

Will Tell Solons 'Hard Facts'

"Serving the men who move the earth!"

ENGINEERS NEWS



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March, 1970

Manager to Seek 'Jobs and Butter'

By KEN ERWIN

Business Manager Al Clem said today that delegates and representatives from Operating Engineers Local Union No. 3 to the annual Building & Construction Trades, AFL-CIO Legislative Conference in Washington, March 23-26, will seek "positive answers" in a few "nuts and bolts sessions with our senators and congressmen in the nation's capitol."

"We're not interested in schemes and dreams," said Clem, chief executive of the nation's largest, 35,000 members, heavy construction local, "we're interested in jobs for our membership."

Pointing out that the unemployment rate in the construction industry in the best of times "has always exceeded that of the national average," Clem said, "and with the delay and cut-back in basic construction, construction that this country badly needs, unemployment in our industry can be expected to triple the national average within a matter of months."

Clem also scored the failures and disruptiveness of so-called affirmative action programs that were originated by social activists without recourse to the knowledge, needs and experience of the construction industry, "yet many contractors are cutting their own economic throats by pandering to plans and programs that are little more than minority featherbedding. Don't get me wrong, we are not only aware of the need, but are solidly committed to sound affirmative action programs that put skilled minority craftsmen on multi-tonned heavy construction equipment, but we are also aware of the obvious danger of putting ill-trained or instant-trained operators on massive equipment that can, as the result of one ill-timed move, destroy life and property."

"The so-called Philadelphia Plan and Chicago Plan are not providing long-term answers, they are ill-conceived, short-term efforts to make the minority visible on the construction site, however, there is no guarantee that his instant-skills won't result in instant-invisibility when he is forced to compete in the marketplace at the end of the job," Clem added.

Clem said that the officers and membership of his union have "leaned over backward to support social engineering schemes, but when they start hollering 'give us more jobs that you haven't got,' then it's time to find out what Sunday-morning quarterback is calling the signals."

The seventh vice president of the International pointed out that the membership couldn't "feed their families and pay for their homes on promises and social cliches," he added "and most of our members are damned tired of the tail-wagging-the-dog pronouncements of politicians who lack either the courage or the common sense to tell pressure groups that you can't have better education without more schools, and they have to be built; you can't provide more jobs without more work or the end result will be simply to take one segment off welfare and put another segment on; you can't have better flood control and pure water without building more dams; in short, nothing is going to improve unless you have bigger, better and more con-

Local Union 3 Business Manager Al Clem said this week that a number of employers are using a type Employee Payroll/Personnel Record forms that include a block requiring the employee to give personal health information. He (Clem) pointed out that under existing industry contracts members of Operating Engineers Local Union No. 3 are not required to furnish such personal information and advised the membership NOT to do so.

Clem Relected To Port Council

Business Manager Al Clem has been reelected to serve another term as Vice President of the Maritime Trades Port Council of San Francisco Bay Area and Vicinity. President of the Council is Morris Weisberger, Secretary-Treasurer of the Sailors Union of the Pacific, and Secretary-Treasurer of the MTPC is W. G. Cummings, International Representative of the Boilermakers International.



LOCAL UNION NO. 3 President Paul Edgecombe has won election to the San Francisco Labor Council Executive Board. Brother Edgecombe has been a member of Local 3 since 1941 and has served his union as Business Representative, District Representative, Executive Board Member, Treasurer and President. He recently won an unprecedented fourth term as Local Union No. 3 president and is well known as a top negotiator and keen labor statesman throughout the four-state and Mid-Pacific Islands jurisdiction of the giant construction union.



OPERATING ENGINEERS Local Union No. 3 signed its first collective bargaining agreement with the government of Guam recently. Present for the signing ceremonies were (l. to r.) Business Manager Al Clem, Governor Carlos G. Camacho, signing, Senator William D. L. Flores and Local Union 3 Paul Edgecombe. (More Guam News on Page 5.)

Hawaii, Equipment Dealer Wages Go Up This Month

Business Manager Al Clem announced this week that across the board wage increases would go into effect this month (March) for Operating Engineers Local Union No. 3 members working under the Master Agreement with the General Contractors Labor Association in the state of Hawaii and for members working under two association contracts, West Bay Equipment Dealers Association and East Bay Equipment Dealers Association, in Northern California.

The union's chief executive said that the contracts negotiated in 1967 and 1968, respectively, would provide some economic relief for members who have seen a

steady deterioration of wage and fringe gains as a result of higher taxes and product and services inflation. "I am tired of hearing the so-called experts bleat about wage increases being the cause of inflation when it is patently obvious that corporate profit-taking and the fiscal irresponsibility of the tax gatherers and spenders are the classic causes of the current inflationary spiral."

Wage increases in the three contracts are as follows:

	WAGES	
	Old 9-1-69	New 3-2-70
Group 1	\$4.19	\$4.33
2	4.29	4.43
3	4.42	4.56
4	4.62	4.79
5	4.90	5.05
6	5.18	5.34
7	5.44	5.61
8	5.53	5.70
9	5.63	5.80
9A	5.69	5.89
10	5.86	6.04
11	6.10	6.28
12	6.40	6.59

HELICOPTER WORK

Airborne Hoist Operator for Helicopter used on work covered by this agreement 7.08 7.30
Co-Pilot of Helicopter used on work covered by this

agreement 7.20 7.42
Pilot of Helicopter used on Work covered by this agreement 7.34 7.56

DIVERS

Divers (Aqua Lung) 8.27 8.51
Divers (Aqua Lung) (Stand By) 5.63 5.80
Divers (Hard Hat) (Per Day) 66.16 68.08
Divers (Hard Hat) (Stand By) — Receives 25c more per hour than the rate of the highest classification of employee being worked with.

TRUCK DRIVERS

Truck Driver (Utility, flatbed, etc.) 4.19 4.33
Water Truck (sprinklers) 4.62 4.79
Dump Truck, 5 yds. & under (water level) 4.62 4.79
Dump Truck, over 5 yds. 4.90 5.05
Tractor Trailer (Hauling equipment) 5.18 5.34

FRINGES

1-6-69 1-5-70
Pensions275 .40

WEST BAY EQUIPMENT DEALERS ASSOCIATION

(See NEW PAY Page 12)

At its meeting on February 3, 1970, the San Francisco-District No. 1 Membership elected the following to serve on the GRIEVANCE COMMITTEE for the ensuing year: ALBERT F. GEORGE, S.S. No. 558-40-3818 (Incumbent), 37Chickasaw Court, Corte Madera, California; JAMES D. O'BRIEN, S.S. No. 552-32-9053 (Incumbent), 1450 Sanchez Street, San Francisco, California; EUGENE P. KILLEAN, S.S. No. 546-14-2352 (Incumbent), 1402 Notre Dame Avenue, Belmont, California 94002.



Collectively
Speaking
with Al Clem

Admittedly, the starting of this article sounds like a weather report, but in the past it has always stopped raining sometime—and we are assuming it will again this year.

In addition to being slow for those who are working, we have not been able to get as much activity on the equipment at Camp Murieta as we would like to have, but in spite of this the attendance has been exceedingly good, taking into consideration the kind of weather we have been having. I would again urge each and every member of this organization, who can spare the time, to make an effort to attend this excellent training center. For with the cutback in construction work, only those who have multiple skills can hope to keep steadily employed, and this is an opportunity that is afforded only to members of Local 3 to improve their skills as well as acquire new ones.

Due to the many problems confronting the construction industry, not only in the jurisdiction of Local 3, but throughout the entire United States, and in order that we may more effectively evaluate our many problems, we have originated a committee composed of equal representation from the A.G.C. and EGCA to evaluate our many problems and to seek solutions. It is anticipated that we will meet at least once a month to discuss these problems, and, hopefully in the long range arrive at solutions to most of them.

On March 23rd the Legislative Conference of the Building Trades Department will convene in Washington, D.C. There will be a Committee from your Local Union in attendance at this important meeting. Our primary reason for taking an active interest in this legislative conference is to try to impress upon our representatives in the Congress and the Senate the necessity for a larger Public Works program throughout the United States, as well as to express our views upon many of the proposed bills that are now before the Congress and Senate. As these are our elected representatives, if each of you would take it upon yourselves to write to them expressing your views on the many subjects with which they have a great deal to do, I am sure that many who are so reactionary may change their vote on some of these most important issues.

We were successful in securing the vote of the majority of people working for six major Testing and Inspection firms in Northern California, and we have recently consummated an agreement which will be submitted to the employees for their ratification. There are approximately 172 employees in this unit which rightfully should go into the Local 3E branch. They work as concrete inspectors, steel inspectors and non-destructive testing crafts that work in conjunction basically with the surveyors and operators of Local 3. The contract covers Northern California and Northern Nevada.

My schedule permitted me to attend the Quarterly meetings in Fresno, Salt Lake City and Reno. These meetings were well attended and it was a pleasure to visit with the Brothers who were in attendance. There was a Grievance Committee elected at E. Jensen's and their term will be for this coming year. I attended a specially-called meeting with Anaconda at Yearington, Nevada, to discuss some of the problems relating to the contract. I attended the meeting on Saturday, February 28th, and we held another meeting with the representatives of the company on March 5th, at which were reviewed all the grievances, and we are hopeful that the majority of them were settled to the satisfaction of the membership.

For the information of the members, we secured new office headquarters in Santa Rosa; the new address is 3900 Mayette Street. We feel that these quarters will not only provide more room for the members, but will also provide better working space for the employees:

Inasmuch as this year is the anniversary date of the Rock Sand & Gravel Agreement in California and the A.G.C. Agreement in the State of Utah, we have sent out questionnaires to the members employed in these industries. We hope you will fill these out as quickly as possible and drop them in the return mail.

Need: Political Truth! Campaign Pays Off Partially

(Continued from Page 1)
struction to meet the long and short time needs of both the core-city and the countryside."

Pointing out that the "construction industry, more than any other, feels the immediate cause and effect of uninformed, and restrictive legislation at every level of government," Clem said, "it is vital, especially in our industry, that unions and management find a common ground for removing archaic legal blockage and preventing shotgun passage of restrictive construction and labor legislation."

Clem said that it was incongruous to him that the nation's contractors and manufacturing associations, in league with the anti-labor Chamber of Commerce, could even find a common bond in "economic name-calling." "Most of the experts have long known, what the public is just beginning to know, that wages and contractors' profits have nothing to do with inflation and that the spiraling cost of construction cannot be laid at the door of on-site preparation and labor, rather, the high cost of materials, land and money are pricing the average American out of the housing market especially in the high-density population areas.

