30,000 a year! Where are they? I don't know of any.

Ten years ago, in 1962, Roger Blough was receiving \$300,000 a year. Ten years ago, he earned \$300,000 a year — that means ten years ago he was receiving from U. S. Steel what he states ten construction workers are making now in one year. He was actually getting his \$300,000 ten years ago, but where are construction workers who get \$30,000 now? And think of how much more Mr. Blough's income must be with his increases over a ten year period.

Since the Roger Bloughs are so concerned with the annual income of the producers in this country, I wonder how far in orbit they would go if it were suggested that "Wage and Profit" controls were instituted for everybody? Why not "Profit Controls"?

For the past 2 years we have averaged from 20 to 45 per cent unemployed Operating Engineers, and those members who did have employment averaged only around 115 hours per month.

\$30,000 a year for construction workers! What is behind such testimony?

This is the beginning of a subtle all-out attack against the Unions. No, it's not a big, noisy push for right-to-work laws. It's a quiet, calculated build-up that will be wiping out virtually all union contracts, pension plans, health and welfare plans, and similar benefits obtained by the unions by tough struggles over long, hard years. Quietly, so as not to arouse the union workers to the dangers of this long-range plan for eliminating union contracts, action is being taken.

How can this be? It's slow strangulation. The Secretary of Labor is now proposing new Davis-Bacon regulations to emasculate the "prevailing wage" clauses of the Federal legislation.

The Davis-Bacon Act as it now stands guarantees minimum wages to construction workers who are employed by either contractors or subcontractors on public works contracts awarded under its terms. The minimum guaranteed rates are those found by the Secretary of Labor to be prevailing for corresponding classes of employees employed in the area in which the work is to be performed. The rates include any type of bona fide fringe benefits that are the pattern in that area.

For example: The predetermined rates in Northern California for Operating Engineers are those wage rates and fringes contained in our Master Agreement.

If they succeed in emasculating the "prevailing wage" clauses of the Davis-Bacon Act how will this affect you personally as an Operating Engineer?

The immediate effect will probably be small, and then comes the crusher as new future projects are awarded.

The new, future projects for highways, canals, etc., would be bid without any predetermined wage rate as the current protective wage clauses of the Davis-Bacon Act would be dead. This means that an out-of-state non-union contractor could bid a project without having to pay Health and Welfare, Pension, Vacation Pay, or the wages contained in the Master Agreement for the area. It would be impossible for a union contractor to get work in Northern California. To stay in business he would have to go non-union. And that would be the end result of these quiet changes that will have small immediate effect and will end by strangulation of union contracts.

This is the path that leads to holding down wages in the construction industry. And what happens to those years you have devoted to the industry as an Operating Engineer? Your pension and health and welfare benefits will become a thing of the past.

And how about the Employers?

(Continued cols. 4 & 5 This Page)

Stockton 'Steadies' Still Slow

By WALTER TALBOT,
AL McNAMARA and
JERRY BENNETT

In spite of the deluge of rain this area, has experienced so far this winter, a small number of engineers continue to be steadily employed and others work whenever the weather permits.



Walter Talbot

Those employed steadily either work for Granite-Stolte on their three shift sand barge operation or for Ball-Granite on their diversion tunnel job at Melones Dam.

Those working between rainstorms are employed by Murphy-Pacific Enterprises at the Mossdale Wye, Sub Surface Pipeline in Lodi, Jim Fine Construction in Manteca, A. Teichert & Son in Stockton, S. M. McGaw Co. in Stockton, Rosendahl Corp. at the Calaveras Cement plant, Jacobs Engineering near Ione and other smaller projects.

New projects that have been or will be let in the immediate future, which should provide employment for some engineers in this district by spring, are the recreation facilities Phase No. 2 at Don Pedro Dam, site work at the new Delta College campus, construction of Highway 4 near Copperopolis, Wards Ferry Bridge in Tuolumne County, sewage treatment plant at Manteca, swimming pool complex at U.O.P., clay pellet ore storage and loading facility at the Port of Stockton plus storage vaults and conveying system, also at the port.

George Reed Co. of Sonoma was low bidder on the recreation facilities Phase No. 2 at Don Pedro Dam in Tuolumne County for \$3½ million.

The contract for the site work at the Delta College campus was awarded to McGuire & Hester of Oakland for \$1 million and includes a frontage road, rough grading, paving an extra lane on Pacific Avenue in front of the new campus and installing a master utility grid and 15 tennis courts, five of which will be illuminated for night play. Work on this project is expected to start before the next report.

The construction of Highway 4 near Copperopolis (between 1 mile west of Stanislaus County line and 1 tenth mile north of Rock Creek) will be bid January 27th. This realignment of Highway 4 with one bridge is expected to cost approximately \$3¼ million.

Massman Construction Co. of San Leandro was low bidder on the Wards Ferry Bridge in Tuolumne County for \$743,677. This is located on the Tuolumne River between Tuolumne City and Groveland.

C. Norman Peterson of Berkeley was low bidder, at nearly \$2 million, on the sewage treatment plant at Manteca. This new plant will be fed by the new trunk line that is now under construction by Jim Fine Construction Co.

Chas. Plumb Co. was low bid. (See STOCKTON, Page 16)

Grievance Committee Elections Reports

THE SAN FRANCISCO membership elected the following incumbents, at the February third meeting, to serve on the Grievance Committee for the ensuing year:

Gilbert E. Hager, S.S. #532-09-6319
Eugene Killeen, S.S. #546-14-2352
James D. O'Brien, S.S. #552-32-9053

THE HONOLULU membership, at its January 27th meeting, elected the incumbents listed below to serve on its Committee for the ensuing year:

Shoichi Tamashira, S.S. #576-01-7500
Richard Lacar, Jr., S.S. #576-38-8531
William K. Ko, S.S. #575-24-0952
John K. Hoopii, Jr., S.S. #576-03-9000

THE HILO membership, during its January 28th meeting, elected the following incumbents to serve on its Grievance Committee for the ensuing year:

Richard K. Shiigi, S.S. #576-34-2764
Clyde Ormija, S.S. #576-26-3778
Ichiro Matsui, S.S. #575-18-0200
Akira Watanabe, S.S. #576-05-3960

THE EUREKA district membership, at its meeting on January 19th, elected the following to its Grievance Committee:

Ernest W. LeRoy, S.S. #537-20-9739
H. L. Childers, S.S. #429-56-9037
Harry E. Dillon, S.S. #569-28-5049

Brothers LeRoy and Dillon are incumbents.

THE MARYSVILLE district membership, during its January 21st meeting, elected the following to serve on its Grievance Committee:

B. O. Robinson, S.S. #429-30-0210
Robert L. Christy, S.S. #570-28-8436
V. B. Gilliam, S.S. #283-12-0037

Brothers Christy and Gilliam are incumbents.

THE REDDING membership, at its January 20th meeting, elected the following to serve on its Grievance Committee for the ensuing year:

David Hoie
Henry Waits

Labor Raises Income Guides on Aid to Poor

WASHINGTON—The Labor Department has raised the income guides it uses in determining eligibility for manpower programs aimed at improving employability of poor persons. They are effective immediately.

The new levels are approximately \$200 higher than those in use last year.

The change was made by the Manpower Administration to conform with a recent revision in the poverty income guidelines established by the Office of Economic Opportunity.

For purposes of program eligibility, a person is considered to be poor if he or his family receives welfare payments or if annual net income does not exceed the following limits:

Family Size	Continental U.S.		Hawaii		Alaska	
	Non-Farm	Farm	Non-Farm	Farm	Non-Farm	Farm
1	\$1,900	\$1,600	\$2,250	\$1,875	\$2,400	\$2,000
2	2,500	2,000	2,900	2,400	3,150	2,625
3	3,100	2,500	3,550	2,950	3,900	3,275
4	3,800	3,200	4,250	3,550	4,750	3,975
5	4,400	3,700	4,900	4,075	5,500	4,600
6	5,000	4,200	5,550	4,600	6,250	5,225
7	5,600	4,700	6,200	5,125	7,000	5,850

Income limits for families larger than seven persons can be determined by adding for the non-farm and farm levels these amounts for each additional person: \$600 and \$500 for Continental U.S., \$650 and \$525 for Hawaii, and \$750 and \$625 for Alaska.

Hawaii and Alaska have such high cost-of-living indexes and wages in proportion that separate guidelines have to be set for them.

"Perhaps the most important lesson the world has learned in the past fifty years is that it is not true that 'human nature is unchangeable.' Human nature, on the contrary, can be changed with the greatest ease and to the utmost possible extent. If in this lies huge potential danger, it also contains some of the brightest hopes that he have for the future of mankind." . . . Bruce Bliven (American writer)

More Looking Glass

(Continued from Cols. 1 & 2)

Aren't they better off with "predetermined wages"? It will be very difficult for them to bid jobs without a standard. The Employer who did not pay fringes or a decent wage would be getting all the work.

What can you do now?

Write to the President. Write to your Congressman. Let them know that you object to any changes in the Davis-Bacon Act. Let them know that you are awake and aware. Now—what are you going to do? Write!

On The Safety Side



By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY

"Safety Second!" seems to have been the slogan of all too many Americans at their workplaces during past years, with spiraling statistics on job-connected injuries, illnesses, and deaths that reached an appalling level of 14,000 killed and two million hurt last year.

Safety and health at work have been moved up to first priority with the passage late last year of the federal "Occupational Safety and Health Act," signed by the President December 29.

According to Ken Hedberg, western chief of the U.S. labor department's Workplace Standards Administration, the law will go into effect throughout the nation on April 28, and apply to some 57 million employers and workers.

Hedberg summarized highlights of the new job and safety act in these terms:

- It applies to all businesses in interstate commerce except for mining and railroad industries, which are covered by other laws.
- Employers must observe job safety and health standards set by the secretary of labor; Inspectors will be made to ensure compliance. Violations are punishable through the courts.
- States that want to set and enforce their own standards may submit their plans to the secretary of labor for approval. Federal assistance grants can be made to states.
- The federal department of Health, Education and Welfare (HEW) will help develop criteria for job safety and health standards. HEW will also publish information on occupational illnesses, and make inspections to reduce their incidence.

Hedberg added that the new job safety and health act also provides for direct loans to small business to help them comply with the law, and requires federal agencies to conduct job safety and health programs of their own that are consistent with the standards.

A new national commission of state workmen's compensation laws has been authorized by the law, to consist of 15 members appointed by the President. They will study and evaluate state laws on job health and safety and report to the President and the Congress by July 31, 1972.

Hedberg said the new law calls for the designation of a new assistant secretary of labor for occupational safety and health.

Copies of the new Occupational Safety and Health Act together with related explanatory materials are available through any U. S. Department of Labor office, Hedberg said, under "U. S. Government" in the white pages of the telephone book.

An increasing number of workers are being protected against loss of income caused by a serious accident or sickness.

The protection is being provided by one of the fastest growing types of health insurance — disability income insurance.

Currently nearly three out of every four workers have some form of coverage to help replace wages lost during a disability, according to the Health Insurance Institute.

A majority of the workers with disability protection have obtained it through group plans for employees.

Because of the increasing importance of such protection for a family, many people purchase individual policies, keying the coverage to supplement other potential sources of income during disability, including company sick pay, social security disability benefits, union or employee organization benefits and savings.

Disability protection can be either short-term or long-term.

Short-term policies guarantee weekly or monthly payments by an insurance company to the worker during his disability for periods up to two years. Long-term policies provide for payment of benefits for longer than two years and even, depending on the policy, for life in some cases.

Illustrating the rapid growth of disability protection, there are now an estimated 71 million workers with some type of coverage, an increase of 67 per cent over the number ten years ago.

PICTURE OF A POTENTIAL HEART VICTIM

If you match this description, you could be in trouble:

"A sedentary, flabby, middle-aged male or elderly female, given to excessive use of cigarettes, food rich in saturated fats, cholesterol and sugar and modern labor-saving conveniences; who is probably as a consequence high in blood pressure, blood fats, blood sugar, body fat and rapid pulse rate, but is low in vital capacity and physical activity; with a family tendency to disorders such as diabetes and gout, a family history of premature heart disease and frequently having a spouse with the disease; often having suffered a prior heart attack without even being aware of it; having certain electrocardiographic abnormalities and even an enlarged heart, but nevertheless going about with a sense of well-being, apparently not ill and with no hint of impending disaster."

This is a description of the prime candidate for a heart attack, according to the Institute of Life Insurance. The description was supplied by Dr. Warren Hunzicker, vice president and medical director of the Kansas City Life Insurance Co.

WORK, WORK, WORK!

Young adults, 25-34, will account for almost half of the total labor force growth during the seventies.

By 1980, the number of women at work, 37 million, will double the 1950 figure, 18 million.

RDC, IRD Will Build New Lodge

By TOM BILLS,
WAYNE LASSITER,
KAY LEISHMAN,
VICTOR LONG and
BOB MAYFIELD

A \$12 million project, which will include the construction of a yacht club at Pine View Dam, and the building of a western village and a major lodge on 64,000 acres of ranching and recreational land near Huntsville has been announced by Ranch Development Corporation, a Utah Corporation.



Tom Bills

Corporation officials said a major investor in the new all seasons recreational development is James Drury, television's "Virginian" for the past nine years.

