

See Full Employment During 70's

"Serving the men who move the earth!"

ENGINEERS NEWS

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



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March, 1969

Apprentice Method Still Key To Entry

By AL CLEM

International Vice President
Business Manager and Editor

Employment of operating engineers is expected to increase rapidly, all through the 1970's assuming relatively full employment nationally and the continuing high level of economic activity needed to achieve this goal.

An estimated 250,000 were employed as excavating, grading and road machinery operators in early 1967, and many thousands more of these operating engineers held jobs as operators of other types of construction machinery such as cranes, derricks, hoists, diesel engines, air-compressors, trenchpipe layers and dredges.

Thousands of additional opportunities will come in the years just immediately ahead because of the anticipated growth in construction activity, and the growing volume of highway work along with maintenance and repair will be especially important in the development of employment.

The trend toward the increasing use of construction machinery shows every indication of continuing.

We must also take into account technological development. The increased size, speed, mobility and durability of construction machines has expanded operator efficiency. (Mobile truck cranes are now in use that can lift 125 tons to a height of 330 feet, equivalent of a 33-story building; and scrapers are in use that can scoop up and carry 75 to 100 tons of dirt in one load. Earthmoving machines now move many times the amount of material that could be moved by the largest machine just a few years ago.)

Operating Engineers operate various types of power-driven construction machinery—power shovels, cranes, derricks, hoists, pile drivers, concrete mixers, paving machines, trash excavators, bulldozers, tractors, pumps, etc.—and must have a wide range of skills, even though they generally become identified as a craftsman with the one machine in particular which they operate most often.

So employment opportunities underscore training—and most training authorities, including the National Joint (labor-management) Apprenticeship and Training Committee for Operating Engineers, recommend the completion of a three-year apprenticeship

as the best way to qualify for journeymen status as an operating engineer. Many men with mechanical aptitude do enter this occupation by obtaining jobs as oilers (operating engineers' assistant) or as helpers to heavy equipment repairmen. Workers on these jobs gain a knowledge of the machinery, how to keep it in good running order and how to make repairs. Oilers and helpers must perform their work well and demonstrate initiative before they are given the instruction from experienced operators that is necessary for advancement. They also must demonstrate interest in and ability to learn the correct methods of handling equipment and be able to recognize hazards that must be avoided.

Some men with mechanical experience, such as that obtained from operating farm equipment, may get jobs operating the simpler construction machines.

Still, operating knowledge of broad range of related equipment and attachments is usually necessary to obtain continuous employment, and this is best obtained through a formal apprenticeship program or, as mentioned earlier, by working as an oiler or helper, although this usually takes more time than to complete an apprenticeship.

Apprenticeship standards provide training in operation of each of the following types of equipment: Universal equipment (hoists, shovels, cranes and related equipment); grading and paving equipment; and plant equipment (such as material mixing and crushing machines). These

See FUTURE BRIGHT page 2



WINNER of the "Apprentice of the Year (1968) Award" for the State of Hawaii was Brother Alva Blake (center). International Vice President and Local Union No. 3 Business Manager Al Clem

(left) made the presentation of the trophy and war bond at a ceremony chaired by Ed Hulihee, Chairman of the Joint Apprenticeship Committee in Hawaii.

High Court Rules Fringes Payable

The Supreme Court, reversing the 9th U.S. Circuit Court of Appeals at San Francisco, ruled that the National Labor Relations Board has the power to enforce a contract against an employer who refused to abide by its terms, including fringe benefits.

The court, with Justice William O. Douglas dissenting, upheld a 1965 labor board order against Joseph T. Strong, doing business as Strong Roofing & Insulating Co. The board directed Strong to sign a contract with Roofers Local 36, Los Angeles, stop refusing to bargain with the union, and pay his share of the pension and welfare funds agreed upon by the union and the Roofing Contractors Association of Southern California.

Justice Byron R. White, who wrote the majority opinion, said Strong sought to withdraw from the employers' association a few days after it completed negotiating a four-year agreement with Local 36 in 1963, and "refused repeated demands from the union that he sign the contract."

In 1965 the NLRB ordered Strong to abide by the contract. The 9th Circuit appeals court enforced the NLRB order except for the payment of fringe benefits, which it said was "beyond the powers of the board." The NLRB appealed.

"The board is not trespassing on forbidden territory," the high court ruled, "when it inquires whether negotiations have produced a bargain which the em-

ployer has refused to sign and honor, particularly when the employer has refused to recognize the very existence of the contract providing for the arbitration on which he now insists."

To this extent, the court said, the "contract is the board's affair, and an effective remedy for refusal to sign is its proper business."

Local 3 Rep At Safety Meet

Local Union No. 3 Vice President Dale Marr was among the 1,500 delegates from labor, industry and business that attended the Governor's Industrial Safety Conference in Los Angeles last month.

Marr co-chaired the section on Mineral Industries and reports that the conference was one of the most successful in the nineteen-year history of the meetings.

"Einar O. Mohn, Director of the Western Conference of Teamsters, made an outstanding keynote address," said Marr, "and Labor played a key role in every session."

Stay On Job Or Lose Pay Says UIAB

The Unemployment Insurance Appeals Board, which is an independent division in Human Resources Development Department of the Human Relations Agency, has issued a precedent decision in which it held that an individual who terminated his employment prior to the effective date of discharge voluntarily left his work.

In the case considered, the individual was informed by his employer on February 15 that he was to be discharged on February 29. The employer was willing to permit the individual to work through February 29, but on February 26 the individual told his employer that he was leaving work on that day in order to take care of some private business.

The Appeals Board held that the individual voluntarily left his work because, had he so desired, he could have continued working at least three days more.

Chairman Robert W. Sigg pointed out that this case was somewhat different than a recently issued precedent decision in which the employer told his employee that she needed to work no longer when the employee submitted her resignation to be effective within a two-week period. Sigg pointed out that in that case the employer continued the individual's salary through the effective date of her resignation.



TECH ENGINEERS of Local Union No. 3 get an in-depth reading on a new microwave distance measuring instrument at union-sponsored session in Oakland. Tech's came from all over to hear company experts explain the use of the new Tellurometer. Above Jim Vick of the Lietz Company answers questions of Don Long, of R. M. Towill Co., and Wallace Schissler of George Nolte Co. Additional pictures and story on page 7.



Collectively Speaking with Al Clem

The month of February has not been too kind to many of the members of our Union in mostly all parts of our jurisdiction, but we are hopeful that the politicians and those who appropriate money for public works will take a good, long look at the flood conditions and near flood conditions that we have had and appropriate sufficient funds so that we may never have to worry about such situations again. It seems that if we can spend money all over the world for being dogooders, we can at least take care of our own people at home, particularly those who earn a living in the construction industry and many of their friends who own homes in the areas where flood control has not been developed as it should have been.

During February I attended the General Executive Board meeting, and was appointed to two committees dealing with jurisdictional problems, one relating to the Electricians and the other with the Laborers. These committees cover the entire United States, and Canada and we are hopeful that we can work out the problems in an amicable manner. Jurisdictional disputes are distasteful to everyone involved in them, however, as jurisdictions are the very lifeblood of our organization, we must continually be on guard against violations of work assignments as set down by the American Federation of Labor. For every hour that equipment under our jurisdiction is operated by someone other than those people who are members of our Union, an hour is lost to our brothers and consequently their families will suffer proportionately.

I was able to attend the district meetings in Sacramento, Oakland and Stockton, and it was extremely gratifying to note that all the Grievance Committeemen were reelected without opposition, which tells me one thing; the Grievance Committeemen are doing a good job for the membership in the various districts.

We would like to draw your attention to the meetings in March in Fresno, Ukiah, Salt Lake City and Reno, where the Election Committee will be voted on, and I am looking forward to being at each meeting and talking with members in these districts.

Unfortunately I had to miss the district meeting in San Jose, due to the General Executive Board meeting. However, during the month there was a meeting held in San Jose where many of the retired members were in attendance and I deem it my good fortune that the schedule did permit me to attend this most interesting and informative meeting. A man from the Social Security Administration was in attendance and brought useful and interesting messages to the retirees and those members who are anticipating retirement.

As you will note in another portion of the paper (Gail Bishop's Report), one of our agents, Mont Parker, was killed in an automobile accident. It is with a great deal of regret that we report this to our members. Even with the millions of miles that have been driven by your officers and agents, I suppose that the law of averages will catch up with us from time to time. It has not been determined yet exactly what was the cause of the accident. I extend my condolences to Mont's widow and family.

During the month of February I visited the offices in Reno, Nevada and Salt Lake City, Utah as routine inspection.

Your Union and the Engineering Department of the Stanford University are conducting a survey which will be beneficial to the members and to the construction industry as a whole. Questionnaires will be available in all the district offices in California, Nevada and Utah. The survey deals with on-the-job safety and other pertinent matters which relate to each member's welfare. We hope that you will take a few minutes to avail yourselves of the opportunity of filling out the questionnaire and returning it as soon as possible to your district representative, for this is a most important survey and we would like to have as many questionnaires answered as possible.

To those members of Local 3 who are also members of the Credit Union, we report that the matter of availability of automobile insurance purchase through the Credit Union is being pursued and we hope that in the not too distant future this program will be established. The many facets of this program take a great deal of time and attention to perfect.

The officers have been quite busy in this last month with contract negotiations. We have signed the following agreements: 26 Long Form Agreements and 105 Short Form Agreements. We had during the past month several special meetings with the people in Rock, Sand and Gravel, the dredging industry and equipment shops which were quite well attended. We were able to discuss our problems in a more informal manner than we were at the district meetings. We intend to continue holding such meetings, as well as our Stewards meetings and Safety Committeeman meetings.

It is with a great deal of regret that we report to you that Bill Woodyard, Executive Board Member from Sacramento area has resigned due to ill health. Bill has served on the By-Laws Committee and on the Executive Board for a number of years, as well as on the Sacramento Grievance Committee. He was very able and conscientious. Bill served his brother engineers well. The officers met and replaced him, until the next quarterly meeting in Sacramento, with Johnny Highnote. Johnny is an ex-member of the Executive Board and I am sure that he will also represent the members in the Sacramento area to the best of his ability.

More Counselors

More and better-educated counselors at U.S. Employment Service offices are helping unemployed individuals find jobs. Between 1965 and 1968, the number of counselors increased by 25 percent, to 5,325. Ninety-one percent of those spending half or more of their time in counseling now hold bachelor's or advanced degrees, up from 83 percent in 1965.

Future Bright

Continued from page 1
standards also provide for the training of heavy-duty construction machinery repairmen. The apprenticeship program for each training classification consists of at least 6,000 hours (three years) of on-the-job training.

Apprenticeship applicants generally must be between the ages of 18 and 25 and must be physically able to perform the work of the trade. A high school education or its equivalent is required to complete satisfactorily the related classroom instruction. Applicants must also demonstrate the ability and aptitude necessary to master the rudiments of the trade.

Hourly wage rates for apprentices start at a portion of the journeyman rate (at least 65 per cent in most cases) and increase periodically until the journeyman rate is attained at completion of the apprenticeship.

The wage rate structure for operating engineers is more complicated than for any other construction trade. Hourly rates are established not only for operators of different types of machines, but also for operators of the same type but of different capacity. The wage scale also varies among different parts of the country.

A word of caution to all young men who may have a current or future interest in becoming operating engineers. There is a tendency to glamorize the life of the "rugged construction" man as one of high pay, short hours, good working conditions and "jobs aplenty." Nothing could be farther from the truth.

The life of the operator of heavy equipment has a number of disadvantages: a. Frequent changes of job location; b. construction is a seasonal occupation and the mean average is nine months of employment and three months of layoff; c. education and experience have become inseparable with the sophistication of modern equipment and I cannot stress too strongly the importance of the minimum of a high school education and where possible, at least two years of college in technical engineering fields if you aspire to future leadership in the heavy construction fields.

In addition, there is a strong indication that the taxpayer is becoming more and more resistant to the high cost of construction. Since now, more than ever before, the Federal and State are the prime contractors on a majority of construction projects, we can foresee a strong effort to keep wages and fringes for the construction worker at a nominal level.

Feb. 1, 1969

Gentlemen,

My children and I would like to acknowledge with sincere thanks your kind and thoughtful expression of sympathy.

The Bible is very lovely, and will always hold a special place in our hearts for my husband was very proud to be an operating engineer.

May God Bless You,
Mrs. Lynn H. Coney
and Children

New Skills

Nearly half—or 49%—of the men and women learning job skills in the Labor Department's classroom training projects this past summer had been unemployed for six months or longer prior to training.

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Making You Money

CU Savings Growing

By JAMES "RED" IVY

A tremendous boost was given to the Operating Engineers Local Union No. 3 Credit Union by recent transfers of Vacation Pay to member's respective Credit Union share accounts.

These additional savings placed in the Credit Union have provided ample funds to enable the Credit Union to consider any type of financing that a member might propose that is within the limits of State and Federal Laws governing the operation of Credit Unions.

A brief outline of the legal limits that the lending operations of the Credit Union must be confined to, together with additional restrictions that have been imposed by the Credit Union Board of Directors, is as follows:

Unsecured personal loans are permissible under the law in amounts up to \$1,000.00. Any unpledged shares in a member's account would be considered as security and would increase the maximum personal loan proportionally. The Credit Union Board of Directors restricts this type of loan to members who have shown a prior interest in the Credit Union by either (1.) Allowing their vacation pay to transfer into their share account or (2.) Have increased their share account substantially above the required minimum through direct purchase of shares.

Secured loans are permissible under the law in amounts up to \$15,000.00 plus the value of the member's unimpaired shares in the Credit Union. Almost any type of Real Estate or personal property having a tangible resale value that can be readily established by invoice or appraisal would be considered as security for this type of loan. The legal limits on loans secured by real estate (In addition to the \$15,000 maximum) are as follows:

Loans secured by 1st Deeds of Trust on improved residential property must not exceed 80% of the appraised value. Maximum repayment term, 20 years.

Loans secured by 2nd Deeds of Trust, made on improved residential property only, must not exceed 70% of the appraised value when combined with the outstanding balance due on the 1st Deed of Trust on the said property, Maximum term, 5 years.

Loans secured by 1st Deed of Trust on other than improved residential value of the property Maximum term, 20 years.

Personal property that is either owned or being purchased by the member, and that could be acceptable as collateral, includes but is not limited to the following:

New and Used Motor Vehicles, Mobile Homes, Travel Trailers, Pickup Campers, Boats, Boat Trailers, Aircraft, Tractors and other equipment. NEW ONLY: Household furnishings and appliances.

Other collateral that is acceptable as security for Credit Union loans includes:

Stocks, Bonds and Life Insurance Policies that have an assignable cash value.

We would also like to mention the Share loan or the loan that is fully secured by Credit Union shares (savings) on deposit. This has become one of our most popular loans as an increasing number of members, reluctant to dissipate their savings, become aware that the insurance advantages usually more than offset the difference between the dividend the Credit Union pays on their savings and the low interest rate charged on this type of loan.

Your Credit Union loaned over 2 and 2/10 million dollars to members during the year of 1968. This was in excess of the total amount loaned during the four preceeding years since the Credit Union was organized in February of 1964. The increase in savings coming into the Credit Union indicates the need for further expansion of our lending operations.

Credit Union interest rates which have always been highly competitive with the rates charged by Banks and Loan Companies have become even more attractive due to recent increases made by these lenders while the Credit Union has held the line.

Your Credit Committee holds daily meetings to consider the applications submitted for loans and every effort is being made to expedite the processing of all loans being submitted.

Since there is no waiting period restricting a new member of the Credit Union from applying for a loan immediately on joining, we suggest that any member or employee of the Operating Engineers in need of financial assistance contact the loan officer in your District Office or your Credit Union office in San Francisco and compare costs before entering into any major contract with other lenders.

In addition to low interest rates for borrowers, your Credit Union has made available, through your loan officers in your District Offices of Local Union No. 3, an invoice service that gives up to date information on Dealer's Cost and suggested retail prices of all domestic motor vehicles and factory accessories. Members using this service and financing their new car or pickup through the Credit Union have saved hundreds of dollars.

Save the Credit Union Way!

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ADMINISTRATOR of the Joint Apprenticeship Program, Danny O. Dees, is frequently called upon to speak at major seminars and convocations by dint of heading one of the top apprenticeship programs in the nation. In the letter below, Local#3's Joint Program is once again praised for high quality and dedication.

Management Lauds Apprentice Program

(Ed's Note: The following is excerpted from a letter written by Mr. James G. Westlake, Manager of the General Contractors Association of Hawaii to Mr. Richard Bowie, Director of the Manpower and Training Division of the Associated General Contractors of America, in response to a request for information regarding the training of Operating Engineers in the State of Hawaii. We think the letter speaks for itself.—Al Clem.)

Dear Dick,

This is in response to your telegram of February 18.

1. Regarding Training of Operating Engineers.

The Apprenticeship Program for Operating Engineers in the State of Hawaii has been in full operation for just over a year, but it is already regarded in many quarters as the finest apprenticeship program in our State.

We cannot take full credit for this, as we are merely using the centralized Program as developed by Mr. Danny Dees. Mr. Dees' Program covers the entire area over which Local Union No. 3 of the Operating Engineers has jurisdiction (Northern & Central California, Northern Nevada, Utah, and Hawaii).

His Program never sits still. It is constantly being revised, improved, and up-dated; newer and more efficient methods and techniques are immediately incorporated into the program; quality and safety are given continual emphasis; record keeping is centralized and computerized; instruction methods, both classroom and field, are constantly studied with a view toward shortening the required time periods, etc.—and we could go on and on.

In our books, Danny's program is tops—and the admiration and respect we have for the job that he and his staff has done is of the highest order.

In addition to the Program itself, we are also blessed with the other essential ingredients that make for a "good" program.

Namely:

- (1) a very strong and sincere Chairman;
- (2) an excellent committee that operates on a truly joint basis;
- (3) a top-notch Coordinator;
- (4) extremely strong management interest and support;
- (5) absence of any attempt on the part of the Union to dominate the program or to otherwise "use" it for their own ends. Their interest in the program is just as active as that of management—and they are equally sincere.

I am not certain what type of specific information you are seeking, but if you write to Mr. Dees I am sure he has some material that he could send you. His mailing address is:

Mr. Danny O. Dees, Administrator
Operating Engineers Joint Apprenticeship
Committee for Northern and Central
California, Northern Nevada, Utah,
and Hawaii

3068 16th Street
San Francisco, California 94103
Telephone: (415) 431-3835

They Keep Working!

Shops Provide Rain Haven

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

Most of the work is at a standstill in and around Sacramento due to the wet weather. Only a few of the construction projects continue to plug along. The shops continue to operate at a regular pace. International Harvester in Sacramento has had a change in management, moving two Brothers from the shop to Service Manager and Shop Foreman. We are looking for good relations to continue after this change. Tenco Tractor is still on a two shift operation at their Sacramento Store and hope to be moved into their new center by mid summer. They have no plans at this time to close the Woodland store and move these men to the new location.

Employees of Madison Sand and Gravel were off work for the winter, but are now back on the job stockpiling for the summer. This company has a good record of keeping the Brothers on the job. There are 27 Brothers working at their Madison location and most of these have been with the company in excess of 10 years.

Granite Construction Co. is putting the last of the 96" pipe into the ground on River Road where it connects with a pumping station which is being built by Gere-

mia Concrete Co. The 96" pipe was made by American Pipe Co. at Hayward and shipped to Sacramento.

Granite has now completed the additions to their Woodland plant. This was a good job and will increase the volume of the plant to supply the growing Woodland-Davis area.

Baldwin Construction Co. and R. C. Collett are involved with projects on the Sacramento State College Campus.

High water has affected many projects in the district, but most interesting is the underground portion of Gordon H. Ball's 2nd Street Freeway job. They had to turn off a series of dewatering pumps by order of the State and water seepage filled the excavated area. (Now called the Sacramento Bath Tub.)

Pollock Pines—Congressman Bizz Johnson has introduced legislation to authorize construction of the \$175 million Nashville Dam and reservoir and two upstream units, the Auburn and Pi Pi reservoirs.

Johnson said he expects the Secretary of the Interior to refer to local agencies feasibility studies recommending the project development and he expects the Secretary to recommend construction to the Congress. The Nashville reservoir would be impounded back of

a dam 426 feet high and 1550 feet across and would hold 900,000 acre feet of water from 436 square miles of the Cosumnes river watershed. The lake would be nine miles south of El Dorado-Auburn reservoir and eight miles northeast of Plymouth on the south fork. Cosumnes would have a dam 197 feet high and 185 feet long with a storage capacity of 120,000 acre feet of water. Pi Pi on the middle fork would store 70,000 feet and would be 294 feet high and 1800 feet long.