"There is a frightening multiplicity of agencies at every level of government issuing manifestoes that have a crippling effect on the construction industry, "these range from the inept and often uninformed zoning codes at the community level to the 75 per cent cutback in Federal construction projects that is impaling the industry and the worker on the wall of economic redress," said Clem.

Clem also pointed out that though a "great many Americans agree in principal with a reduction in military spending, we think it is poor planning when several hundred thousand career civil servants are thrust upon a sliding economy without any provision for alternative employment, this can only multiply the economic problems of the nation."

Clem said the Local Union 3 delegation would talk to legislators on specific Federal-State construction projects that are being "deliberately delayed for the self-serving purpose of justifying a bankrupt economic philosophy."

The union leader added that "unless cooler and calmer heads prevail, this country could very well find itself saddled with wage and price controls as a court of last resort."

While granting that there are no pat answers to the nation's pressing construction-labor problems, the union leader feels that some "leaning-out" and "restructuring" of those Federal and State agencies dealing with the construction industry is essential. He suggested the following:

- Establishment of a National Construction Board to direct the development of a Master Plan that would determine the priorities and direction of this nation's growth over the next fifty years. "We are speaking now not only of urban renewal, but of future industrial complexes as well. Not only housing in the high density areas, but new cities, planned communities,

where a complex of government, labor and industry can provide an escape valve for the core cities by realigning population growth in low and non-populated areas. Something like England's New Towns Act of 1946 which is proving so successful in relieving the pressure on London." Clem pointed out that such a board could also go a long way in eliminating pork-barrelling and haphazard growth by establishing national priorities that take into consideration the ecology as it is affected by transportation; master water planning, through thoroughly researched flood control; waste disposal; and smog control.

- Federal stock-piling of priority construction materials aimed at leveling prices in a feast-or-famine industry. Materials would be released for use only by the NCB for specially sponsored projects such as the New Cities programs and other high priority projects included in the Master Plan.

- Federal stock-piling of cheap and undeveloped low-population land areas for future growth use. This would head off inflationary speculation in land near future Master Plan projects and provide green belt recreation areas for protection of the ecology.

- A National Construction Bank that would relieve the growing pressure of the high cost of money for land, materials and mortgages.

Clem pointed out that any of the above programs could and should be worked out with the full participation of labor and management; would be anti-inflationary, and would not stunt the nation's growth by "arbitrarily cutting back badly needed construction that could result in doubling the nation's unemployment."

By LAKE AUSTIN and LOU BARNES

It seems that some of our letter writing and the up-coming election has done some good, at least on the Federal level. President Nixon's budget, as submitted to Congress, looks as if it will restore most of the construction cuts plus some gains in many areas. One item of particular interest to us here in California is a request to extend the expiration date of the Highway Trust Fund past its Sept. 30, 1972, deadline. This is very important to us due to the large amount of Interstate Highway mileage here.

The budget will also include a massive infusion of money into municipal waste treatment plants on a matching fund basis. If this is approved, as submitted to Congress, this will mean on the national scene approximately \$10 billion to be spent during the next 5 years. This is tremendously important to us Californians due to our ever increasing population and is also increasing in importance to other areas of Local No. 3's jurisdiction.

We all know that if the current trend to waste, ruin and never attempt to recover isn't curtailed that we are playing with a "time bomb" worse than any nation has ever seen before. We can all remember fishing and hunting in areas just 10-15 years ago that today are nothing more than cesspools or garbage heaps. If more of our national effort isn't expended on improving our living conditions and stop worrying about trying to out do everyone on other matters, it is going to

(See LETTERS Page 3)

Crabfest A Must!!!

MARCH 21, 1970!!! Make a note of this date brother; cancel previous engagements, arrange for a baby-sitter, or what ever it takes to be in attendance for the Eureka Annual Crab Feed for all Operating Engineers, wives, and friends.

This will be the 9th year that we have been enjoying this special event, and we extend this invitation to all members throughout Local 3.

This is an annual event sponsored by and for the membership of Operating Engineers, their wives and guests, and affords the opportunity for them to renew old acquaintances and obtain a closer relationship with their fellow brothers. It will be held at the Moose Park with cocktail "hours" beginning at 7 p.m. and dinner at 8 p.m. The main course will be the traditional world famous "Humboldt Crab" along with spaghetti, salad, garlic bread, coffee and beer. Dancing until 2 a.m. with the Cocktail Lounge open all evening.

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

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"Big Lie" Technique!**Florida Senator Seeks Right-to-Work Funds**

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

Have you seen the letter written by United States Senator Gurney from Florida asking you to donate money to the National Right to Work Legal Defense & Education Foundation? If you did—did you recognize the big lie to scare you into backing the right-to-work movement and contribute to the Foundation? The Senator stated the following: "In 1968, it is estimated Union officials spent over \$60,000,000 of Union money on the Humphrey for President campaign," and went on to state: "... You see, much of Union's political funds come from men and women—both Democrats and Republicans who are forced to pay union dues in order to hold their jobs. This is what needs to be stopped... the use of compulsory dues for politics." The Senator ignores the truth to bait the trap for you and the rest of America.

THE TRUTH IS THAT THE U. S. CRIMINAL CODE AS AMENDED BY THE LABOR MANAGEMENT RELATIONS ACT MAKES IT UNLAWFUL FOR A CORPORATION OR A LABOR UNION TO MAKE CONTRIBUTIONS OR EXPENDITURES IN CONNECTION WITH AN ELECTION TO FILL ANY FEDERAL OFFICE. WILLFUL VIOLATION OF THIS PROVISION IS MADE A CRIMINAL OFFENSE, PUNISHABLE BY A FINE OF NOT MORE THAN \$10,000 OR BY IMPRISONMENT FOR NOT MORE THAN TWO YEARS—OR BOTH. A fine and jail for two years—who wants that risk? Why the big lie, Senator?

Your enemies (the right-to-worker) feel that the stage is set and the time is now to push you all the way back to where they think you rightfully belong. How is the stage set? Inflation is the magic word.

Inflation is the prime concern of everyone and rightfully so. But, your enemies are spreading the word that the entire blame for the inflationary spiral belongs to organized labor. Never mind the swollen prices of bread and butter items that are kept artificially high by government subsidies paid from your tax money. Your enemies say that organized labor has created inflation through gains in wages and fringes you have been receiving.

The news media tells everybody that labor costs are the biggest stumbling blocks in residential construction. Figures compiled by the U. S. Bureau of Labor Statistics and the National Association of Home Builders Economic Department tell a different story. The figures show that between 1949 and 1969, on-site labor cost fell from 33 per cent of the price of a home to 18 per cent (a decrease of 15 per cent) while financing increased from 5 per cent to 10 per cent and land increased from 11 per cent to 21 per cent. Tell that to Senator Gurney and his right-to-work cohorts.

Everyone agrees that inflation must be stopped. Unemployment. That is the administration's answer to stop inflation. Paul McCracken, the President's chief economic advisor, told a joint Congressional committee that the unemployment rate will rise to an average of 4.3 per cent in 1970 which would involve a loss of 700,000 jobs. That means 700,000 people will be unemployed now. Nothing was said about later in the year or 1971.

The administration is disappointed. It can't figure out why the monies from the withholding tax are decreasing. Why should the withholding tax intake be less simply because there are more layoffs? And at the rate the lay-

offs are increasing, the withholding monies should be running into a deficit before many more months pass. Is this cause and effect too simple for the administration to comprehend. Somebody explain to them why it is impossible to have 700,000 less taxpayers and still have as many tax dollars coming in as before.

Will the 700,000 unemployed be the limit? Budget Director Mayo says the administration would cut spending still more if income sags. There they go again with that same wrong answer. Squeeze out more of the employed from their jobs and overlook the fact that the more unemployed the fewer taxpayers. Those out of jobs won't be suffering from inflation. They will have the problem of depression.

The President takes action in this fight to stop inflation. What does he do? He presents the highest budget in the history of America—\$200 billion. And he cuts construction work, a highly organized grassroots industry, by 75 per cent. (That leaves only 25 per cent!) He not only swells unemployment, increases welfare rolls, wallops unionized workers, but also cuts the number of taxpayers. Were does he propose to get his \$200 billion?

To make it more ridiculous, highway construction would not cost the taxpayers one extra cent. So why the cutback? The Highway Trust Fund derives its revenue from the 4-cents per gallon Federal gasoline tax. This Fund is building up a large reserve which will amount to \$3.4 billion by 1971, and all the time our people are unemployed because of the highway construction cutback, and the much needed highway program gets farther and farther behind, just like those who are unemployed.

Is the administration working to destroy organized labor? We'll find out during the next few months.

Don't be fooled. Watch! In all probability just prior to the election the Administration will pump some money into the economy to deceive you into backing this administration.

It is no longer a case of what can you do—it is now what you must do. Use your vote. Make it count. Register and vote. Tell whomever you can the truth about labor's role in American society. Write your elected Representative on the issues. Make yourself heard.

Doing Useful Work

Operation Mainstream, a Department of Labor manpower program, provides work experience and training for chronically unemployed older workers. These people plant trees, beautify roads, improve drainage, protect wildlife, and rehabilitate housing. These projects help improve small and rural low-income communities while providing jobs for their inhabitants.

Still "Go" On Many Projects

By RAY COOPER and
GENE LAKE

Nearly \$5 million for Humboldt County projects is included in President Nixon's budget to Congress, including \$3.26 million for Humboldt Bay jetty reconstruction and \$900,000 for Butler Valley Dam engineering.

The money for Bay jetties will permit a rapid start on repairing the breakage caused by heavy seas. The Corps of Engineers recently finished its studies of a model of Humboldt Bay entrance at the Waterways Experiment Station in Vicksburg, Miss., and conducted an aerial survey here.

The \$900,000 for Butler Valley Dam will go to pre-construction engineering and will keep the Dam project on time for a 1977 completion. Completion of the flood control project at Klamath Glen is insured with an allocation of \$853,000 which was included in the President's budget. Also in Del Norte County \$85,000 has been allocated to complete planning on the Crescent City inner harbor project.

Ray Kizer Construction Company of Redding submitted the low bid of \$3,181,000 for two and one half miles of new freeway on the Redwood Highway near Scotia between Jordan Creek, where the present four-lane freeway ends to the Richard Fleisher Bridge 2.5 miles south of Scotia.

A dream of more than a decade, the McKinleyville to Fieldbrook road, moved a big step closer to reality recently when the County Board of Supervisors approved plans and specifications on the Murray Road extension at the McKinleyville end. Bid opening on the contract will be March 3, 1970.

An application for federal matching funds totaling over \$2 million was filed by the Board of Directors of the Humboldt Bay Municipal Water District.