A statement released by the corporation quotes Drury as stating that he had been looking for an investment area for some time which would serve retirement needs, and that on a hunting trip to Utah with Andy Devine, Grits Gresham, and others, he located the property near Ogden.

Assisting in the project is the International Recreational Development Corporation which specializes in the development of all types of recreational property. The \$12 million project will include an intensive building project, which company officials say will begin in April and should be completed twenty-four months later.

The Utah Department of Highways has programmed approximately \$15.7 million in interstate and state highway construction, improvements and right of way acquisition during 1971 in the Weber-Davis-Box Elder region. The bulk of the work will be done in the Ogden area, including right-of-way acquisition and initial clearance on the \$5 million section of T-80N from Utah Junction to Riverdale.

Important to Ogden will be the Washington Boulevard safety project, which will be combined with improvements on Wall Avenue and advertised for bid in February. Approximate cost of the combined jobs is \$200,000.

Projects scheduled in interstate construction include, besides Utah Junction to Riverdale on I-80N: Hot Springs to Perry in Box Elder County, I-15 where acquisition of right of way is in progress. Advertising for bids on the \$3.9 million project is scheduled for summer of 1971, grading only.—Elwood to Tremonton, I-80N including minor grading, several structures and surfacing of slightly more than five miles to place it in service. Approximate cost will be \$2.7 million.

State projects scheduled for 1971 include: Right of way appraising on 20th Street in Ogden scheduled to begin in January. Advertising for bids on this \$2.4 million job is scheduled for July, 1971. Riverdale Road from the Weber River to Lincoln Avenue where appraisals of right of way will begin in January and initial advertising.

See MORE UTAH, Page 10

READ CAREFULLY

Local 3 Scholarship Rules Spelled Out

By T. J. "TOM" STAPLETON
Recording-Corresponding Secretary

OPERATING ENGINEERS LOCAL UNION NO. 3
SCHOLARSHIP AWARDS 1970-1971 SCHOOL YEAR

General Rules and Instructions for Applicants

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

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

WHO MAY APPLY

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

The applicants must be senior high school students who have, or will be, graduated at the end of the Fall Semester, (beginning 1970), or Spring Semester, (beginning in 1971), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the 1970-1971 academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between December 1, 1970, and March 1, 1971, for appointment to begin with the following Fall Semester.

AWARDING SCHOLARSHIPS

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

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

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

INSTRUCTIONS

All of the following items must be received by the Recording-Corresponding Secretary, Operating Engineers, Local Union No. 3, 474 Valencia Street, San Francisco 94103, California, before March 1, 1971.

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

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

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

4. **Photograph**—a recent photograph, 2 inches by 3 inches, preferably black and white, attached to the application. (Photo should be clear enough for reproduction.)

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

College Scholarships
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, Calif. 94103

Two Major North Bay Jobs Almost Completed

By AL HANSEN

Murphy-Pacific are about 93 per cent finished on construction of the \$3,000,000 southbound viaduct in San Rafael. The job includes building a new four-lane viaduct, which is 2800 feet long and is parallel to and west of the existing viaduct. This new structure was opened to traffic on July 21, and the older structure is now being modified to provide three full-standard northbound lanes. The new structure was designed to accommodate an ultimate four lanes. This project is expected to be completed early in 1971.

Work is 95 per cent completed for a \$340,000 project to upgrade signs on Route 101 all the way from the Golden Gate Bridge to the Sonoma County line. E. A. Forde is the contractor. The work will involve about 240 signs of various types, and was tentatively scheduled for mid-December completion, weather permitting.

E. A. Forde is also low bidder, as of November 18, on a project to install guardrail at bridge ends, piers, and abutments on Route 101 between 1.4 miles north of Atherton Avenue, near Novato, and 1.0 mile north of Todd Road Overcrossing in and near Petaluma.

Financing for approximately \$44,000 is expected to be approved for a project to install guardrail at various locations in and near Novato between 2.5 miles south and 6.4 miles east of the junction of Routes 101 and 37, advertising date early in 1971 being tentatively scheduled.

Also tentatively scheduled for early 1971 is storm damage project - removal of slide material and restore cut slope on a fifth of a mile-long section of Route 101 immediately north of the Corte Madera Creek Bridge. This 1970 storm drain project has been budgeted for \$204,000.

An advertising date early in 1971 is tentatively anticipated for correction of slide and slip-out, restore slope, and build a retaining wall, north of the Corte Madera Creek Bridge — \$110,000 has been budgeted.

Design is virtually completed for the extension of Route 101 as an initial six-(ultimate eight)-lane freeway on new alignment from 0.9 mile south of Route 37 to 1.4 miles north of Atherton Avenue in Novato. The California Highway Commission has committed \$14,000,000 for construction of this project. Of this amount, \$3,600,000 will come from 1971-1972 Fiscal Year Funds. The right-of-way has been purchased, and nearly all of the buildings have been removed. Advertising for this project is tentatively scheduled for early 1972.

An amount of \$1,600,000 has been budgeted for construction during the 1970-71 fiscal year for a project to widen the Richardson Bay Bridge on Route 101 from six to eight lanes. It is expected that this project will be advertised late in 1970. The remainder of the funds for this project, which will total over \$4,000,000 has been budgeted for the 1971-72 fiscal year. The work will include replacement landscaping.

Linking in with this project is one which will add one northbound lane and resurface the roadway for a four-mile

section from Golden Gate Bridge to the Richardson Bay Bridge. Advertising for this construction will be in 1971, and programmed to permit this project to be completed at about the same time the bridge widening is completed. The California Highway Commission has budgeted \$675,000 for this project.

Design work is nearing completion on a project to construct a ramp and frontage road on the west side of Route 101 between the San Pedro Road undercrossing and the Forbes Overhead near San Rafael. As soon as some details on the project are completed, it is expected that funds for this project will be available for the start of construction early in 1971. It is estimated that this project will cost nearly \$100,000.

Plans are nearing completion for a Storm Damage Project to repair a slide and slip-out on Route 1 between .08 mile and 0.3 mile south of Stinson Beach. This project has been budgeted at \$66,000 by mission, and advertising for it is tentatively scheduled for early 1971.

Plans have been virtually completed for a project to repair slide damage and install rock slope protection on a mile-long section of Route 1 between two miles and one mile south of the Marshall area. This 1970 Storm Damage Project has been budgeted at \$200,000 by the California Highway Commission, and advertising for it is tentatively scheduled for the first quarter of 1971.

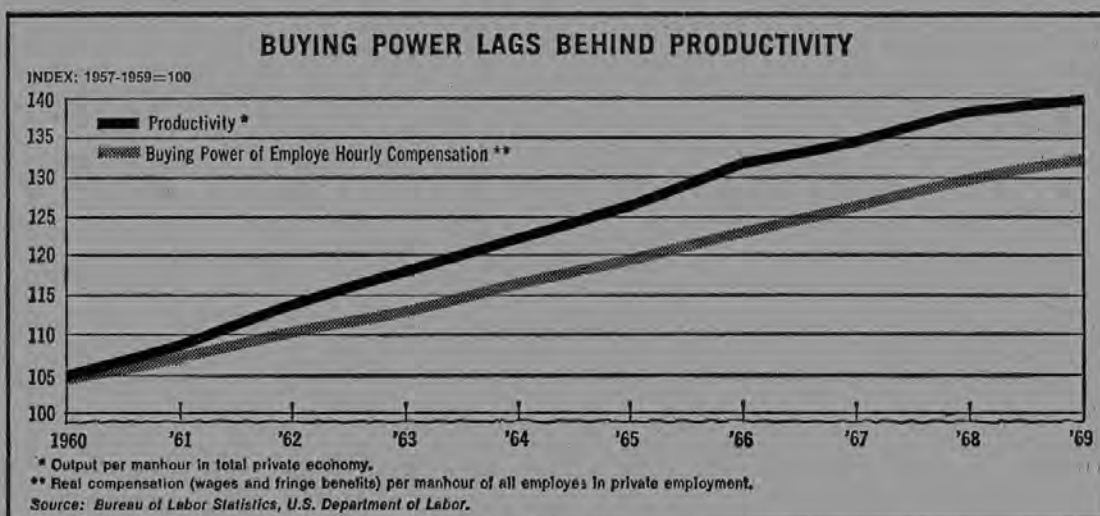
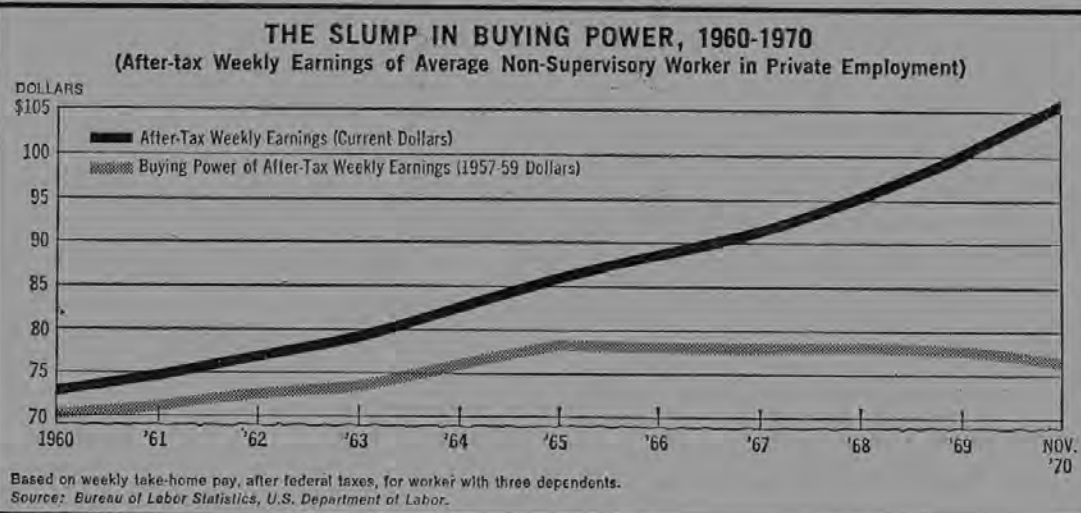
Work is nearing completion on a \$35,000 project to widen the Big Lagoon Bridge on Route 1, 0.4 mile north of Muir Beach. The existing bridge, which was constructed in 1926, is 21 feet wide between curbs and a portion of it is on a 60-foot radius curve. The bridge has been widened in order to lengthen the sight distance and provide a safer facility. Valentine Corporation is the contractor, completion date: December 1, weather permitting.

Valentine Corporation also completed a contract to install changeable message signs on Route 101 at the north city limits of San Rafael. The signs were located near the truck scale house there to instruct approaching truck drivers.

Design work has been completed on a project to place pavement markers on Route 1 between the junction with Route 101 and the Sonoma County line. The project is approved for financing. However, the advertising date has been temporarily postponed pending a decision on changing the colors of striping and markers for two-lane roadways.

Work has been completed on a project to widen and reconstruct Novato Boulevard on improved alignment between west of Sutro Avenue and San Miguel Way. The State contributed about \$45,000 to this F.A.S. (Federal Aid to Secondary Roads) project, with about \$69,000 coming from Federal funds. The County, which contributed approximately \$8,000, administered this joint project under State supervision.

Cynical husband: "I never appreciated real happiness until I got married—then it was too late."



Arbitrary Wage-Price Guideline Refuted by AFL-CIO Economist

No single "magic number" exists that the government can validly apply as a wage-price guideline, Nat Goldfinger, the AFL-CIO's top economist, declares in the January issue of the *Federationist*, the AFL-CIO magazine.

Goldfinger, in an article titled "A Trade Union View of Inflation," traces today's inflation problems to early '60s. Their origin, he says, was in an unsustainable capital goods boom, based in part on a sharply rising flow of after-tax cash to corporations, government encouragement and government subsidies.

It was at the same time, Goldfinger notes, that the government pushed a so-called wage-price policy.

"Average increases in wages and fringe benefits were supposed to be limited, voluntarily, to the trend-figure of rising private output per manhour in the previous five years—a percentage that was soon nailed down to 3.2 per cent and, with the passage of time, developed into a rigid 3.2 per cent fixation."

The "magic number" didn't work, Goldfinger says, primarily because of the pluralistic and decentralized nature of American society—which means that wage determination also is decentralized.

"About 150,000 different collective bargaining agreements over tens of thousands of employees and over 100 national unions and their 70,000 locals," he points out. "Moreover, even where master agreements cover the employees of multi-plant corporations, there are usually supplemental plant agreements affecting wages, salaries, fringe benefits, seniority and other issues."

Organized employees have no single national collective bargaining representative and only a minority of American wage earners are even organized, the article observes.

Nor is there a single national employers' association that can set prices or wages for all employers or even for the vast majority of employees.

Goldfinger stresses that wage determination—whether or not by collective bargaining—also is subject to employer resistance and is sub-

ject to time lags if it does involve collective bargaining.

The AFL-CIO research director also cites the sheer size of the continental United States with tens of thousands of different markets, industries and occupations.

"Each of them has a large number of specific and different conditions, a multitude of tangible factors and real problems that have to be met."

"For example, a number of industries have wage inequities and some industries or companies have substandard wages. In many industries, technological changes are displacing jobs, changing job content and skill requirements and shifting job classifications, wage rates and lines of promotion or downgrading; the cost of living is rising, eating into workers' buying power. These issues are real and tangible to the workers and employers and they require workable solutions."