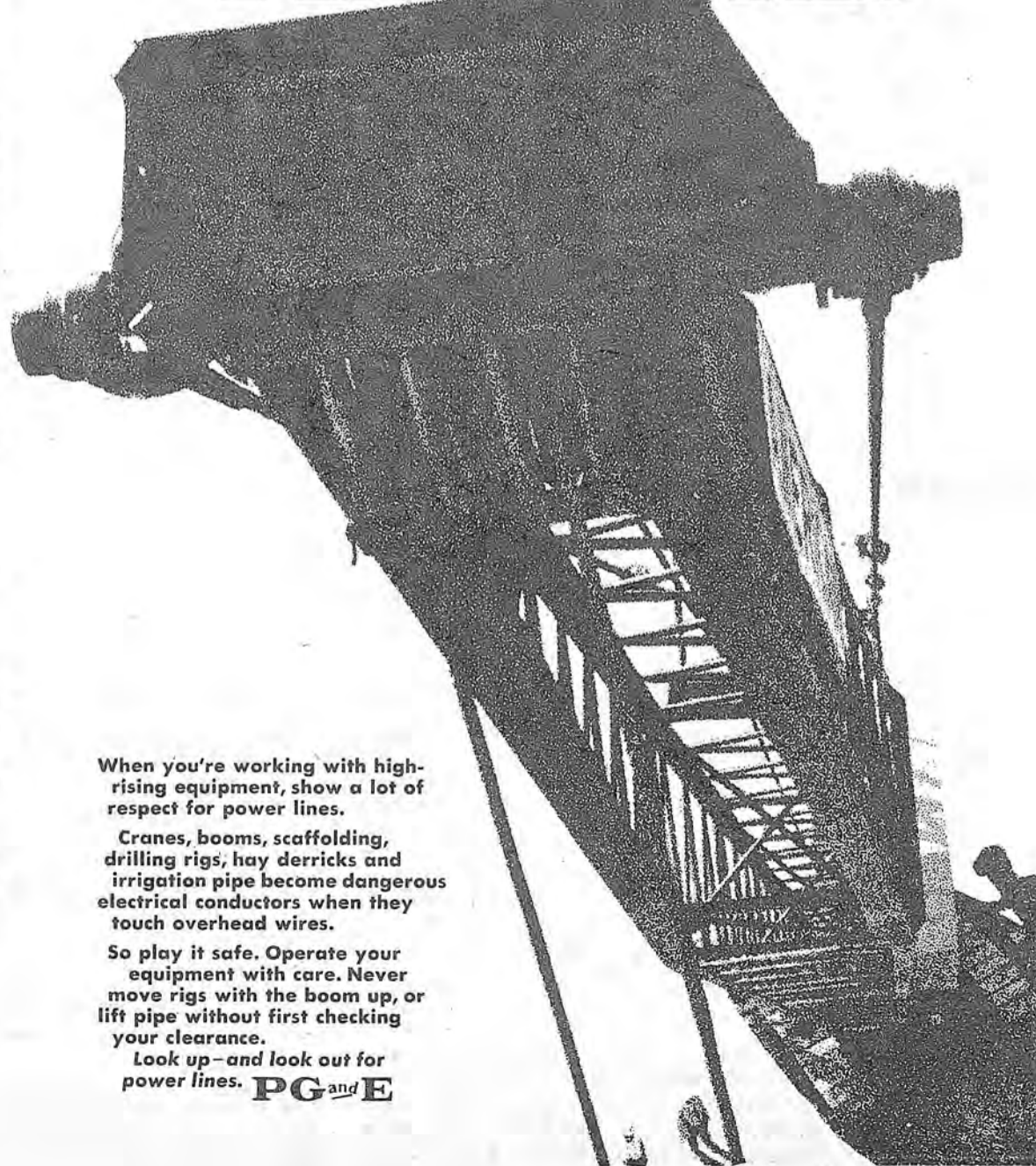
The Geremia Concrete Co. are about to finish up the pipeline job in Fair Oaks. Also Charles F. Dorfman and Frontier Construction Co. are working two underground jobs around the Fair Oaks area that will keep a number of our Operating Engineers busy throughout the winter and spring months.

High Country—We have the heaviest snow pack and rainfall on the summit and in the foothills in over 30 years. Other than a few cats plowing snow, all the jobs in the high country are down and will remain down for some time to come.

Raymond Murphy & Associates are engineering a very large subdivision in Penn Valley. This project will be on the same order as Western Lakes, but we are told it will be a larger project. A. Teich-

See PENN VALLEY page 10

DON'T LAY YOUR LIFE ON THE LINE.



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

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

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

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

Big Dams Hold Back Flood Waters

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

OROVILLE AND BULLARDS BAR DAMS SAVE VALLEY FROM SERIOUS FLOOD—We appreciate all the Brothers who attended our last district meeting held in Oroville on January 16, 1969. Your Business Manager and International Vice President Brother Al Clem and the rest of the officers are always happy to attend one of the district meetings held in this area due to the tremendous turnout and support you have always given them!

The Brothers in this district exercised their democratic right at the Oroville district meeting and re-elected Brothers Bob Gilliam, Jack Curtis and Woody Stewart to the Marysville District Grievance Committee for the year 1969. We have enjoyed working with these Brothers during the year 1968 and look forward to the same cooperation this year. The dedicated effort given by these Brothers on the Grievance Committee, deserves a hearty thank you from all the Brothers in this district.

We have just concluded negotiations with Diamond Steel Co. Inc. for the employees working at their shop located at Yuba City, California. The Brothers have ratified the new agreement, and are receiving the increased wages and fringe benefits. Again thanks to all the Brothers in this shop for the 100% support given to the Negotiating Committee of your union. We still have several negotiations pending which keeps us very busy. We are proud of the contracts which are negotiated in this district, and know this could not be achieved if we did not have the team effort of all the Brothers and their families. Thanks again for your confidence and support.

FIRST WATER RELEASED OVER SPILLWAY AT DAM AS LAKE LEVEL RISES RAPIDLY—Releases of the first water over the Oroville Dam spillway began as the level of the lake rose rapidly from the heavy runoff from the heavy storms this season. Department of Water Resources officials described the "operational releases" and said they were determined under a rather complicated schedule set up by the U.S. Corps of Engineers. The schedule takes into account the time of year, the amount of rainfall in the previous 60 day period and other factors that would have an effect on the rise of the lake.

Under the present set of circumstances, the schedule calls for the lake level not to exceed 848.5 foot elevation. When the releases began, it was estimated at 845 foot level.

Officials explained that filling the lake is of no concern at this time and the lake level will be kept at the pre-determined depths until April 1 and the final filling of the lake will be started. Until April 1, the level of the lake will be controlled for flood control purposes and will not be allowed to rise above 875 feet.

The heavy runoff from the last storm, the lake rose 16.85 feet in one 24 hour period, and is pouring water into the lake basin at the rate of 137,000 cubic feet per second. In a 12 hour period, officials explained, this would amount to 137,000 acre feet of water.

Releases over the spillway began at 2,000 feet per second. Every two hours the releases were increased by 10,000 feet per second until a maximum of 65,000 feet per second was reached. Water from the spillway was diverted by the Thermalito Diversion Dam through the power canal and the forebay and afterbay. About 10,-



THIRD GREATEST flood on record in the Yuba River watershed has poured so much water into New Bullards Bar reservoir that concrete pouring on the new dam has been halted and water is pouring through a gap left in the dam for that purpose. The enormous pressure of the water backed up behind the dam is shown by the jet of water several hundred feet long shooting out from

a penstock opening at lower left. The gap in the dam through which water is pouring is 80 feet wide, and at the height of the storm the water pouring through it was 17 feet deep. Only the 1955 and 1964 storms dumped a greater quantity of water on the Yuba River watershed. (Photo by George Irizary)

000 cubic feet per second were being discharged from the afterbay. However, an official said the canal between the forebay and the afterbay only has a capacity of 16,000 cubic feet per second. Between 5,000 and 6,000 cubic feet per second were being discharged through the canal.

As the spillway discharge is increased, the capacity of the forebay and afterbay canal will be on the diversion dam will be reached and at that time the gates opened to allow the discharge to flow down the regular channel of the Feather River.

TREES FELLED BY FORCE OF SPILLWAY—The power of falling water was demonstrated at some moments during the first 24 hours of the "spillway phenomenon." During that time at least five trees were felled in one small area on the opposite side of the river and about 100 yards downstream. At that point, which is traversed by the state riding and hiking trail, the slopes of surrounding hills form a deep pocket open on the river side. It is speculated that rushing air sent by concussion as the sudden rush of water hit the river entered that pocket, whirled around and toppled the trees. One big pine tree lies parallel to the trail. Then around the curve at the bottom, a big live-oak tree had been snapped off near the ground. The fallen trees point away from the spillway. It is presumed that this occurred when the full force was turned on—54,000 cubic feet per second of falling water. This was a spectacular sight that brought scores of spectators from near and far to see.

WILD RUMORS ABOUT THE DAM—Water isn't roaring over the top of Oroville Dam, there aren't any cracks in it and the core block hasn't shifted. In fact, the dam and its spillway are functioning perfectly. A series of rumors started when controlled releasing of water were made down the spillway for the first time. Because of some sloppy television news reporting the rumors

spread nationwide. The National Broadcasting Company's "Today" show beamed pictures of water going down the spillway, but neglected to mention the spillway. Viewers got the idea that the water was cascading over the top of the dam. The state department offices here and in Sacramento, the newspapers and other agencies were flooded with telephone calls. One was from the general in command of the corps of army engineers, who heard rumors of excessive seepage. All of these reports were unfounded. Oroville Dam is the "most sophisticated and highly instrumented" ever built, State personnel go into the dam every day to inspect it, and the instruments are continually monitored. Actually the dam is performing better than its designers expected. The amount of seepage is less than anticipated. "It's performing beautifully and there is no basis for any of these rumors. It's doing just what it's supposed to be doing."

FLOOD ON THE YUBA RIVER—The recent series of storms dumped so much water on the Yuba River watershed that concrete pouring at Bullards Bar Dam has been temporarily halted. The storm produced the third greatest flood in the Yuba River watershed on record—only 1955 and 1964 storms were greater.

There have been no reports of damage to permanent facilities at the project, and the construction schedule will not be substantially affected. The dam has reached a height of about 550 feet, and a gap was left at a height of about 400 feet for water to flow through in the event of a major storm. At the height of the storm, the water pouring through the 80 foot wide gap was 17 feet deep, but it diminished to about nine feet deep.

The project east of Dobbins is about 85 percent complete, and concrete pouring at the dam should be back to normal in two to four weeks.

Water began spilling over the low block in New Bullards Bar Dam, but the additional flow is not expected to have much effect on

lower reaches of the Yuba River. It was estimated that the spill was adding about 200 cubic feet per second to the river, but flow over the Narrows was down to about 7,400 second feet so that New Bullards Bar spill would have only a slight effect downstream.

STORM CLOSES ROADS IN AREA—The immediate Oroville area received only 3.47 inches of rain from the latest storm of the season, but was more than enough to put the total for the year, starting July 1, far ahead of normal and surpass the entire accumulation of 1967-68. Total for the current season is 22.86. Last year by January 22nd only 8.76 inches had fallen here and the entire 1967-68 season totaled only 20.75. Normal accumulation for January 22nd is 11.80 inches.

New earth slides developed recently, one sealing off the tiny community of Pulga and another blocking the Stringtown Road primarily used by fishermen as access to Lake Oroville in the Enterprise area.

The receding waters that had covered parts of most of the roads in the western half of the county left bridges choked with debris and a lot of backbreaking work for personnel of the county's department of public works. Most of the roads that had been closed because of flooding were soon opened again. Access to Butte College in Durham was open only by way of Chico for a period of time. The heavier part of the rainfall in this general area was in the foothills with the watersheds of the three forks of the Feather River getting a 15 inch deluge.

NORTH AREA NEWS—The Department of Water Resources is calling for bids for work to be performed across the top of Oroville Dam. Bids are to be opened February 26th and completion is expected in June of this year. Work to be done includes earthwork, grading and paving, electrical and guard rails along the rest of the dam, approximately 5,400 feet in length.

Also to be paved is a spillway road 3,330 feet in length. Estimated cost of the project is \$400,000.

Hughes and Ladd of Redding have started the clearing on their Highway 32 job east of Chico. This project will have approximately 30 engineers at the peak of the job.

The office of Architecture and Construction, a division of the State of California department of General Services has let one bid for \$140,000 on the Loafer Creek recreation area. This is a start on construction of beaches and parks on Lake Oroville which is estimated to cost \$2,000,000 this year. Parking lots for several hundred cars are to be constructed with trailer spaces and camp sites to be made available. Several acres of lawn also will be planted in the area in conjunction with the sandy beaches being constructed.

Fredrickson & Watson of Oakland were successful bidders on the section of Interstate 5 south of Willows with a low bid in excess of \$5 million. This project is a section of the famous "Blood Alley" that has claimed 22 lives since September of 1966. The contract calls for a four lane expressway with approximately 1,400,000 yards of imported borrow to replace unsuitable material. Project completion is set for 1970.

MARYSVILLE SHOPS AND PLANTS—The shops and plants in the Marysville area have been very steady this past month. Diamond Steel Co., Inc. has been picking up a few contracts and are working better now than they have all year. They have picked up a couple of good tank contracts. Yuba City Steel Products is working steadily also. They have picked up a little tank work also. Marysville Steel Co., Inc. is keeping their men busy. Peterson Tractor Co. in Chico has been staying busy all winter. According to Bill O'Donnell they have been doing a lot of overhaul work, a lot of it for Granite Const. Co. Tenco Tech Center has been holding

See MARYSVILLE page 10



By DOUG EMMANS

In 1959 the Civil Service Commission introduced the Federal Merit Promotion Policy for a systematic selection promotion, according to merit. The government-wide Policy arose out of a need, recognized by the Commission and by Congressional interests alike, for improvement in the promotion programs of individual Federal Agencies.

Improvement came, but not on all fronts. Despite accomplishments, some installations didn't come up to program goals. The process of evaluating and ranking candidates was in too many cases just a routine exercise, pre-selection was practiced in many instances, supervisory appraisals at times lacked reliability, and written tests were sometimes misused. Understandably, many employees were dissatisfied.

By and large, the single most important cause of dissatisfaction could be summed up in the words "communications gap." A sizable number of Federal workers simply lacked confidence in the promotion program because they weren't properly informed. There was another reason, however, for some of the employee dissatisfaction. For each employee promoted there are a number of others who are understandably disappointed at being passed over. An employee who has lost out in the competition for a promotion may turn his personal disappointment into a gripe with the promotion program itself.

The fact remains that even personal disappointment can be neutralized if the employee knows that the man who won out in the promotion hurdles did so fairly, that personal favoritism or a loophole in the program did not "do him in." What's more, he has a right to know this, and those who administer the promotion program have an obligation to see that he does know.

This obligation has figured largely in everything that has been done to shape a new merit promotion policy. The communications gap that put management in one camp and employees in another has to be bridged.

And so it was, that in September 1966 a Civil Service task force was formed to consider revisions in the merit promotion policy. After a great deal of study and discussion with Commission, the task force came up with a discussion paper on possible revisions. In April 1967, agencies and employee organizations got the paper for comment. It was also discussed at a conference of personnel directors.

Comments reflected the widely varying viewpoints on the nature of the merit promotion policy. Basically, agencies felt the need for fewer regulatory controls than were proposed, while Unions wanted tighter regulatory control over agency operations and greater freedom to negotiate controls.

Based on the comments received, a comprehensive revision of the Federal Personnel Manual Chapter covering promotion and internal placement was drafted. The draft translated policies approved by the Commission into detailed instructions to agencies. The draft chapter was sent for review to representative agencies and employee organizations and to Federal Executive Boards in the Commission's regional office cities.

Reconciling the suggestions was no easy matter as there was still considerable disagreement among the reviewers on many issues. But each and every comment was given careful consideration, and many constructive changes resulted. A final rewrite of the chapter was next given the stamp of approval by the Civil Service Commissioners, on August 27, 1968, after nearly 2 years of work. Organized Labor has some reservations about certain points, but it is better than anything we've had before.

There are some important dates to keep in mind in connection with the new policy. Not unlike dates in the history books, the significance of these is keyed to the events leading up to them, the activity and spirit that mark your efforts before the deadline date. The first stage of implementation-revision of top-level policies and the issuance of governing instructions to installations throughout the country and overseas—must be completed by January 1, 1969.

Deadline for the second stage—revision of all specific promotion plans and detailed procedures—is 6 months later to allow time for agencies to make the extensive changes necessary in their present promotion programs and to consult with Unions before issuing revised instructions and promotion plans.

As you talk about the new policy and changes in your promotion program, keep in mind how the changes work for you, how they can help you to the top, how they can help to insure continuity of effort by reducing the time a position is vacant.

If you have a finely tooled promotion program going for you—one that puts the accent on promoting the most highly qualified—the changes are going to work for you.

Mr. Al Clem; International Vice President & Business Manager
474 Valencia Street
San Francisco, California 94103

Dear Mr. Clem:

I would like to take this opportunity to thank you and the other officers who were instrumental in selecting me for the Northern Nevada Apprentice Award. This is indeed an honor which I am very proud to have been selected.

I also believe that without the unselfish help of so many brother Operating Engineers who I have worked with in the past two and ½ years, I could not have learned as much.

Thank You again.

I remain very Respectfully Yours.

Neal Starr

'Less Jobs, More Parks!' Is Sierra Club's Stand

By NORRIS A. CASEY,
District Rep. & Guard

Nothing much has changed in the past month. At this writing the rain is still coming straight down and all work is shut down.

We have one project of great interest to all of us. Utah Construction Company is trying to get a permit for a large quarry operation southeast of Sunol. This is on the Diamond A Ranch and is referred to as Apperson Ridge. The original request went before the Alameda Planning Commission on December 2, 1968. It was heard again on February 5, 1969, and again postponed to March 17, 1969. The greatest opposition to this permit seems to come from the Sierra Club and other conservationist groups who want to keep it for a park and recreation area. On February 5, 1969, I attended the hearing at the Planning Commission. This was also attended by 25 members of our Union, who also are interested. I've made a pitch in behalf of granting the permit. The plans now are, if the quarry goes, is this: A 600 acre area will be quarried for 30 years. Producing some 500 million yards of material and requiring 20 to 40 Engineers. Tests show this to be a low shrinkage rock of good quality. The area will be mined in ten (10) to twenty (20) acre parcels, each will be restored to rolling pasture land.

The whole project will make much more work, but will also keep the aggregate business going in this county. If any of you can, you should contact your political friends and help us get this through the Planning Commission.

By TOM CARTER,
Richmond Area

The B.A.R.T. work in the area has been moving along quite well despite all the wet weather we have had this winter. Shea Macco is working on the last concrete pour to tie the cut and cover section into the subway tunnels on Hearst Avenue in Berkeley. This same Company is working on another cut and cover section in South Berkeley when weather permits.

The Brothers working for Fruin & Colnon on the underground station at Sacramento and Delaware Streets in Berkeley and also the overhead section from El Cerrito to Richmond have lost very little time this winter due to bad weather.

The underground station in South Berkeley is due to come up for bids this summer as soon as the plans are approved. The engineers' estimate for this project is about \$6 million.

Elmer and Freethy Company was low bidder at \$700,000 for the Argyle Reservoir in El Sobrante. The job should get underway this spring.

Ernest Pestana picked up a \$500,000 dollar aqueduct job in Crockett, which will start as soon as the weather will permit.

The Levin Metal Corporation in Richmond is busy working two shifts loading scrap iron and looking forward to a big year loading scrap for the orient.

Williams and Lane has their shop on two shifts overhauling Detroit diesel engines for the government and to keep up with the normal business.

By ALEX CELLINI,
Shops, Scrap Iron & Quarries

Scrap Iron Industry in the Oakland area has again picked up

with scrap ships waiting at Howard Terminal. The Brothers there are working two (2) shifts unloading cars of scrap, which are being loaded at Schnitzer Steel Yard. The Scrap business in the past few months has been a feast or famine, but, is still keeping a number of the Brothers busy.

Rock, Sand and Gravel industry in the area at last writing had slowed down on account of the rainy weather, but at present it has just about stopped in regards to harvesting material. However, there is some maintenance work that is being done to get the plants in shape for the summer rush, if and when the rain stops. Stock piles of material are big at present.

The Equipment Dealer Shops in the area have just about finished with most of their winter work, with very few contractors working in the area the picture doesn't look good at present. A few Dealers are working a short week to keep their crews together with hopes of a break in the weather.

By DON LUBA,
Downtown Oakland

The work situation in northern Alameda County at this writing is about identical to last month. We can't look to the weeks ahead with any optimism, unless these heavy deluges of rain we have been having ease off. Our B.A.R.T. jobs in town are in the downhill stages, with the exception of the Oakland Wye job. Early-Winston-Drake are approximately 92% complete on their Broadway job. Peirini & M K about in the same stages. Oakland Wye running well ahead of schedule, primarily because the job was figured to be done under pressure and the work has been performed under free air. Gerwick picked up a million and a half dollar job at Inner Harbor Port of Oakland. This one is the building of an 800 x 120 foot pre-stressed cargo wharf and dredging area for Sea Train Lines out of New Jersey.

A \$314,190 job was awarded to M.G.C. Company of San Leandro for construction of yard, buildings, and berth improvements at Berth "H," 7th St., Oakland.

Merritt College is ready to go. Gallagher and Burk waiting for the rains to ease up so they can get started on Merritt College, Keller Avenue, and the Redwood Road jobs with around a million and a half yards to move on all three of these jobs combined.