The federal grant, to be matched by over \$2 million in money from local sources, would be used for construction of water facilities of the Samoa Peninsula extending as far south as the Coast Guard station, the installation of a trans-Humboldt Bay line connecting into Humboldt Community Services District water systems at the southern city limits of Eureka, and a connecting pipeline from Spruce Point to the College of the Redwoods which would also serve Humboldt Hill.

Humboldt State College has received formal approval in Sacramento from the California State Colleges Board of Trustees, to expand the campus to accommodate 8,000 full-time students by 1978 under a new master plan.

The campus will expand into undeveloped land to the east and Fourteenth Street will form the southern border line.

Fulfillment of the 8,000-student master plan will require campus facilities estimated to cost \$26 million. The new plan will call for immediate work to design a large addition to the college library.

Coattailers Complain!**Local Involved Denies Sen. Gurney's Stand**

"Right to Work" forces are raising a tax-exempt war chest for a legal assault on the union shop, directed specifically at crippling labor's political activities.

Championing their cause is Sen. Edward J. Gurney (R-Fla.), one of only five senators to vote for each of three recent proposals that would have amended the tax bill to impose harsh restrictions on union political efforts.

The key measure, sponsored by Sen. Paul J. Fannin (R-Ariz.), and two variations of it were beaten overwhelmingly when the tax bill was on the Senate floor.

Murphy Votes Wrong

California's senior senator George Murphy joined Gurney in voting for the Fannin amendment on the key vote last December which was defeated 59-27. But it was not immediately determinable whether Murphy also voted wrong on the other two proposals. Senator Alan Cranston, elected last year with strong COPE support, voted against the Fannin amendment.

Now, writing to employers on his Senate stationery, Gurney has appealed to them to kick in sums of up to \$500 to knock unions out of politics "with a single stroke."

The money, according to Gurney, would go into the coffers of the National Right to Work Legal Defense & Education Foundation. The foundation was set up by leaders of the National Right to Work Committee which has long led the drive to destroy the union shop.

Test Case Sought

Funds from the foundation, Gurney explained, would be used to finance "a national test case to challenge the constitutionality of the unions spending compulsory dues for politics." He said the immediate goal was to raise a "bare minimum" of \$115,000.

Reed Larson, a vice president of both the foundation and the committee, told William J. Eaton of the Chicago Daily News that "we've been very pleased with the response" to Gurney's letters. But he didn't list any specific sum collected.

The Fannin measure backed by costly full-page newspaper advertisements paid for by the National Right to Work Committee, would have removed a union's tax exempt status if it endorsed or opposed a candidate or carried on voter registration drives.

The successful floor fight against the move was led by Sen. Walter F. Mondale (D-Minn.), who pointed out that the committee and business organizations have the same type of tax exempt status as unions.

He emphasized that federal law already bars unions and corporations from contributing to candidates and parties from their treasuries, but that voluntary contributions to COPE are legal as are certain voluntary techniques used by businesses.

Gurney identified the "test case" being advanced by the "right to workers" as one involving 40 Detroit teachers "who have refused to buckle under the AFL-CIO demands that they pay money to the union or lose their jobs."

The case referred to by Gurney is one involving a group of Detroit teachers who have challenged a contract negotiated by Teachers Local 231 covering some 11,000 teachers in the city's public schools.

The complaining teachers, mostly members of the Detroit Education Association which was

previously expelled from the Michigan Education Association, object to an agency shop clause, effective Feb. 1, 1970, which requires them to pay a service fee to the local equal to the amount of dues if they choose not to join the union.

The case was to be heard by the Wayne County (Mich.) Circuit Court on Jan. 12. The same court already has upheld the legality of a similar agency shop clause maintained by the MEA in several contracts it has.

A representative of Local 231 said the challenge of the dissident teachers originally involved the constitutionality of the agency shop and had nothing to do with political spending.

"I don't see how there could be a political issue involved," she added. "We don't spend any treasury money on political activity. Everything we do in this area comes from voluntary funds."

Letters

(Continued from Page 2)

be just a very few years until none of us will be able to have any recreation or anything else. Even here in Redding we have had large amounts of air pollution so we are extremely glad to see some type of action on this before it is too late.

The U.S. Forest Service anticipates increased spending so maybe this will help us here in the Redding area, though nothing will be for certain until adoption of the budget.

Well, to recap the above, if the 1971 fiscal year budget is approved; there will be approximately \$1 billion more in construction spending nationally for construction or a total of \$11.3 billion. We feel that letters to Congress will help speed this along and possibly even increase the amount of money available, especially in this election year. Quite possibly, we might even get this area's unemployment down over what it has been for the last few years.

If our illustrious Governor of California would follow the lead of his party's leader we might even get our unemployment rate back to the Pat Brown level.

The Redding area still looks somewhat "wet" after our January record breaking storms. We had 29 inches of rain during the month. Shasta Dam really saved the day up here, as the largest amount of inflow into the reservoir ever recorded was held back to a somewhat manageable amount. At the peak of the storm, over 215,000 cubic feet per second was going into storage behind the Dam. The outflow was set at 79,000 cubic feet per second to prevent serious flooding further on downstream. To imagine how much water this is, just figure that each cubic foot is about 7½ gallons, or to put another way, Shasta Lake has 365 miles of shoreline and the depth increased in excess of 32 feet in less than 24 hours. Just imagine what this would have done to Sacramento.

(See BLOOD DRIVE Page 4)

Peralta College Complex Moving Ahead

By NORRIS A. CASEY,
District Representative
and Guard

A major California home builder is shifting to pre-assembled steel-stud-framed walls instead of wood framing put in place at the subdivisions.

William Lyon Co. also is introducing steel-frame plumbing modules. The change to steel will improve home quality, cut problems, and help stabilize prices, said Philip Colbourne, Vice President of Lyon's purchasing division. He noted the innovations gradually will be introduced statewide starting this month at Huntington Beach subdivision.

The technique, which reduces the amount of lumber in a house by 50 per cent has been used successfully for 2½ years by home builders in Australia, according to Colbourne, who said Lyon is pioneering it in California. Advantages of the 20-gauge galvanized steel over wood, he said, is elimination of shrinkage, twisting, expansion, contraction and resultant lessening of drywall cracks, separations, nail pops and window sticking.

The hazard of electrical wall fires is greatly reduced by steel. This should give the homeowner a reduced fire insurance cost. The house also will be termite-proof because no wood is in contact with soil or foundation and the problem of dry rot is totally eliminated.

The pre-assembled sections save three days production time on a house but at today's lumber prices do not effect a cost saving in materials. They will, however, mean a savings when future stepped-up building nation-wide sends lumber prices spiraling upward again. The prefabricated plumbing module completely framed in galvanized steel, is assembled at a subsidiary plant. It can be installed at the job site at any of several stages of construction.

The new wall allows upgrading of plumbing installations without increasing costs, as for example the new wall-hung water closets usually found only in more expensive homes. Modules are available for one or two bathroom installations (single or back-to-back) and for shower or tub. Kitchen and washing facilities may be adapted to either end of the module for further cost reduction.

Lyon's company, since its merger with American Standard Inc., has been engaged in research and development projects.

By TOM CARTER
Oakland-San Leandro Area

The work on the three Peralta College Campuses is moving right along in spite of the bad weather in January and February. The college of Alameda is the new campus expected to open first. Located at Atlantic and Webster Streets, this \$5.8 million college should be virtually completed in time for summer next June. It will accommodate a maximum of about 4,000 students.

Next on the time schedule is the largest of the new colleges, the \$21 million Laney campus, due to be completed by next September. Laney will house a maximum of about 10,000 students and its planning is designed to fit in with the master plan of the intercity redevelopment. The present Laney College is located at 10th and Fallon just a few blocks from the new campus. This property is owned by the Oakland Public School and will be developed when the new Laney College is opened.

The third campus is the Mer-



BACK WHEN LIFE was only complicated by World War II, remember, the one we agreed on, this picture was taken of the swing-shift at Kaiser Shipyard No. 1 in Richmond. Although Brother Stanley Johnson, now on disability retirement, can't remember many of the names in this photo, he does recall that Brothers Bill Miller and

Al Gomez are in the group. Brother Johnson says that it was here that the first Kaiser Hospital (Permanente) came into existence, it was in Yard No. 2. Brother Johnson would like to hear from any of his old shipyard buddies and can be reached at 5600 San Jose Ave., Richmond, CA 94804. His phone is 525-2932.

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ritt College located on upper Redwood Road. This campus should be open in 1971 and will accommodate 4,500 students. The cost of this college is approximately \$11 million dollars.

By ALEX CELLINI
Quarries, Equipment Dealers,
Plants and Scrapyards

In the Rock, Sand and Gravel industry work is progressing again for most brothers. The pits are now dry to a point! So harvesting material is back in swing, with more sunshine the brothers in the industry hope to really get rolling. Most quarries have their repair work up to date, so from here on out it will be day to day repairs.

Equipment Dealers are working but looking for more jobs for their ship crews.

The construction machinery division of Allis Chalmers, through their local equipment dealer California Tractor Company, is introducing the new HD21PB Crawler Tractor. With much thought, engineering and foresight they have come up with a tractor that will serve the construction industry with operator, mechanic and contractor in mind. In the personal department there has also been some up-grading in the Service Department, Leon Remstedt is now a Journeyman Mechanic; and in the Parts Department, Jerry Walker and Russ Vance have been up-graded to Journeyman Partsman. Congratulations Brothers, keep up the good work.

The Industrial Asphalt Plant in Fremont has completed their new conveyor and storage hopper which will hold 100 tons of asphalt in reserve for a steadier operation. A new pre-weight batching device for loading out material has been installed, also a change has been made on the tanks and supply lines which are now automatically heated and delivers products to plant for a versatile and selective quality asphalt product.

The Scrap Iron industry is still in good shape but the Ship Repair business is very slow.

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By HERMAN EPPLER
Upper Contra Costa County

Work is very slow on the eastern side of Contra Costa County at this time. Most of the jobs are down because of the weather but a few are still able to work, like the steam plant at Pittsburg for P. G. & E. There are seven contractors working on this project which will last about two years. Combustion Engineer of Ohio is one of the major contractors on this job. They are to put in the boilers for the plant. American Bridge is setting the steel to house this unit and are using two Manitowoc's on this work.

Terra Calif continues to build homes in Rossmoor, located in the foothills just out of Walnut Creek. Gallagher & Burk have the contract to move the dirt for this project and Valley Crest Landscaping of Concord are landscaping as fast as the apartment type homes are finished. They have many brothers working around this area during the summer months.

At the present time there is only one road into Rossmoor, but plans are being made for a second entrance and work will probably start on that sometime this summer.