For these reasons, Goldfinger says, no single "magic number" can be imposed as the precise limit for all increases in hourly compensation of all employees throughout the varying markets, industries and occupations.

"An attempt to base such a single 'magic number' on one economic factor alone—such as productivity—makes the idea even more unworkable," he declares.

"The professors who promulgated the 'voluntary guideline' approach know this full well for their own interests—witness their advice to workers while they are actively supporting or accepting silently the successful efforts of the American Association of University Professors to obtain in-

creases more than double the wage guideline."

There were other reasons why the wage-price guidelines of the '60s did not work, Goldfinger points out. He cites, for example, the gross unfairness of the guidelines, aimed as they were at retarding wages, not prices.

"The 'voluntary guideline' policy contained a precise percentage guideline for increases in workers' wages and fringe benefits. But there was no effective guideline for prices. And there were no guideline at all for profits, dividends, executive compensation and other forms of income."

After adjustments for the rising cost of living during this period, real employee compensation actually was less than the 3.2-per cent guideline, while prices were moving up slowly, the article notes.

"When the textbook theory of a 'voluntary guideline' policy was translated into action in the real world, it was hardly more than a sophisticated, largely one-sided pressure to hold down wage increases. But the difficulties with the textbook theory—which can be stated so elegantly on a blackboard—were not only inequitable results.

Goldfinger reiterates the AFL-CIO position that if the President determines that the nation's economic difficulties require overall stabilization measures—after the establishment of selective credit controls—the AFL-CIO will cooperate.

"But such mandatory controls must be equitably placed on all costs and incomes, including all prices, profits, dividends, rents and executive compensation as well as employees' wages and salaries."

South Shore Hospital Nearly Finished

By **BILL RELERFORD**
Representative; **RUSSELL TAYLOR**, Business Representative; **DALE BEACH**, Business Representative; **LENNY FAGG**, Business Representative and **GAIL BISHOP**, Apprentice Coordinator.

Lathrop Construction is approximately 75 per cent complete on the Bart Memorial Hospital addition at South Shore. There has been no reduction in the number of Engineers on the job as yet and it looks like it should last till spring.



Bill Relerford

Highland Construction

still has a crew at Homewood working on pump stations and what clean-up work that can be done this time of the year.

H. M. Byars has finished up at Carson City on the underground work and has moved in on the Boise Cascade Project at Sun Valley. They have 300,000 yards of dirt plus all the underground. This should carry 12 to 15 Operating Engineers through the winter.

Joe Bruce of Bruce Subdivision has a crew working on his mobile home estates in Sun Valley. The Reno area needs more of these projects as there are mobile home owners waiting in line for a space to park.

Ferretto Construction has just about completed their underground work at Stead and are moving the operators back to Reno on their several small jobs.

Hughes and Ladd picked up a road job on Kingsbury Grade. A pre-job conference is set for the end of January and more information will be available in the next issue.

The Incline Village Improvement District contract expires March 30th and we are busy with negotiation meetings with the members involved and hope to have a new contract ratified in the near future.

Frehner Trucking Service of N. Las Vegas was awarded a contract recently for the construction of a portion of the Interstate Highway System in Washoe County, Nevada. The contract went for \$913,750 and should start around the middle of January, 1971.

Helms Construction Co. in Elko is still working on the rock cut. They are crushing on the west side of Elko and are setting up another crusher on the Elko East Job.

M. Morrin and Son is ready to set the steel beams on the cement structures over the Southern Pacific railroad tracks.

Parsons Construction Company in Winnemucca is slowed down due to the frost in the ground.

There is a bid coming up in the Winnemucca area at the Big Mike Mine. They have found another pocket of high-grade ore and are planning to take the low grade out of the old pit. They are also planning a mill site in the near future.

Babcock & Wilcox, one of the subs for Stone & Webster, is still working on the Fort Churchill Power Station in Wabaska.

Seaberry-Depaoli has a small

job in Fernley on some government housing.

Crooks Bros. Construction has landed a small job on the Truckee Canal. They will be relining the sides and bottom plus the tunnel which the canal passes through. They will employ about 12 Brother Engineers.

Helms Construction Co. has some small jobs scattered over the towns of Reno and Sparks. They also just started the Spaghetti Bowl Job up, which is one of the interchanges on Interstate 80.

Ferretto Construction Co. has finished their job on Prater Way. They also have a job on Center and First streets, Reno, subing the dirt from Walker-Boudwin Construction Co.

Russell Taylor, one of the Business Representatives for the Reno and Northern Nevada areas, has a son Galen, that told him about the big one that didn't get away. The fish was 24 inches long and weighed 1½ lbs. It took him 20 minutes to land it. He was pretty proud, as you can tell by his smile. We were sure all you "fellow fishermen" would feel this was quite an accomplishment for a 9 year old.



LIKE SON, LIKE FATHER
at least hopefully on the part of Business Rep. Russell Taylor of Reno and Northern Nevada whose son Galen recently landed the 24", 7½ pound trout above. You can tell by the nine-year-old's smile that he is pretty proud of his feat.

The Anaconda employees have begun work on proposals for the negotiations on their new contract. The old contract expires July 31. We anticipate a successful contract negotiation.

Duval Corporation's Copper Canyon Mine, located 17 miles south of Battle Mountain, Nevada, is now listed as the third largest copper producing mine in the state. Duval employees will receive their annual raise starting the first of February. This is the last year of their contract.

National Lead's Baroid Mine located 30 miles east of Battle Mountain has been forced to reduce its working force because of a decrease in the barite market. It now employs only eight Operating Engineers.

Two mining companies, located west of Winnemucca, Nevada, have begun construction on small mills. One will produce tungsten, the other gold and silver, and both plan to be



AWARDS WERE the order of the day at the District Meeting in Nevada recently and in the top photo Brother Phillip Bush receives the award as Outstanding Nevada Apprentice of the Year from Brother John Uhalde, Chairman of the Nevada Joint Apprenticeship Committee. The handsome trophy shown above with a \$50 U.S. Savings Bond went to young Busch. In the background are President Paul Edgecombe and Vice President Dale Marr. In the second photo Brother Uhalde and Coordinator Gale Bishop present Apprenticeship Completion Certificates to Pete Billino and Dan Merrigan. Not shown but also receiving certificates were John Thorman and Ted Smith.

in operation sometime this Spring.

APPRENTICESHIP — The District No. 11 Quarterly Meeting in December saw 4 apprentices receive their certificates. The certificates were presented to: John Thorman, Ted Smith, Pete Billino and Dan Merrigan.

Our congratulations to these fine young new journeymen.

The annual award for the Outstanding Apprentice in Nevada was also made. The award consists of a handsome trophy and a \$50.00 U. S. Savings Bond. The young man receiving this award was Phillip Busch. Phil is a 3rd step apprentice who has completed his related classroom courses and does a tremendous job in the field.

Presentation of the certificates and the Outstanding Apprentice Award was made by Brother John Uhalde, chairman of the Nevada Joint Apprenticeship committee.

More Utah

(Continued from Page 8)

ing for bids is scheduled for May.

This project, expected to cost \$400,000 includes signal modernization at three intersections plus widening and channelization throughout. Harrison Boulevard and Weber State College peripheral road, a joint construction project which will provide more efficient access to the college campus as well as to nearby David O. McKay Hospital. Expected to cost \$750,000, the project will include a multilane divided highway on Harrison and a four-lane undivided road on the campus. Bids are expected to be advertised late in 1971.

Cold, snow and below-zero temperatures have dominated this winter. Only the extreme southern part of the state has escaped the brunt of one of the

worst winters in years. However, there are some real good jobs that are in progress and are only really getting started.

The Morrison-Knudsen Company has just recently set up a crusher operation a short distance outside the town of Glen Canyon City, located very near the Glen Canyon Dam and Page, Arizona. All the materials to be crushed at this site will eventually be transported by truck across the existing Glen Canyon Dam and finally will be placed for a new railroad being built in Arizona by this same company. It is very unfortunate that the railroad itself is in Arizona and therefore in the jurisdiction of Local No. 428 as the total project will cost in the neighborhood of \$40 million. At the

See MORE UTAH, Page 14

EUREKA CRAB FEED

March 27, 1971 !!! Make a note of this date brother; cancel previous engagements, arrange for a baby-sitter, or what ever it takes to be in attendance for the Eureka Annual Crab Feed for all Operating Engineers, wives and friends.

This will be the 10th year that we have been enjoying this special event, and we extend this invitation to all members throughout Local 3.

This is an annual event sponsored by and for the membership of Operating Engineers, their wives and guests, and affords the opportunity for them to renew old acquaintances and obtain a closer re-

lationship with their fellow brothers. It will be held at the Moose Park with cocktail hour at 6:30 p.m., dinner at 8 p.m. The main course will be the traditional world famous "Humboldt Crab" along with spaghetti, salad, garlic bread, coffee and beer. Dancing until 2 a.m. with the cocktail lounge open all evening.

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

By RAY COOPER & GENE LAKE

Well Brothers, here we are into another new year and as usual for this area it is winter vacation time. There are a few small jobs working when weather permits, and the shops and plants are keeping their men working.

There are a number of jobs that will carry over from last year so some of the Brothers have a job to go to this spring. New work for this year does not look too bright at the present time but we have hopes that some of the money held up by the construction cut-back will be released in time for the coming work season. Here on the North Coast the unemployment problems created by the "cut-back" are compounded by the short work season. Brothers let's make a New Years resolution to become more politically involved in the future on all levels of government from local to national.

In looking around District 4 we find that a much needed re-alignment project on Hiway 36 about 12 miles east of Bridgeville has been released for advertising by the Division of Highways. The roadway will be straightened just west of Butte Creek in Larabee Valley to eliminate two sharp curves and a short section of narrow road where an active slipout has caused a one-way condition for years. The estimated cost of this project is around \$300,000 with 55 working days needed for completion.

At Stafford Fred J. Maurer and Son have moved in a rig to do the pile driving for K. S. Mitty Company. This job should keep a couple of the brothers fairly busy for the next couple of months.

For some time now rumors have been that we would be having some more dredge work this winter on Humboldt Bay. This is to include a turning basin on North bay and channel

improvements in the King Salmon area; however at the present time there has been no action at all. Let's hope these rumors soon become a reality.

Bids on the Klamath River Levee project have finally been opened with Granite Construction Company the apparent low bidder in the amount of \$1,585,614. No work has begun yet as the project has not been officially awarded. Once the dirt begins to fly this should develop into a good job for the brothers due to the early completion date.

Tonkin Construction Company of Willow Creek picked up a small contract in amount of \$17,198 for improving drainage on Hiway 101 north of Trinidad. Underdrains will be installed to prevent seepage of water through the roadbed. Twenty working days are allowed.

Granite Construction Company is still winterized on their Crescent City freeway project with the exception of the structures. When weather permits they are operating the batch plant and making pours on the overpasses.

North Coast Paving is keeping their crew busy at Smith River re-setting and repairing the crusher and screening plants.

Bids will soon be advertised for the new alignment of the "North Bank" road which runs along the Smith River between Highway 101 and Highway 199. This will consist of 2.7 miles from the Jeddiah Smith State Park to the Del Norte County Golf Course. Estimated cost is \$900,000.

Granite's big job at Blue Lake is now completely shut down for the winter. The same holds true with Ray Kizer's projects, everything is either rained out or snowed in.

Mercer Fraser Company is trying to keep a few of the brothers busy on repair work around their various plants.

On the Beacom Construction Company water line job one of Guthrie's gradalls has taken the place of the trenching machine. This job has been on a hit and miss basis since it be-

See EUREKA Col. 5

Appeal Siri Gravel Project On Russian Near Windsor

By RUSS SWANSON & BOB WAGNON

GET INVOLVED—ATTEND THE MEETINGS OF THE GOVERNING BODIES IN YOUR AREA

—More extreme conservationists at work. Yes, for a liberal education of how we, that is, labor, are being hurt, you should certainly be in attendance at some of the meetings of

the Board of Supervisors or Zoning Boards in your particular area, especially when some new project or work is being anticipated. What we are presently referring to is the case of Arthur B. Siri in his request to obtain permission to start a gravel operation on the Russian River near Windsor. The Board of Zoning refused to grant Art Siri a use permit, even after an expert engineer testified that the operation would in no way hurt the water supply for the people of Sonoma County. The final decision will have to be made by the Board of Supervisors and by the time this is in print Art Siri will have appealed the Board of zoning's decision and the Supervisors, in public hearing, will have given their decision. Sure hope it's favorable for it means a number of jobs and with the economy such as it is today, we need operations such as this.

WORK PICTURE OF THE SANTA ROSA AREA—Pionbo Construction continues to work, when possible, but lately only the mechanics have been busy repairing the equipment getting ready for an early start on the Warm Springs Dam Project. Incidentally, the bridge was just let on this project to Willamette-Western Corp. and Adams & Smith (JV) for a bid price at four (4) million dollars.

Also, come March, nine (9) miles of relocation of the Skaggs Springs Road will be bid and the estimate is in the vicinity of five (5) million dollars. On the same project the Malcolm Drilling Company can presently be seen with their big drilling rigs. Blasi Construction with a number of small jobs to finish at Jenner, Santa Rosa, Poppi Drive and Santa Rosa Creek.

Branagh Construction was the low bidder on Napa High School at five (5) million dollars with O. C. Jones to do the dirt work.

Slinsen Construction is still working in Sebastopol on Bloomfield Road.