In the past couple of weeks \$215,363 worth of underground work has been let in the immediate Oakland area to three different contractors: Jardin & Jardin, A. J. Edwards, and Monterey Mechanical Company.

By BOB MAYFIELD

The work picture for the year 1969 in this part of the county should be at least good. Several new jobs of some size are due to be let in a short while, and coupled with recent bids and carry over work from the previous year will insure a good work year.

The new P.G. & E Steam Plants excavation phase was to be awarded February 14, and \$2½ million has been allotted for this segment. Work should begin almost immediately as there is a definite short time limit on this job.

Another job to be let during the next 30 days is a new section of freeway which will by-pass the city of Antioch and finally end up tying up with the bridge which crosses the river toward Rio Vista. This job should be a real shot in the arm as about \$4,500,000 is

scheduled for this year and about the same amount in a second phase next year.

Jobs should also get a boost in sub-division work in the Pleasant Hill-Pacheco area as sections there are now being surveyed for new housing. In this one area alone several thousand new homes are expected to be built over the next three to five years. As land becomes increasingly more scarce in the relative flat areas rougher and more hilly areas have to be utilized. This seems to be the case here and therefore large quantities of excavation must take place to make these tracts a reality.

As the weather will permit new tract sections are scheduled to start in Pittsburg and Antioch. Robert Brothers will start a new section at Antioch and the Al Seeno Company will do several tracts in the Pittsburg area. In this same vicinity a \$400,000 pipeline was awarded to S & Q Construction Company is hopeful this job will be kicked off by the time this writing reaches the press.

All of this new work, of course, hinges on cooperation from Old Man Winter as this has been one of the wettest winters to this point since records have been kept. This of course has meant very high waters in the rivers for a long period of time and has created a great deal of damage to most all levee systems in this county. This we hope will speed up the Corps of Engineers minds to turn loose of federal money to repair damage that has occurred as a result of this extended time of high water.

We at this Oakland office would like to extend a very speedy recovery to Brother Wes Bozarth of Antioch who was employed by the George F. Casey Company. Brother Bozarth very recently was struck down by a most severe heart attack. Also, the same speedy recovery is wished to Brother Gilbert Miranda who is now in the Veterans Hospital in Martinez.

City Jobs Slowed By Rain

By A. J. "BUCK" HOPE,
Dist. Rep. & Fin. Sec.,
GEORGE BAKER and
LUCKY SPINKLE

With the rains still with us, our out of work list grows and grows with members signing in. The Employers are waiting for a break in the weather so they can recall the Engineers back to work and order new men from the Dispatch Office. Due to this time of year, what little work that is going on, is due to BART, highrise and demolition, although our shops, the Rock Sand and Gravel plants are fairly busy. Here is a run down on a few jobs that are still working, with a few pictures.

SHEEDY CRANE & RIGGING—They are one of the bigger Crane Rentals in the San Francisco area. When the weather is good and there is work, you will find this company all over the area. There are very few jobs that this company can't handle. Not only do they have good equipment, but they have very good crews that handle these big cranes. The Operators and Oilers have been working for Sheedy for a long time

See FRISCO REPORT page 9

Spring's Promise

Eureka-Samoa Route

By RAY COOPER and
PHIL DURNFORD

\$504 Million by Atkinson—Completion and opening for travel of the Eureka-Samoa bridge across Humboldt Bay should be an accomplished fact by the spring of 1971, the Guy F. Atkinson Company of South San Francisco submitted the low bid of \$5,035,473.50 and has been awarded.

The route, which will include roadways on Woodley and Gunther Islands with bridge structures over the water spans, will start at the foot of R Street on the Eureka side and connect with the New Navy Base road at Samoa.

Extending for two miles from Eureka, the bridge will eliminate the need to travel around the north end of Humboldt Bay, for a savings of approximately 12 miles per trip each way for the motorist traveling between Eureka and Samoa.

It will also create a scenic round-the-bay drive from Eureka through Arcata and return, provide easy access to the Samoa beach recreational areas, to and from the Humboldt Bay Lifeboat Station of the U.S. Coast Guard at Fairhaven and the major industries on the peninsula.

For half the total distance the motorist will be on bridges: the Eureka Channel bridge which also crosses over the Northwestern Pacific Railroad; the Middle Channel bridge and the Samoa Channel bridge, which also spans the railroad on the peninsula. The two-lane expressway will cross Woodley and Gunther Islands on fill.

Special design effort has been made to create a road and bridges pleasing to the eye. For the motorist on the bridge, the rail has been designed to provide the maximum visibility from the structure consistent with safety of travel.

District Engineer H. G. Larsen said that while it has been Highway practice on other projects to consider the needs of fish—provide for fish passages including baffles to break the current, and resting pools—this is the first time in his experience that that action has been taken to accommodate bird life.

The alignment was curved to avoid the rookery area and no work will be done on Gunther Island between April 1 and July 31 which might disturb the egrets during the nesting season.

Lockheed Project—A positive commitment of \$18,000 as Humboldt County's contribution to the proposed \$112,000 economic development action program analysis by the research and development division of Sunnyvale was made by the Board of Supervisors.

The action marked the first contribution by an entity in the county in responding to the offer of Arcata National Corp. of up to \$100,000 in matching funds for development of a comprehensive action program aimed at diversification of industry in the county. Source of the county funds is yet to be established.

An ad hoc committee of county citizens currently is engaged in an effort to raise \$75,000 locally to take advantage of the offer made some four months ago by Robert Diehlendorf, president of Arcata National. The \$75,000 fund would include a "cushion" to continue with the program when the Lockheed contract is completed.

The Humboldt Board of Supervisors acted in May, 1967, to seek designation as a Title IV County under the Public Works and Economic Development Act of 1965, making the county eligible for assistance from the Economic Development Administration, U. S. Department of Commerce.

To obtain this designation, it

was necessary to prepare an Overall Economic Development Plan for the County, and to name an Overall Economic Development Committee, representing all segments of the County's socioeconomic makeup. The Supervisors named to this Committee representatives of Agriculture, Antique Dealers, Banks and Savings and Loan Associations, Chamber of Commerce, Commercial Fishing, County and City Government, Education, Forest Products, Hospitals and Health Care Services, Labor, the Legal Community, Marine Affairs, Mining, Minority Groups, News Media, Real Estate, Service Industries, Tourism and Recreation, Transportation, Water Resources and Welfare. The individuals named in each category served as chairman of subcommittees organized from other members of their particular economic segment, and the reports of these subcommittees, together with recommended "action" programs to create an economic upswing, became the first Overall Economic Development Plan, published in September, 1967. The County was certified as eligible for EDA assistance in October, 1967, and the Supervisors at the time employed an Economic Development Coordinator, to help coordinate the various programs of Federal assistance available to the County, both from EDA and other Federal agencies.

EDA requires that the Overall Economic Development Plan be reviewed and updated by the OEDP Committee by March 31 of each year, as a condition of continued certification of eligibility for assistance. The Humboldt Board of Supervisors has recently named the 1969 OEDP Committee, whose members are now engaged in reviewing and rewriting the required report. Although EDA assistance to Humboldt County has thus far consisted of only a single grant—\$44,000 to assist in building an access road to a new \$2 million State Fish Hatchery being built on the Mad River near Blue Lake—other applications in excess of \$1 million are now awaiting approval in Washington, D. C. These include an application for \$606,000.00, as a Public Works grant to the City of Arcata to assist in construction of a much-needed new sewer system and sewage treatment facilities; funds to assist in construction of a Community Services Center at the Hoopa Indian Reservation; and funds for a Master Plan for water, sewage, drainage and solid disposal facilities for the entire Humboldt Bay area, from Trinidad on the north to College of the Redwoods on the south, and Blue Lake on the east. Two other Federal agencies—Federal Water Pollution Control Agency and Housing and Urban Development—will also be participating in this later project, contributing an additional \$105,000 besides the funds being sought from EDA.

A number of other projects and applications are being quietly developed, and will be filed within the next few months. A stepped-up program of activity through Small Business Administration has also been engendered by the OEDP Committee, which has assisted with the creation of three Local Development Companies within the County—at Eureka, Willow Creek and Garberville—all of which will shortly be announcing projects which they will be undertaking with funds raised locally from the sale of stock in the three Corporations, matched by Federal funds through SBA.

This year's revised Overall Economic Development Plan is seen as of keen importance to future

Chemical Mining Big Key To Utah's Development

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

It has been estimated that Utah's Great Salt Lake holds enough minerals, which if sold on the market at today's prices, would more than pay off our National debt. The lake is approximately 20 miles wide, 75 miles long and with an average depth of 15 feet. The water is so heavy with salt and other minerals the only life that exists is a minute brine shrimp that cannot be seen by the naked eye.

Miles of dikes have been constructed in and around the Bear River delta in the northwest arm of the lake and plans to begin construction in the Little Mountain area of a multi-million dollar reduction plant have been announced.

Great Salt Lake Minerals and Chemicals plans to get into production by late 1970 on potassium sulphate and sodium sulphate and by the end of 1971 on lithium and magnesium chloride. Dow Chemical Company will take the magnesium chloride, improve its percentage of metallic content and send it through an electrolytic furnace system and a site that is yet to be determined but could be in Utah. Potassium, (or potash) is most commonly used in the form of fertilizer. Sodium sulphate is an important ingredient in moderating acids used in the "digestion" of wood pulp to make paper. Magnesium, a strong light metal, has wide industrial uses. Chlorine is one of the basic "building blocks" of modern industrial chemistry.

Even though lithium products are widely used in the household as well as in industrial plants and research laboratories, few people are familiar with this mineral.

Lithium, as the lightest of metals, will even float on gasoline. It is also quite soft. Yet, when lithium is combined with magnesium, the resulting alloy is so tough that it has been used experimentally as armor plate. Lithium, although much less abundant than such well known metals as sodium or potassium, is more abundant than such

County-wide development, in that it will serve as the "base document" for an Economic Action program being undertaken by Lockheed Missiles and Space Corporation which may provide much needed diversification of industry in a county where for generations the dominant industry—accounting for approximately 80% of the total economy—has been forest products.

The OEDP Committee is also studying the possibilities for expanded tourism, in light of the recent Congressional action establishing the Redwood National Park. The various Subcommittees are also expected to come up with "implementable programs" in their respective fields, which can be accomplished either through local or State and Federal funds. Some sound possibilities seem to exist in two particular fields—Mining and the Fishing Industry.

County Economic Development Coordinator E. F. Griffith, who also serves as chairman of the Overall Economic Development Committee, said that he expects "some real results" from this year's OEDP Committee activities, now that the necessary organizational work has been completed as a preliminary for getting the proposed Economic Development Action program into high gear.

well known metals as lead, silver and gold.

The versatile metal was widely used, to the limit of its comparatively meager production, during World War II as a source of hydrogen to fill balloons used to carry aloft the transmitter antennas for airmen downed at sea. One pound of lithium hydride, one of its many compounds, will generate 45 cubic feet of hydrogen when it is allowed to react with sea water.

A form called lithium stearate can stand many extremes—high and low—in temperatures and, when mixed with grease provides a lubricant that can stand punishment as environmental conditions change.

It is used in the rubber, metallurgical, ceramic, glass, chemical and pharmaceutical industries. It appears in and around the home in air conditioning units, vitamin pills, television sets and in the swimming pool.

Some laser beam systems employ a crystal of lithium tantalate to modulate or control the beams.

Underwater exploration vessels use lithium hydroxide to remove carbon dioxide from the crew compartment.

Lithium fluoride is employed in some solid propellant rocket engines to retard combustion so power will be developed in a more efficient manner.

Wing skins of lithium-aluminum alloys, lighter than most other alloys and with greater stiffness, help high performance military aircraft to operate at speeds twice that of sound where the "thermal barrier" is crossed. The lithium increases the overall heat resistance of the metal.

More important to most of us is the fact that an experimental lithium-telluride battery has shown a potential to deliver 500 watts of power for each pound of its weight.

The electric automobile of the future just might be powered by batteries fabricated, in part, from Great Salt Lake produced lithium.

Centennial Development Company and Boyles Brothers Drilling Company are low bidders on the sinking of a shaft for a uranium mine at the Humeca deposit near Moab. The awarding of the contract for the 2,500 foot shaft is expected very soon. The conventional-type shaft has been studied by a number of contractors during the past months, but the successful bidder has not yet been announced by Rio Algom Mines.

Rio Algom Mines of Toronto, Canada, is the parent firm of Rio Tinto Canadian Exploration Company and the Riomex Corporation, who will develop the deep deposit which will provide uranium to be sold to the Duke Power Company of North Carolina for reactor fuel.

Discovery of the ore body was made in 1964. The ore is north of the Lisbon fault, not far from where large amounts of uranium have been produced during the past ten years. This is the first major new mine opening in the uranium industry for over ten years and the people in the Moab area are very enthusiastic. They feel that this phase of the uranium industry will be more important, economically, than the activity in the 1950's.

The most expensive dam yet sponsored by the Water Resources Division, at a cost of \$3,000,000, the Ferron Creek Dam in Emery County, has been approved by the Utah State Board of Examiners.

The Ferron Creek Dam is to be located about four miles west of Ferron, Utah. The earth-fill dam will be 116 feet high and 4400

feet long. Plans for the construction of the dam will be available to bidders in the near future.

One feature of the dam will be a slurry cutoff which will be cut 75 to 80 feet deep from the bottom of the dam bedrock. This will serve as a permanent dike, eight feet wide, to prevent seepage of water through sediment under the dam.

The dam itself will contain two million cubic yards of earth fill. It will impound 18,000 acre feet of water.

The complex roof on the Salt Palace is sure to extend the completion date for the 19-million dollar complex. The tension ring roof is unique in this area, and must be installed before the floor and the 37,000 ft. arena can be started. Officials say that half of the 108 pairs of cables that will support the 110 ton tension ring must be strung. All of the 108 pairs of cables must be strung from the center ring and anchored in two outer rings. The outer rings are seven feet thick and three feet high, and are 45 feet apart. Bigge Crane and Rigging Services from Oakland, California, moved two 110-ton truck cranes from Oakland to Salt Lake to hoist the center rings into position. There were some complications in the lift and Brothers Jim Huse, R. Bruce, Gene Wells and Charlie Holsen enjoyed the snow in our fair city for longer than they had anticipated. They are welcome back at any time. Bigge will be here from six to eight weeks installing the cables. Brothers Cal Withers and Ray Barnes are operating hoists, Brothers Lowell Smith and Mark Sorenson are operating the handycranes on this job. Charley Williams and Barney Enderlin are supervising the job for Bigge.

A dike broke at Kennecott's tailings pond at Garfield, Utah, releasing 100,000 yards of tailings and putting 189 men out of work until the repairs are made. Gibbons and Reed Construction Company and V. B. Coon Excavating Company have the job of repairing the break. Approximately 100 men and 50 pieces of equipment are participating in the repair.

Industrial Construction Company was low bidder on both sections of freeway from Knolls, Utah to Wendover, Nevada. These contracts are for sub grade and surfacing. The contractor has nine months to complete under a heavy penalty. They propose to start within the next week and will hire some 40 members from our out-of-work list.

The present agreement with Heckett Engineering Company in Provo expires February 28, 1969 and we have been in negotiations the past month.

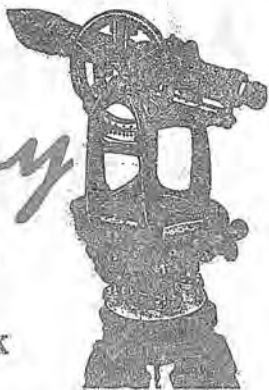
Even though we have not been able to reach complete agreement on everything, we have reached an understanding on a much needed group insurance plan and life insurance. The new plan will be with Blue Cross and Blue Shield. In most cases the plan will be a one-hundred percent improvement over what we have had for the past three years. We have gained a fourth week vacation after twenty years of service, which doesn't affect too many members at this time, but in time will help every one. Also, we were able to gain one more holiday, which will be a roving holiday. This means the employee may pick any day he wants for the holiday other than Saturday or Sunday.

The Company has also agreed to pay for prescription safety



survey notes

By MIKE WOMACK



The mountain came to Muhammad in Oakland last month when experts from the Tellurometer Division of Plessey Electronic Corporation put on a demonstration, for Local Union No. 3 members, of the new Tellurometer, a microwave distance measuring instrument.

Some forty Tech Engineers attended the union-sponsored meeting and were given a two-hour presentation by C. G. Romaniello, Field Sales Manager, on the use of the Tellurometer.

Jim Vick and Harvey Lufi of the Lietz Co. were on hand with Tel-

lurometers to give a simulated field demonstration of the instrument.

Romaniello pointed out that ten years had passed "since the first microwave measuring equipment came into widespread use by the engineers and surveyors throughout the world. In this short span of time, the manufacturers of these instruments have kept abreast of the technology of the times by implementing both ease of operation and the achievable accuracies by capitalizing on the ever expanding advances in the field of electronics. From these early devices (The Tellurometers), which originally relied upon the oscilloscope for readout, used a different type instrument for master and remote and which could hardly be classified as miniature, equipment has been produced which is light in weight, (16 lbs. Tellurometer MRA101), as accurate as ± 3 mm (Tellurometer MRA4), giving direct readouts that are interchangeable and self checking.

"In addition to the foregoing, consideration should be given to the economic feasibility of distance measurement. It has been estimated that the cost does not warrant the measurement of lines shorter than 100 meters by electronic methods, although this is possible both by direct and indirect means. When conditions permit it is considerably cheaper to tape short lines, since set up time must be added to operating time when electronic equipment is used, and since tapes in these situations offer a high degree of accuracy and speed.

"In long measurements the effects of high relative humidity, long vaunted as a negative factor in using microwave, are measurable and computation of corrective factors are done by simple arithmetic.

In the broad analysis of these considerations, the versatility of microwave systems becomes manifest. They are, by virtue of properties of the media of measurement, applicable to many different uses, such as hydrographic and airborne work, and indeed the long range plus the short range capabilities make their general application in land surveying usage most desirable.

Tellurometer was the pioneer in the introduction of microwave systems. The advantages offered by this manufacturer are as follows:

Art Pennebaker, Assistant Administrator of the JAC arranged the program on behalf of Local 3 and response to this session may lead to a number of other presentations on new instruments and methods. Techs at the Oakland meeting indicated that such sessions would be greeted with enthusiasm. If you have anything special along this line that you feel you and other Brother Engineers might be interested in, please let me know.

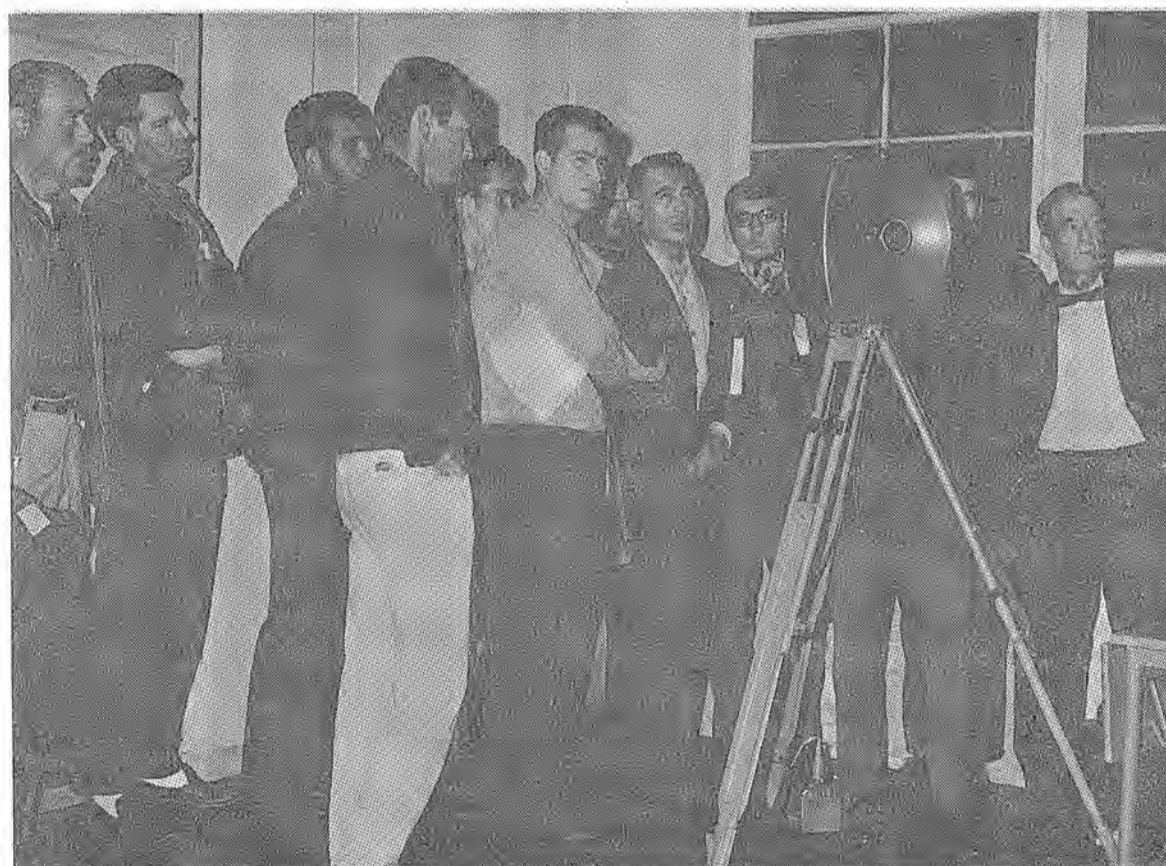
Prison Training

Congress has authorized the Labor Department's Manpower Administration to give training in job skills to 10,000 prison inmates during the next two years. Upon release from prison, the men will step into jobs arranged for them by the public employment service.