The new Montgomery Ward Building is taking shape fast. This is a tilt up building located on Ygnacio Valley Road. The panels for this building are being shipped in by railroad and set into place by Rosendahl's cranes. Craftsman Construction Co., a subsidiary of Montgomery Ward, is the general contractor.

Dravo Corp. has gone to three shifts on the tunnel at Orinda. They are putting in the rail for the B.A.R.T. project. Work has been good for these crews working underground and they will have more brothers out there as summer breaks.

By PAT SHANKLIN
West Contra Costa County

The work picture is picking up due to a break in the weather. We can welcome a company from Kansas City, Kansas on their first job in our area. The company William A. Smith has a \$5 mil-

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lion dollar plus contract to install the rails for B.A.R.T. from the Richmond Yard to the Berkeley Station at Grove Street and 47th Street. They will have approximately 15 brothers working when they get rolling. There will be some delay in the starting schedule due to incompleteness of structures.

Willamette Iron & Steel in Richmond is keeping busy overhauling and repairing ships. Guy F. Atkinson has a job there, lengthening one of the dry dock bays by 150 feet to accommodate larger vessels and should be finished in mid April.

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Bechtel Corporation, Rodeo, has a refinery job for Union 76. The progress has been slow, on a start and stop basis, due to engineering problems. When they start up again the brothers should be kept working on a continual basis as the engineering plans will be far enough advanced.

If the weather holds, Gordon H. Ball should complete their slide job on Interstate 80 within a month. This job is near Pinole.

Piombo has a housing track in El Sobrante and will have all big dirt moved by this writing and will retain a small finishing crew.

Blood Drive Over

(Continued from Page 3)
mento and all the other areas lying along the Sacramento River. Our yearly total so far to date is over 54 inches as we write this in early February, so we have already set a record as long as the records have been kept with more than 2½ months of our "rainy" season to go.

We will have completed our annual blood drive as you read this and we hope this will be the biggest ever. If any of you haven't given blood that wish to do so, please donate it to your Engineer's Blood Bank. We have been extremely low on blood this year and could use as many pints as possible to replenish our reserves.

One possible bright spot this year will be the Alturas area with a job re-doing the Pit River Channel trough town, the Corps of Engineers' is contracting authority and they have about \$1 million available. There is also a \$1½ million job adjacent to Alturas for relocation of U.S. Highway 395. The remainder of the work picture in this area is about the same as reported before, nothing to write home about. The going projects started back a little, the first week of January, but got slapped real hard with the rain and to date are just beginning to dry out enough to find where they were when the rain started. We don't anticipate

clearing many Brothers off the "Out of Work" list until about the first part of May based on prior seasons and the few jobs scheduled for starting or restarting with the dry weather of then.

We again caution you to re-register with the Dispatcher prior to the 84th day after registering or re-registering on the "Out of Work" list.

Our Redding office will be more than pleased to register you as voters in Shasta County. Currently we have re-registered in excess of 150 members and wives—in addition to the many already registered. If any others have questions on registering to vote, please contact this office or your County Clerk's office for Deputy Registrars in your particular area of District No. 7.

Dear Sir:

It is with heartfelt gratitude that I acknowledge the gift of the lovely white memorial bible presented to me after the death of my husband, John (Jack) Snure.

It will be a treasured keepsake, and a reminder of the kindness shown me by the Operating Engineers Local No. 3.
Most Sincerely,
Nellie Snure
Clovis, Calif.

North Bay Area Boom To Continue

By AL HANSEN

GUIDES TO 1970—Following are some of the developments likely to affect the shape and nature of the economy of Marin during the next decade.

Construction of the freeway through Novato. A contract is expected to be rejuvenated and of 1971. Completion will be either in the fall of 1972 or spring of 1973. Relocation will open present Redwood Highway to redevelopment and change. The east side of Grant Avenue is expected to be rejuvenated and Highway 101 become less attractive to cheap commercial construction, such as service stations and drive-ins.

Conversion of Hamilton Air Force Base from a wholly military operation to a joint civilian installation will bring about almost unpredictable change. Industry dependent on the airlines, industry already involved with air commerce, industry spawned by the air ages will be drawn to Marin County and the land surrounding Hamilton. Hamilton during the 70's will adopt an entirely new role and spawn a whole new set of industrial complexes, attitudes, and manpower needs.

Opening a junior college campus in Novato will be one of the major developments to take place during the next ten years. The impact, educationally, socially, and culturally, will be sharp, whether such an institution opens on the present 330-acre site located in South Novato or is moved to north of the city.

Home construction will boom, once the present tight money situation is surmounted. With Novato so close to the center of the Bay area region, housing will show a sharp upward trend by the middle of the decade. Recreation and entertainment will continue to expand in the Novato basin as leisure time and income grows. Both commercial and private recreation will see major growth. Swimming pool contractors will thrive, dock facilities, construction of boats.

BAHIA NEXT MAJOR DEVELOPMENT—This huge community is fast nearing the time when the first townhouses will be built. The 900 acres of Bahia will be developed in stages. The site is located approximately 1.8 miles east of Redwood Highway, one mile north of Atherton Avenue. The waterfront aspects of development are obvious because the acreage is bounded, generally, by the Petaluma River on the east and Black John Slough on the north. To the south is Black Point's northern boundary, while Marin Memorial Gardens is on the east. Engineers are Murray & McCormick of Novato. Of the 900 acres, a total of 142 acres is "in the development works" for the near future at Bahia. Grading is nearing completion and this is the unit where the first townhouses will be built. The Petaluma River, a navigable stream to the immediate east, is connected with the site via a channel that was dredged as part of the initial site development a couple of years ago. Black John Slough to the north is also navigable and currently joins the property at the very northern boundary.

Joint civilian use of runway and other facilities at Hamilton Air Force Base can be expected to become a reality during the 1970's. The picture in Marin County appears to be this: Enough interest and need exist to prevent any future abandon-

ment of Hamilton. Bay area industrial and air age needs will force the continued operation of Hamilton.

Most see Hamilton used in conjunction with a rapidly growing industrial development, probably innovative and technical, which Hamilton and its flying facilities will anchor. Because of the reluctance of commercial airlines to schedule many flights out of a disparate number of airports, it is unlikely that much passenger traffic will be generated at Hamilton. Most of that will remain at San Francisco International Airport. This does not mean that a number of scheduled passenger flights won't eventually be slotted out of Hamilton to serve Marin and other North Coast customers or that Hamilton cannot serve as an important auxiliary field to San Francisco. Actually the greatest use will come from other sources. Most of the depot structures at San Francisco, the facilities to maintain planes, train crews and provide technological backup, in time will have to be cleared out as the space, both ground and air, will be needed for the booming passenger and air freight business handled there.

The possibilities are great. However, much planning and research are necessary. If whatever happens at Hamilton is guided so that the best interests of the community are served, something of economic benefit to Marin can result at Hamilton, where only 40 years ago sugar beets were tilled by the California Packing Company.

A DROP IN THE BUCKET—A drop in the bucket can renew the roots of political life. One young man, refusing to be discouraged by "backroom dealing," set out on a long-range campaign to "produce a true two-party system" in his state. After 15 years of struggle, his attempt to "blend principle with practical politics" paid off. Voters now have a clear choice of candidates at election time.

Maybe what you do is just "a drop in the bucket." But you can keep this a nation "under God" by supporting loyal public servants; uphold the right of respectful dissent; remind others that citizens of every nation belong to the larger brotherhood of humanity; suppress the urge to denounce rebellious youth and encourage at least one college student to seek a career in which he can serve the physical, intellectual or spiritual needs of mankind.

Future Forecast—As we move in the 1970's, the aura of progress prevails over Marin County area—as never before. The emergence of better roads, new buildings, more new homes, more commercial activity is a constant news factor in the community. It takes no crystal ball to foresee that the area is growing and that it will continue to grow. But how it will grow is becoming a more genuine concern to many.

Civic Center—The Marin County Civic Center with its newly completed wing, housing the Hall of Justice and all court-related county offices, the jail, the social services departments, the transit district—the \$11 million project, which has been more than two years in the making, marks another step of completion in the master plan conceived by the beautiful building's architect, Frank Lloyd Wright. Occupancy of the new addition took place in January, 1970.

Memorial Auditorium—The Veteran's Memorial Auditorium

down the hill towards the fairgrounds site, is still under construction, pointing toward a realistic completion date of September, 1970.

Annexation to San Rafael may well be in the future of the Gallinas Valley. This fall, 1,000 acres were annexed which included land around the Civic Center and the Smith Ranch lands which extend north from that point. The Gallinas Valley area would probably grow more rapidly if it were annexed because, in financing

new construction, preference is given to incorporated areas with stable tax rates, especially when money is tight.

Ground breaking before the end of the year is expected for construction of new insurance company headquarters on a six-acre parcel adjacent to the Civic Center Frontage Road, north of the Northwestern Pacific Railroad tracks.

Holiday Inn will also expand this new year, an office building of about 60,000 square feet to be

added.

Other developments that may come alive this year include the possibility of new apartments on San Pablo Road in Santa Venetia, and more apartments on Merrydale Road. The area around the Enco station Lucas Valley Road may yet boast of a small shopping center. Considerable progress has been made in the past 15 years in the Gallinas Valley.

The Quail Hill Project—Over-
(See QUAIL HILL Page 10)



EXECUTIVE RECOGNITION is granted Local Union No. 3 as Governor Carlos G. Camacho signs the official letter that makes Local 3 sole bargaining agent for school and bus drivers on

Guam. Witnessing the signature are (l. to r.) Public Works Director Juan Tenorio, Senator William D. L. Flores and Fran Walker, Local 3 Trustee. (More Guam News on Page 1.)

Local Union Wins Another Exclusive In Guam Pact

Governor Carlos G. Camacho has granted exclusive recognition to the Operating Engineers Local Union 3 as the sole bargaining representative for 147 school bus drivers of the Department of Public Works.

The Governor Monday signed a letter informing union leaders of the government's certification of election results, whereby a majority of 77 bus drivers signed representation authorization cards. Fifteen employees also signed authorization cards for deduction of dues, fulfilling the 10 per cent membership requirement.

"Your organization is entitled to exclusive recognition for a minimum period of one year, provided however, that the organization engages in no unfair labor practice or violates the provisions of the Public Employee-Management Relations Act of Guam," the Governor said in his letter to Senator William D. L. Flores, deputy director of the organization.

Senator Flores, Fran Walker, union trustee and director of organization, and Public Works Director Juan Tenorio witnessed the signing of the letter of recognition.

The Governor stated that he is "confident that both sides will strive through fair and open-minded negotiations to achieve what should be a mutual goal—improved working conditions for employees of the unit and better service for the citizens of Guam."