Huntington Brothers with work at Petaluma Trailer Park, Silverado Country Club and road work in the Willits area.

Gordon H. Ball Company with a lot of work still to finish on the Lakeport Freeway job.

Lange Paving still on overlay work near Nice with work at the Lange Marina and also at the Riviera in Lake County.

Arthur B. Siri will be starting work on their \$750,000 Lakeville Highway job in addition to their 5th Street job in Sonoma and will continue



BROTHERS ATTENDING District Meeting in Santa Rosa saw a number of Local Union No. 3 members receive 25 year certificates and pins. Top photo is an overall shot of part of those in attendance, while lower photo is of (l. to r.) brothers receiving awards and includes Ralph Brigham, Marshall Peterson, Jack Ziegler, Rudy Malarich and Murry Allen with presenting officers Tom Stapleton, Recording-Corresponding Secretary and Treasurer and District Representative A. J. "Buck" Hope in the back row.

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SAFETY AWARD winner while working as foreman on the Piercy Highway job for Peter Kiewitt is Brother Bob Woods who proudly shows his award.

working on various other jobs in the Santa Rosa area.

Parnum Paving continues to work on various city, state and private jobs in the Ukiah area.

Glanville still with intermittent work at the Sewage Plant in Fort Bragg with McKnight Construction Company doing the underground work.

Teichert is quite busy (in between rains) on various locations such as the Petrified Forest Road, Summerfield Road,

Austin Estates and Erooktrails sub-division.

Berglund Tractor is still on a week on and a week off basis, but things should change for the better soon.

Todd-Hathaway Construction with the Landon Crane in place and the fourteen (14) story Bethlehem apartments going up in Santa Rosa.

Lauritzen driving piles on the Russian River Road near Rio Nido.

More Eureka

Cont. from Col. 2
gan. The problem here, of course, has been the weather.

Well, brothers, that pretty well sums up the work picture at the moment.

In regards to the many in-

quiries regarding the annual crab feed, rest assured that it will be held again this year. This will be the tenth anniversary of the event. The place again will be Moose Park on March 27, 1971. See you there!

Brothers Reminded of Re-register Regs

By HAROLD HUSTON,
District Representative and
Auditor

FIVE-YEAR PLAN FOR YUBA CITY



Harold Huston

The past month has kept us busy in negotiations with several employers covering the brothers who are working in several of the shops in this district. We are happy to report to you that most of the negotiations have been completed and the employees working in each separate bargaining unit have voted by secret ballot on their new agreement and approved it. We appreciate the tremendous support given to the negotiating committee, and again promise to continue to negotiate the best agreements possible for all you brothers and your families.

The out-of-work list has continued to grow by leaps and bounds as can be expected during the winter months. Please remember to re-register in accordance with the Job Placement Regulations, Appendix A, Northern California. We know if each one of you will make it your responsibility, the dispatcher will not have to tell anyone that he was taken off the list for failing to re-register. **REMEMBER THE DATES OF THE PERIOD YOU MAY REREGISTER ARE STAMPED ON THE BACK OF YOUR REGISTRATION SLIP.**

Five-Year Plan For Yuba City — A five-year capital improvement plan for the city of Yuba City has been presented to the city council for their consideration. The council will study the plan, along with the city planning commission and the parks and recreation commission.

The projects proposed over the next five years have a total value of \$3,839,766, and available funds are estimated at \$1,375,000. The difference is \$2,464,766. City Administrator Peter C. Harvey, in a five-year plan message to the council, said the plan presents a priority listing of improvements needed, a list of revenues required, and revenues available. He said the plan would be subject to an annual review and revision.

Projects Set. — The projects would include storm drains, sewer lines, water lines and facilities, park and recreation projects, street improvements, and public building and equipment improvements. Sources of money could include the property tax, increased sales tax revenue, general obligation bonds and federal or state grants. His message nearly ruled out property taxes, because of the present uproar over them. He noted that 10 cents of the tax rate would raise \$30,000 annually.

Sales Tax — The sales tax increase as a source of revenue would require the County of Sutter to give up its present 10 per cent of the sales tax revenue. That 10 per cent would result in \$45,000 additional income per year, which for five years would total \$225,000. Bonds probably wouldn't solve the problem because the city can sell only \$1.5 million more in bonds. It already has \$2.85 million outstanding in bonds.

State and federal sources are a possible area of additional financial assistance. The city is seeking funds for partial payment of the sewerage system improvements. Any grant for that project could help reduce the cost of the present five-year plan.

Water, Sewers — The plan does not include possible expansion of the water treatment plant, possible expansion of the sewage treatment plant and the possible designation of funds for the purchase of private water systems included in future annexation to the city.

The parks and recreation projects for the next five years total about \$1.1 million, according to estimates. They include new park sites and their development with various recreational facilities, including a 30 to 40 acre park which would have considerable development, including a baseball diamond, two softball diamonds, a recreation center with a gymnasium and meeting and craft rooms, a swimming pool, and other facilities.

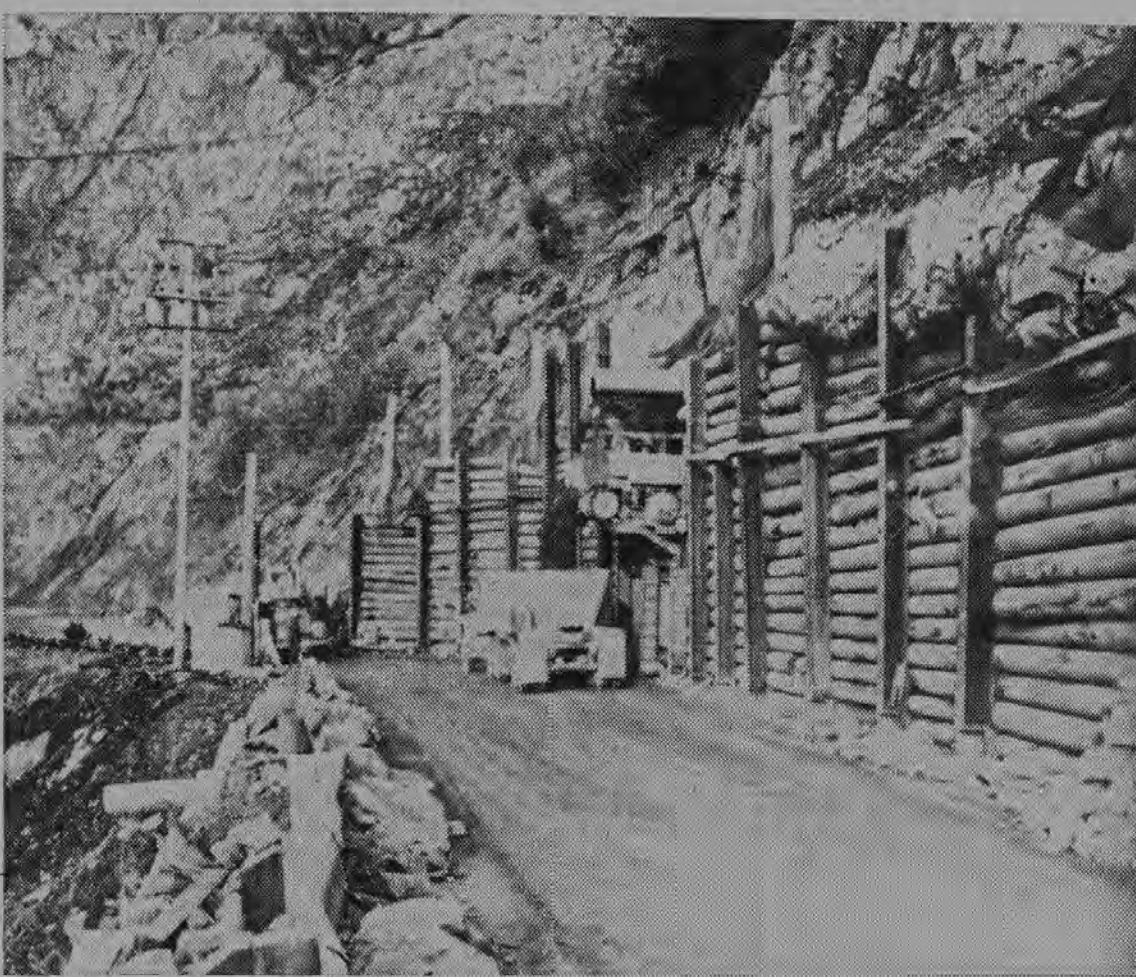
Public buildings and equipment projects would total \$694,910; streets projects would total \$1,072,900; water projects would total \$904,300; sewer projects would total \$437,500; and storm drain projects would total \$216,940.

Current Projects: The public buildings and equipment projects include several funded this year, including a fire department platform pumper truck, a police station addition, the purchase of 20 feet more of land for the police property, installation of sidewalks at the water treatment plant and the site for a fire department substation. Other projects include future expansion of the city hall, partly funded this year and the construction of a fire department substation and the purchase of a pumper truck.

The estimate of financing available, a total of \$1,375,000, shows \$625,000 from the general fund for the next five years, \$375,000 from the gas tax fund, \$50,000 from the recreation parks fund, \$100,000 from the water fund, \$100,000 from the sewer fund and \$125,000 from the storm drain fund. Increases in funds in all accounts would be required to completely finance the project, but the parks-recreation fund would have to raise the most over the five years — \$1.1 million.

NEW RAMP LIKELY FOR YUBA-SUTTER SPAN — The state tentatively proposes to close the Sutter Street on-ramp to the 10th Street Bridge and replace it with a more exotic but safer approach system, according to a report to the Yuba City Planning Commission. Actually, the state is seeking local opinions of plans for changing the on-ramp to the bridge, which has been a bottleneck because it doesn't allow easy access to the highway. No decision has been made by the state on the change, but relocation of the on-ramp is being considered, because it would be expensive to remodel the existing ramp. The new access to the bridge would allow for traffic in a variety of directions, and it would eliminate the present steep grade and narrow angle of entry to the highway.

STATE PLANS: The State Division of Highways' proposal calls for a change of the on-ramp. They have placed a stop sign at the top, where it con-



DEBRIS REMOVAL in the Marysville area on the Oroville-Quincy Road job contracted by Mastelotto Enterprises Inc. to remove recent flood damages is shown above. Brother O. D. Sickels is the belt operator loading the belly dump truck in the above picture. The trucks, with an estimated load capacity of 18 yards of material, are loaded by the one-of-a-kind belt loader in the center of the protective log barricade at right.

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nects with the four-lane road, due to the increased number of accidents on the on-ramp. Traffic entering Highway 20 and going across the bridge now has to start from a slope and proceed uphill onto the bridge—and at the same time, merge into traffic without causing problems. The vision of motorists checking eastbound traffic is impaired by the severe angle of the intersection. The on-ramp proposal presented to the planning commission shows a new highway entry point between Sutter and Shasta streets. It would be both an off-ramp from the highway and an on-ramp. The access would be to and from Sutter Street on the south side of Colusa Avenue.

TRAFFIC LIGHTS — The new on-ramp could be constructed in conjunction with traffic control lights suggested for Shasta Street and Colusa Avenue. Traffic which normally would use the Sutter Street ramp would go on Summer Street to the new highway entrance east of Shasta. The Summer Street traffic from east and west could enter the highway and traffic from the highway could go either direction on Summer. At Sutter and Summer, the intersection would be widened to allow a left turn lane for northbound traffic. The balance of the bridge interchange system would not be revised.

ONE-WAY STREETS — The question of one-way streets had been brought up at a previous meetings. Southbound one-way traffic on Plumas Street and northbound one-way traffic on Shasta Street (assuming the traffic control lights are put in on Colusa Avenue) could help eliminate the intersection congestion at Plumas and Colusa. It was also suggested that one-way traffic be adopted for Summer — on the south side of Colusa — between Plumas and Shasta. Some traffic controls on the

frontage streets would have to be adopted if the traffic lights are put in at Shasta and Colusa.

It was further suggested that eastbound acceleration lane be constructed on the new on-ramp to give traffic a better chance to get on the highway.

\$1,457,691 TO WHEATLAND FOR SCHOOL BUILDINGS

The State Allocation Board approved \$1,457,691.72 for construction at Wheatland Union High School as part of \$115 million allocated to 197 schools. Wheatland plans additional construction to allow for increased enrollment, and will add \$225,000 of its own funds for a total of \$1,682,691.72. The district is bonded to capacity.

In Sacramento, State Finance Director, who is also Allocations Board Chairman, said the funds are the result of last week's sale of school bonds. The construction projects receiving funds had been delayed for as long as 18 months because of the state's inability to sell bonds in the nation's inflated bond market. The funding commitment will be augmented by (school) district funds to make possible the building of 197 schools, having a total estimated cost of \$135 million.

BLOOD DONORS FOR THE PAST MONTH — A hearty thanks to Brother Kenneth Bettis, who gave blood the past month. We appreciate every-make a donation.

By DAN SENECHAL

GOLD LAKE ROAD will rank among the best in the Plumas County system! Graeagles are looking forward to melting snows and clear skies so A. Teichert and Son of Yuba City can complete their portion of the road. The Sierra County half of the road is already in, and with the completion of the Plumas County half, Graeagle

residents will have a quick, easy shot at the Lakes Basin Area and a shortcut over the hill to the Sierra City Area. The road is a forest highway, funded by the Federal Department of Transportation. Once it is completed it is turned over to the county for maintenance and becomes a county road.