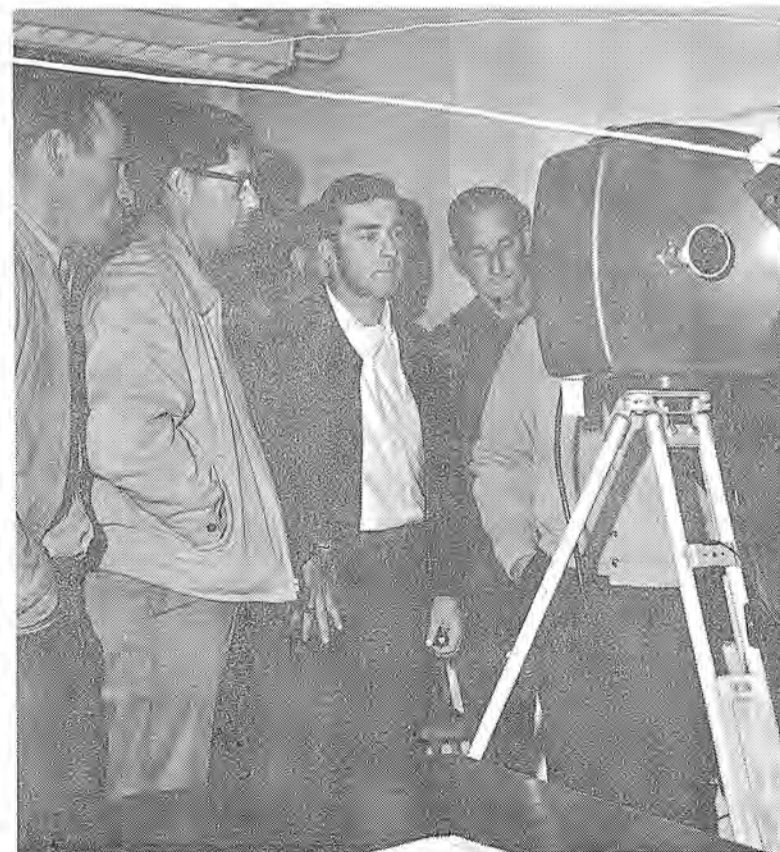
THIS READING is accurate within ± 1.5 cm ± 3 p.p.m explains Jim Vicks (right) of the Lietz Co. to Local Union No. 3 Tech Engineers Jerry Ellingson; Riffe, Peters & Jones; Mike Boskovic,

John A. Mancini; Paul Wise, Bryan & Murphy; Art Chapman (behind Tellurometer); Antonio Gadda, Martin Ron.



MICROWAVES AT WORK gained the rapt attention of Mike Boskovic, John A. Mancini; Justine Wennerstrom, J. T. Hill; Paul R. Wise, Bryan & Murphy; Jerry Ellingson, Rife Peters & Jones; Larry Fadness, Carlos E. Gonzales; Art Chapman, Delaware V & M; John E. Koch, Jones & Tillison;

Antonio Gadda, Martin Ron; Fred Gadda; Jim Vick of the Lietz, (behind the instrument); Daniel J. Alameda, Richard K. Randles; and Don Ryan of the J. Y. Long Co. Tech Engineers really enjoyed the Local Union 3-sponsored session and were looking forward to other such meetings.



ALL ATTENTION are Tech Engineers Craig Lighty, John Duff; Gary Lanterman, Mackay & Soms; D. Wayne Duarte, Riffe, Peters & Jones and George Turner of Mackay & Soms. Interest was generated by union-sponsored session in Oakland on new instrumentation. Company experts gave a two-hour presentation on the Tellurometer.

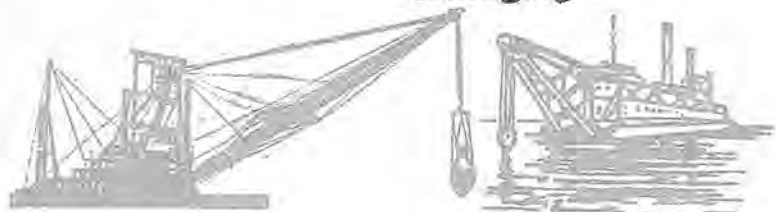
Tech Job Steward



Bill Lisa, Wilsey and Ham San Mateo

DESCRIPTION OF LAND ON FILE IN A CERTAIN CONNECTICUT COUNTY SEAT FOR A PARCEL OF LAND CONVEYED IN 1812 — One hundred and forty-seven acres, 3 rods and 19 rods after deducting whatever swamp, water, rock and road areas there may be including therein and all other land of little or no value, the same being part of said deceased's 1,280-acre colony grant, and the portion hereby set off being known as near to and on the other side of Black Oak Ridge bounded and described more in particular as follows, to wit: Commencing at a heap of stone about a stone's throw from a certain small clump of alders, near a brook running down off from a rather high part of said ridge, thence by a straight line to a certain marked white birch tree about two or three times as far from a jog in the fence going around a ledge nearby, thence by another straight line in a different direction around said ledge and the Great Swamp so called, thence in line of said lot in part and in part by another piece of fence which joins onto said line, and by an extension of the general run of said fence to a heap of stone near a surface rock, thence as aforesaid to the Horn, so called, and passing around the same as aforesaid, as far as the Great Bend, so called, and from thence to a squarish sort of a jog in another fence, and so on to a marked black oak tree with stones piled around it, thence by another straight line in about a contrary direction and somewhere about parallel with the line around by the ledge and the Great Swamp, to a stake and stone bounds not far off from the old Indian Trail, thence by another straight line on a course diagonally paralleled or nearly so with Fox Hollow run, so called, to a certain marked red cedar tree out on a sandy sort of plain, thence by another straight line in a different direction to a certain marked yellow oak tree on the off side of a knoll with a flat stone laid against it, thence after turning around in another direction and by a sloping straight line to a certain heap of stone which is by facing just eighteen rods and about $\frac{1}{2}$ rod more from the stump of the big hemlock tree where Philo Blake killed the bear, thence to the corner begun at by two straight lines of about equal length which are to be run in by some skilled and competent surveyor so as to include the area and acreage as hereinbefore set forth. —George D. Whitmore

Dredging



By GUY JONES

Dutro Dredging have placed their bucket dredgers on a "hurry-up" save the Delta levee job. They are working around the clock, all over the Delta, at this writing.

Bay Salt Rock have two of their barge rigs working the levees ripwrapping to save the levee from the high waters.

Olympian Dredging is going full steam ahead with the levee work in the Delta area. This emergency due to the stormy weather of the past months has kept a considerable number of Brothers working.

Shellmaker Suction Dredge "Vanguard" is dredging Palo Alto Yacht Harbor and this job should keep the men working three shifts for the next few months.

Healy Tibbits are keeping their bucket dredges busy on small jobs up and down the Bay. This is mostly all mud-barge jobs.

Hydraulic Dredging's equipment is tied up at their yard at this time.

Leslie Salt Dredge "Mallard" was up for repairs for some time and is now back in service again working two shifts on their levee maintenance.

There is not much change in Manson General. They are bringing in a couple loads of sand a week for Sand Supply in Oakland with their Hopper Dredge "No. 12."

United Sand and Gravel are keeping their Hopper Dredge "Sand-piper" busy finishing up the B.A.R.T. Tube Job. They will be there for a few more months.

Associated Dredging have the dredge "Orton" working on a road fill job building a roadway for Burgess Sandblasting and Painting Contractors. They hope this road will be dry enough to use by August. The job is south of the Dumbarton Bridge.

California State Dredge "No. 4" still working all around the waterfront in San Francisco on two shifts. The city of San Francisco has taken this operation over and all the workers will now be on the city payroll. The supervision will be changed a little. We hope this will be for the best.

Ideal Cement busy as usual with two shifts running about the same operation. They are pumping barge loads of shell for their Cement Plant in Redwood City.

Brother John Hull was seriously injured while working for Utah Dredging on Sherman Island levee repair. We all wish him a speedy recovery and hope to see him back on the job real soon.

CITY TAKES OVER S.F. PORT SETUP—The Port of San Francisco was officially turned over to the city today. For the past 106 years, the \$400 million worth of waterfront land, piers, cargo sheds and railways has been operated by the State of California. The city's voter's last November approved the transfer under an enabling act from the state legislature. The city assumes the port's debt of \$61 million and pledges to spend \$100 million to improve facilities over the next 25 years.

GOLDEN GATE TO STOCKTON—A DITCH IN NEED OF DIGGING—A persistent danger in our national preoccupation with pressing international and urban crises is that we may fall behind in attending to necessary housekeeping chores.

One such chore which certainly seems to have suffered from neglect is the \$61 million project to widen and deepen the ship channel from the Golden Gate to Stockton.

The vanguard of a whole new generation of supertankers is now traveling the world's sea lanes. Hundreds more are under construction or are planned. Most of the mammoth crude oil ships, because of their deep draft, are too large to negotiate the trip to oil refinery docks at Richmond, Oleum, Hercules, Martinez and Avon. Some are so large they can't even enter San Francisco Bay. Because it is almost three times as expensive to deliver crude oil in the smaller tankers of the past, the construction and use of the new supertankers is certain to multiply.

At best, Northern California's large oil refineries along the San Pablo and Suisun Bay shorelines will end up at a serious competitive disadvantage. At worst, crude oil will simply be diverted to alternate refineries in more accommodating deep water seaports. Several such new refineries are already now under construction or planned in Ireland, England, the Netherlands, Spain Japan and Canada.

Any such flight of basic industry overseas hurts our national economy. And the impact would, of course, be especially damaging to industrial employment and economic well-being in Contra Costa County in particular and the whole Bay Area in general.

The alternative, an improved ship channel, would not only maintain and improve the competitive position of oil refineries but would also be a stimulus to other commercial activities such as the growing steel industry — which depends on bulk haul for ore, coal and other ingredients.

The development of the supertanker and its possible adverse effect upon commerce along the Bay Area's limited shipping channels was not unforeseen. Ten years ago Contra Costa County's late Rep. John F. Baldwin pursued and obtained a \$360,000 appropriation for an engineering economic study of the Golden Gate to Stockton channel widening.

In 1965 Congress authorized a project which would deepen the harbor entrance off the Golden Gate from 50 to 55 feet; provide a 45-foot deep channel through San Francisco, San Pablo and Suisun bays to Pittsburg; and a 35-foot deep channel from Pittsburg through the Delta to Stockton.

But the authorization included no funds for the Corps of Army Engineers to begin construction. And, to date, the project is still awaiting such funding. The new budget recommended by the outgoing Johnson administration last month did include an initial appropriation of \$800,000 to begin work on the project during the next fiscal year.

Such agencies as the Northern California Marine Affairs Conference, Contra Costa County, the Contra Costa County Development Association and the Port of Stockton are seeking an initial appropriation of \$2 million.

See DREDGING page 14

Don't Overpay Taxes

You Are Already Burdened

By SIDENY MARGOLIUS
Consumer Expert for
Engineers News

This is the year Congress finally may enact tax reforms. It's also the year to make sure you take all the legitimate tax-savers available when you file your own return. Because of the surtax you are paying higher taxes this year. Since the government is very generous in the loopholes allowed oil-well operators, mine owners, wealthy investors in stocks and bonds, and real-estate speculators, you can trust that it does not want you to overpay.

Unions and other spokesmen for moderate-income families have been pleading and crusading with increasing determination for reform. Presently, some very wealthy people are able to get away with little or no tax payments at all.

There even were 155 taxpayers with incomes of \$200,000 a year or more who paid no federal income tax at all in 1967, including 21 who had incomes of over \$1,000,000.

Chief victims are the families with incomes of \$7,000 to \$20,000 who usually pay taxes at full rates. They pay over half of all the federal income taxes. These families, in fact, shoulder heavier taxes because of the estimated fifty billion dollars lost through various loopholes and special dispensations.

Thus, you yourself will overpay twice if you don't take the trouble to learn all the tax savers available to you.

Especially pay attention to these three points:

1—Choose the most suitable type of return. If you use the short form tax return (1040A) merely because it's easier, you may pass up savings available only on the long form (1040). These include "sick pay" (which can be excluded from taxable income under rules listed in the tax instructions); "moving expenses" (also under specific rules); "employee business expenses" (if your work requires you to be away from home overnight or if working on a temporary job away from home).

Too, you can itemize deductions only on the long form. The short form allows only for the standard deductions.

2—Choose the deduction method yielding the largest total deduction. On the short form, you have a choice of the "10 per cent standard deduction" or the "minimum standard." The latter allows you \$200 plus \$100 for each exemption listed on your return.

On the long form you also can itemize deductions. For homeowners, certainly, this is usually the best choice. But it also would pay a non-homeowner to itemize if you had large medical expenses in 1968, suffered a sizable casualty loss, gave large donations, or had other large deductible expenses.

There is only one way to find out: make a trial estimate of your total if you itemize, and compare it with what the 10 per cent or minimum-standard allowances would give you.

3—Make sure you take all legal deductions. We won't try to list all possible deductions here, but want to call your attention to several newer ones or those sometimes overlooked:

MEDICAL: Remember that you now can deduct one-half of the amount you pay for health-insurance premiums up to \$150 without regard to the usual 3 per cent limitation. You can take this deduction whether or not you have enough other medical expenses to itemize (meaning, medical expenses over 3 per cent of your adjusted gross income).

The other half of your health insurance premiums, plus the excess over the \$150 limit, also is deductible subject to the 3 per cent limitation. Keep in mind that you can include all hospital and medical insurance bills, including your payments towards any employer or union-provided health insurance, and also, the medical-payments portion of your auto insurance premium. (That's a fast tip you probably won't get elsewhere.)

If you support a relative who would qualify as an exemption on your return except that he has taxable income of \$600 or more (social security is not taxable), you can include in your medical deduction, any medical and health-insurance bills you pay for your dependent. (Tip: thus, it's sometimes preferable to pay medical bills for a dependent than give him the same amount in cash.)

Payments for Medicare Part B doctor-bill insurance are health-premiums and thus deductible.

Deductible medical expenses include doctor, dental and hospital fees; medicines and household remedies over 1 per cent of adjusted gross income; special

foods prescribed by a doctor and whiskey for a heart patient; eyeglasses, arch supports and other aids, and transportation costs to get medical care.

(Usually husband and wife fare better with a joint return. But sometimes a working wife who has large medical expenses one year can save taxes with a separate return. That can happen because of the 3 per cent limitation on the medical deduction, and also the \$150 limit on the health-insurance deduction if both pay for such insurance. But check both joint and separate methods to make sure, before passing up the tax-saving of a joint return.)

WORK EXPENSES: You can, of course, deduct union dues; expenses of distinctive work uniforms, special safety clothing and shoes; tools and repairs; vocational education expenses (under specified rules); technical books and publications, etc.

Ordinarily you can't deduct for expenses of getting to work. But you can deduct for car expenses if you have to carry heavy tools or instruments to the job site. You also can deduct costs of getting to

See MARGOLIUS page 11

In Line of Duty!

Crash Kills Reno BR

Reno Office—District 1

By Gail Bishop, District Representative; Joe Hamernick, Business Representative; Jack Evans, Business Representative and Bud Jacobsen Apprenticeship-Coordinator

On the 10th of February, the members of Local #3 were shocked and saddened to learn of the untimely death of Business Representative Brother Mont Parker. Brother Mont was killed in an automobile accident South of Reno. He served District #11 for 4 years as a dispatcher and for the past 1½ years has been a Business Representative. He leaves a host of friends who will greatly miss him.

Starting March 6, 1969, the Apprenticeship Program in Nevada will be open for registering every Thursday night between the hours of 5:00 P.M. and 8:00 P.M.

We have had numerous potential applicants inquire about the age limit and other qualifications of the Apprenticeship Program, and hope to have a good turnout for the tests.

Cortez Gold started producing late last month. The operation is the second of its kind in Nevada. The mine expects its first gold bar this month, according to General Manager, Don Duncan. The mill is working 3 shifts and has put a few more brothers to work in that area.

Brother Frank Elliott, who is a steward at Cortez Gold, has been off sick recently. We hope, at this writing, Frank is back on the job again.

Duval Corporation employees ratified a new 3 year contract with new fringe benefits and wage increases. Their old contract expired February 1, 1969.

Rogers Construction Co., on Highway Interstate 80, is all shut down, except for stripping operations, due to weather conditions.

The bad weather in this area has shut most of the jobs down. The Rogers Construction job in Washoe Valley, is shut down because of too much snow. The Rogers job in Panther Valley north of town, is shut down for the same reason.

All the work in the Lake Tahoe area is shut down because of too much snow. This condition will stay the same until March or April. The Good Brothers in the Lake Tahoe area are keeping busy shoveling snow and cutting wood.

Byars Construction Company is busy patching the streets in the Reno area. Helms Construction Company has a few small patching jobs in the Reno area. We have a lot of snow in the hills and some snow in the valley, which will give us a lot of water and make the fishing real good this Spring.

The work picture looks bad for the next 2 months, then it will ease off somewhat. We have some good bids on road jobs coming up in the Spring. These will start next Fall, so the general work picture is real bad now, but will change an awful lot this next Summer.

Dear Mr. Clem:

The family of Mont L. Parker would like to express their sincere appreciation and thanks to the Staff and Brothers of Local 3 for all of their acts of kindness and sympathy at a time when it was needed and which will always be remembered with gratitude.

We also wish to extend a special thanks to Gail Bishop and Staff of the Reno Office for their special assistance and thoughtfulness.

Mrs. Mont L. Parker and Family

Rain! Rain! Rain!

By WALTER TALBOT,
AL McNAMARA and
JIM GENTRY

The prospects for work in this district continues to be slow due largely to inclement weather. The rainfall for Stockton is now twice the amount as it was for the corresponding period last year and almost double the normal amount to date.

On the brighter side of the picture is the fact that the deluge of water has created jobs for the membership for the ensuing year. Many contracts will be required to rebuild river levees, city streets, county roads and State highways to put them back in their former state of repair.

Also the adverse weather has caused the U.S. Army Corps of Engineers and the politicians to take another look at the New Melones Dam site, as appropriations to construct the new dam are not scheduled to be forthcoming until 1970.

George Bianchi of San Jose was low bidder on the two lane highway job near Holt, west of Bacon Island, for \$175,000.00.

A. Teichert & Son was successful bidder on the two lane highway job in Amador County near Plymouth for \$200,000.00.

Claude C. Wood Company of Lodi grabbed the third job that was mentioned in the last issue of the News which was another two lane highway job near Arnold in Calaveras County for \$335,000.00.

Elliott-Scott Inc. and Moberly Construction, a joint venture, was low bidder on the grading and paving of State Route 132 between La Grange and Merced Falls Road. Their bid was \$402,000.00.

Standard Materials of Modesto has a \$280,000.00 contract to widen Hatch Road between Carpenter Road and Crows Landing Road near Modesto.