The school bus drivers are the third group of Gov-Guam employees to be unionized. Almost two years ago, Commercial Port employees voted for representation by Local Union 3, and only last November Public Works' refuse collectors certified the union as their bargaining agent.



BIG DAY COMES for Brother Sam Cooper, who has been working continuously for the past twenty-five (25) years as the Master Mechanic for Arthur B. Siri Company in Santa Rosa & has retired. As can be seen from the picture—Sam's last pair of dirty overalls. He is now on his way to Colorado to live. Sam hopes to do a lot of fishing and especially a lot of hunting, as Art Siri presented him with a Centennial Model 30-30 Winchester Rifle on his retirement. Good luck, Sam.

Big Turnout At Marysville Meeting

By HAROLD HUSTON, Auditor and District Representative

LARGE TURNOUT TO DISTRICT MEETING IN OROVILLE—Your Business Manager and International Vice President Brother Al Clem along with the rest of the officers have expressed their warm appreciation to the approximately 185 brothers who attended the district meeting held in Oroville on January 22, 1970. This team effort of all the brothers supporting the officers which you have elected is the main reason your union is the success it is today. Brother William Stevens was given a gold card honorary lifetime membership for 35 years of membership by Brother Al Clem at this meeting. It was most interesting to hear Brothers Clem, Hope and Stevens reminisce about working together on various jobs. Congratulations to you Brother Stevens and your lovely wife.

GRIEVANCE COMMITTEE RE-ELECTED—At the same district meeting re-elected to the district grievance committee were Brothers V. B. "Bob" Gilliam, T. W. "Woody" Stewart and Robert Christy. They will represent this district for the year 1970. It has been a pleasure working with these brothers during 1969, and I am looking forward to the same cooperation this new year. These brothers are dedicated union members and do an excellent job in representing all of you in this district. Also your Executive Board member Brother Jack Slade, chairman of the grievance committee, is doing an outstanding job in this committee and at the Executive Board meetings held each month in San Francisco.

"MARYSVILLE DISTRICT COUNTIES DISASTER STATUS"—Yuba and Sutter counties were added to the list of Northern California counties declared disaster areas in the wake of heavy rains and high water as damage estimates continued to mount. The state disaster office in Sacramento estimated the toll for Yuba County at \$1.65 million and for Sutter County at \$1 million. The declaration of Yuba and Sutter counties as disaster areas was approved by the governor and the list forwarded to Washington for a federal declaration.

Boards in Ruling—Boards of supervisors in both counties had declared a "state of local disaster" and has asked the governor to add the two counties to the list of other counties already in that category. They include Butte, \$1.76 million; Colusa—\$1.9 million; Plumas — \$550,000; Modoc—\$1.53 million; Lassen—\$713,000; Tehama—\$1.45 million; Siskiyou—\$1.14 million; Trinity—\$690,000; Glenn — \$1.99 million; Shasta — \$6.075 million; Lake — \$1.17 million; Marin — \$1.39 million; and Del Norte — \$1 million.

The total amounts to some \$23 million, of which about \$17 million is to public property and \$6.88 million to private property, according to the state disaster office. Damage estimated here rose as water went down and Sutter County Civil Defense Coordinator said he expected his county's toll to rise about \$1 million as more damage is exposed. He had estimated damage at \$691,000 in the county's original request for designation as a disaster area. However, he pointed out that the receding Feather River had exposed bank cutting that jumped the toll to \$945,000 and even more damage is expected to be disclosed when

water in the Sacramento River and the Sutter By-Pass retreats to more normal levels.

Yuba County officials originally estimated public damage, mainly to roads, at some \$180,000 and private damage at \$125,000 and more, mainly to flooded orchards.

Continued heavy flows in the Sacramento have sent it near record levels. This weekend breaks in private levees near the Hamilton City area were causing complications in Sutter County with additional water in the Sutter By-Pass.

Helicopters were called to aid rescue work in the Butte County area flooded by the private levee breaks and thousands of acres of farm and orchard land were flooded. No loss of lives has been reported as a result of the Hamilton City levee break and rescue operations by the Butte County Sheriff's Office have been underway in the largely agricultural area. Members of at least one family have been rescued from the roof of their home after being spotted by air. The levee road from Meridian to Colusa was closed and several houses on the Colusa side were flooded. The added water in the by-pass from the Butte County levee breaks sent it to within six inches of flood stage, and it was being watched closely.

The Sacramento River at Hamilton City broke through in five places and rescue operations are in progress to evacuate people out of the Butte County area as far as six miles from the levee. The sheriff's office had warned residents of high water and many moved out. Those who decided to stick it out found themselves in a wet situation about 4:35 a.m. when the levee first broke.

The county has about 60 men working and four jet boats in operation. Two of the boats are being used in rescue operations and the other two are on a standby basis. Butte officers said an airboat is also on the scene but is being held on standby in case one of the jet boats goes aground. It was not certain just how many people were stranded and the plane is attempting to spot them and direct rescue boats.

Levees hold well—The Sacramento River levees in Sutter County were holding well and the high water in the by-pass actually was creating more of a potential problem at this time. This was due to 17 straight raining days.

Knights Landing—The federal-state flood operations center in Sacramento said the Sacramento River at Knights Landing was 40.9 feet and expected to rise slightly to 41 feet later, less than one foot below the all-time peak of 41.8 feet in 1942. For the Sacramento at Knights Landing, the warning stage when patrols are started is 37 feet, the flood stage is 42.5 feet and the danger stage 43.5 feet. The levee top is 47.5 feet.

Feather River — The Feather River at Marysville-Yuba City was 64.2 feet. The warning stage is 65 feet and the river peaked near 69 feet over the weekend. Because of the high flows in the Sacramento River, overflow into the by-pass was heavy. Overflow levels were six feet at Moulton Weir, six feet at Colusa Weir and five and one-half feet at Tisdale Weir, according to the flood operations center.

Bullards Bar—Power generation started on the Yuba County Water Agency's New Bullards Bar project with one generator



THE RAINS CAME and a private levee near Hamilton City in Butte County wasn't up to holding back the water. A helicopter (upper left) is

about to move in and rescue several people stranded on a roof. Nearly the entire community of Afton was evacuated by helicopter.

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operating and the second was expected to start operating soon. With the start of power generation and reduction of the reservoir level, the spillway gates have been closed and all discharge is through the power tunnel into the river. New Bullards Bar had been spilling 11,000 cubic feet per second until the spillway gates dropped to 878,000 acre feet of a capacity of 961,302 acre feet.

Seventeen Straight Days—Unusually warm weather during the 17 day series of storms had brought the rain to high levels in the mountains also. While the Yuba Sutter area has had 17 straight days of rain, the total for this season so far of 16.27 inches actually is less than had fallen last year at this time, when the total was 18.63 inches. Last year, however, temperatures were cooler and more of the precipitation stayed at higher levels as snow. Also, the longest stretch of rainy days was nearer the end of the month, nine days starting January 19th last year. This year's string of 17 day storms began January 9. During this time, Marysville-Yuba City has received 7.63 inches of rain, all that has been recorded in January. The total January rainfall last year was 9.42 inches.

The 16.47 inches of rain which have fallen so far this season compare to the normal total for this time of year of 10.56 inches. Last year, the rain continued through February and occasionally in March and April and the Yuba-Sutter area wound up with 29.31 inches of rain, compared to the normal for entire weather year of 21.91 inches.

Four drownings were blamed on the wet weather in Northern California, according to United Press International. A brief respite between storms came when skies cleared allowing road crews and civil defense workers to re-

pair some of the thousands of dollars in damage. The overflowing rivers receded some, but large areas were still flooded. Two miles of farmlands were flooded on the Butte County side of the Sacramento when a 30 foot levee broke. Officials estimated damage at \$200,000 and asked Gov. Ronald Reagan to declare the county a disaster area. Hardest hit were the counties of Shasta, Tehama, Butte and Glenn. In Shasta County, authorities said two men drowned while riding rafts through flooded lowlands.

H. Earl Parker Construction Company has already begun work on repairing the levee at Yuba City, and we know many more of our brothers will be busy this year doing this work.

\$100,000 Yuba City Water Problem—A special Yuba City Council committee has been appointed to look into erosion problems along the Feather River at the city pumping plant, which is estimated to cost in excess of \$100,000 to repair. Mayor Robert Hoberg named Councilman Henry Lamson and himself to the special "emergency committee," which will have the authority to okay minor projects to be conducted on the erosion problem for the council. A special meeting of the council will be called at any time to discuss major problems.

Oroville Releases — The councilmen also considered a proposal to have all governmental agencies along the river contact the state about releases from Oroville Dam which could be causing the banks of the river to slough. Levee District No. 1, the city and Sutter County, at least, should point out the problem to officials at the dam. High water in the Feather River—resulting from heavy rains January 13-16 and January 20-24 caused flooding of the riverbot-

toms. The "low life" pumping station, which is the main source of water for the treatment plant (located on the west side of the levee), is located in the river bottoms.

The river cut its banks just north of the pumping station for an area of about 150 feet and eroded an area to the southwest in the vicinity of the water lines. The twin underground water lines normally three feet under the surface of the sandy soil, were undercut when it descended. An orchard area north of the pipe also apparently was drained through the cut.

Damage Viewed — The city, in estimating its flood damage losses, set at figure of \$225,000 in its report to state civil defense officials. The city has available an estimated \$189,000 in funds which could be used on the repair work. There are areas of erosion and bank sloughing farther north of the pumping plant and south of the plant. Also the cobble covered by cement—located in the bank in front of the plant, has been undercut.

A proposal which would be included in the temporary action would include building a dike of sandbags and sand between the cut at the river bank and the water lines, which are in danger of more damage or being ruptured if more flood water undercuts them. Another temporary move would be to fill with rock an area just north of the pumping station which is eroding toward the plant and endangering it. The long range proposals for repairing the damage include filling the eroded area and re-veting the bank with "quarry rock," which should hold better than cobble or cemented cobble on the bank. Also, repairs are needed on the undercut water lines.

(See MARYSVILLE Page 10)

Hospital's Massive Boilers Now In Place

By **CLAUDE ODOM, JERRY BENNETT** and **BOB MERRIOTT**
FRESNO HOSPITAL STEEL SKELETON IS ALL IN PLACE

The last of the 1,900 tons of steel framework for the Fresno Community Hospital's \$15 million addition now is in place and so are two massive boilers that will help warm and cool the new structure two years hence.

The boilers have just completed one of the most round-about trips ever negotiated by railroad from the East to Fresno. They are part of the machinery that will be needed to operate what is destined to become Fresno's and the San Joaquin Valley's most comprehensive physical rehabilitation and mental health center.