Oroville Quincy Road job is getting underway. Mastelotto Enterprises Inc. of Oroville is under way on their \$617,000 contract to clear an impending landslide that threatens to obliterate a portion of the old Quincy Road near Canyon Creek. The money comes from an appropriation to repair flood control damages in Butte County as a result of heavy rains last winter.

The embankment was weakened by the rains, and dangerous cracks are developing along its face. It is predicted that more than a half-million cubic yards of earth and rock will slide from the hillside unless the area is cleared before the heavy rains take their toll. The project is scheduled for 100 working days to clear the loose rock and material from the hillside. If the slide were to occur, more than 500 families residing in the area would be isolated from Oroville and other valley towns.

WEST SIDE

By A. A. CELLINI
Business Representative

Work at the present time is just barely moving. The snow and rain has most of the work down. Murray-McCormick has three crews surveying property lines for lots at Paradise Pines, which is a resort-type housing development. At the present time, these survey crews are working in about 1½ feet of snow. When the weather breaks, there will be dirt work to be done, with Plumas Contractors Co., Inc. of Oroville doing most of it. Paying the (See MARYSVILLE Page 14)

Waiting for the Sunrise . . . Santa Clara Flood Plan At Coyote Creek Near End

By **BOB SKIDGEL**,
MIKE KRAYNICK, and
BOB SHEFFIELD,
Business Representatives

A few jobs have managed to keep going through this extra wet winter. The rest are waiting for the sun to come out before breaking the ground. Almost completed is the Santa Clara County Flood Control job of Oscar Holmes Company. This spread is on Coyote Creek from Hwy. 17 to Trimble Rd. Involved is construction of a new railroad bridge for Southern Pacific and a levee protecting the towns of Alviso and San Jose from storm waters. Al Vesely is the Supt. on the job. George Stidham and Bill Dickinson are Foremen for the Engineers.

Bids should be opened this month on the widening of the two-lane highway from Milpitas to Alviso converting it to a four-lane divided expressway. New bridges will also be built across the Calaveras, Saratoga and Coyote Creeks, and the Guadalupe River. A total of \$4,327,000 has been allocated for the project. It should keep a number of our brothers busy as soon as weather permits.

Formation of a \$3 million assessment district has been authorized by the San Jose City Council for the district north of Brokaw Rd. between First St. and Route 17. Slightly more than half (1.68 million) will go for construction, which includes underground utilities and a railroad grade crossing. Boise-Cascade, which occupies 37 per cent of the land, will pay nearly 50 per cent of the cost. Another major share will be met by Southern Pacific.

In Santa Clara, Pellegrini Paving Co. received the contract for \$335,560 for street improvements in the Mission Cross Assessment district. In Sunnyvale, R. M. Maloney was awarded a \$29,656 contract to extend the water supply systems on Homestead and Mary.

In Palo Alto, plans for the \$45 million Willow Freeway are being finalized. The California Division of Highways has agreed to move the proposed highway 50 feet to save the 1,100-year-old El Palo Alto—a landmark redwood described as "the oldest living historical monument in California." Work on this should get underway this summer.

Trans-Pacific Industries, Inc., Sacramento, has started phase 1 of 600 apartments being built at Capitol Expressway and Story Road. The total cost will be approximately 15 million dollars. There will be twenty-seven, one-bedroom apartments; thirty, two-bedroom apartments; one hundred-seventy, three-bedroom townhouses, and sixty, four-bedroom townhouses, built during this phase.

Bill McBroom and Ron Shepherd, job superintendents, hope to finish by June, if weather permits.

Graham Associates, Sacramento, is doing the surveying, excavating, underground, and paying for Trans-Pacific.

Work in the Southern part of

District nine is just about at a standstill at the present time. Santa Cruz and Monterey counties have over their quota of rain for this time of year. So with the rainy season here and the few jobs that have not been completed, the work picture does not look very bright at this time.

Granite Const. Co. was the low bidder of \$1,852,000 on the extension of the existing Small Craft Harbor in Santa Cruz. This job will consist of 255,000 yards of rock fill and 20,000 yards of light stone rip rap.

Shell Maker will do the dredging. 545,000 yards of material will be pumped out into the ocean. This job, with the weather permitting, will start in early February and will extend into 1972.

A & F Pipeline of Santa Cruz was awarded a \$32,176 water main replacement job on East Cliff Dr., Santa Cruz.

Granite Const. Co. was awarded a \$18,806 job, which consists of storm drains for Mission Park in Salinas.

Madonna Const. Co. is fighting the mud with a small crew on their highway job at San Ardo.

O. K. Mitty & Sons are about 75 per cent through with the excavation on their 101 Highway job south of Gilroy.

The Rock, Sand, and Grave plants slowed up a little but are still working small crews.

Bizz Says Tax Guide Available

WASHINGTON, D.C. — In a continuing effort to simplify and clarify income tax procedures, the Internal Revenue Service once again has published three basic tax guides for individuals and others filling out tax forms.

These are Your Federal Income Tax, designed to explain matters that may arise in preparing individual income tax returns; Tax Guide for Small Business, explaining federal tax requirements pertaining to sole proprietors, partners, partnerships, and corporations; and Farmer's Tax Guide, containing information on federal income and self-employment taxes of special interest to farmers.

Congressman Harold T. (Bizz) Johnson, representing the Second, mountain-valley counties, District said the first two publications, those for individuals and small business, may be purchased for 75 cents each from IRS field offices or from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

The Farmer's Tax Guide will be distributed free through local IRS offices and the county agricultural agents. Congressman Johnson said he had obtained a few copies of this which also will be available to individuals on a first-come, first-served basis by writing:

Congressman Harold T. (Bizz) Johnson, Room 2347, Rayburn Office Building, U.S. House of Representatives, Washington, D.C. 20515.

Freeze Holds Churn Creek Flood Control Project Back

By **KEN GREEN**

A \$264,457.30 contract was awarded to L. T. Anderson Construction Company of Red Bluff for constructing a pair of safety roadside rests on Interstate near Corning in Tehama County. Grading, paving and curb construction has already been completed under another contract, Baldwin Construction Company of Marysville. Southbound traffic will be served by an area featuring parking for 37 cars and 13 trucks, two sheltered areas containing three picnic tables each, and six additional picnic tables at other locations. The area for northbound traffic will provide parking for 30 cars and 12 trucks, and will contain 12 picnic tables. Toilet facilities, drinking fountains, benches, trash receptacles, and other facilities will be included in each of the safety roadside rests. Completion is scheduled with in 150 working days; or in the fall of 1971.



Ken Green

A proposed \$1.6 million flood control project for the Churn Creek Bottom area, south of Redding, will be held up until legislature approves a cost-sharing bill. In the past the Federal Government has paid counties for half the cost of flood-control projects and the state has fully reimbursed counties the other half of the cost. Plans for the Churn Creek project have already been approved by the state but with the freeze on, they have been temporarily delayed. The Churn Creek Flood-Control plans provide for a diversion channel that would take the high water from the creek to the Sacramento River. Plans have already been drawn up for the .3 of 9 mile long channel that would lead from the creek at a bridge south of the intersection of Churn Creek Road with Bechelli lane.

The general trend for the

rock, sand and gravel in the past years has been the Brother Engineers have been able to stay pretty busy during the winter months. With the tight money we have been experiencing the last three years, we find it is beginning to affect the rock, sand and gravel industry as well as the dirt spreads. I have talked to Brother Engineers who have worked steadily for the past several years, but who are now experiencing short work weeks or week-on and week-off situations.

Peterson Tractor Company is experiencing about the same situation that we find in the other crafts. Their work has fallen off to the point of layoffs with the hopes of rehiring some of the Brother Engineers as work picks up. At this time, Peterson Tractor is working their employees one week on, one week off, trying to maintain a crew to start the new season.

Hughes & Ladd project at Lakehead have a few brothers busy driving pile for the overhead and laying underground pipe. If the weather holds they will be laying some base rock—trying to complete the southbound lane to convert traffic on this one before the company can start the cuts and fills on the northbound lane. There is still a lot of work to be done.

Peter Kiewit & Sons are getting set for the early Spring on their project at Alturas. They have all the earth moved but have a lot of finish work yet to do in the coming season with choke strip, rock base and paving.

Mt. Shasta Gravel Company at Weed keep one brother busy on loaders and running batch plant producing the concrete. Ykreka Transit Mixed Concrete at Yreka are batching concrete in between storms keeping one operator busy.

The state has awarded a contract to Lange Brothers Construction of Lakeport, California, in the amount of \$321,735 to eliminate curves in two locations on Route 89 in Shasta and Siskiyou counties, about 1.7 miles in length. This job will consist of widening—with base and blacktop paving. This is the last of the sharp curves on this section of highway running from McCloud to Burney.

The giant Shastina Properties located at Weed has agreed to go Union with all crafts. This was a major break for Local 3, as this is a multi-million dollar operation and certainly will take several Operating Engineers off the "Out of Work" list.

The latest word on the Weed Interstate 5 freeway by-pass is that the local state officials postponed this one to the first of February and hope to make an award sometime in April '71. The reason for the hold-up—they claim they didn't have the surveying completed.

\$31 Million EBMUD Plant

(Cont. from Page 4)

Clean Water Bond Act, could pay between 30 and 80 per cent of construction costs.

Both chemical and biological secondary treatment methods were considered in the study. With the aid of an experimental pilot plant, it was determined that the chemical process would be more successful, largely because of the large variety of non-domestic sewage loadings at the plant, particularly from industrial sources.

The present plant removes 30 per cent of the biochemical oxygen demand, whereas approximately 60 per cent would be removed with the new facilities, according to the consultants. All of the facilities in the recommended chemical treatment process could be used in converting to a biological process later if it becomes necessary to remove more of the biochemical oxygen demand.

The report states that pumping facilities at the plant should be improved, additional grit and sedimentation tanks should be built; vacuum filters, centrifuges and incinerators should be installed to dispose of sludge; new administration laboratory and maintenance facilities should be constructed; and the deep waste discharge diffuser in the Bay should be extended.

How Your Dollar Is Shrinking



Worker Buying Power Has Gone That-a-way!

In the 28 years since 1942, the value of the dollar has shrunk to 42 cents in comparative buying power. And at this rate, in another 28 years it will be worth only 18 cents.

If this keeps up, here's what the average worker will have to earn—or pay—in 1998 dollars to equal the same amount in terms of today's dollars:

Wages of \$7,200 would have to be \$16,800. A \$3,000 car would cost \$7,000. A \$25,000 home would bring \$58,000. College tuition of \$4,000 would require \$9,400. A \$275 TV set would cost almost \$640. A \$125 suit of clothes would take \$290.

And at this same rate, a family's weekly food budget of \$38 today would jump to \$89. Housing would climb from \$43 a week to \$100. Clothing and laundry would leap from \$25 to \$58. And transportation costs would increase from \$17 a week to \$40.

With inflation like that, it's nice to know your credit union is non-inflationary, simply because the members have to save money before they can borrow it.

And your credit union doesn't contribute to government deficits, either. It pays its own way for government supervision through fees to its supervisory agency.

In the meantime, it pays you good dividends on your savings to keep your share dollars from eroding completely. And your Local 3 Credit Union can give you good advice on how best to use the dollars you have now to get the most value out of them.

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:

Armitage, L. V. (Florence, Wife)	12-18-70
P.O. Box 472, Lincoln, California	
Biasotti, Marvin J. (Lubina, Wife)	12-19-70
618 So. Fremont, San Mateo, Calif.	
Butler, Harold G. (Georgia, Wife)	12-28-70
Rt. 1 Clearwater Ct., Orofino, Idaho	
Carlson, Leroy (Fae, Wife)	12-26-70
Indian Springs, Nevada	
Copeland, Raymond (Ruth, Wife)	12-28-70
P.O. Box 5, Hornbrook, Calif.	
Deaton, Cody (Leanna, Wife)	1-17-71
5781 No. 4th, Fresno, Calif.	
Edwards, W. W. (Ernest Edwards, Nephew— Carmen Williams, Sister)	1-9-71
9454 No. Hwy. 99, Stockton, Calif.	
Fillmore, Robert B. (Laverne, Wife)	1-5-71
P.O. Box 25, Pine Grove, Calif.	
Gaumer, Frank (Thelma, Wife)	1-8-71
5220 Pearl Avenue, San Jose, Calif.	
Harrah, F. M. (Fern, Wife)	1-2-71
P.O. Box 412, Laytonville, Calif.	
Hogan, Raymond (Arlene, Wife)	1-10-71
Rt. 1, Box 305, Corning, Calif.	
Hogg, Jess (Viola, Wife)	1-16-71
1416 Colusa Avenue, Yuba City, Calif.	
Holl, Harley (Lillian, Wife)	12-30-70
3141 Witcher St., Castro Valley, Calif.	
Horn, Emmett (Erma, Wife)	12-28-70
9764 Tareyton Avenue, San Ramon, Calif.	
Kampfen, Charles (Vivian, Wife)	1-6-71
Rt. 1, Box 187D, Gervais, Oregon	
Lawrence, Louie (Mildred, Wife)	1-11-71
513 Keats, Clovis, Calif.	
Marcinak, Tony (Shirley, Wife)	1-17-71
131 - 4th Avenue, Mason, Nevada	
Morris, Thomas (Antonia, Wife)	1-16-71
2015 Berkeley Avenue, Turlock, Calif.	
Morse, William C. (Joyce, Wife)	12-28-70
1671 Hoolano Pl., Pearl City, Hawaii	
Schlichtmann, Henry (Howard and Carl Schlichtmann Nephews)	1-22-71
2825 San Bruno Avenue, San Francisco, Calif.	
Shelly, Edward (Edward and Judith, Children)	1-4-71
1049 - 105th Avenue, Oakland, Calif.	
Sornsen, Robert (Sandra, Daughter)	1-13-71
315 Clay Street, Nevada City, Calif.	
Strickland, George (Esther, Wife)	1-10-71
Rt. 1, Box 303G, Corning, Calif.	
Yoneda, James (Fumiko, Wife)	12-4-70
727 Kupulau Street, Hilo, Hawaii	

DECEASED DEPENDENTS

Dougherty, Della—Deceased January 4, 1971
Deceased Wife of Hugh Dougherty
Duncan, Elizabeth—Deceased December 27, 1970
Deceased Wife of Alex Duncan
Martin, Thelma—Deceased January 1, 1971
Deceased Wife of Al Martin
Maurer, Louise—Deceased January 5, 1971
Deceased Wife of Kenneth Maurer
Maxwell, Roland E.—Deceased January 24, 1971
Deceased Son of Carl Maxwell
Mills, Joan—Deceased January 10, 1971
Deceased Wife of Irvin Mills
North, Nancy—Deceased January 9, 1971
Deceased Wife of William North
Smith, Heather—Deceased January 21, 1971
Deceased Daughter of Michael Smith

Marysville

(Cont. from Page 12)

streets will be Butte Creek Rock's crew from Chico. Fisci Brothers of Paradise will be erecting a number of buildings for a recreation and shopping center.