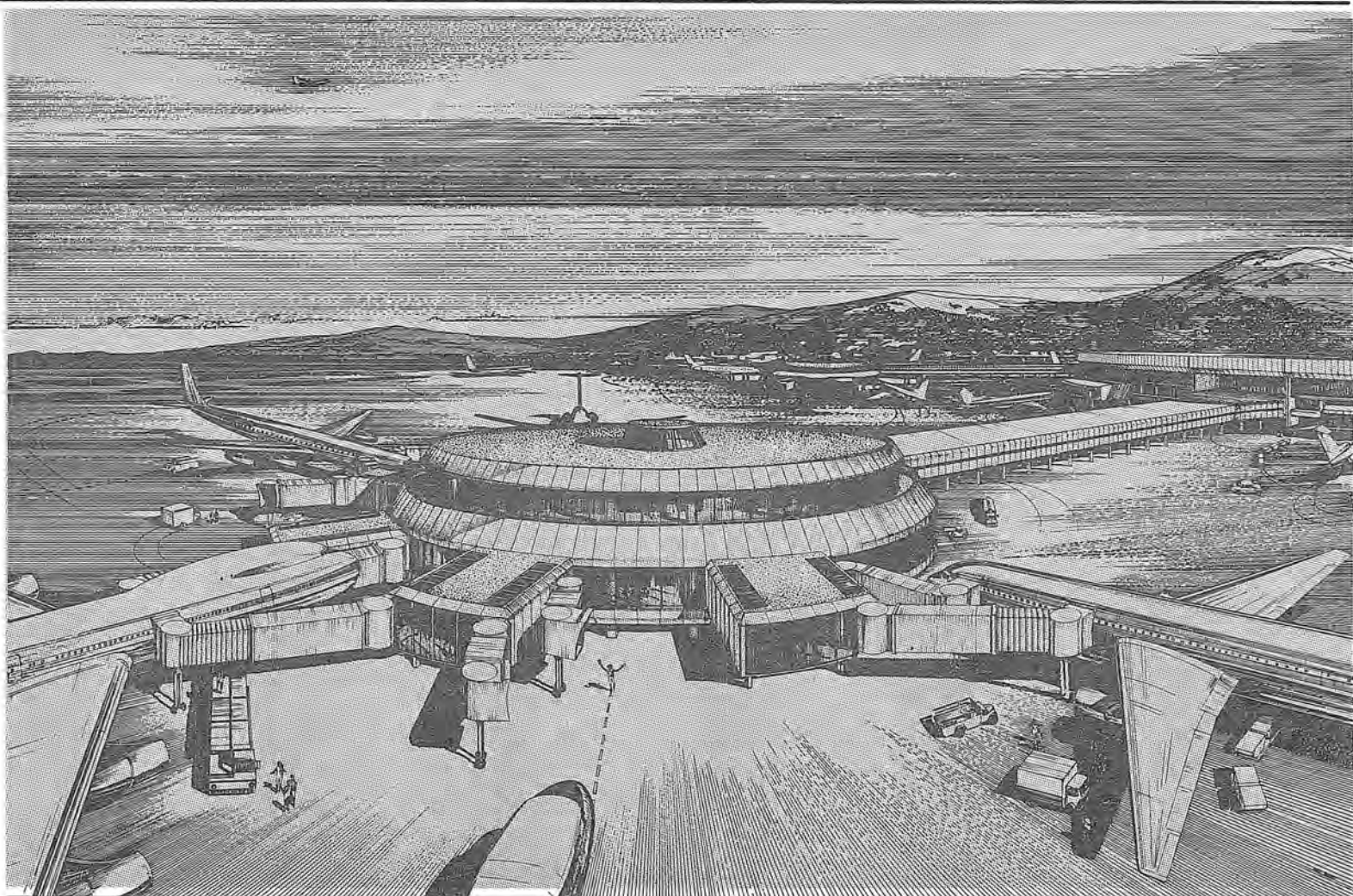
Al Haworth of Stockton negotiated a contract with the Danish Brotherhood of America to construct a Cultural Center near Copperopolis. The first phase of construction will be on the street work, small dam, a golf course and housing site preparations. Eventually this project will develop into a self-sustained city with homes, shopping centers, chapel, etc.

Tab Construction Company Inc. of Las Vegas, Nevada was the low bidder for another portion of the multi-million dollar sewer project for the City of Modesto. The Tab Construction Company Inc. bid was approximately one half million dollars.

K W-Dart Truck Company and Buran Equipment Company both have Engineers employed to make modifications on the Dart Trucks that will be hauling fill material from La Grange to the New Don Pedro Dam site on the Guy F. Atkinson Job. They will also do the warranty work on this equipment. It is anticipated that thirty Operating Engineer welders will be employed before the modification work is completed.

The new contracts that have been awarded, the jobs yet to be bid and the resumption of jobs already under construction, but due to inclement weather are unable to proceed, should provide employment for the members of this district for the ensuing year.

GRIEVANCE BOARD — The incumbents, Brothers Gordon Bosley, Laurence Chapman and Ed Hayes, were re-elected to serve another year as grievance committeemen for District 3.



ARCHITECT'S RENDERING new Trans World Airlines' Passenger Rotunda at the San Francisco International Airport. Costed at \$2.7 Million, the project is part of the Airport's \$110 million development program. The new rotunda (No. 8) will accommodate the

Boeing 747 and other "superjets." Design is by San Francisco Airport Architects (John Carl Warnecke & Associates & Dreyfus and Blackford).

Devil's Slide Drops Some Six Feet

SAN MATEO "HUB OF THE PENINSULA" DEVIL'S SLIDE

The recent abnormal rain has the Devil's Slide section of Highway #1 on the move again. Some reports indicate that portions of the area have dropped some 6 feet, causing temporary blocking of traffic and much dangerous emergency repair work, mostly done by public employees rather than legitimate contractors who would, of course, hire Local #3 operators, if they were given the work. Many years ago the old Ocean Shore Railroad had to abandon their tracks that paralleled the same section of cliffs. Certainly private enterprise could not afford to maintain a road of any sort in such a hazardous area. But with public money (yours & mine), it has become a lucrative annual job for state road crews. The obvious answer to the perpetual problem is to eliminate it by building a new road a mile or so inland, either over or thru the offending mountain rather than to keep throwing good money after bad, trying to maintain a trail on a continually moving cliff. No doubt such a new road could have been built many times over with the tax money used so far. The present road is still a dangerous 2-lane trail, no better now than it was 30 or 40 years ago. With the advent of increased commerce, housing, recreation, population and traffic that has more than doubled in the last 10 years and will no doubt double again in 5 or 6 more years, it seems almost criminal that a new bypass highway has not already been started.

We have just gone through a very bad year for Engineers and other craftsmen and '69 looks little better. We need jobs now!

Why does the J. Arthur Younger Freeway (19th Ave.) stop at Norfolk going west and at Grant going east? This bottleneck has been acute. It still is acute but do we see any indication of the state doing anything about it? NO.

What has happened to Highway #229 that would relieve the terrible pressure on San Bruno Ave. in San Bruno and eventually give us a 3rd road to the coast? This problem has been critical for 10 years. Also Junipero Serra Freeway, a beautiful 200 million

dollar freeway so sorely needed for years, sits practically useless by stopping in north Woodside and again at the end of Ralston Ave. in Belmont. We hear now that it is settled and that the correcting link will take the higher longer and more expensive route that is not yet even engineered. Whereas the lower, shorter and cheaper route was long ago engineered and ready for bid. Why? The expediting of the foregoing problems could come about if enough people would use the following political directory. Our legislators are always impressed by neatly written personal notes from their constituents.

Your influence does not end with your vote, if you care enough to write to your elected officials!

U. S. SENATE
GEORGE MURPHY (R)
807 N. Rodeo Drive
Beverly Hills 90210
or
Senate Office Building
Washington, D.C. 20515
ALAN CRANSTON (D)
Senate Office Building
Washington, D.C. 20515

U. S. REPRESENTATIVES
11th DISTRICT
PAUL N. McCLOSKEY, JR. (R)
490 El Camino Real
Belmont 94002
or
House Office Building
Washington, D.C. 20505

California Legislature
STATE SENATE
12th DISTRICT
RICHARD DOLWIG (R)
181 Second Avenue,
San Mateo 94401
or
State Capitol, Room 3056
Sacramento 95814

STATE ASSEMBLY
26th DISTRICT
CARL BRITSCHGI (R)
2025 Broadway,
Redwood City 94063
or
State Capitol, Room 3098
Sacramento 95814
27th DISTRICT
LEO J. RYAN (D)
308 Lincoln Avenue,
South San Francisco 94080
or
State Capitol, Room 2165
Sacramento 95814

SUPERVISORS
SAN MATEO COUNTY
County Government Center
JAMES V. FITZGERALD,
1st District
ROBERT B. ST. CLAIR,
2nd District
T. LOUIS CHESSE
3rd District
WILLIAM M. WERDER
4th District
MRS. JEAN FASSLER
5th District

Another serious situation is unemployment compensation. It is far too little and for too short a period for many building tradesmen such as Operating Engineers. There is a bill, (Assembly Bill #295) coming up before the legislators this year, that if passed, would lengthen the benefit period from 26 to 39 weeks.

Assembly Bill #295 would increase unemployment compensation to \$86 per week. \$86 per week is little enough when the average weekly wage is \$134 in California.

Assembly Bill #296 would permit a person on unemployment to earn \$25 a week in addition to his weekly benefits instead of the present \$12.

Assembly Bill #297 would aid eligibility and eliminate certain unfair disqualifications.

Assembly Bill #300 would provide that an employee not lose his unemployment benefits during a trade dispute if the employer were found guilty of unfair trade practices.

Assembly Bill #301 would provide that an employee would not lose his job if his wages were garnished.

Assembly Bill #119 would, if passed, effectively eliminate professional strike breakers. Both "scabs" and employers of "scabs" would be in serious violation of the law and subject to heavy fines and/or imprisonment. San Francisco has had such an ordinance for years, with very little strife. Los Angeles does not and is constantly involved in serious work stoppages.

Again—if these things interest you, use the political directory and let your legislators know how you feel. Or let "George" do it and nothing will be done.

Most large dirt jobs have been muddled in for some time.

We find much, however, in the

way of commercial building going on and planned for the near future, especially in and about the San Francisco Airport.

Guy F. Atkinson Co. has finally started on their new 7 story office building on Orange Ave. in South San Francisco. It is scheduled to cost about 3 million. With much of Guy F.'s equipment only ½ block away we find Buzz Haskins doing the dirt work for the foundation and pad.

In addition to the United Airlines 747 jet hangar building, they are also now starting a new administration building at a cost of 2½ million.

Happy Easter!

Frisco Report

Continued from page 5
and are doing a good job for this company.

CLEVELAND WRECKING & FLORA CRANE—Just to name a few Contractors who do a lot of demolition here in the city. There is a lot of this type of work going on, tearing down the old and making room for the new buildings. There have been a few Employers who have come into the city from out of state, and this area, to do demolishing work. They have found out damn quick that there is more to it, than handling a ball on the cranes and start swinging. There is always a right method to do everything and demolishing is no different.

The Engineers that work in this field are very good and they know how to start tearing down a building. With the crane crews and loaders working together and watching each other, there is a lot less chance of someone getting injured.

Down on 16th & Mission St., the picture shows a couple of rigs idle. This is Rothchild & Raffin BART job and it has been raining so hard that they had to knock off work. The Operating Engineers have lost very few days work on the BART system and that was because of weather conditions. We understand that M & K was the low bidder on the Davis Street Station, but at this time we have not had a Pre-Job.

Redding's CA Is Near

By LAKE AUSTIN and
LOU BARNES

REDDING CIVIC AUDITORIUM IS RIGHT ON SCHEDULE. Redding's \$2.9 million municipal auditorium and convention center is about one-third completed and should be completed sometime in November. Most of the work done so far on the building has been concrete—with Nielsen-Nickles the main contractor on this portion of the work. When the structure is completed it will hold about 2,000 persons for theater productions and special events. The seating arrangement is unusual with the entire decks of seating in the main auditorium to be hoisted out of the way so the huge hall will be usable for trade or auto shows. The movable seat decks will pivot on giant hinges. The project is financed by a voter-approved \$1.8 million bond issue, a \$500,000 federal grant and an apportionment from other city funds approved by the city council.

CYPRESS AVENUE BRIDGE with Hensel-Phelps Construction Company is attempting to put concrete on the bridge through a tube. The idea had been to pump the concrete from a ready-mix truck to the desired location on the span through a network of pipes.

The pipes were laid, the pump pumped mightily—and only a dribble of concrete came out. The pipes were pulled up, cleaned out and the whole job started over. This time it worked, but the pipes didn't stretch quite far enough and workmen had to spread the concrete into place the old fashioned way — with shovels. When completed — the bridge will help the flow of traffic that has been a problem for some time.

PETER KIEWIT SONS' still have a sizable crew going on their Yreka Project even in the snow and rain. Most of the equipment is going 9 hours with approximately 40 Brothers working. The Company hopes to top out in about 45 days.

POST-EL RIO COMPANY are running the crusher on their Doyle job and stockpiling for the road bed. The dirt spread is down at present with a break in the weather they will be going back to work in a week or so. The winter has been quite severe. The Company is going to bid the overlay job at Herlong that is to come up in the near future. There will also be another bid to resurface from the end of the Post-El Rio job to Hallelujah Junction approximately 20 miles and various locations thruout Modoc and Siskiyou counties in the near future.

THE GREEN COMPANY haven't moved in as yet at Madeline—too much snow. We are looking forward to this job—we hear the railroad may bid a sizable section of railbed realignment in this area.

LAKE BOULEVARD job will be advertised in June and completed this year. This project goes right past the Union Hiring Hall—a big improvement to this road.

Bids will be opened February 26th on the 8 miles of Interstate 5 at Yreka. This section will extend from the Kiewit Project to the City limits of Yreka. Another portion of the Interstate 5 project will open bids March 12th. This doesn't sound like much but in our area this will be a great help to some of the Brothers.

The Rock-Sand and Gravel plants are a hit and miss type of operation and depending on which plant the Brothers are working on is the difference between getting a paycheck or unemployment check.

An Awful Lot of Glass!

Spanish-Style Plaza in Campbell

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

The big building project in Campbell is the news for this article. This is to be a 416,000 square foot Spanish style commercial development proposed for Campbell Avenue at Bascom. It is to have an 18-story glass enclosed office building as its centerpiece and is to be known as The Prune Yards. Pittsburgh Des Moines Steel is supplying the steel frame for the building and has become co-developer in the project which will construct the tallest office building between San Francisco and Los Angeles. A tile decked plaza will have 300,000 square feet of one and two story buildings clustered around malls and served by more than a mile of arched pedestrian ways. A 350 seat amphitheater will be used for public events. Hopefully construction will begin in March with completion scheduled for late this year and early 1970.

In connection with the above development is a proposal for a new full interchange at Campbell Avenue and Highway 17. It would be approximately one-half mile south of Hamilton Avenue interchange and one and one quarter miles north of the Camden Avenue interchange. The proposal to the State Highway Commission hopes to hurdle any objections by the Division of Highways.

Other commercial construction now in progress is the new \$500,000 building for the Chrysler Corporation dealership at 806 Capitol Expressway. The Ford Plant in Milpitas is also being expanded with a 126,000 foot addition being built by Carl N. Swenson. The nearly 3 acres of new plant area will be on the south side of the plant and used for warehouse area needed by changeover to production of Fairlane cars there.

Central Expressway link is completed and open. Without the customary fanfare the long awaited Central Expressway leg through Sunnyvale opened to the

public on January 6th at 10:00 a.m. The opening climaxed the end of the 20 million, 9.6 mile project which stretches from De LaCruz Blvd. in Santa Clara to San Antonio Road in Mountain View. The expressway has been the source of political battles between the City of Sunnyvale and the County of Santa Clara over the years. Differences over the Route of the Four-lane thoroughfare and whether it should be sunken below grade level through the city were the chief sources of differences. Sunnyvale paid \$3.2 million as its share of the expressway costs. Included in that sum was money to build the road below ground level so that it would not become a "Berlin Wall" separating the north from the south side of Sunnyvale. The expressway runs east/west.

Cupertino Sewer Line construction is to begin. Construction will start about January 20th on a two-mile sewer trunk line from Saratoga to DeAnza College. The 15-inch main will be installed by W. H. Ebert Corporation and Sparton Construction for a cost of \$113,041. The line will run from the vicinity of Prospect Road along Stelling Road to McClellan Road to lie in with a sewer line there. The work includes a force main from Saratoga-Sunnyvale Road to Stelling Road along Prospect Road. Total cost of the three phases of the project is estimated at \$700,000, according to District Manager. The district has received a grant from the Federal Department of Housing and Urban Development for \$299,000.

Due to the last heavy rain the construction work has come to a sudden halt. Madonna Construction Company of San Luis Obispo were low bidders on a County Road Job in Santa Cruz County. This project went for \$250,000. They will start as soon as weather permits.

Floyd Freeman of Salinas submitted a low bid of \$14,938. This contract is to grade and realignment of the Alexander and Brennan Streets connection across East Lake Avenue. This project will get started soon. Plans for the Sear's Store and Lipton Tea in

Santa Cruz will be coming up soon.

Granite Construction Company was apparent low bidders on a Seaside redevelopment project this week. The firm bid \$962,000 on a project calling for the installation of streets, walls, landscaping, sewers, malls, storm drains and outdoor surfacing for the Monterey Peninsula Automobile Shopping Center.

More than \$5 million for military construction in Monterey County s proposed in a Defense Department budget which was submitted to Congress Friday. The budget totaled \$2.4 billion at 288 U.S. military installations for the 1969-1970 fiscal year. Requests included Fort Ord, \$1.6 million; Hunter Liggett Military Reservation, \$1.4 million; and Presidio of Monterey, \$2.2 million.

Nielsen-Nickles Company from Sacramento were low bidders on the Del Monte Manor. This project contains 25 frame buildings consisting of 192 apartments, 2 laundries, one office and a multi-use room. All are two story except the office. Site is to be completely landscaped. Excavation and paving on this project went for \$2,050,464.00 and located in Seaside. The clearing and grading can be started now due to sandy conditions.

JUST A REMINDER!

The quarterly District Meeting will be held on February 5, 1969 at the New Montgomery Theater, San Carlos and Market Street, San Jose, Calif.

Gradesetting School commences on Thursday February 6, 1969 from 7-10:00 p.m. It will be held at San Jose City College, Moorpark & Bascom Avenue, San Jose, California.

PERSONALS

We wish to express our best wishes for a quick recovery to the following Brothers who are confined to the hospital: Brothers Harlan E. Bothwell, Lloyd Haven, Bill Phelps, George Curtis and O. F. Yeager, retired engineer.

We would like to take this opportunity to thank Brother Robert

Robinson for his donation to the blood bank.

This is an urgent appeal for our Brother Engineers to please make a donation to our blood bank. As of this date it has dropped down to 2 or 3 pints and we have had many requests for blood which are going to be impossible to full-fill unless there are donations made.

We wish to express our condolences to the families of the following Brothers who recently passed away: Claude Mason, Jack Scogin, Jack Dundee, Denver Gibson, Gage Plemmons and Dale Caldwell.

Penn Valley

Continued from page 5

ert & Sons have a piece of equipment working on this job.

We will have a bid opening for Indian Ridge Road. This road will be a service road in conjunction with the Auburn Dam. Several of these roads have to be aligned before any work can be started on the dam proper.

Emil Anderson Co. still have two shifts working on the exploratory tunnels and shaft. They lost several days work due to high water. The river raised and filled the shaft and all the equipment had to be removed to high ground. The Diamond Drilling crews also lost several days due to weather, but they also are working again today.

Most of the jobs in the valley are bogged down with only the mechanics in the shops.

Marysville

Continued from page 4

steady this winter. The Marysville shop had slowed down a little, but is now working steadily. Kaiser Sand and Gravel at Orland is working. "Kit" Carson, plant superintendent is hopeful of picking up some rock contracts on the west side work this Spring. Hydro Conduit at Orland has been very slow and has a slim crew working. Chico Aggregates has also been very slow but are hopeful of a good year. New York Machine Shop has been keeping their engineers working at Oroville.



SPRAY SPECTACULAR as water bursts out the spillway at Oroville Dam at a speed comparable to 37 miles per hour as it is released from the reservoir behind the huge dam. The spray and turbulence at left is caused by concrete teeth called "energy dissipaters," which break the force of the spillway water, sometimes shooting it as high as 200 feet. The level of Oroville Lake was 850.86 feet

above sea level yesterday. Release of the lake water is started when the level raised to 845.5 feet above sea level, which occurred recently. The top of the dam is at 900 feet above sea level. State officials said that the structure was reducing the flow in the Feather River to one seventh of what it would have been without the dam.

Fresno Winter Is Wettest In Almost A 100 Years

By CLAUDE ODOM, KENNETH GREEN, BILL RELEFORD and WALT NORRIS

So far the winter in this area has been the wettest in almost 100 years. Our rainfall to date is 15 inches against a normal of 5 inches for this season. Hopefully the north winds will start blowing and things will dry up rapidly. One benefit derived from the flood condition is that it has created considerable interest in flood control work. We still have the spring runoff to contend with which will probably bring about some flood damage repair work. We are looking forward to a busy year with a number of fairly large jobs coming up such as: the Master Drain, Mineral King, Interstate 5, Westland Water District Distribution System and hopefully Buchanan and Hidden Dams.

The California Division of Highways is going to build two bridges across South Van Ness Avenue early next year and there they will set, unusable, high and dry. The bridges are another link in the eventual Freeway 41 which will bisect Fresno as its 8 lanes of concrete move from south of town to North Herndon Avenue towards Pinedale. The two bridge project is scheduled for completion some time in 1969. It will be necessary to create a frontage road south of the freeway stub to provide traffic movement to the east of Van Ness for a few blocks. This will be a 1½ mile stretch from M Street where the stub currently ends. The new structure will veer to the northeast across Ventura Avenue via an elevated structure.

The Division of Highways is planning to realign Highway 49 in Mariposa County, a 5.1 mile stretch in the foothill country. The \$2 million project is scheduled for completion late 1969. With this realignment, it is just another step of many to make Yosemite and the Mother Lode country more accessible for recreation and vacations.

The Allied Paving Company of Fresno is the apparent low bidder to widen four lanes of Palm Avenue north of the Fig Garden Shopping Center. The project includes installation of flood drainage facilities at San Ramon and Palm Avenue. "Lord knows we need it!"

As it looks now, it will be at least another month before they will have the slides removed and the washouts repaired. The Darkenwald Company was just about to get under way on the next section of the Tollhouse grade when they too were stopped by the rain.

The Oscar C. Holmes Company was able to go right ahead with their work even though the rains were shutting down jobs throughout the rest of the district.

A Pre-Job was held February 12th with Carl W. Olson & Sons regarding the San Luis Drain. Work is scheduled to start on or about February 24th.

The State Division of Highways will open bids here March 5th on a proposed \$227,000 project to construct "crib walls" to shore up mountain highways in Fresno County. The crib walls will be built at 9 locations along a 7 mile stretch of Highway 180 west of Cedar Grove.