Since ground was broken last April, the new facility has grown steadily to its ultimate height of 10 floors. Supporting and ancillary services also are nearing a point where they can be used.

One is the new radiation center located on the Fresno Street side of the existing hospital. Clifton H. Linville, Community's administrator, says a highly sophisticated cancer fighter called a linear accelerator should be arriving within a few weeks, and this part of the radiation wing can start operating by May or June.

Across Divisadero Street to the north, an expanded engineering building is nearing completion. It houses the two boilers that started their strange odyssey from Pennsylvania almost five months ago. Because of their size—one weighs 37 tons, the other 33 tons—the flat cars carrying them had to be routed first on one line and then on another as the long trip from the manufacturing plant to Fresno progressed. "The problem was not much in their weight but in their overall size," Linville says. "They are wider than the right-of-way along most of the nation's railroads. Many, many times on the trip west, the freight trains carrying them had to be side-tracked so other trains could get by. There were many days when they sat in freight yards somewhere along the way until schedules could be reset to allow them to continue."

The second floor of the addition next door to Community will have such physical medicine services as physical and occupational therapy, a gymnasium and swimming pool and a speech and hearing center.

Two floors above it will house the adult and adolescent areas of mental health care. For the time being, the top three floors will be

completed on the outside but not on the inside. These will wait until the need develops sometime in the future.

"When everything is complete within two years, the new Community Hospital will stand as a medical center, symbolizing the efforts and accomplishments of the many people in our community," Linville said.

MINERAL KING'S FUTURE RESTS WITH 3 JUDGES—The future of the \$35 million Walt Disney Enterprises ski and summer resort at Mineral King rest in the hands of a three-judge panel of the US Court of Appeals.

There are two major legal questions the panel must decide:

1. Whether the US District Court abused its discretion by enjoining the Agriculture and Interior Departments from authorizing construction of the huge resort and a road across Sequoia National Park to serve it.

2. Does the Sierra Club have the legal standing to challenge those decisions?

Arguing those questions in San Francisco, Walter Kiechel Jr., a deputy assistant attorney general from Washington, told the appeals court the Sierra Club has "no legally protectable interest" in Mineral King. "Granted, the Sierra Club is a group of concerned citizens but the Sierra Club has no special status to express its views," Kiechel declared. "The club has a right to speak but it has no right to impose judicial review." Last July US District Judge William T. Sweigert granted the conservation organization's motion for a preliminary injunction, temporarily halting construction on the resort in the Sequoia National Forest.

Leland R. Selna Jr., a San Francisco attorney retained by the Sierra Club, argued that the key issue before the court is whether there can be a situation where the clear expression of Congress is violated and no one with legal standing can object.

Among the serious violations of federal law, said Selna, is the "unlawful device" of a so-called revocable permit to give the Disney development use of more than the 80 acres the law provides for with a term permit. "We are saying they could put up the darndest resort they could think of—ferris wheels and all—but only on 80 acres," argued the attorney.

Other violations, contended Selna, occur in plans to put a huge resort development with hotels and parking lots in the center of a game refuge, the construction of a 66,000-volt power line across the park to serve the resort without congressional approval and construction of a road to the site without a finding that the road would benefit the park or its recreation facilities.

The issue was taken under advisement with no indication when an opinion will be issued. Even if the decision is favorable to the government it would have to be out in a matter of weeks to permit any construction start at the site this season.

GRIFFITH COMPANY is working the finish spread on the shoulder and ramps on their Interstate 5 job, in between rains. About 60% of the crew has been laid off as the CTB operation was completed the last of January and their batch plant was shipped back to Southern California to meet other commitments. They are scheduled to start paving again on this job around April 1st whether permitting. At this time there are approximately 16 of the brothers working. L. D. Folsom Company



NINETEEN TONS of steel have gone into this 10-story framework that when it is finally fleshed out will be a \$15 million addition to Fresno's Community Hospital. Serving the San Joaquin Valley's

growing population, the new addition will boast one of the most modern and comprehensive physical rehabilitation and mental health programs in the nation.



FLOWER CHILD (old fashioned style) is Brother Vernon Osborn who heads the Fresno Dahlia Society. He was recently named president succeeding Robert Schuler of Riverdale. The society's annual dahlia show will be held in September (19-20) in Fresno's Manchester Hall.



FAMILIAR FACES on Rothschild-Raffin Community Hospital addition are (left, l. to r.) B-other Jack Lofton, Local Union No. 3 Executive Board member for District #5, and Bus. Rep. Bob Mer-



riott. Right (l. to r.) Brothers Samuel Pryle and Smith Ringgold. Ground was broken on the new facility last April and the steel is now in place.



will start paving the shoulders on the Griffith job just as soon as the sun shines. They have just recently paved three miles through the Kettleman Hills for Pacific Western. The County of Kings has been doing the excavating on this job.

The State Division of Highways is calling for bids on construction of 2.2 miles of four-lane divided highway on County Road 140 from 3 miles south of Avenue 280 to State Route 198. The widening includes construction of



reinforced concrete bridges over Cameron and Packwood Creeks. The bids will be opened March 4 in Sacramento. A total of \$774,800 is available for the project.

In Merced County, a \$232,633 contract went to Elliot-Scott, Inc. and Karl F. Elliott of Alamo for reconstructing Route 59 two miles on each side of and through, Montgomery Street, in Snelling. This new two-lane roadway will be on partially new alignment with improved curves and the grade level will be raised to al-



leviate flooding. Merced County will share in a \$82,830 contract to United Sprinkler Co. and J. E. Slover of El Monte to plant trees and shrubs along Interstate 5 west of Los Banos and extend north to the Stanislaus County line.

C. K. Moseman and Dubach were the low bidders on 17 miles of Interstate 5 from Highway 152 north of Los Banos to the Fresno County west of Firebaugh. Weather permitting, this work will be starting soon.

On The Safety Side



By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

Most Operating Engineers work with a negative safety attitude. Most fully expect to get hurt on the job!

This was one of the very serious findings in the Stanford University-Operating Engineers study on the safety environment in the construction industry that was authored by Lance William deStwolinski and distributed by the Construction Institute of the Department of Civil Engineering.

If this were the only finding it would be a clarion call to action on both the part of the union and management, however, this was only one of the explosive findings, many of which we have examined over the past several issues of the *Engineers News*.

Why this negative safety attitude? Why does the average member expect to be hurt on a construction job?

deStwolinski points out, "It is recognized by construction management and labor that because of its nature, construction presents hazards that are not present in, for example, manufacturing, however, there is a very significant difference between the attitudes of "the job is risky, I must be careful" and "the job is risky, I can expect to be hurt." It is the latter attitude toward risk-taking that leads to carelessness and accidents, and it is disturbing to find it so widespread in the construction industry."

The Stanford study shows that it is just such an attitude that leads to "accident proneness" on the part of many operating engineers and results in an accident potential of the "chances are that 63 per cent, about three out of five would have had an accident within the past five years. The result is that the lost time accident rate for Operating Engineers is about 60 per cent of the construction industry's average.

All this correlates out to the simple fact that there is an obvious failure on the part of the construction industry to provide either enough or the proper kind of safety instructions and programs to motivate a sound safety attitude on the part of operating engineers and that a positive effort must be made to inculcate a new safety attitude.

Where then are our safety programs failing?

They are failing says deStwolinski because "many contractors give only lip service to safety, and furthermore, that they (the contractors) are either deliberately, carelessly, or unknowingly breaking the law. It (the findings) gives strong support to those who advocate a "get tough" policy toward the industry."

They are also failing, the study shows, because "the subjects and meetings (safety) themselves are dull and not very practical or impressive. The fact that having safety meetings does not significantly affect lost time or minor accidents indicates that the meetings do not seem to affect behavior.

What may be lacking says the author are, "down-to-earth subjects, a variety of speakers, and effective teaching methods." It may also be that "men engaged in different crafts and different work assignments should have separate meetings. A for instance would be the finding that in two of the most dangerous types of construction work, sewer, pipe, industrial and other heavy construction there was a high "No" response to the question, "Do safety meetings exist?" while tunnel and dam work had the highest "yes" response.

In light of the above it is also interesting to note worker attitudes on safety equipment. For instance, the questionnaire showed a widespread requirements for hard hats (68 per cent), the use of gloves (41 per cent) and safety glasses (27 per cent) on a voluntary basis, there was practically no requirement for the use of such protective items as ear plugs or muffs; face shields; special clothing, or steel-toed boots or shoes. Considering the increasing health hazards being brought about by noise, dust and noxious agents in the construction industry, such items should be required by every contractor in order to effectively protect his employee.

It is also of significance that on the question of safety devices 33 per cent of the equipment operators indicated that roll bars were used on their equipment while 43 per cent said they should be used. Seat belts were required for 33 per cent of the equipment and 54 per cent thought they should be provided with air conditioned cabs.

Next month we will summarize the overall findings of this important study.

Stockton Work Still Holds Well

By WALTER TALBOT, AL McNAMARA and KEN GREEN

The work continues to be sporadic due to inclement weather. However, the out-of-work lists show less unemployed and the dispatches more numerous for the corresponding month last year. This situation, we hope, will prevail throughout 1970.

Murphy Pacific Co. of Oakland was low bidder at \$11 million plus to complete new Interstate Route 5 between the Mossdale Wye and Frewert Road. The project will adjoin Teichert's job on the north and Gordon H. Ball's job on the south and will entail the construction of five bridges and approximately five miles of freeway. The imported borrow material will probably be dredged from the San Joaquin River in the vicinity of the Mossdale Wye.

Gentz Construction Co. of Fresno submitted the apparent low bid at \$283,000 for construction of the new 150 acre sewage oxidation pond for the City of Stockton. The new pond will be constructed west of the existing ponds on Roberts Island.

Swinerton & Walberg's furnace replacement job for Libby-Owen-Ford Glass Plant at Lathrop is progressing according to schedule. The demolition and replacement of the furnace is on a critical time schedule requiring two ten-hour shifts.

Two road projects that have been given high priority by the County's regional planning agency are West Lane, which is to be widened to a four-lane divided expressway from University Avenue to Fulton Avenue at an estimated cost of \$520,000.00 and Thornton Road, which also is to be widened between Hammer Lane and Davis Road. The latter job is estimated to cost \$336,000.

Holt Bros., the Caterpillar equipment dealer in this district, continues to get government contracts for equipment repair and generating plants, which affords employment for heavy duty repairmen. Brothers Ronald Fidelity and Louis Sanguinetti are shop stewards and Brothers Victor Goodnol and Leland Carey are the Safety Committeemen.