Granite Construction is back to work on the freeway between Williams and Maxwell. This freeway will do away with that section of highway which is now called "Blood Alley." Willamette-Western is driving pile for the overpasses on the project and Polich-Benedict is doing forming and pouring concrete for overpasses. The concrete is being supplied from Syor & Harms' batch plant in Williams.

Certified Concrete Pipe will be finishing their sewer project in Colusa within the next week.

R. G. Fisher will also be finishing their work on the addition to the Colusa Hospital, but will have a project coming up at Chico State College for approximately three million dollars.

Johnson Urges Nixon to Melt Frozen Funding

WASHINGTON, D.C. — Congressman Harold T. (Bizz) Johnson has urged President Nixon to release frozen public works construction funds to help ease the severe unemployment situation which the nation now faces. Noting that unemployment throughout the nation has risen to 6 per cent, Congressman Johnson stressed that this figure exceeds 7 per cent in California.

"High unemployment in the construction industry contributes heavily to the total," Congressman Johnson said, "and public works development is one way by which this can be corrected quickly."

Congressman Johnson noted that in California some 19 federal water projects are effected by the construction freeze and if the freeze were lifted



BROTHER FREEMAN receives 35-year gold membership card from President Paul Edgecombe at January semi-annual meeting.

Building Trades To Meet in April In Washington

The 16th National Legislative Conference and safety conference of the National AFL-CIO Building and Construction Trades Department will be held in Washington, D.C. April 18-22.

Registration for the conference, which will be held at the Washington Hilton at Connecticut Avenue and Columbia Rd., N.W., will be held on Sunday, April 18 and the conference will open on Monday the 19th. April 20-21 will be devoted largely to visiting congressmen and April 22 to the Safety Conference.

Unionist, First, Last — Always!

"Do your best for your union and your union will do the best for you!"

This is the way Brother Harvey Freeland feels about his union after over 35 years of membership.

Brother Freeland is one of the veteran heavy equipment operators in Northern California and has operated just about every piece of equipment that comes under the jurisdiction of Operating Engineers Union No. 3.

"I've worked all over Northern California and the West and during World War II, spent 18 months with Bechtel in Arabia," says Brother Freeland. The staunch unionist also worked on Friant and Shasta Dams and "too many other jobs to remember."

The veteran operating engineer said that all the benefits of Local No. 3, including the wage increases won, the medical and pension benefits have meant a lot to him and his family and, "I want everyone to know how proud I am to be a member and how grateful we are, my wife and I, to have not only benefitted from our membership, but to have helped the union to help us."

\$2.2 Million in Utah's "Dixie"

(Continued from Page 10)

present time only one shift on the crusher is in operation but a second shift will most likely follow in a short time. The whole crushing operation is expected to last for a period of at least eight months.

Nevada Rock and Sand Company is just getting a good start on their \$2.2 million Interstate 15 job at St. George. St. George is known as Utah's "Dixie—where the summer sun spends the winter." It is truly amazing how the weather only a few miles away will be near zero, but at this location everyone is basking in the sun. At present about thirty of the good brothers are enjoying this all winter job and it is hoped by the time this goes to press the anticipated second shift will be put on. Nevada Rock and Sand has another job of nearly \$6 million to move on to at Cedar City, only 52 miles away. This will provide at least two years' employment for the brother engineers of this company, which, as everyone in this business knows, is a long time to be able to look ahead.

The Cox Construction Company is battling snow and frost on the Cove Fort job which consists of approximately sev-

more than \$25 million would be released for construction which would provide a big boost for employment.

en miles of realignment of Highway 4. This four million dollar job is only about one-quarter completed as far as excavation is concerned, with approximately two million yards remaining to be moved. They have high hopes of working most of this winter. Of course, this two-shift operation is entirely dependent on the weather.

Thorn Construction Company of Provo recently was low bidder in the City of Moab for paving and related street work at approximately \$400,000. Work should get started immediately and will keep a fair crew of Engineers busy most of the winter.

Jobs coming up for bid are not abundant but there is one that will be let by the time this is in print and will be another section of Interstate 15, just south of St. George and approximately \$3,000,000 is the hat for this fine job.

At this writing, work in the Salt Lake area has slowed down to a snail's pace. Weyher Construction is still plugging on the 4th South overpass and between snows are making good progress since most of the footings and dirt work was finished before winter set in.

The joint venture between W. W. Clyde and Christiansen on the L.D.S. Church Office Building is about to "top out." Rumors are that the same company will hang the pre-cast as hung the steel. Brother War-

ren Iverson is Steward there.

Tolboe Construction has a good start on the St. Marks Hospital and is working as much as weather permits. W. P. Harlin on the Penney Building is slightly behind schedule, but according to management a "break" in the weather could protect this.

The Ralph M. Parson job at National is holding its own. Material has been one of the big hang-ups there. Brother Kenneth Vernon is Steward.

Brothers, we would again like to remind you to take advantage of your Credit Union. If you need to borrow money, see your Business Agent or contact your Local office and find out what extra benefit it will be to you to use your Credit Union.

Rancho Murieta has the finest training available in the world. Many of our Brothers are the first to admit to that. BUT, we have an inclination to put things off. Brothers, during the heavy work season we fall short of qualified operators in some classifications. Some members are not sure if they can hack it. Some members have been around the different pieces of equipment, but have not had the opportunity to operate. That is what the Ranch is designed to do—upgrade your skills and make you a more diversified Operating Engineer. Again we urge you to participate in this program.

Personal Notes

SAN JOSE

Our thanks to the following Brothers for their blood donation: Bill Dalton, Bob Sandow and Robert Robinson.

We would like to take this opportunity to wish a quick recovery to Don Much, who had surgery last week.

Frank Brumfield will be going in the hospital this week for correctional surgery.

We would like to extend our sympathies to the families of the following deceased Brothers: Harold Cox and Frank Gaumar.

SANTA ROSA - UKIAH

Our deepest sympathy is extended to the family and friends which Brother Fred Harrah left behind when he passed away because of a heart ailment.

An "Old Timer" by the name of George Hardwick passed away after a brief illness. George was always sure to be in attendance at our regular Wednesday morning meetings at the Labor Temple in Ukiah and he will most surely be missed. He had many fond memories of the many jobs he worked on as an Operating Engineer, from the early days when he was a "Fresno" operator to the time just prior to his retirement when he was a most professional blade operator. Our deepest sympathy to his family and friends.

HOBBIES—We find James Holway working with bronze, copper and plaster. His latest project sculpturing his entire family in copper and plaster. More on this later with pictures, we hope.

James Parnall recently obtained a permit to build a go-cart track. He won't make much money because that is not the intent, but he will create a place for many people, both young and old, to spend their spare time. Good luck, James.

SAN RAFAEL

Our best wishes for a speedy recovery go to Brother "JOE" Lovely confined at Sonoma Valley Hospital.

Brother John Jaquish had an accident on New Year's Day — suffered 2nd and 3rd degree burns to his right hand. No way to start the year!

STOCKTON-MODESTO

Our deepest sympathies are extended to the families and friends of Brothers William Hoover, W. W. Edwards, Robert Fillmore and Albert McCaffery, who passed away since our last report.

Brothers Forrest Campbell, Allen Chaffin, Dale Clifford, Alva Fellows, Perry McCollom, Frankie Baker, Homer Archer, Tacho Zazala, Glenn Fenwick, Marlin Stephenson, Charles Swigart and Vellie Watts were either in the hospital or under a doctor's care recently. A speedy recovery is wished for all.

RENO

We have a few Brother Engineers in the hospital. They are all in Washoe Medical. Joe Armas had surgery on his back. Joe Vasques is suffering from an old illness. Rick Depauli had surgery on his hip.

We wish all these brothers a speedy recovery. If any of you Brothers can find time to visit them we are sure it will brighten their day.

Brother Gordon Weston is scheduled for open-heart surgery on February 4, 1971, at the Sutter Memorial Hospital in Sacramento. Brother Weston will require 16 pints of blood, so if any of you Brothers wish to help replace some of this supply, you can contact the Sacramento District Office and the Redding District Office.

Brother C. L. Kendrick is recuperating from his automobile accident, at Physicians Hospital in Sparks. We are sure Brother Kendrick would appreciate cards and visits as he is up and around now.

REDDING

Our deepest sympathy is extended to the family and many friends of the following brothers: E. A. "Red" Hester, expired December 15th; Luther Hamilton, expired November 29th; Ray Copeland, expired December 28th.

Best wishes for a speedy recovery to: Ken Omsburg, Mel Yonker and Truman Blunkall.

FRESNO

We would like to express our deepest sympathies to the family and friends of Brothers Cody Deaton and Louie Lawrence who passed away during the month of January.

Many thanks to Brother Robert Daniels for his donation to our Blood Bank. We had an urgent request for blood for Brother Ralph Peterson. We are happy to say that we could be of help this time, but now our supply has reached a very low point and we wish that more of you would make an effort to make a donation.

MARYSVILLE

We wish to express our deepest sympathy to Brother Irvin Mills, whose wife passed away.

Brother Lewis C. Weaver recently passed away. We express our warmest sympathy to all the family.

Brother William Rodemaker is home from the hospital, and doing fine after his recent accident. In talking with him, he says he feels he will be ready to go back to work in the not too distant future.

EUREKA

Congratulations are in order to Mr. and Mrs. Robert King; they are the proud parents of a boy.

Also, congratulations to Mr. and Mrs. Nelson Randall, they are the proud parents of a new daughter.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: TEN ACRES nr. Bull Shoals, Gainsville, Mo., on Hwy. 60, Ozark County. Asking \$1,500. Jack Dills, 744 E. Kern St., Avenal, Ca. 93204. Ask operator for Avenal 209-5796. Reg. No. 0683168. 12-1.

FOR SALE: '69 BULTACO MATADOR (250cc) fresh bare, piston, rod, bearing, exp. chamber, Milani Carb. head work, stock muffler system, lights, speedometer. Buck Wentworth, 38088 Canyon Hts., Fremont, Ca. Reg. No. 1187294. 12-1.

RAMBLER STATION WAGON 440, 1967, Big 6, auto, radio, h/r, air cond., new tires & brakes, tinted windshield, \$1,050. James L. Hester, 6826 Del Monte, Richmond, Ca. Phone 235-0827. Reg. No. 0583266. 12-1.

WANT TO RENT SELF-CONTAINED TRAILER. Good condition, good tires, best reference. Retired, arthritic & Arizona-bound 3 to 5 months. E. B. Loyd, P.O. Box 297, Brownsville, Ca. 95919. Reg. No. 0321463. 12-1.

STEREO SYSTEM Heathkit 100 watt Amp., AM-FM tuner & 2 speakers. Exc. cond. \$220. S. Franco, 7720 Santa Theresa, Gilroy, Ca. 95020. Phone 408/842-5841. Reg. No. 1069066. 12-1.

LARGE LOT FOR SALE: At Lake Berryessa Estates. Has 16x10 aluminum bldg. Elec., sewer, water. Good fishing & hunting. John Fenrich, 4770 Harrison St., Pleasanton, Ca. 415/846-2428. Reg. No. 0574324. 12-1.

FOR SALE: FOLEY AUTOMATIC SAW filler, hand, circular 4' x 24", band & back, meter box. All attachments, like new. Sacrifice \$350. Keith Mullins, 18444 Swarthmore Dr., Sorotoga, Ca. 95070. Phone 379-3896. Reg. No. 0854155. 12-1.

P.U.C. LICENSE (common carrier) 25000. Kenworth Tractor-300 Cummings, go cond., good rubber, 52 cab, 2500.00 or make offer. Roy Gondolfi, 930 Delaware Ave., Los Banos, Ca. 93635. 209/826-2356. Reg. No. 500939. 12-1.