The Division also announced the awarding of a \$174,136 contract to Hunsaker Construction of Clovis for widening drainage structures on Highway 63 between Visalia and Cutler. St. John's River Bridge will be replaced by a

new bridge, the Cottonwood Creek Overflow Channel Bridge will be replaced by a culvert. Five culverts will be replaced and one culvert will be removed. A \$15,715 contract to the Martin Company of Coalinga to remove 44 walnut trees, which the Division reports restricts the vision of motorists on Highway 198 near Goshen. The contract also calls for widening the highway and construction left turn lanes at the intersection of Highway 198 and Road 68 near Goshen. A \$10,844 contract to Modern Alloys Fabricators, Inc., of Stanton to remove unneeded posts and guard railings along portions of Highways 99 and 198 in Fresno, Kern, Tulare, Madera and Kings Counties.

Due to the large amount of precipitation, work has come to a standstill with the exception of pipe work and the asbestos mines. Salata Construction on the Olive Street job in Porterville has missed very little time because of rain. This job should last another two months. Brother Gary Brookshire is the Job Steward and Brother Joe Helton is Safety Committeeman. Coalinga Asbestos was down a week due to the road being washed out. They are back in operation and running two shifts. Altals Asbestos is still having mechanical problems and trying to operate three shifts. They plan to put in a new vacuum system and the sooner the better for everyone concerned. Hood Corporation is still in the process of testing their pipe line. Lyle Construction has been unable to make any headway on their section due to wet weather.

We have a Pre-Job scheduled with Granite on March 11th for their section and another portion is due for bids on March 6th. Local 3 presently represents a substantial number of employees of the State of California in the Department of Water Resources, Civil Maintenance Section. Local 3 is negotiating with Department Administrators for upgrading both classifications and salary-wise the maintenance personnel employed in this department. Some of the problems involved are pay scales which do not equate to job specifications, working assignments and the application of salary data so that the employee will receive like pay for like work. We requested portal to portal pay for the Tulare County Road Department. The Road Commissioner suggested a 2% differential in lieu of overtime. The County Administrative Officer recommended one way on company time and one way on employee time which would be no change from the situation the men are now working under. Last Tuesday, February 11th, the Board decided to go along with the recommendation of the Road Commissioner effective July 1, 1969. We are going to be meeting with the employees concerned as to the course of action they wish to take. Membership in all areas seems to be increasing due to the representation afforded to the membership by Local 3. We have been successful in providing substantial benefits with the dues structure, solving grievances successfully and negotiating for improvements in wages and working conditions.

We are instituting a concentrated organizing program in Madera and Merced Counties. The programs are under way and from the initial response, appear to be on the way to success. As we grow and expand into all the Central

Valley areas, it is expected that the various groups of Public Employees in this area will discover the benefits derived from representation under the structure of Local 3.

We have had a very good turnout to our first Grade Checking class on February 13th. This class is scheduled at the Fresno Hall every Thursday night from 7 to 9 P.M. We wish to thank Brother Glen Bruckner for donating his time to teach this class.

Margolius

Continued from page 8
a second job, or if you work at different locations every day.

CONTRIBUTIONS: As well as cash, you can deduct the fair market value of goods given to charities and churches, and out-of-pocket expenses and costs of uniforms for serving qualified organizations such as Scouts, hospitals, schools, Red Cross, etc.

AND KEEP IN MIND: Other potential deductions include; other taxes you pay; interest and finance charges on mortgages, loans and installment debts (within specified limits); child and disabled-dependent care (by working women and sometimes men, but within limits); casualty and theft losses over \$100; bad debts; investment expenses, including costs of a safe-deposit box for E bonds or other securities.



TWO SCENES above show meeting with Brothers at Remco Hydraulics in Willits, California. In top photo Trustee Fran Walker (right) discusses Fringe Benefits as Vice President Dale Marr (center) and Bob Wagnon, Business Rep., look on. Below, Brothers take Union Obligation administered by Dale Marr.

Work Experience

The Labor Department has approved a \$2-million experimental contract with the Watts Labor Community Action Committee to give work experience and job training to 500 young people from the Watts area of Los Angeles. The youngsters will live and train in a rehabilitation center 30 miles from their homes.

Medical Extortionists?

Unions Must Fight Costs

By FRAN WALKER, Trustee Local 3 CCHPA Rep.

A "landmark" session of the California Council for Health Plan Alternatives recently stamped emphatic approval on a broad-gauge program aimed at more and better health care for the state's two million union members and their families.

Delegates representing 17 city, county, state and regional union councils, along with 80 local unions, joined in backing the Council's program and in these additional developments:

- A 17-man executive committee was elected to lead the Council's activities in the coming year. (See below.) It named these men to the Council's top offices:

- Einar O. Mohn, director of the Western Conference of Teamsters, as chairman;

- Sigmund Arywitz, secretary of the Los Angeles County Federation of Labor, as vice-chairman;

- Louis Goldblatt, secretary-treasurer of the International Longshoremen's & Warehousemen's Union, as secretary-treasurer.

- Thomas G. Moore, formerly director of the Office of Legislation in the Office of the U. S. Surgeon General, was introduced as the new executive director of the Council, along with word that the Council is in the process of establishing its second office in Los Angeles.

- Delegates unanimously ratified bylaws that formally recognized the basis on which the Council quietly and informally has operated for the past several years. The meeting was the first of the Board of Delegates under the new bylaws.

- A daylong seminar, following on the heels of the Board session, brought 165 unionists, welfare trustees, and others together in an

exploration of the role of multiphasic testing in encouraging better health care and more efficient utilization of health care packages.

The job of the Council, Mohn said in opening the Board session, is to act as "the conscience and guardian of the union members whose wages go into health care and who have no other voice."

The Council seeks to keep health care providers mindful of how they are meeting the union members' needs, Mohn said, to let union members know what is coming to them and understand the quality of the care they are getting, to do in the health care field what the people cannot do themselves.

The most promising aspect of the Council's future, Moore told the delegates, is that it marks the movement into the market place of the consumer in strength.

Organized labor is the biggest customer for health care, second only to government, the Council's new director said. The Council's aim should be to "shake" the market place, where until now the sellers have been making most of the decisions.

The Council is setting out to get the information it needs as the foundation for influencing effectively the buying health care for the state's union members and their families.

Moore promised the Council would capitalize quickly on the momentum already developed by the Council in initiating discussions with the organized hospitals and doctors and with the large insurance companies.

The Council is "a going concern," Goldblatt told the second-day luncheon gathering. It proposes to work with the constructive forces among the health services, to form an effective voice

backed with "muscle" for consumers.

Until now, Goldblatt noted, health plans have been handled on a "fire brigade" basis. Unions tended more and more to serve as collection agencies for the providers of health care.

Unless labor pools its bargaining power, coordinates its bargaining objectives, it will not get the mileage it expects from the \$750 million it spends each year on health and welfare.

Arywitz also underscored the role of the Council in voicing the interests of the consumer, many of whom, he said, seriously question whether they are getting their money's worth in health care.

Harry Polland, San Francisco economist, highlighted the seminar on multiphasic screening, with a call to unionists to use collective bargaining as the "remarkable and viable instrument" it is.

Collective bargaining does not answer many serious questions; some bargaining decisions may not be wise. But it can create sophisticated results. It can create new programs, break away from traditional patterns.

Polland cited the mobile testing program carried out over the last two years by the Cannery Workers as a demonstration of how collective bargaining can produce ground-breaking new programs.

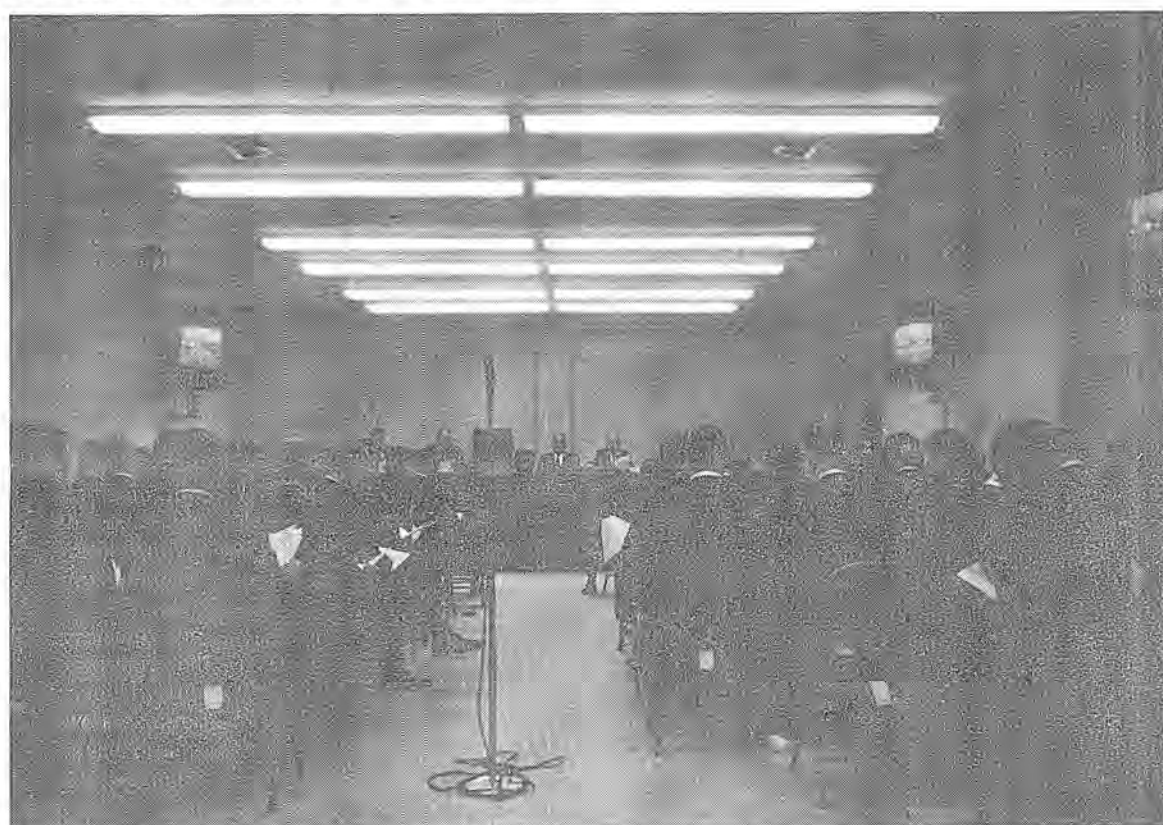
The favorable products of the program recommended it to other unions, Polland said. It should be considered seriously in the framework of existing health programs.

Don Vial, chairman of the University of California Center for Labor Education and Research, co-sponsor with the Council of the seminar, called on unionists to bring personal concern into their health programs and, at the same time, to health services in the entire community.



CONTROL BOOTH'S EYE view of the new District meeting Hall at Local Union No. 3 Headquarters in San Francisco shows closed circuit television monitors and camera equipment in action during a recent District Representative, Business Agent and Coordinator Meeting. Shot was taken over

the shoulder of Bob Cowan, Public Relations and Radio-Television Director for the Joint Apprenticeship Council. New hall is part of the half-million dollar expansion program which is nearing completion.



ANOTHER VIEW of the New District Meeting Hall provides a somewhat different perspective and gives a wide-angle view of the functional arrangement

as well as placement of closed-circuit television monitors.

Commerce Views Building Growth

WASHINGTON, D.C. — The U.S. Dept. of Commerce, through its Business and Defense Services Administration, forecast that the value of new construction put in place would soar to the \$91 billion level in calendar 1969, an increase of more than \$6 billion over last year's total.

Encouraging as this is, the projected rise would not equal last year's increase over 1967 which was in the neighborhood of \$8 billion.

Commerce expects 1969 outlays for privately owned construction to reach a point just over \$61 billion and says the public sector activity should account for an outlay of \$29.4 billion, mainly in state and local areas.

The important federal construction segment probably will continue to drop this year because of the budget policies initiated by Congress in 1968. The official forecast has some encouraging predictions for the private market: "... The federal surtax put into effect during 1968 is expected to relieve some of the pressures on the money market caused by heavy government borrowing in the latter part of 1967 and early 1968. Thus, while money will still be relatively expensive, its availability will be somewhat greater during 1969 for private construction financing as well as the municipal bond market."

The government at this point appears hopeful that fiscal policies of the past year will serve to ease some of the inflationary pressures and lessen the rate of overall construction price rises in 1969. General improvement in the price situation may help to bring more moderate wage demands in construction as the new year develops.

Commerce Dept. was optimistic in forecasting private housing volume.

With the official 1968 total reported as 1,525,000 units, the outlook is for 1,660,000 in 1969. This would about equal the production in 1955, second highest year on record. A total of 1.9 million units were constructed in 1950.

The most dramatic aspect of the strong recovery of new housing starts in 1968 was the upward zoom in multiunit construction, the report noted. Starts of two or more unit structures increased 36

per cent last year over 1967. The jump in starts of one-family housing units last year was only eight per cent.

The estimated 610,000 multi-unit housing structures started last year were the highest on record, the government figures showed.

A further increase is anticipated for this year. If the 685,000 units forecast are started, they will represent a 12 per cent increase over 1968.

Commerce statisticians expect 975,000 single unit starts this year compared with 915,000 for all of 1968. Significantly, only 59 per cent of the 1969 housing starts are expected to be structures with single units. This would be the lowest of any year for which detailed starts data are available.

The value of all new non-farm housing begun should increase from the \$22.2 billion level of 1968 to a record high of \$25.4 billion, a 14 per cent increase which reflects some cost increases.

The BDSA looks for little change in the high interest rates of 1968 this year, it said; this will be especially true during the first six months. It made this comment:

"The housing market appears to have adjusted to the high money rates of the past several years, as indicated by the volume of sales of new one-family houses during 1968. While sales did not reach the levels of 1964 and 1965, they continued to advance from the low levels of late 1966.

"At the same time, the inventory of completed new homes for sale reached the lowest point since statistics on sales became available in the early 1960's. Another factor pointing to a favorable year for new housing is the decline of both homeowner and rental vacancy rates to the lowest levels in a decade."

The only strong segment among nonresidential building types in 1968 and looked for in 1969 is commercial buildings. The outlook for industrial building construction is colored by a relatively low rate of use of existing plant capacity. The dollar volume of industrial building construction put in place declined eight per cent in 1968. A six per cent increase now forecast for this year (in dollar value) represents almost no physical volume increase because of higher costs.

Scientific Bookmaking!

Actuaries View Your Future

Life insurance companies aren't widely known as gambling institutions, but there's a new publication that lines the odds up for them all the same. It's the latest edition of "Life Tables," a part of the overall continuing studies of the National Center for Health Statistics. The Center, of course, has a never ending job as it compiles the vital statistics of the nation and analyzes them.

You are a white male, age 37, and your wife is 34, and you want to know how many more years you have left? The Life Tables can tell you what your chances are, and don't knock the figures. Though you may do better—or not as well, there's no guesswork involved. The Tables reflect actual U.S. experience, "a snapshot of current mortality experience" as the Center puts it.

Looking down the columns, the 37-year-old white male can expect to live for 34.4 more years. His 34-year-old wife can anticipate that she will be around for 43.2 years. Though this isn't listed in the Tables, a little arithmetic will tell this couple that statistically

speaking this wife had better bet she'll be a widow for 8.8 years.

How about a couple closer to "middle age"—let's say a husband who's just turned 50, his wife (whether she likes it or not) has reached 48. If both are white, the husband has a life expectancy of 23.1 years, his wife 30.3 years. Even if the wife were also age 50, her life expectancy would be considerably greater than her husband's, or 28.5 years. Take the same couple, husband 50 and wife 48, now assume that both are "non-white." Life expectancy for both is slightly less than for whites. The husband can expect 20.8 more years, his wife 26.4. Move the couple ahead another ten years—husband 60, wife 58, and these figures show up. The husband will live 15.9 years, his wife, 21.8. A non-white couple at these same ages would find the husband living 14.9 years on the average, the wife 19.3 years.

Let's make another assumption. The 60-year-old husband is having an argument with his 58-year-old wife. "Honey," he insists, "if I retire this year I'll only get \$400

a month from the company, and nothing from Social Security till I'm 62. Think what a cut like that will do to our standard of living. Now I want to wait till I'm 65 before I quit. That will give us more pension and more Social Security."

Is his wife convinced that their "standard of living" is that important? She would do well to have a look at the Life Tables. Putting off his retirement for another five years will increase his income (remember pension and Social Security actuaries use these tables also) but his life expectancy will have dropped from 15.9 to 12.9 years, not a full five years as you might expect. Is the extra money he'll be getting by working another five years worth the probability that he'll be around three years less to enjoy it? This is the kind of statistical Russian roulette we all must play in making such decisions.

His wife's expectancy meanwhile will have dropped more than her husband's—from 21.8 years at age 58 to 17.8 years at age 63. Odds like these would drive a bookmaker crazy.

Age Discrimination Rules Are Tightened

WASHINGTON — New interpretations of the Age Discrimination in Employment Act have been issued by the Wage-Hour & Public Contracts Division of the Labor Dept.

The law, which was enacted by Congress in 1967 and became effective last June, prohibits arbitrary age discrimination in employment with regard to persons from 40 to 65.

One interpretation holds that discriminatory activities committed within the geographic areas covered by the act are illegal even though the discrimination is applied to employment outside these areas.

Another interpretation will not allow an employer to duck the law by advertising or specifying that he is hiring only persons receiving social security benefits.

A third makes it illegal for an employer to reduce the wage of one employee to cover up, or attempt to correct, illegal discrimi-

nation in the wages he is paying another worker.

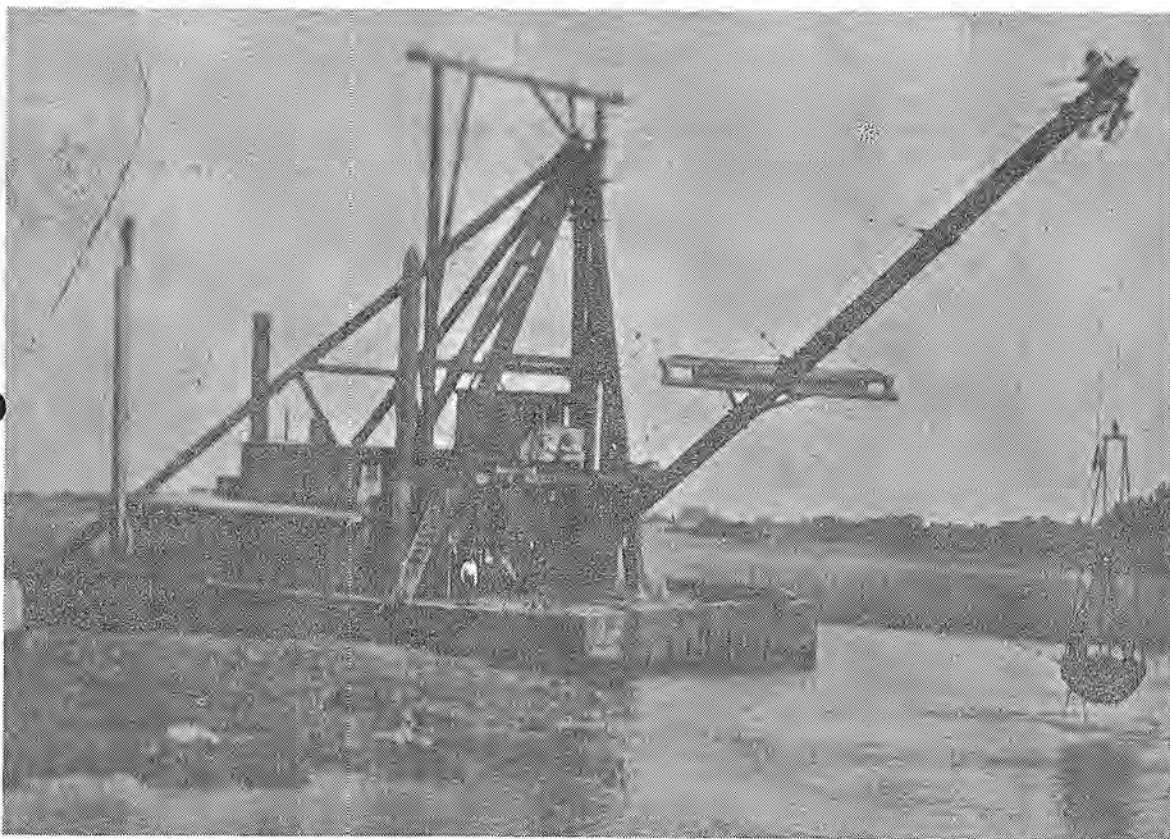
In other interpretations, the Labor Dept. ruled that:

- Age limitations for entry into bona fide apprenticeship programs were not intended to be affected by the law.

- An employer is not required to provide older workers with the same pension, retirement, or insurance benefits he provides younger workers if the differential does not violate any benefit plan.

- The law authorizes involuntary retirement irrespective of age if such retirement meets the terms of a bona fide pension plan. The authorization does not, however, apply to workers under 65 not participating in the pension program.