Two smaller type projects that have been let since last month's report are S. M. McGaw Company's runway extension at Sharpe Army Depot and P. C. Exploration to drill four exploration drifts at New Melones Reservoir.

Biggs Crane & Rigging Co. had to employ three crane crews and a dozer at Stockton Municipal Airport before they were able to get a Pan Am 707 jet aircraft, that overshot the runway, extricated from the adobe mud.

By KENNETH GREEN
Business Representative

Water development is both a necessity and catalyst for further economic growth of California. With ample water supply and other products of water development, the population of the state is expected to grow from approximately 20 million persons today to about 24 million in 1975. This economic growth of California and the health, welfare and convenience of its people requires water supplies of ample quantity and suitable quality and recreational opportunities. A \$7 million grant under the Davis-Grunsky Act to the Modesto and Turlock

(See STOCKTON Page 14)

Dredging



By GUY JONES

A pre-job conference was held with Western Pacific Dredging Corp., for the 7th Street Terminal Project in Oakland. This job is in the radius of \$300,000 and will be worked with dredge, "Polhemus." Robert Kalsuki is Captain.

Our pre-job with Peter Kiewit & Son, for maintenance dredging for the Hunters Point Naval Shipyard will run in the area of \$190,000. This job will be done with dredge, "Thelma," and run one shift. Ray Gorman is Captain.

Olympian Dredging should be finished with their Treasure Island maintenance dredging job by the time this paper is issued. This has been a real good winter job.

The job conference with West Coast Dredging shows a \$172,000 contract for maintenance dredging at Suisun Bay waterway. The dredge, "Sandstorm," will be used to do this job. There has been considerable remodeling to the barge and ladder, which have been extended to make the dredge more stable. West Coast have their small portable dredge working for Union Oil in Rodeo, cleaning out their sump ponds to correct the river pollution.

Shellmaker Dredge will be finishing up their job at Port Chicago Weapon Station. This has been a real tough job, due to so much debris the pump stops up about every hour. Dredge, "Vanguard," working this job with Jerry Booth, Captain.

Healy Tibbetts Dredging was low bidder for construction dikes for runway extension at Metro Oakland International Airport. This should be a long job and keep several brothers working several months.

SAFETY SIDELIGHTS — Low water, resulting in overheating, has been a frequent cause of boiler explosions. But not all of them could be blamed on operator negligence or faulty construction. One unusual low water-overheating accident was described in the 1943 annual report of the Director of the Bureau of Locomotive Inspection:

"One of these accidents, in which two persons were killed and 22 injured, was primarily caused by a collision in which the locomotive was derailed and came to rest leaning to the right and with the front end down an embankment. This position caused parts of the firebox to be bared of water, which resulted in overheating. The explosion occurred about 10 minutes following the derailment."

Unlike this unfortunate accident, many boiler explosions could be prevented by extreme vigilance, for today we have excellent gauges and fine instruments to help us keep a watchful eye on boilers.

In the early days of steam power, it took a watchful ear to detect low water. At the time, the height of water in a boiler was judged by striking it with a club. Or a worker, wearing wooden-soled shoes, clambored up its side, administering resounding kicks as he went.

But an even more hazardous boiler procedure was that of having a young man sit on the lid of the boiler until the force of the steam lifted it—and him—up. By weighing the lad beforehand, the number of pounds of pressure was thereby determined.

Could this have been the origin of the phrase "hot seat"?

Cost Still Going Up!

Home Buyers Clouted

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

Families seeking to buy or finance homes took another clout with the latest increase in FHA and VA mortgage rates to 8½ per cent.

Counting the FHA mortgage insurance premium, which the homeowner pays FHA to guarantee the lender against loss, and to subsidize operating expenses, the FHA rate now is 9 per cent at the start, and about 8½ per cent over the life of the mortgage.

Do you know what you have to pay back on a mortgage like that? For a \$20,000, 35-year mortgage you would repay a total of \$64,596; more than three times as much as the original amount you borrow. If you could repay in only 30 years, you would pay a total of \$57,600.

Not only money-grabbing interest rates but rising property taxes are pushing moderate-income families out of the housing market, government housing officials are saying privately. Even a fairly modest home in many metropolitan areas now requires taxes of \$60 to \$70 a month.

The leaping mortgage and tax costs on top of higher prices for homes (new ones now average \$26,000) means fewer and fewer families are able to qualify for mortgages.

Renters too are affected. Na-

tionally rents went up an average of about 4 per cent last year, but many landlords now are notifying tenants of large increases.

The irony of the latest mortgage increase is that—like the previous ones—it has failed so far to make mortgages more available even at the higher rate. Apparently the government's theory is that if it didn't work before, let's try it again.

In just three years the mortgage rate has gone from the 6 per cent of 1966 to the present 8½.

The only solution to the interest rate grab may have to be direct housing loans by the federal government. Congresswoman Leonor Sullivan of Missouri has introduced a bill to authorize direct loans to families with incomes of \$12,000 or less who are unable to get mortgages "at reasonable rates." Maximum interest under the proposed program would be 6½ per cent.

Passage of this bill would not only benefit moderate-income families directly but would help push down rates charged by private lenders. The bill is co-sponsored by Rep. William Barrett of Pennsylvania, chairman of the House of Representatives Housing Subcommittee.

If you already have a home, at least you can find values in the annual home furnishings sales this month. The values are good.



survey notes

By MIKE WOMACK

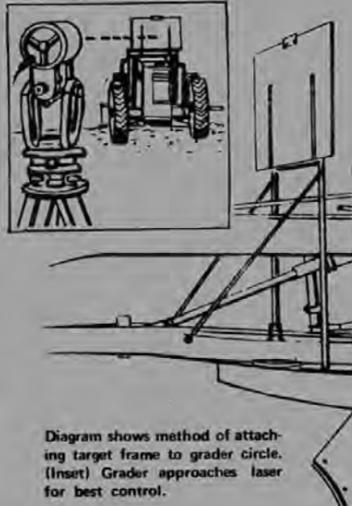


Diagram shows method of attaching target frame to grader circle. (Inset) Grader approaches laser for best control.

Fine grading to one-half inch above and below grade with a savings of one-third the normal time has been accomplished by Redgwick and Banke, Inc., of Hayward, California, by using a laser beam as an elevation reference for motor grader operators.

The method needs only two men, one to handle the laser and the other to operate the grader. The method does away with blue tops which can be torn up or covered by the blade, and provides constant control over the entire project rather than "eyeballing" between blue tops.

First step is to build a frame to hold a large piece of translucent plexiglas. This frame is held in place on the grader by angles welded to the blade's circle. A Slope Meter on the top of the target shows when the blade is level.

The laser is set up at a convenient location outside the area to be graded and is moved by the laser operator to new locations as needed. The battery-powered laser is mounted on a transit level and may be either moved from place to place by hand, or mounted on a truck bed. In the latter case, the truck bed should be stabilized by posts as any vibration of the bed will cause wide fluctuations of the beam at the target area.

To obtain the correct initial elevation for the laser control, surveyors must first set a hub where it is accessible to the grader. The blade is positioned over the hub, which is set to proper elevation or to a known distance above or below grade, thus determining the exact elevation of the blade.

The laser operator meanwhile has leveled the laser by use of the transit level. He now directs the beam on to the target, and a horizontal line is penciled through the spot on the target using a carpenter's level.

With the laser beam level, the grader operator knows that if his blade is set to the proper elevation the spot will be on the penciled line. Parallel lines are then

drawn above and below the grade elevation line to show allowable deviation from grade.

The operator now proceeds to grade, keeping the red spot on the target between the deviation lines. Since the target is translucent, the spot shows on both front and back of the target and the operator can easily see it. When the grader has finished the area covered by the laser, it is moved to a new location, the old lines erased, and new lines drawn on the target.

While the laser will operate unattended, it is nearly impossible for the grader operator to find the pencil-thin beam as he is ready to start a run. Therefore, when the grader is in position, the laser operator swings the laser to fall on the target and the blade operator adjusts his blade so that the laser beam is on the horizontal reference line. It was found that the red spot was easier for the blade operator to see if runs were made toward the laser rather than away from it.

Grade can also be checked with the laser. A target is mounted on the front of the grader so that the laser beam can be used to show the elevation of the front wheels. As the grader moves over the area, the operator can determine high and low points by noting the deviation of the laser spot from the reference line.

See Through Blouses!

Study Shows Company Views On New Styles

Washington, D.C.—Sideburns have grown longer, and skirts have edged upward. Mustaches and beards have sprouted on more faces, and bras have disappeared from under some blouses. As a result, many of the young men and women now applying for jobs have a different look about them. Some call it "mod." The question arises, what constitutes good taste in dress and grooming for an employee in a working environment?

A just-published survey on *Management and the Generation Gap* attempts to answer this question and explores other current practices and attitudes of business toward today's youth as employees. Sponsored jointly by the American Society for Personnel Administration (ASPA) and The Bureau of National Affairs, Inc. (BNA), a Washington-based organization of business information specialists, the survey included more than 150 personnel executives from a cross-section of American business. The firms they represent are divided about 60 percent to 40 percent between larger companies (1,000 or more employees) and smaller companies.

HIRING PRACTICES VERSUS EMPLOYEE STANDARDS

It would appear to be a wise decision for young men to clip their whiskers and young women to lower their hemlines when seeking employment. Findings of the survey show that adoption of the newer styles in dress and grooming are more an occupational hazard for the job applicant than for the employed individual. Traditional standards prevail widely in companies' hiring practices, but standards of appearance are more flexible for the person already on the job.

Nearly four-fifths of the companies surveyed indicate that they would regard a beard on a male job applicant as either a reason for not hiring him or at least a negative factor in the hiring decision. On the other hand, the same percentage of companies have either no objection to a beard worn by an employee, or would object only in extreme cases, or might suggest moderation in certain instances.

For female applicants, nearly three-fifths of the firms indicate they would be "turned off" by the applicant who came in wearing a mini-skirt. However, employers tend to be less "turned off" by girls already on the job wearing mini-skirts. Forty-five percent of the survey respondents register no objection for their employees, and another forty-one percent have no set policy, but might suggest moderation in certain cases.

Among the other new styles for men, long hair and "mod" clothing are the most objectionable. Nine-tenths of the participating companies react negatively to applicants of such appearance, and a similar proportion take a dim view of their employees' sporting these styles. Longer sideburns and mustaches are the best received of the changes in men's grooming and dress. Three-fourths of the surveyed companies have no objection to longer sideburns on applicants or employees, and a mustache is accepted almost as well. None of the companies forbids sideburns or refuses to hire an individual wearing them, and only between two to three percent take such a stand with regard to a mustache.