RANCH FOR SALE: 432 foot frontage on Foothill Blvd., San Martin, Ca. 13 acres, prunes, walnuts. Modern home; la shed; exc. well & sprinklers. Owner will finance. \$85,000. G. Billard, 21710 Regan Rd., Cupertino, Ca. 95014. Reg. No. 1382585. 12-1.

FOR SALE: UNFINISHED HOUSE w/ approx 2 1/2 acres on Lower Banner Mountain, Grass Valley, Ca. Deep well of water, nice trees, \$12,000. Phila Northup, 7544 Linden Ave., Citrus Heights, Ca. 95610. Reg. No. 8863913. 12-1.

TOWN HOUSE MOBILE HOME, 2 BR., utility area, skirting, carport, patio & awning, carpeting like new; Castle City Mobile Park, Space 102. Phone 663-3876, 663-3483. S. Prado, Jr., P.O. Box 61, Sta. A., Auburn, Ca., 95603 Reg. No. 0657898. 12-1.

WANTED: USED CLEVELAND TRENCHER 22" sq. buckets for Model 140. Mr. Barnard, P.O. 1447, Mt. View, Ca. 94040. Reg. No. 557446. 12-1.

1955 FORD HALF TON PICK UP for sale. Custom cab, V8 eng., runs good, looks sharp. \$400. Don Sandoval, 1671 Alameda St., Oroville, Ca. 95965. 916/533-8044. Reg. No. 1003128. 12-1.

FOR SALE: THREE ACRES on paved country road ideal for trailer court or home sites \$6,000. Clifton Comer, Rt. 1, Box 70, Willits, Ca. 707/459-2625. Reg. No. 255202. 12-1.

FUEL TANK, APPROX. 450-500 GALS., heavy steel, good cond. \$45.00 or make offer. Call eve. or wk. end 415/854-4030. Frank Fredrickson, 2120 Prospect St., Menlo Park, Ca. Reg. No. 0293919. 12-1.

1969 LAS VEGAS TRI-HULL, 85 HP Chrysler, trailer, full canvas, low hours. Kohler 110-220 generator, trailer mtd, gas eng. \$250. 65 Chev. wagon, loaded, 11,250 or trade for pickup. D. Brinkerhoff, 1954 Canal Dr., Stockton, Ca. 95204. 209/462-7039. Reg. No. 1051258. 12-1.

BEAUTIFUL HOME, FOUR BEDROOMS, 2 baths. Lg. shop & barn, 5 1/2 acres \$30,000, 10,000 down. C. Comer, Rt. 1, Box 70, Willits, Ca. Ph. 707/459-2624. Reg. No. 255202. 12-1.

FOR SALE: FOUR BEDROOM, 2 bath, 2 fireplaces, masonry construction, 26 acres, irrigation district, radiant heat, 9 mi. from Redding. Leonard Pierce, 5811 Sierra, Richmond, Ca. 415/234-6775. Reg. No. 0531522. 12-1.

FOR SALE: CONN. SPINET ORGAN, excellent condition, w/percussion effects, \$600. John Spears, 1107 Donner Pass Rd., Vallejo, Ca. 707/442-0034. Reg. No. 1419401. 12-1.

TRADE: ONE ACRE improved wooded, water. Mr. Hagan & Comanche Reservoirs, 11,500 equity for late model car or motorcycle. Charles Young, 6580 Cedar Blvd., San Jose, Ca. 95120. Reg. No. 997636. 12-1.

FOR SALE: CHOICE HOMESITE LOT, Excellent location, Napa, Ca. Corner lot, fully improved, underground utilities, 58,700 John Spears, 1107 Donner Pass Rd., Vallejo, Ca. 707/442-0034. Reg. No. 1419401. 12-1.

CORNER LOT 200 x 115. Water & nat. gas, nr college & town of Redding, Ca. 1/4 mi. off 299-E, paved rd. \$4,500 terms. Lee R. Morley, Rt. 1, Box 1083, Anderson, Ca. 96007. Phone 365-1610. Reg. No. 1178037. 12-1.

1930 PLYMOUTH FOUR CYL. ENGINE for sale. Complete, runs good. 707/994-3035 evs., 707/994-3607 days. R. R. Davis, P.O. Box 491, Clearlake Highlands, Ca. 95422. Reg. No. 0515104. 1-1.

JEEP, 1964 WAGONEER 4-w/4 dr. powered by 1968 327 Chev. eng. Pow. brakes, steering, Trans. rebilt., new clutch, good tires. C. Fulton, 15196 JoAnne Ave., San Jose, Ca. 95127. Phone 408/258-9766. Reg. No. 1046727. 1-1.

FOR SALE: 1965 CHEV. EL CAMINO, good condition, 11,000. Phone 415/387-6585. Jim Lampley, 2201 Lake St., San Francisco, Ca. Reg. No. 608103. 1-1.

FOR SALE: GRAYMARINE SIX CYL. 2 carburetor 135 HP complete, marine w/reverse gear eng. overhauled, \$750. Jay Crownable, 3911 Cayenne Way, Sacramento, Ca., 916/487-3957. Reg. No. 0870731. 1-1.

FOR SALE: ONE RITE WHITE HAT dust protector, new—never used. 707/994-3607 days, 707/994-3035 evs. R. R. Davis, P.O. Box 491, Clearlake Highlands, Ca. 95422. Reg. No. 0515104. 1-1.

MOBILE HOME FOR SALE: 8'x35' NA-SHUA. Good condition. R. R. Davis, P.O. Box 491, Clearlake Highlands, Ca. 95422. 707/994-3007 days, 707/994-3035 evs. Reg. No. 0515104. 1-1.

FOR SALE: '67 CASE BACKHOE diesel w/Digmore extension. 55 Chev. blackhoe transport, \$10,700. Phone 707/994-6531. Duaine Worden, 18780 Oranoe Ave., Sonoma, Ca. Reg. No. 1123477. 1-1.

FOR SALE: 1955 METROPOLITAN recently overhauled, upholstered, painted. 1969 BSA 2,000 mi; 1969 El Camino custom, power, air, tinted glass, Proteo-top. Phone 209/835-8023. Reg. No. 1051340.

WANTED: HEAVY OAK TABLE to seat ten. Charles Gebhart, P.O. Box 395, Santa Cruz 95060. 408/423-3800. Reg. No. 129814. 1-1.

FOR SALE: A. C. HDS DOZER, hydr. blade w/hydr. lift \$2,250. Small grader w/9" blade, 4-w/4 drive, 4-w/4 steering, designed after Austin Western, \$750. 1961 Ford T850 dump trk, 534 eng. 3 & 4 trans. 10-12 yd box \$4,250. C. Gebhart, P.O. Box 395, Santa Cruz, Ca. 95060. 408/423-3800. Reg. No. 129814. 1-1.

FOR SALE, REGISTERED APALOOSA MARE 3 yrs old, broke, good color, \$500 or lucky club reg. thoroughbred mare in foal or open not over 14 yrs. Thoroughbred colts starting at \$800 at Route 2 Box 55, Fallon, Nev. John Pugsley 423-5783. Reg. No. 0681395. 1-1.

GAS DRYER, KENMORE new timer & pilot, \$75. Call 415/359-1680 after 6 PM. Reg. No. 0863916. 1-1.

FOR SALE: 1970 CHEV. PICKUP 3/4 ton 6 cyl. 292 motor 07700 mi. w/8'6" cabover camper w/boat & motor rack like new. \$3,550. Phone 443-1950, Livermore, Ca. Reg. No. 0489700. 1-1.

ST. BERNARDS OF SHOW QUALITY female 32 mo., male 11 mo. Call 415/359-1680 after 6 P.M. Reg. No. 0863916. 1-1.

1964 FORD GAX 500 XL 58000 mi V8 auto. Trans., pow. strg. exc. shape. 4 nw polyglass tires, new shocks & brakes. \$750 or offer. Call 415/359-1680 after 6 P.M. Reg. No. 0863916. 1-1.

TRADE: CLEAR LAKE VIEW LOT \$1,200 EQUITY for late model car, motorcycle or anything of equal value. Harold Schultz, 824 Creek Dr., San Jose, Ca. Phone 408/266-5465. Reg. No. 1326357. 1-1.

FOR SALE: 100' x 325' located in West Lindo shopping center, \$5,000. L. Foster, 5834 Riverside Ave., Marysville, Ca. 95901. Reg. No. 1276951. 2-1.

POOL TABLE, 8 FOOT, ANTIQUE style, Italian slate, incl. all accessories, \$450. 415/587-9226 or 585-9351 after 6 p.m. Reg. No. 1242953. 2-1.

1967 CHEV STEPVAN, big six engine, 4 sp., low mileage, radio, heater, special horns, dual rear tires and power plant. \$3,500. Leo Moya, 327 N. Livermore Ave., Livermore, Ca. 440-4377. Reg. No. 1414656. 2-1.

FOR SALE: WHITE GERMAN SHEP-HERD pups, AKC reg., Rin Tin Tin II, bullet lines, exc. pels or watch dogs. Whelped 1-1-71. John Pole, Box 244, Alturas, Ca. Reg. No. 1079772. 2-1.

TRAILER, TILT BED, single axle, 1000 x 20 tires. Ideal for M.F. backhoe, \$700. M.F. 212 18" backhoe bucket \$75. S. Scott, 2689 Gumpdrup Dr., San Jose, Ca. 408/251-1574. Reg. No. 0908633. 2-1.

FOR SALE: LORAIN BACKHOE & shovel comb. 3/4 yd. wide, tracks crawler, old but good, \$3,000 or offer. 415/562-3236. Reg. No. 0678953.

TRADE COMPLETE SET of heavy duty mechanics tools, pullers, etc. for small boat & motor or will sell outright. Howard S. Rice, 5817 Crestview, Ca. 95969. Reg. No. 0348545. 2-1.

FOR SALE: TRENCHING BUSINESS & equipment. Och Trencher, Ford pier hole borer, 8' deep hole machine. All diesel 2-ton Ford truck & trailer. Call 735-6902, Sunnyvale. Reg. No. 1121881. 2-1.

DELUXE 24x60 MOBILE HOME, 2 br., 2 baths, family rm, carpeted porch, awnings, skirts, yard beautifully landscaped. Lovely view, located in 5 star park. C. Sloey, 16401 San Pablo Ave., San Pablo. Phone 223-6721. Reg. No. 0736632. 2-1.

FOR SALE: '65 MUSTANG, 1 owner, 6 cyl. 3 sp, 53,000 actual miles. Exc. cond. Also wagon wheels, matched set of 14 red, white & blue. Phone 415/447-1451. W. A. Miller, 773 Lido Dr., Livermore, Ca. 94550. Reg. No. 1451610. 2-1.

1967 EL CAMINO loaded with extras. \$1,595-offer 1966 Chev. Caprice wagon, power & air. Low book, 11,300 or offer. 1962 Chev. wagon, new eng & tires, power & air \$495. 415/689-5638 Concord. Reg. No. 0892705. 2-1.

131 ACRES 21 MI. EAST OF Redding on old Cow Creek. Deeded water rights. All or part. \$75,000. One house, 68 per cent completed. Gerald Criswell, 6086 Bennington Dr., Newark, Ca. 94560. Reg. No. 1174989.

FOR SALE: EIGHT YARD DUMP body w/10 yd ends & Garwood hoist. \$200. Phone 415/562-3236. Reg. No. 0578953. 2-1.

FOR SALE: 1959 18' FLAMINGO self-contained trailer, New Michelin steel cord tires, gas ref., gas stove, w/oven. Must sell, make offer. Gene Abbott, 15091 Cooper Ave., San Jose, Ca. 95124. Reg. No. 0617976. 2-1.

150 INTERNATIONAL LOADER FOR SALE. 4 in 1 bucket, rippers, power shift. Good cond. \$7,500. 415/761-2029. Reg. No. 1164979. 2-1.

FOR SALE: 2-WHEEL TRACTORS, Case Model DC, good cond. \$350. John Deere Model B, fair cond. \$250. Call 415/862-2361. Reg. No. 056555. 2-1.

FOR SALE: EIGHT ACRES MOUNTAIN HOME, good location. Sell one to 8 acres. 2 dwellings. Phone 209/532-2547. Reg. No. 1181676. 2-1.

FOR SALE: BUCYRUS-ERIE SHOVEL, air operated, 1 1/2 yd diesel crawler, old but good, \$2,300 or offer. Phone 415/562-3236. Reg. No. 0678953. 2-1.

HEAVY DUTY DUWALT SAW, 14", 110-220 AC, single phase, 3 hp, compl. portable, factory trailer mounted \$400. Herbert Higginbotham, P.O. Box 212, San Pablo, Ca. 94805. Reg. 0947063. 2-1.

FOR SALE: 15' BOAT, 25 HP outboard w/electric starter. Exc. cond. \$400 or best offer. 415/761-2029. Reg. No. 1164979. 2-1.

WANTED: USED PROTECTO-TOP or 1968 El Camino. Call Joe Vera, 406/734-0674. Reg. No. 0838852. 2-1.

FOR SALE: '59 WHITE DIESEL DUEL DRIVE 3-axle, 10 yd dump trk. CC-18 yd end dump. 2-axle low bed, 54 Peter-Bull Logging trk, nearly new eng. AD 40 road grader, diesel, Tilt trailer, Generator (light plant), 209/532-9761 or 209/532-2547. Reg. No. 1181676. 2-1.