- Although use of a validated employment test does not violate the law per se, tests that are used as the sole tool or controlling factor in hiring will be carefully scrutinized.



IF YOU RECOGNIZE this shot provided "Engineer News" by Brother N. C. "Red" Kazar, you've been around construction quite a few years. Taken during 1906 of a 551 Dredger (steam) working in a slough behind Walnut Grove, about thirty miles

this side of Sacramento, the dredge is barring dirt from the tule bed for a levee in the old Pierson District. Brother Kazar worked on same rig during 1915-16. Tiny white-shirted figure is Red's uncle George Robinson.

Other Side of the Coin!

DRI Sounds Warning Bell

The labor press was called upon today by a national non-profit research institute to join the effort which seeks to inform the public fully about insurance benefit weaknesses that would exist if "no fault" compensation plans were ever to supplant the present court-jury method of determining damages for persons injured in automobile accidents.

After completing an analysis, the Defense Research Institute (DRI), Milwaukee, Wis., criticized the limited payment plan of the American Insurance Association (AIA) which claimed that 19 to 45 per cent could be saved on automobile insurance premiums if its proposal were adopted in place of the present method of determining reparations, based upon negligence. DRI said that the AIA "Complete Personal Protection Automobile Insurance Plan" is in fact "incomplete, impersonal and its basic limits do not offer the protection which many motorists have today through their current insurance. Additional benefits would be paid by the premium paying public at extra cost. Reduced benefits under the basic plan also should concern the labor force of this country."

CHALLENGES COST CLAIMS

Regarding the claimed cost savings, DRI cited the response of the American Mutual Insurance Alliance: "A preliminary actuarial study has found serious deficiencies in the cost figures offered in support of the AIA plan... The promise of cost of up to 45 per cent is an empty promise, based on invalid cost comparisons, an unrepresentative sample and a thicket of shaky assumptions. The basic limits policyholder would take a tremendous reduction in benefits in cases of injury and would be deprived entirely of any payment in case someone smashes into his car."

DRI also warned that the AIA proposal computes its cost savings upon "adequate" insurance rates but that its own spokesmen have indicated that today's automobile insurance rates are from 10 to 15 per cent too low in most states. Thus, if a person is presently paying \$100 for his auto insurance, AIA believes that an adequate rate would be between \$110 and \$115, so any reductions under the proposed no-fault plan would be figured from the higher premium level.

WAGE LOSS LIMITED

The DRI critique also emphasized the following regarding the proposed limited plan:

1. Wage loss recovery would be curtailed. Under the present system, an innocent victim of an automobile accident is entitled to recover full damages, including wage loss, both present and future.

Under AIA, a ceiling is

placed on wage loss recovery. A 15 per cent "tax deduction" is subtracted from any amount payable for this benefit and the maximum recovery allowed is \$750 a month (\$9,000 a year). The 15 per cent deduction means the most an injured workman will be able to recover is 85 per cent of lost wages. If he earns over \$9,000 a year, he would recover much less.

2. Loss of earning capacity, a proper element of damages under the present system, would not be allowed. For example, a factory worker could be injured in an automobile accident which would force him to miss one month's work. AIA would pay him for his wage loss (less 15 per cent and up to \$750) and for his hospital and medical expenses. If, however, upon returning to his job it was decided that his disability disqualified him from taking a better position, the AIA plan would yield him nothing.

3. For persons partially or totally disabled at a result of an automobile accident, there would be no recovery except a limited "benefit" ranging upward to 50 per cent of total medical and hospital expenses. Under the individual treatment of the present system, a decision is made in each case as to what damages are proper as determined by evidence presented.

COVERAGE IS DUPLICATED

4. Also of concern to the labor force is the fact that all motorists would be forced to carry automobile insurance, much of which duplicates that which many now have as fringe benefits such as medical and hospitalization coverage. When injured, claimants would collect two or more times for the same injury, thus creating "windfall" situations at the expense of all premium payers.

5. Claimants would receive nothing for pain and suffering they endured. Currently, this element is an acceptable consideration in determining damages and forms a substantial portion of many personal injury awards.

6. At present, insurance premiums would be similar for all drivers. Thus, the responsible and the reckless would pay the same, in contrast to the present system where drivers with bad records pay higher premiums while those with good records are assessed lower rates.

However, when insurance rating structures change under the AIA plan, based upon loss experience, it is most probable that drivers with large families might be penalized. Since the proposed coverage is similar to accident and health insurance, it would be expected that an owner of a station wagon who has a large family would pay higher premiums than a student with a two-seat sports car.

COLLISIONS NOT COVERED

7. Collision coverage would not be provided by the basic plan. For example, an owner would not be able to collect for property damage if his parked car were rammed by another motorist unless he had purchased collision coverage at additional cost and subject to the usual non-recoverable deductible of \$50 to \$100.
8. The fault of a person caus-

New Power Grab!

Bankers Find Loophole

THIS IS A REAL can of worms. It can affect the whole capitalistic system in the United States. The line between banking and commerce should not be erased.

Those words come from the nation's Number One "money man," William McC. Martin, chairman of the Federal Reserve Board. Martin was referring to a huge, swift, scarcely noticed new power grab by America's biggest bankers.

As reported recently by the New York Times: "The rush by the nation's largest banks to diversify through one-bank holding companies has turned into a stampede... So far, several dozen major banks, with total assets approaching \$100 billion, have taken the initiative... including the two largest in the nation—the Bank of America in San Francisco and the First National City Bank in New York."

As Time magazine puts it, the big banks have "found a legal loophole" in the Bank Holding Company Act that will let them branch out into any other kind of business—"into retailing, manufacturing, transportation or whatever else looks profitable"—and thereby acquire an ever-greater share of our economy.

Business Week magazine describes this movement as "the most daring enterprise that the banking world has ever undertaken," and says it has raised such questions as these: "With all their financial muscle, will banks ruin other businesses competitively? Does banking's free-wheeling style today presage an economic disaster, as it did in the 1920s?"

Ever since New Deal days, as a result of the banking disasters of the 1920s and early 1930s, the national banking laws have forbidden banks from controlling non-banking businesses. The Bank Holding Company Act of 1956 applied the same rule to bank holding companies—with some unfortunate loophole exceptions.

Several reasons are cited for stopping banks from owning other businesses. First, banks deal with other people's money. Their primary obligation is to their depositors. Bankers should not be tempted to "milk" their bank by lending huge sums of depositors' money to some other affiliated business.

Second, banks are given very special privileges by the government to issue credit. The reason for these privileges is to supply all business with bank credit on a fair and equitable basis. But if banks own certain other businesses, they are apt to tie-in their credit in a way to favor their own businesses and to hurt the competitors.

Third, the big banks already—through their control of credit and through the vast pension funds and trust accounts they administer—exert great power over all kinds of economic decisions. Allowing the big banks to also buy direct stock control over other giant corporations, through the holding company device, would balloon the bankers' power even more.

AN EXAMPLE OF this already exists in the state of Florida: The duPont Estate, headed by financier Edward Ball, has enjoyed a special exemption from the Bank Holding Company Act, even though it operates the largest banking combine in Florida. Using this loophole, Ball built up a \$2 billion financial-industrial empire, made himself the most powerful man in Florida, and abused his power unmercifully—most notably in refusing to settle the long Florida East Coast Railway strike.

This same kind of combined financial-industrial power—on an even vaster scale than Ed Ball and the duPont Estate—is what the huge banks of New York, Chicago and San Francisco are now on the way toward developing.

If they succeed—if huge financial-industrial holding companies come to dominate America the way the duPont Estate dominates Florida—it will be a sad and evil day for working people. Working people and their unions would have all too little bargaining strength against such massive combines.

Moreover, as Vice Chairman J. L. Robertson of the Federal Reserve Board has warned, bankers in the 1920s engaged in the same kind of "permissiveness the big bankers today are embarking on—which brought almost unrestrained expansion followed by a collapse and a depression that caused untold suffering."

Labor urges the new Congress, as one of its first acts to close the dangerous loophole in the Bank Holding Company Act that allows the big bankers to make their current power grab.

Employment

The U. S. Department of Labor says employment continued to rise substantially in December while unemployment remained at post-Korean lows. Unemployment rates declined slightly for adult men, married men, Negroes and full-time workers. The overall jobless rate at 3.3% was unchanged from November.

Labor Turnover

The demand for factory workers continued strong in November, according to an announcement by the Bureau of Labor Statistics. Total accessions and quits remained at their highest levels in two years, and the layoff rate returned to the post-Korean conflict low set in October 1966.

ing an automobile accident would not be considered to determine his benefits. This means that the careless or inattentive driver, the speeder, the reckless or drunken driver would be treated as the equal of the innocent accident victim who is injured as a result of such conduct.

9. The no-fault philosophy would destroy gains already made in improved safety in the highways. Common sense dictates that the court-jury method of determining reparations based upon fault acts as a deterrent to irresponsibility. It is certain that no-fault com-

pensation would in no way aid the highway safety efforts of many individuals and groups.

DRI also challenged the assertion by critics that whenever lawyers speak out in behalf of the jury-court method of reparations, that they are doing so because of self-interest: "In this instance, the interests of the people and attorneys are the same. Each person, claimant or defendant, has a right to press for justice in a court of law, represented by an attorney. This system has been established thoughtfully, carefully and Constitutionally. It should not be tossed aside for untried schemes which are contrary to the public good."

Obituaries

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

Name — City	Local Social Security No.	Register	Deceased
*Boyd, Sterling K. 3	826793		12/20/68
June—Wife	SS#572-05-2011		
1205 Burkhardt Drive			
San Leandro, California			
Caldwell, Dale N. 3D	538820		12/4/68
Anna—Wife	SS#554-05-4723		
1634 Hicks Avenue			
San Jose, California			
Dundee, Jack 3	279640		1/8/69
John Fagan	SS#547-03-8036		
Route 1, Box 108			
Gilroy, California			
Fodge, Travis A. 3	292571		12/26/68
Josephine—Wife	SS#445-03-1262		
5825 48th Avenue			
Sacramento, California			
Franklin, Ben 3	543550		1/2/69
Edna—Wife	SS#449-05-7663		
338 Bright Street			
San Francisco, California			
Freund, Emil 3C	779379		12/29/68
George Eliades—friend	SS#218-12-2650		
217 A Sixth Lane			
South San Francisco, Calif.			
Fronterhouse, Willie C. ... 3D	1235356		1/5/69
Willie Jo—Wife	SS#445-14-1190		
P.O. Box 465			
Battle Mountain, Nevada			
Gibson, Denver 3	891956		1/13/69
Karen—Wife	SS#517-36-8573		
San Jose, California			
Ingles, Rocco 3	643182		1/3/69
Martha—Wife	SS#019-10-5665		
39502 Sundale Court			
Fremont, California			
James, Thomas 3B	408999		1/13/69
Mabel—Wife	SS#568-26-2074		
2826 Ridge Road			
San Pablo, California			
Johnson, Edwin C. 3	845415		1/2/69
Jean—Wife	SS#547-05-8224		
2446 Tennessee Street			
Vallejo, California			
Jones, Rosco 3	873223		12/28/68
Lillie—Wife	SS#566-14-1502		
P.O. Box 362			
Gridley, California			
Keating, Jack P. 3A	879739		11/25/68
Ruth—Wife	SS#543-03-4647		
P.O. Box 742			
Benicia, California			
Kister, Donald Owner-operator			1/20/69
May—Wife	SS#557-18-2686		
601 Kister Circle			
El Sobrante, California			
Krugh, Paul 3	620147		1/13/69
Norman Harmon—friend	SS#555-24-9050		
4 Mast			
Suisun City, California			
Larsen, Lon A. 3A	557541		1/14/69
Deyon—Wife	SS#528-05-8451		
2965 South State			
Salt Lake City, Utah			
Lowden, B. F. 3	386075		1/22/69
Joyce—Wife	SS#553-03-8216		
138 Sunset			
Hayward, California			
Martinelli, Gerald 3	808160		1/17/69
Ada—mother	SS#564-42-8832		
821 Sixth Street			
Petaluma, California			
Mason, Claude O. 3D	693876		1/1/69
Beulah F.—Wife	SS#490-18-4929		
Garden Street			
Aromas, California			
McBride, R. A. 3	322368		1/21/69
Ellen—Wife	SS#566-07-1358		
5700 Stockton Blvd.			
Sacramento, California			
McCarver, F. C. 3	736370		1/1/69
Robert J.—son	SS#717-14-2058		
Route 1, Box 223			
Crescent City, California			
*McDonald, Martin A. 3	1328184		12/23/68
Dawn—Wife	SS#572-68-1748		
2551 Marin Street			
Napa, California			

111 Deceased Members November 1968 through January 1969.
* 3 Industrial Accidents.

Weather Still Boss In Marin

By AL HANSEN

Close to 30 inches of rainfall here in Marin County so far this season—this time last year, we had only 12.75—average to date: 17.72. At this writing, practically all the jobs are down due to this adverse weather, and our out-of-work list is growing!

However, blue skies permitting, we should look to a good year here in Marin.

We have just learned that Chiloti Bros. was awarded a contract to add another lane going into San Rafael off Highway 101 at \$75,865, which calls for widening of Irwin St. off-ramp of Highway 101. The project, to take about two months, includes widening the off-ramp to two lanes, restriping the northbound freeway from four to six lanes south of the exit and installing two overhead signs. Also coming up for bid soon will be the building of a viaduct.

New Petaluma span goes to bid next—final plans and specifications for the new Washington Street Bridge have been approved at estimated cost of \$281,840. Bids will be opened February 18th, and if contracts are awarded soon after that date, work could begin in March with completion scheduled for late Spring. Plans call for the new span to be 105 feet long and 89 feet wide. Three lanes of traffic will travel west and two lanes east. During construction, the old span will remain in operation—until at least two lanes of the new bridge are completed. The project cost includes the demolition of the southeast corner of Petaluma Blvd. North and Washington to enlarge the intersection. The cost estimate is \$100,000 higher than the project considered a year ago to renovate the old span and enlarge it to four lanes.

Facts to be faced:

Few Americans have ever read the Declaration—only 1321 words long — even though it explicitly sets forth the principles that are the cornerstone of our nation's freedom.

Fewer, still, appreciate that without the Declaration, which strongly affirms the divine origin of human rights, the Constitution and Bill of Rights lack a clear, profound basis.

It is up to you to help reverse this dangerous trend — to make facts like these known in your home, church, classroom, shop, office, organization: When our Founding Fathers drew up and adopted a Declaration of Independence in 1776, they made it unmistakably clear that God is the very foundation of the freedom of "all men." They deliberately included in the Declaration four significant references to Him —two at the beginning and two at the end.

What You Can Personally Do:
1. Read the Declaration. 2. Tell others about it. 3. See that the Declaration is taught in the Classroom. 4. Put its principles to work.

Skill Eased

The shortage of skilled television repairmen will soon be eased as a result of a training contract between Radio Corporation of America and the U.S. Department of Labor. Four hundred of the hard-core unemployed will enter training at \$1.80 an hour; upon successful completion of their training, they will earn up to \$3.45 an hour.



KEY JOB STEWARD with the San Francisco Port Authority is Local 3 Brother Luther (Slim) Vines. Port of San Francisco was officially turned over to the city last week. A 27-year member, Slim has been a Job Steward since 1944. Rated a "deckhand," he is now 57-years old and is looking forward to retirement at age 60.

Dredging

Continued from page 1

Whatever amount is finally decided upon, it is a project which should not be further neglected in congressional appropriations.

SHERMAN ISLAND SALVAGE COSTLY—The U.S. Army Corps of Engineers estimates it will cost at least \$2.6 million to save Sherman Island but a top official said, "We are confident that the island will be saved."

O. Haven Hart, chief of the construction and operations division of the Army's Sacramento District office, said the 200-foot wide, 40-foot deep levee break near Antioch Bridge will probably be closed within five weeks. Then it will take at least 90 days to pump flood water out of the island, whose surface is as much as 20 feet below sea level. The levee collapsed near Antioch Bridge on Jan. 20.

There has been heavy, in some cases severe, wave damage to the soft interior slopes of the 26 miles of levee which protected 10,000 acres of prime peat soil farmland.

The work of 256 state prisoners from Division of Forestry Conservation Camps managed to prevent the interior erosion from cutting new holes through the dikes, state officials said.

Army officials are trying to keep Sherman Island from becoming a permanently inundated section of the San Francisco Bay tidal waters — like Franks Tract, Big Break and more than a score of former farm islands in Suisun Bay where the sea destroyed reclamation efforts.

Hart said Army investigators said it would cost \$600,000 to close the break east of Antioch Bridge and at least \$400,000 to make wave-damaged levees strong enough to hold back water when the island is pumped dry.

Pumping alone will cost \$200,000, restoration private utilities \$200,000. It will cost \$150,000 to restore Highway 160, the "river road" to Sacramento, which is now under 10 feet of water where it crosses Sherman Island. Restoration of land and buildings will cost \$800,000. There was no estimate on the cost of replanting the asparagus, grain and truck garden crops.

The Army estimated the market value of the land to be \$8 million when reclaimed and because of this "repair is obviously economically justified," Hart said.

However, the Sacramento County Assessor's office listed the assessed value of land on the whole island for tax purposes at only \$1,003,478, with a total appraised market value of just over \$4 million.

The 13 gas wells on the island are assessed as land. Other assessments are \$105,000 for structures and \$16,600 for personal property plus \$9,284 assessed value on 35 boats which show on the Sacramento County tax records as six resorts on Sherman Island.

The Army said it would put up \$450,000 of the \$600,000 cost of fixing the big levee break, with state and local agencies each to pay 12½ per cent of this one cost.

Les Hood, the Army's technical liaison officer, said the State Division of Highways—which first took the position that they couldn't spend a dime on the levee repairs—has now agreed to let \$150,000 in highway repairs be counted as a state contribution..

Officials of Reclamation District 341, which encompasses Sherman Island, haven't indicated where the rest of the money will come from. The Army said it is authorized to spend \$2 million in statewide flood disaster aid under Public Law 99 and another \$2 million under Public Law 875. Hood said the Army expects to run 200 investigations of applications for federal disaster aid in the Sacramento San Joaquin Valley alone, a fact which will reduce the amount of money available to save Sherman Island.

He said the repair of the levee break has been complicated by tides which flow in and out of the levee break just like the tidal flow in and out of the Golden Gate. The tidal outflow at the levee break is 25,000 acre feet of water flowing through in a few hours.

Two private dredges, the "San Mateo," owned by Utah Construction Co., and the "Polhemus" owned by Western Pacific Dredge, are pouring river sand into the 40-foot deep hole. Two rock barges are hauling stone from Marin and Napa counties. Strong currents have repeatedly dragged away the barges, Hood said. Even when poured into place, the stones cause the deep layer of soft peat soil to heave about and whole loads of stones simply sink into the peat like a rock dropping into quicksand.

Hood said the Army has aided in restoring damaged dikes on Empire Tract and Quimby, Webb and Venice Islands in the Delta in past years.

Unemployment

The year 1968 closed with only six of the nation's 150 major manpower centers remaining in the six percent or above substantial unemployment classification. The Labor Department said this was the lowest number since it began its present system in 1955 of classifying the extent of unemployment in the 150 most populous areas.

Personal Notes

SAN RAFAEL

Our thanks to following for their blood donations: Brothers Richard Cole, and Duane Hope.

We received a letter from Brother Clarence Huffstutter who is working for Bechtel Arabian in Lybia—sends his best wishes to the brothers.

Brother Joe Lovely and his wife are vacationing in Mexico—where he writes temperatures are in the 80's.

FRESNO

We wish a speedy recovery to Harold "Doc" Sumner and his wife Delores. Both will be returning home soon from the hospital.

Also, we wish a speedy recovery to Leon Wilson of Hood Corporation recovering from an automobile accident. Our thanks to Brother Denton Hollifield for his donation of blood.

We hate to keep harping on the same subject, but our supply of blood is almost depleted. No one seems to be interested in donating blood until they are personally affected.

PLEASE donate to the Central California Blood Bank, 2155 Amador, Fresno. They are open Monday and Friday from 2:00 to 7:00 PM and Tuesday and Thursday from 11:00 AM to 7:00 PM.

STOCKTON

The blood club was recently depleted by a request for seven pints of blood for a brother engineer. Those donating to meet the request were Brothers Roy Brawley, John Corbett, Ira "Bud" Herring, Glenn Johnson and Robert Quandt. Our thanks as well as those of the recipient goes to the donors and our plea to other brothers to participate in the club.

Brothers Cecil "Doc" Ford, Harvey Widener, Tom Sevedge, Cecil Oxford and Robert Warnick have all spent time in the local hospitals and Brother Paul Hatfield in a Modesto hospital. Our condolences to the families and friends of Brothers Joseph Greener and Laverne Hocker who passed away recently.

EUREKA

At this writing Brother Waler Trimm, who was injured in an auto accident October 11th is recuperating from back surgery at the St. Joseph Hospital in Eureka.

MARYSVILLE

We received the following letter:

Harold Huston, District Representative

Dear Sir:

We want to thank you for the many kindnesses shown to us during the hospitalization and passing of our beloved husband and father, Don Barrie.

A very special "thank you" for the beautiful Bible which we will always cherish. We are most grateful that we made use of the Credit Union for savings and also financing for we were covered by the Life Insurance. The benefits through the Union have helped very much. Sincerely, Mrs. Arelea Barrie, Ron, Jimmy and Shari Barrie.

During the past month Brothers Orland Tuttle, Roscoe Jones and Perry Odom passed away. We extend our deepest regrets to their families and wish them well.

Hospitalized were Loyd Noble, Nelson Hiveley, Ed Bruener and Opal Johnson. We hope they are all well and up and around at this printing.

Special "THANKS" to the following blood donors: Robert H. Shields, Frank Kuhre, Marcelyn M. Davis, Merle Austin, Frank Shephard, Mrs. Jane Jones, and John P. Jones. We are very appreciative of this gesture on the part of these Brothers and their wives.

SAN JOSE

We wish to express our best wishes for a quick recovery to the following Brothers who are confined in the hospital: Brothers Harlan E. Bothwell, Lloyd Haven, Bill Phelps, George Curtis and O. F. Yeager, retired engineer.

We would like to take this opportunity to thank Brother Robert Robinson, Dean Zander, James L. Packer, Bill Dalton and Mrs. Gay E. Haney for their donations to the blood bank.

This is an urgent appeal for our Brother Engineers to please make a donation to our blood bank. As of this date it has dropped to 2 or 3 pints and we have had many requests for blood which are going to be impossible to fulfill unless their donations are made.

We wish to express our condolences to the families of the following Brothers who recently passed away; Claude Mason, Jack Scogin, Jack Dundee, Denver Gibson, Gage Plemmons and Dale Caldwell.

SAN FRANCISCO

Sherman Fletcher is in St. Luke's Hospital; Fred Williams is in the French Hospital; Charlie Massacra is in French Hospital. We wish a speedy recovery to the Brothers and are looking forward to seeing them at the Dispatch Office.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

ORGAN. Lowery console. Antique white. Excellent condition. \$900.00. Assume payments of \$39.00 monthly. Joe Frauenhofer, 1087 Tilton Rd., Sebastopol, Calif. (707) 823-5782. Reg. #1219774. 1-1.

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

FOR SALE or trade for equity in 3 bedroom house in North Stockton. 1963. 16' Dorset run-about with skiing equipment. Fully loaded, only used very little. Lee Roy Jenkins, 2437 Eicher Ave., Modesto, Calif. Phone (209) 529-9341. Reg. #1157987. 1-1.

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

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

1967 JOHN DEERE model 760 self-loading scraper, has rippers, good rubber, private owned and operated. A-1 condition. Ten inch underwater jet gold sucker. P-500 pump and motor Johnson model 152-M, air compressor, two skin diver's suits. \$750. Joe C. Haslouer, 12864 East Tokay Colony Road, Lodi, Calif. 95240. Phone (209) 931-0781. Reg. #921408. 1-1.

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

BUILDERS LEVEL—David White, Tripod and case. \$100.00. Wayne Staaleson, 216 Bancroft Rd., Concord, Calif. 933-6576. Reg. No. 1181890. 1-1.

COMPRESSOR for air conditioner, for forced-air heating unit. Holly—2 1/2-ton. \$185.00. Wayne Staaleson, 216 Bancroft Rd., Concord, Calif. 933-6576. Reg. No. 1181890. 1-1.

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

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

COLLECTOR'S ITEM — 1958 Packard two-door sedan, fully equipped, original paint, partly fibre-glass body, runs like new. Can be seen at 1421 Pajaro St., Castroville, Calif. after 1:00 p.m. any day. \$1,800.00 or the highest bidder. Antone Nunes, 11421 Pajaro St., Castroville, Calif. 95012. Reg. No. 964992. 1-1.

1961 NATIONAL HOUSE TRAILER, 10' by 55', 8' by 12' Expando Room, Awnings and Skirtings. \$4,800.00. (Will take small travel trailer in trade.) Louie Lawrence, 3051 N. Prospect, Fresno, Calif. Phone (209) 268-9501. Reg. No. 769417. 1-1.

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

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

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

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

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

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

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

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

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

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

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

FOR SALE. Approx. 8 acres, secluded, excellent well, septic tank, new 2 room and bath cabin. Unfinished but livable. Year round creek, some deer and grouse, etc. R. Stubblefield, 5220 Tunnel Loop, Grants Pass, Ore. 97526. Phone (503) 478-3884. Reg. #473801. 1-1.

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

CITY LOTS—Small town Hwy. 66 Arizona. Utilities, schools, stores, etc. \$585; \$25 down, \$10 monthly, no interest. E. E. Fatheree, Rte. 3, Box 237, Orland, Calif. Reg. #317453. 2-1.

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

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

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

WOODWORKING EQUIPMENT: 8' air-operated automatic lathe; one pattern lathe; one 8' x 3/4" boring machine; one roof exhaust fan w/cyclone and piping. Approximate investment \$10,000. Will sell or trade for best offer. Phone 408-356-5884 evenings and weekends. Reg. No. 1051279. 3-1.

JEEP 1953—Four-wheel converted military, body fair, running gear. Very good. \$700. Phone 447-0419, Livermore. Reg. No. 1219581. 3-1.

FOR SALE—2 1/2 acres North Sacramento. Contact owner Ray Robles, 2240 Elkhorn Boulevard, Rio Linda, Calif. 95673. Telephone 991-3233. Reg. No. 0707356. 3-1.

1966 CHEVELLE. 2-door, super sport. 427 engine, 425 HP. 4.88 gears. Never raced since rebuilt. Legal street or strip. \$2,000. 534-3556. Evenings 562-1547. A. C. Bashnick. Reg. No. 360521. 3-1.

1967 CORVETTE, marina blue, 2 tops, 390 HP, 427 cu. in., 4-speed, positraction, power steer and brakes (disc), AM-FM radio, new tires, 20,000 mi. only. R. F. Invaldi, 4387 Romilly Way, Fremont, Ca. 94536. 415-797-4507. Reg. No. 931050. 3-1.

WANTED—Upholstery sewing machine, 111W-105 or 155. Bob Mog, P.O. Box 27, Cleats, Ca. 95227. Reg. No. 738764. 3-1.

COLLECTOR'S ITEM. 1956 T-Bird. Port Holes and continental kit. Original paint job. Has had good care. Best offer over \$2,000. Phone 335-4772 or write Vernon Chase, Box 478, Burney, California 96013. Reg. No. 935374. 3-1.

FRESNO HOME—3 BR. 1 1/4 bath, in excellent cond., w/w carpeting, fireplace, electric built-in, refrigerated air conditioning, 2-car garage, landscaped yard. Have over \$3,500 equity, will take \$2,000 cash or trade for something of equal value and assume FHA loan at 5 1/4%. Balance less than \$16,000. Convenient and good location. George Potts, 2515 Madison Avenue, Union City, Calif., tele. 471-4869. Reg. No. 1020840. 3-1.

INGRAM—10-12 ton 3 leg reversomatic. \$3,200. Terms. Motor recently overhauled. Call 763-0872, Lynn Williams. Reg. No. 899649. 3-1.

LAKE OF THE PINES. 1/2 acre. Beautiful view of clubhouse, guest house, golf links, large lake. Boating, fishing, swimming, picnics. 11 mi. n.w. of Auburn. Phone 234-4267. Paul H. Emerson, 6040 Rose Arbor, San Pablo, Calif. 94806. Reg. No. 321464. 3-1.

SKI BOAT, 15 ft., fiber hull, full convertible canvas top, life jackets, oars, speedometer. Factory heavy duty tilt-type boat trailer with winch. 45 HP Sears (McCulloch) outboard engine with 12V alternator. Full boat cover, four extra flotation cushions, tow rope. \$1,150. Dick Koop, 25 E. Larson, Fresno, Calif. 93706. Tele. 237-6267. Reg. No. 1115323. 3-1.

PUPS—Registered Australian Shepherd. Well marked for show, smart to work. Ready for spring training. For Sale. Call Grass Valley 273-6633. Reg. No. 1203442. 3-1.

FOR SALE—24" Huffy Riding Lawn Mower \$50.00. One spare wheel, tire and tube size 480/400 x 8" for boat trailer or luggage \$12.00. Fits 1 1/2" axle. C. J. Daigh, 2328 Orleans Dr., Pinole, Calif. or phone 415-758-0765. Reg. No. 394870. 3-1.

FOR SALE or trade for 16' boat and trailer. 1985-125 Kawasaki Motor Bike in good condition. Otto Querner, 1525 Shotwell, San Francisco, Calif., telephone 415-648-3225. Reg. No. 491005. 3-1.

1961 PLYMOUTH 4-Dr. Sedan. Good engine, tires and upholstery. \$275.00. Half acre wooded corner lot on paved streets, Redding, Calif. Can be divided so two homes can be built. All utilities. \$6,000. Joe M. Paulazzo, 5908 Ocean View Drive, Oakland, Calif. 94618, telephone 652-6240. Reg. No. 865537. 1-1.

STATION WAGON, Chevrolet (57-V8), hydramatic, A#1 condition, new mufflers, t-pipes, points, condenser, plugs, hand choke, etc., well cared for, very good buy at \$425. Telephone 793-5959 Fred L. Amaral, 300 King Avenue, Niles Fremont, Calif. 94536. Reg. No. 633244. 3-1.

FOR SALE—Racine Rapack Compactor, 1 yr. old, used very little. 4-cycle Briggs & Stratton eng. \$95.00 new, sale price \$750. Cecil W. Shelley, Rt. 1, Box 1233, Yreka, Calif., phone 842-3409. Reg. No. 1284794. 3-1.

LATHE, wood-metal comb. 8-speed, 28" between center, 8' swing, with cabinet, extras \$45.00. 3/4" drive snap-on socket set \$40.00. Call David Dickinson 282-3190. Reg. No. 339614. 3-1.

3-BEDROOM, 2 Bath, wall-to-wall carpeting throughout (new), fully wired (220-special wiring), aluminum screened patio, 2-car garage, 11 years (like new) located at 2050 Shane Drive, Richmond. Full price \$24,000. Easy to finance. Contact: John E. Straus, 3050 Shane Drive, Richmond, Calif. 94806, Tele. 415-223-5307. Reg. No. 921445. 3-1.

1965 BUDGER MOBILE HOME, 8' x 45' expands full length to 15'. 2 bedrooms, utility rm. 1 bath, washer-dryer, garbage disposer, w.w. carpeting, cooler, floor length drapes. Owner selling \$7,950. Call 885-5622 or write E. E. Herrington, Rt. 5, Box 5157, Auburn, Calif. 95603. Reg. No. 888823. 3-1.

MOUNTAIN PROPERTY on hwy. 50 halfway between Sacramento and Tahoe. 2 adjoining lots in resort nr. stores. Trailer and attached cabana, furnished. All utilities in. \$5,000 and \$10,000. Phone 408-724-9352 or write Hugh L. Webb, 206 Carnaros, Aromas, Calif. 95004. Reg. No. 745133. 3-1.

FOR SALE—1/2 acre lot in Santa Cruz nr. Scotts Valley. Redwood grove and well rights. Call or write James Parker, 320 Santa Cruz, Calif. 95063, 408-423-7443. Reg. No. 1191168. 3-1.

TRAILER SPACE for rent. Rnd Barn Trailer Village, 2 mi. south of Yreka. Operator owned trailer park. \$35 per space. Call 842-3409. Cecil W. Shelley. Reg. No. 1284794. 3-1.

CHARACTER improvement while you sleep. Ben Sweetland Nocturnal Education set-up. Includes recorder with timer, plus recorded course, printed course. Used, will sell for half original price. Call 233-2272, write 544-30th St., Richmond, Calif. 94804. Reg. No. 1219576. 3-1.

FOR SALE: 1/2 acre mobile home lot in adult park. All improvements in. 50 ft. redwood deck. Elevation 2,100 ft. Write P.O. Box 402, Pittsburg, Ca. 94565. Reg. No. 292566. 3-1.

FOR SALE: Tilt bed machinery trailer, 8' by 14' steel decked with winch and electric brakes. \$550 firm. Jack Mehen, Box 343, Murphys, Ca. 95247. Phone 209/728-3088. Reg. No. 1148355. 3-1.

FOR SALE

1966 Model

20' x 55' Mobile Home

3 Bedrooms—Automatic Washer

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

Qualified buyer can assume Credit Union contract.

For information call:

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RULES FOR SUBMITTING ADS

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

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

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

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

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

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



J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending January 24, 1969			Week Ending February 7, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
9	Hjalmar Kauppi	D. M. Farley	1	Willis H. Pueblo	G. Jones
12	D. D. Monia	I. J. Neely	1B	John W. Maher	B. Roney
4	Otto Sheraske	R. Cooper	1B	S. W. Thornton	E. Bell
			5	Harry Shirey	B. Relford

Week Ending January 31, 1969			Week Ending February 14, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1A	V. E. Mossi	A. Hansen	1D	David Kama	B. Nakano
6	C. F. Vermillion	J. Smith	2	Otto Mann	D. Luba
6	R. R. Cobia	J. Smith	2	Roy VanBuskirk	A. Cellini
6	T. L. Campbell	J. Smith	3	Jimmie Pugh	W. Talbot
6	W. C. Ford	J. Smith			
2	Woodrow Redd	A. Cellini			
5	John Merrell	B. Relford			

SAFETY COMMITTEEMEN APPOINTED

Week Ending January 24, 1969			Week Ending January 31, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
2	Robert A. McCampbell	M. Wonnack	6	Henry L. Evans	J. E. Smith
2	David W. Lyndall	B. Larimer	6	Walter A. Fincher	J. E. Smith
12	Charles H. Dory	I. J. Neely	6	Corvin Peach	J. E. Smith
11	Gray Azparren	M. Parker	6	Everett H. Foster	J. E. Smith

Week Ending January 31, 1969			Week Ending February 7, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
2	Gary Patburg	D. Luba	2	Joe L. Parsons, Jr.	Guy Jones
5	Jack Long	K. Green	12	Robert Bleazard	I. J. Neely
1A	Ernest Griblin	A. Hansen	1	Earl Roberts	A. J. Hogg

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MEETINGS SCHEDULE

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

SEMI-ANNUAL MEETINGS
JULY
12 San Francisco, Sat., 1:00 p.m.

DISTRICT & SUB-DISTRICT MEETINGS

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

APRIL
8 Eureka, Tues., 8:00 p.m.
9 Redding, Wed., 8:00 p.m.
10 Marysville, Thurs., 8:00 p.m.
23 San Francisco, Wed., 8:00 p.m.
23 Honolulu, Wed., 7:00 p.m.
24 Hilo, Thurs., 7:30 p.m.

MAY
1 Watsonville, Thurs., 8:00 p.m.
6 Sacramento, Tues., 8:00 p.m.
8 Oakland, Thurs., 8:00 p.m.
13 Stockton, Tues., 8:00 p.m.

JUNE
3 Fresno, Tues., 8:00 p.m.
5 Santa Rosa, Thurs., 8:00 p.m.
6 Provo, Fri., 8:00 p.m.
7 Reno, Sat., 8:00 p.m.

JULY
9 San Francisco, Wed., 8:00 p.m.
15 Eureka, Tues., 8:00 p.m.

16 Redding, Wed., 8:00 p.m.
17 Oroville, Thurs., 8:00 p.m.
23 Honolulu, Wed., 7:00 p.m.
24 Hilo, Thurs., 7:30 p.m.

AUGUST
14 Oakland, Thurs., 8:00 p.m.
19 Stockton, Tues., 8:00 p.m.
26 Sacramento, Tues., 8:00 p.m.
6 San Jose, Wed., 8:00 p.m.

SEPTEMBER
16 Fresno, Tues., 8:00 p.m.
18 Ukiah, Thurs., 8:00 p.m.
19 Salt Lake City, Fri., 8:00 p.m.
20 Reno, Sat., 8:00 p.m.

OCTOBER
1 San Francisco, Wed., 8:00 p.m.
7 Eureka, Tues., 8:00 p.m.
8 Redding, Wed., 8:00 p.m.
9 Marysville, Thurs., 8:00 p.m.
15 Honolulu, Wed., 7:00 p.m.
16 Hilo, Thurs., 7:30 p.m.

NOVEMBER
4 Sacramento, Tues., 8:00 p.m.
6 Watsonville, Thurs., 8:00 p.m.
11 Stockton, Tues., 8:00 p.m.
13 Oakland, Thurs., 8:00 p.m.

DECEMBER
2 Fresno, Tues., 8:00 p.m.
4 Santa Rosa, Thurs., 8:00 p.m.
5 Ogden, Fri., 8:00 p.m.
6 Reno, Sat., 8:00 p.m.

District & Sub-District Meeting Places

San Francisco, Engineers Bldg., 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, YWCA Community Rm., 1040 Richard St.
Hilo, Hawaii Tech. School, 1175 Manono St.
San Jose Labor Temple, 2102 Alameda Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, 2315 Valdez.
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, Musicians Hall, 120 W. Taylor St.
Marysville, Elks Hall, 920 - D St.
Watsonville, Veterans Memorial Bldg., 215 - 3rd.
Santa Rosa, Veterans Bldg., 1351 Bennett St.
Provo, 165 West 1st North.
Ogden, Teamsters Hall, 2538 Washington Blvd.

The 'Pill' Is Working!

The U.S. has an estimated population of 202,254,000 at the start of 1969, according to the U.S. Department of Commerce. This was an increase of one per cent over the estimate for the preceding New Year's Day and it marked the lowest annual rate of population growth in this country since 1940 when it was 0.92 per cent.

Large metropolitan areas of the U. S. continue to grow at a faster rate than the rest of the nation. The most rapid rate of gain in what the Department classifies as Standard Metropolitan Statistical Areas (SMSA) was achieved by the Anaheim-Santa Ana-Garden Grove, California SMSA, and it amounted to 75 per cent, or 527,300 more persons than in 1960 when the last census was taken.

The New York SMSA remains the nation's largest with an estimated population of 11,555,900 in 1967, up from a 1960 count of 10,694,633. The Los Angeles-Long Beach SMSA, with a 1967 estimate of 6,770,700 in 1967, as the second largest.

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ELECTION COMMITTEE NOTICE OF ELECTION

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

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

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

Please Note!

People age 65 and older have another chance to sign up for Medical Insurance under Medicare. The first three months of each year is an open enrollment period, giving people a second chance to sign up for Medicare's Part B, Medical Insurance.

According to J. Leland Embrey, Social Security District Manager in San Francisco, the period ending March 31, 1969 will be the last chance to sign up for Medical Insurance for those people who were age 65 on or before October 1, 1966.

Medical Insurance coverage will be effective July 1, 1969 for those who sign up for Medicare during this open enrollment period.

Fringes

Continued from page 1
glasses, that is, the Company will pay for the prescription lens but the member must pay for the frames.

There will also be a new type seniority provision, along with a progressionary system. This will solve the problem we have had in the past of filling vacancies and getting the proper man in the right job classification. There will be a completely new pay grade structure, which in some cases will upgrade certain classifications over and above whatever wage increase that will be negotiated.

Our Stewards, Brother Lewis and Brother Midden, have been doing a fine job and have had pretty good cooperation from all the Brothers on the job. We appreciate this kind of support.

Election of Grievance Committeemen-1969

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

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

DATE	DISTRICT	LOCATION
Mar. 4	5-Fresno	Engineers Bldg., 3121 E. Olive, Fresno
Tuesday		
Mar. 6	10-Santa Rosa	Labor Temple, State St., Ukiah
Thursday		
Mar. 7	12-Utah	1958 W.N. Temple, Salt Lake City, Utah
Friday		
Mar. 8	11-Nevada	Musicians Hall, 120 W. Taylor, Reno, Nev.
Saturday		

Article X

GRIEVANCE COMMITTEES

Section 1-District and Sub-district Grievance Committee

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

Section 4

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

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

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

Section 10

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

Grievance Committee Election Results

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced the following results of Grievance Committee election meetings:

District	Meeting Date	Results
San Francisco	January 8, 1969	Unanimously elected to Committee: Albert F. George (re-elected), Herman C. Jensen (re-elected), Edgar Davis (new member)
Eureka	January 14, 1969	Unanimously elected to Committee: E. W. LeRoy (re-elected), Harry E. Dillon (re-elected), Robert Will (re-elected)
Marysville	January 16, 1969	Unanimously elected to Committee: T. W. Stewart (re-elected), Jack M. Curtis (re-elected), V. B. Gilliam (re-elected)
Redding	January 15, 1969	Unanimously elected to Committee: Jake F. Cramer (re-elected), Francis S. Hempe (re-elected), John M. Melton (re-elected)
San Jose	February 5, 1969	Unanimously elected to Committee: Dick Miller (re-elected), George Reynolds (re-elected), Ivan Cady (re-elected)
Honolulu	February 13, 1969	Unanimously elected to Committee: William Ko (re-elected), Richard C. Lacar (re-elected), Shoichi Tamashiro (re-elected), John K. Hooper (new member)
Oakland	January 22, 1969	Unanimously elected to Committee: Tee Zhee Sanders (re-elected), Ralph Prince (re-elected), Clarence Hazelwood (re-elected)
Fresno		Ed Sharp will serve the balance of the unexpired term of Kelly Blevins until March 4, 1969 when a Membership meeting will be held to elect new Grievance Committeemen