FOR SALE

1967 1-TON FORD F-350 TRUCK
Steel Flat Bed With Racks
4 Ton Lift Gate
60,000 Miles

1967 TOYOTA CROWN 4 dr. sedan, 6 cyl., radio, heater, 4 speed transmission, 25,000 miles. Operating Engineers Local No. 3 Credit Union, San Francisco, Ca. 415/431-5885, 415-431-1568, ext. 48.

1968 FIAT 124 SPORT COUPE, 2 door, 4 cyl. engine, 4 speed transmission, 32,000 miles. Operating Engineers Local No. 3 Credit Union, San Francisco, Calif. 415-431-5885, ext. 48.

1969 AMERICAN double under houseboat. Kitchen sized galley. Stove, oven, refrigerator, sun-dack, decks and walkways. Sleeps 10 people. 55 h.p. outboard motor.

OPERATING ENGINEERS LOCAL NO. 3 CREDIT UNION
415-431-5885
415-431-1568 Ext. 48

Four Million U.S. Moonlighters

How many workers moonlight? Around four million, according to a recent U.S. government study.

The special study found that in mid-1970, 5.2 per cent of the 78 million people in the work force were holding two or more jobs, a fraction above the figure for 1969.

The major reason workers moonlight, unsurprisingly, is to make extra money. On an average, moonlighters picked up \$30 a week for 13 hours at a second job, the study found.

But, notes the Institute of Life Insurance, there are drawbacks to moonlighting, among them frequent physical and psychological fatigue and restricted family and social life.

Hawaii ...

(Continued from Page 1)

Group	Old	New
3	8.01	8.45
DIVERS		
Group 1	\$9.01	\$9.51
2	6.14	6.48
3	\$72.08	\$76.08
	Day	Day
4	Receives 25c more per hour than the rate of the highest classification of employee being worked with	
Foremen (other than general foreman)		
	\$6.65	\$7.02
FRINGE BENEFITS		
	Increase effective 3-1-71	
	From	to
Health & Welfare	25c	35c
Pension	42 1/2c	52 1/2c
Affirmative		
Action	05c	10c
Vacation and Holiday	14 1/2c	20c
Industry		
Promotion		01c

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- 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 receipts 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.

CLIP & SAVE

1971 MEETINGS SCHEDULE

1971 SCHEDULE OF SEMI-ANNUAL,
DISTRICT & SUB-DISTRICT MEETINGS

SEMI-ANNUAL MEETINGS

JULY

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

DISTRICT & SUBDISTRICT
MEETINGS

FEBRUARY

3 San Francisco, Wed., 8 p.m.

9 Stockton, Tues., 8 p.m.

18 Oakland Thurs., 8 p.m.

23 Sacramento, Tues., 8 p.m.

25 San Jose, Thurs., 8 p.m.

MARCH

2 Fresno, Tues., 8 p.m.

5 Salt Lake City, Fri., 9 p.m.

6 Reno, Sat., 8 p.m.

11 Ukiah, Thurs., 8 p.m.

APRIL

6 Eureka, Tues., 8 p.m.

7 Redding, Wed., 8 p.m.

8 Marysville, Thurs., 8 p.m.

21 Honolulu, Wed., 7 p.m.

22 Hilo, Thurs., 7:30 p.m.

MAY

4 Sacramento, Tues., 8 p.m.

11 Stockton, Tues., 8 p.m.

13 Watsonville, Thurs., 8 p.m.

20 Oakland, Thurs., 8 p.m.

26 San Francisco, Wed. 8 p.m.

JUNE

1 Fresno, Tues., 8 p.m.

4 Provo, Fri., 8 p.m.

5 Reno, Sat., 8 p.m.

10 Santa Rosa, Thurs., 8 p.m.

JULY

20 Eureka, Tues., 8 p.m.

21 Redding, Wed., 8 p.m.

22 Oroville, Thurs., 8 p.m.

23 Honolulu, Wed., 7 p.m.

29 Hilo, Thurs., 7:30 p.m.

AUGUST

4 San Francisco, Wed., 8 p.m.

10 Stockton, Tues., 8 p.m.

12 Oakland, Thurs., 8 p.m.

24 Sacramento, Tues., 8 p.m.

26 San Jose, Thurs., 8 p.m.

31 Fresno, Tues., 8 p.m.

SEPTEMBER

2 Ukiah, Thurs., 8 p.m.

17 Salt Lake City, Fri., 8 p.m.

18 Reno, Sat., 8 p.m.

OCTOBER

5 Eureka, Tues., 8 p.m.

6 Redding, Wed., 8 p.m.

7 Marysville, Thurs., 8 p.m.

27 Honolulu, Wed., 7 p.m.

28 Hilo, Thurs., 7:30 p.m.

NOVEMBER

4 Watsonville, Thurs., 8 p.m.

9 Stockton, Tues., 8 p.m.

11 Oakland, Thurs., 8 p.m.

17 San Francisco, Wed., 8 p.m.

23 Sacramento, Tues., 8 p.m.

DECEMBER

3 Ogden, Fri., 8 p.m.

4 Reno, Sat., 8 p.m.

7 Fresno, Tues., 8 p.m.

9 Santa Rosa, Thurs., 8 p.m.

DISTRICT AND 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, IBEW Hall, 2305 S.
Beretania Street.April meeting only, Wash-
ington School Cafetorium, 1633
S. King St.Hilo, Kapiolani School, 966
Kilauea Ave.San Jose, Labor Temple, 2102
Almaden Rd.Stockton, Engineers Bldg.,
2626 N. California.Oakland, Engineers Bldg.,
1444 Webster St.Sacramento, CEL&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, 124 West Taylor.

Marysville, Elks Hall, 920-D
Street.Watsonville, Veterans Memo-
rial Bldg., 215 Third.V Santa Rosa, Engineers Bldg.,
3900 Mayette.

Provo, 165 West 1st North.

Ogden, Teamsters Hall, 2538
Washington Blvd.

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Hawaii

(Cont. from Page 3)

Iawa Valley which is on the
leeward side of Oahu.

ISLAND OF HAWAII (BIG
ISLAND): On the Big Island,
construction is also at a stand-
still. Our Hilo Job Placement
Center also reports that unem-
ployment is growing in num-
ber.

Contract negotiations have
been opened at Hawaiian
Equipment Co. (Hilo) which is
the distributor of International
Harvester for the State. Ne-
gotiating committee members
selected are Brothers Richard
Shigli, Jerry Nago, Kenneth
Muranaka from the Shop and
Yoshiaki Ono of the Parts De-
partment.

Negotiations have also start-
ed at Hawaiian Timber Prod-
ucts. Logs cut from Robusta
trees on State land are trucked
to the mill and sawed into lum-
ber for sale as freight pallets
and flooring materials. Lum-
bering is a new industry for
Hawaii and at present there
are only two mills in the State;
one in Hilo and the other on
the Island of Maui. Brother
Francis Yoshimura is the Stew-
ard of the plant.

Negotiations have also begun
at Moses Business Products
which sells and services office
machines.

Swinerton-Hawaii J. V. is
doing C. Brewer's sewerline
project on the Island of Ha-
waii. The line is being laid 12
feet below water level by Op-
erating Engineers scuba di-
vers.

Construction has begun on
the Hawaiian Telephone \$1.5
million Communication Center
in Keauhou; Glenn Construc-
tion Corp. is the prime con-
tractor. On a separate contract,
Mars Constructors is building
an almost similar facility at
Kailua, Kona, Hawaii for Ha-
waiian Telephone.

Construction of Foodland
Supermarket and McDonalds
Restaurant at Kinooole Street,
Hilo, Hawaii has been progress-
ing rapidly. Glenn Construction
Corp. is the contractor and
completion date for this \$900,-
000 building is scheduled for
March 1971.

ISLAND OF MAUI: Previ-
ously using the Honolulu Job
Placement Center, Brothers on
the Island of Maui are now us-
ing the facilities of the Hilo
Job Placement Center. Bad
weather has also hampered
construction work on the Is-
land of Maui, especially for the
island's largest contractor,
Fong Construction Company.

ISLAND OF MOLOKAI: On
the Island of Molokai, smallest
openly inhabited island in the
Hawaiian chain, Fong Con-
struction Company, contractor
from Island of Maui, has a
waterline project in progress.

Moses Akiona, Ltd., has the
Moanalua Road project and ex-
pects to start the Kalaupapa
lookout road in March.

Healy Tibbitts Construction
Co. has completed the dredging
portion of the Kaunakakai Pier
and has started on the utilities
and grading portion of this
project.

CONDOLENCES: Our deep-
est sympathy to the families
and friends of Brothers James
Yoneda and William Morse.

Bad Order

General Motors is recalling
14,970 school buses and 1,521
trucks built during 1969 and
1970 for brake repairs. It's the
company's third recall of school
buses since March of 1969 for
possible braking deficiencies.

Members Find Credit
Union Safest Safe

By JAMES "RED" IVY, Credit Union Treasurer

The January payout of California and Utah Vacation/Holiday
Pay placed almost 2.7 million dollars in Credit Union Member
share accounts. This increase in share depos-
its, put the Credit Union over the 9 million dol-
lar mark in total assets just before it's seventh
anniversary.

Over 70% of the eligible Operating Engineers
participating in this latest distribution of Va-
cation/Holiday Pay had their money deposited
in their Credit Union share account. Consider-
ing the present adverse employment opportu-
nities due to the winter season and further ag-
gravated by the present Federal Administra-
tion's reduction in Government supported con-
struction projects, we feel this high a percent-
age of members being able to save their Vaca-
tion/Holiday Pay is remarkable.

We are not so optimistic or so naive as to think all of this
money will be left in the Credit Union indefinitely. Past experi-
ence indicates that before work opens up in the spring, we will
be faced with substantial requests for withdrawals as Members
have to call on their reserves to carry them through the winter.

The above mark notwithstanding, the record does indicate that
a good percentage of the Members will be able to retain at least
part of the funds accumulated through the Vacation/Holiday Pay
Plan. The "Record" referred to is the growth record of the Credit
Union. In the 3½ years that Members have had the option of
having their Vacation/Holiday Pay transferred to their Credit
Union share account, the Credit Union has grown, in round fig-
ures, from a Membership of 4,000 and assets of \$600,000 to the
peak reached on January 31, 1971 of 17,000 Members and 9 mil-
lion dollars in assets.

We do not feel we can overstate the importance of a Member
giving consideration to the idea of borrowing against his shares
rather than withdrawing them. We will give you a little arithme-
tic below to show you why we feel this way.

For an example, we will take a Member in good health with
\$2,000 in his share account. If he takes the money out and spends
it, it's gone. He may intend to put it back, but chances are he
won't.

On the other hand, if he leaves his \$2,000 in the Credit Union
and borrows \$2,000 against it, the moment he took out the loan
he has increased the value of his estate as follows:

*Loan paid off in case of death or total and permanent disability	\$2,000
His money still in his share account	2,000
*Life savings insurance equal to his shares	2,000
Total value of his account to his estate	\$6,000

The loan repaid in 36 months would cost him:	
36 months at \$63.60	\$2,289.60
less principal amount	2,000

Cost—to borrow \$2,000 for 36 months \$ 289.60

In the meantime, his share account with dividends
(based on the 4½% paid for 1970) would have grown as follows:

	Shares on Deposit	Dividend	New Balance
1st year	\$2,000.00	plus \$90.00	\$2,090.00
2nd year	\$2,090.00	plus \$94.05	\$2,184.05
3rd year	\$2,184.05	plus \$98.28	\$2,282.33
TOTAL DIVIDENDS		\$282.33	282.33

Total out of pocket cost of loan	\$ 7.27
This Member now has shares of	2,282.33
*Life insurance (equal to the 1st \$2,000 of his shares)	2,000.00

TOTAL Insurance and shares after loan is repaid \$4,282.33

NEW FASTER LOAN SERVICE

Recent amendments to the Credit Union Law, have made it
possible to speed up the processing of loans. One stop loan serv-
ice is now available through the Loan Officer in your Local No. 3
District Office. Making your application through your district
offices will assure you of prompt and efficient service.

*This insurance is provided by your Credit Union subject to lib-
eral physical requirements and age limitations in our contract
with the insurance carrier.

Stockton Sewer Bonds

(Continued from Page 7)

der on the U.O.P. swimming from the sale of these bonds
pool complex at \$375,000. The will be used to finance the
Plumb Co. of Stockton was al- city's share of a four year,
so low bidder for \$366,800 for \$18.4 million program to up-
construction of bulk clay pel- grade the local sewage collec-
let handling facilities at the tion and disposal system.

Port of Stockton. This project BLOOD CLUB: Brothers,
includes a 600 foot long car- this is the time of year that it
rier that will take the pellets is convenient to donate a pint
from the storage area to ships. of blood to the Operating En-
Larry Aksland has a sub-con- gineers Blood Club. Also, it is
tract for the dirt work. the time of year when some

Bids will be opened by engineers are no longer cover-
Stockton city officials on Feb- ed by health and welfare bene-
ruary 1st on their \$7.6 million fits, and should they be requir-
sewer bond issue, that was ap- ed to buy blood, they would be
proved by the electorate in the confronted by a desperate sit-
November election. Revenue uation.