Colored hose and long hair are the safest fashions in the "new look" for females, whether applying for a job or already employed. See-through blouses, however, generally constitute an offense of

company policy on proper dress. Even companies that do indicate no objection (17 percent) qualify their statement by adding "except in extreme cases." Fifty percent of the surveyed firms absolutely forbid them, and the remaining 33 percent impose differing degrees of restriction. The wearing of sandals is only slightly more acceptable. Four out of five companies frown on the applicant wearing them and only 28 percent consider them appropriate on the job.

While Afro styles of dress and haircut are increasing in popularity among blacks, survey findings reveal a mixed degree of acceptance by business. An Afro haircut on a black applicant would be acceptable in 47 percent of the surveyed companies for females and in 41 percent for males. It is regarded as a negative factor for both sexes in forty-two percent of the companies, and 16 percent would not hire a male wearing one and 11 percent similarly refuse a female on this basis. The objection to Afro styles in dress are much greater, as only 8 percent of the responding companies gave no objection at all.

Viewing the total picture, males are generally looked upon more

negatively than females when wearing "mod" or other innovative styles, while there is a wide range of permissiveness that companies allow in female attire.

NON-COLLEGE VERSUS COLLEGE-EDUCATED YOUTHS

A number of recent studies have compared college-educated youth with non-college educated younger employees and found that those lacking college training are more traditional in their attitudes, dress, ideas, and life styles. The findings of this survey indicate that business does not fully agree. Only 43 percent of the responding companies report that they have found non-college youth to be "less radical." Forty-eight percent feel there is little difference, and the remainder of the surveyed companies consider non-college educated employees to be more radical than those with a college education.

YOUNG MILITANTS IN PRIVATE INDUSTRY

The widely publicized plan of the Students for a Democratic Society (SDS) to infiltrate industry last summer appears to have warranted little concern. Only eight percent of the companies surveyed detected any evidence of job applications from SDSers, and the only two companies who did report hiring SDS members point out that they experienced no subsequent trouble.

A look at the responses of companies when asked whether they would hire members of the SDS or similar organizations gives some measure of the attitudes of private industry toward such individuals. Forty percent of the survey participants stated that they might, depending on other

(See NEW STYLE Page 10)



JOB STEWARDS APPOINTED

Week Ending January 23, 1970			Week Ending February 13, 1970		
Dist.	Name	Agent	Dist.	Name	Agent
2	Walter Fahje	H. Eppler	2	Charles Center	Guy Jones
1	Lawrence E. Kinkead	W. Sprinkle	2	Mel J. Sackett	A. Cellini
1	Edward Walters	W. Sprinkle	2	Orville Teague	A. Cellini
1	James Williams	W. Sprinkle	3A	James Palmgren	Ken Green
1D	Arthur K. Jokepa, Jr.	B. Nakano	9	John Wales	Jack Curtis
1D	Richard Weiser	B. Nakano	1B	Leroy Bernard	Dick Bell
10	Jerry Lyon	Bob Wagnon	6	Frank Blackshere	John Smith
10	William Morgan	Bob Wagnon	6	William L. Ransom	John Smith
11	Victor Anderson	Ed Knapp	6	William Wolgamott	Bob Mayfield
11	R. E. Purdom	B. Jacobsen	8	Jose Gonzales	Al Swan
11	R. W. Smith	Ed Knapp	10	Donald Albee	Bob Wagnon
11	Bill Zundel	B. Jacobsen	10	James W. Caine	Bob Wagnon
12	Edward B. Stewart	I. Neeley	11	R. J. Phillips	Ed Knapp
			11	Tom V. Savage	B. Jacobsen

Week Ending January 30, 1970			Week Ending February 27, 1970		
Dist.	Name	Agent	Dist.	Name	Agent
1C	Jerry Toler	D. Western	30	Richard E. Allen	Al McNamara
8	Albert Laurence	K. Allen	31	Leon S. Pettit	K. Green
8	Ken Parker	K. Allen	31	Kenneth McCullough	K. Green
8	O. D. Mendell	Al Swan	50	Frank Correlia	Walt Norris
8	Jackson J. Santos	Al Swan	50	Fred Payton	Walt Norris
8	Amos Smith	K. Allen	90	Norris E. Cummings	J. Curtis
8	Roger Whittell	K. Allen	90	Paul Farmer	J. Curtis
8	Robert Winters	K. Allen	90	Lewis Hooper	M. Kraynick
			90	Bill Pelligrini	M. Kraynick

Week Ending February 6, 1970			Week Ending February 27, 1970		
Dist.	Name	Agent	Dist.	Name	Agent
01	Robert Rasmussen	W. Sprinkle	1C	Raymond Crooke	D. Western
01	William G. Thorman	W. Sprinkle	8	Harold Binder	A. Dalton
1C	Henry Gibson	A. Smith	8	A. W. Chook	A. Dalton
1D	Faustino Hernandez	B. Nakano	8	Al Denning	A. Dalton
1D	Edward B. Ferreira	W. Lean	8	John W. Dent	A. Dalton
1D	David Travis	W. Lean	8	Donald Lambert	M. Coopender
03	Lloyd W. Darnwood	B. Raney	8	Lawrence Theis	Ken Allen
40	Phil M. Durnford	Ray Cooper	8	Wm. R. Waldrop	Al Swan
40	Billy Smith	E. Lake	11	Phillip Williams	B. Jacobsen
12	Jay G. Olsen	I. J. Neeley	12	Carl Nelson	I. J. Neeley

SAFETY COMMITTEEMEN APPOINTED

Week Ending January 23, 1970			Week Ending February 13, 1970		
Dist.	Name	Agent	Dist.	Name	Agent
1	Wilburn Holman	W. Sprinkle	2	Freddie Johnson	A. Cellini
1	Leonard R. Ingerson	W. Sprinkle	8	Melvin E. Cossairt	M. Coopender
10	Samuel Hodges	Bob Wagnon	8	Glendon Jackson	A. Dalton
10	Don W. Merriman	Bob Wagnon			
10	Ed Severeid	Bob Wagnon			
10	Carl Warren	Bob Wagnon			
11	Ray Miller	G. Bishop			

Week Ending February 6, 1970			Week Ending February 27, 1970		
Dist.	Name	Agent	Dist.	Name	Agent
01	Howard Moss	W. Sprinkle	50	Eddie Beffa	W. Norris
40	Raymond MacLeod	E. Lake	80	John Gardner	M. Kraynick
12	Marvin Mills	I. J. Neeley			

You Need Not Apply

Social Security beneficiaries need not apply for the 15 percent benefit increase just signed into law by President Nixon. "Everyone of the 25 million men, women and children now on the benefit rolls will receive the increase automatically," Robert M. Ball, Commissioner of Social Security said today.

"The first regular check in the new amount," Commissioner Ball said, "will arrive April 3, the usual day for delivery of benefit checks covering payments for the month of March." A separate check in the amount of the benefit increase for the months of January and February will reach beneficiaries later in April, probably during the week of April 20.

Refiguring the benefit amounts of the 25 million men, women, and children now on the benefit rolls is a tremendous task, Commissioner Ball pointed out, and it must be done without disrupting the regular benefit payment cycle.

About one out of every eight Americans is now receiving a social security check each month, Commissioner Ball said. As of the end of December, these monthly payments totaled 2.2 billion and the monthly total will go up by \$345 million to more than \$2.5 billion as the 15 percent benefit increase becomes effective.

The average retirement benefit of \$100 a month will rise to \$116 per month; a couple 65 or older receiving the average couple's benefit of \$170, will have their benefit increased to \$196; the average benefit for a family made up of a disabled worker, wife and one or more children will go up from \$237 to \$273; and average payments for a widow and two or more children will rise from \$254 to \$292.

Double Space In Santa Rosa Office



TWO VIEWS above show Operating Engineers Local Union No. 3's new office in Santa Rosa, California. The new office is located at 3900 Mayette Street. New facility will offer some 1800

square feet as against the old office which had 850 square feet. The new office will also have its own meeting hall.

By **RUSS SWANSON**
and **BOB WAGNON**

In the latter part of 1966 and early 1967, the Utah Construction Company spent a considerable amount of time and money in an attempt to mine the 20 to 30 million cubic yards of gravel estimated to be at the mouth of the Russian River. The attempt at that time proved to be unsuccessful and now another try—only this time by the Northern California Aggregates (NCA), which has been assigned a state lease for gravel removal from the mouth of the Russian River to a point near Duncan's Mill—a distance of about five (5) miles. (The same lease originally held by Utah Construction). The gravel removal plans are in the earlier stages and the first thing is to get an OK from the Sonoma County Board of Zoning Adjustments. In addition to the proposed gravel removal a sister company, Russian Harbor Corporation (RHC), is expected to file for zoning and development of eight (8) thousand acres on both sides of the lower river.

We understand that both of the above mentioned companies are owned by the American Leisure Lands Company which consists of a variety of persons around the county, with Phillip Hammond, who was Project Manager for Utah Construction, a principal along with Joe McClelland who was formerly Project Director for the Sea Ranch Development.

It is puzzling at this time to know what the "gimmick" is for the new company because the main problem for Utah was the need for a jetty in order to safely and economically barge the gravel to bay area points. The existing jetty is of no value but it is understood that the Army Engineers are interested in a jetty but the cost exceeds 40 million dollars and at this point of time the cost is too high for the benefit derived. Here's hoping all these problems are clearly worked out—soon.

WARM SPRINGS DAM—At last—good news! Seven million dollars for the first major construction contract at Warm Springs Dam, near Healdsburg, is included in the President's 1970-1971 water resources budget. Congressman Clausen said the seven million dollars will add to a \$2,500,000 in this year's budget to finance \$9,500,000 in work which should start this spring. He speculated that construction contracts could be awarded this spring for the Skagg Springs-Stewarts Point Road and the Rockpile Road, which is estimated at \$9,725,000.

It is our understanding, after talking to some of the "powers," that now the major hurdle has been overcome and the 80 million dollar earth fill dam will be a reality in a comparatively short time, and even though just a portion of the over-all job will be worked on this year we are sure that a follow-up on the rest of the work will be a must. (Note) Once again those residents in the Russian River Area were inundated because of the high flood waters and we know once the Warm Springs Dam is completed it will certainly be a relief to those living in that area.

LAKE COUNTY—Our recent heavy rainfall caused a 10 million dollar loss to the area surrounding Clear Lake. The loss by flooding, and declared a disaster area by the Governor, when the Rumsey Gauge (Full—7.5 feet) registered 10.37 feet. There were many homes around the lake

with from inches to feet of water in them.

EARTHQUAKE—The most severe earthquake in the United States in 1969 was the Santa Rosa earthquake. We won't go into detail about this because it has been fairly well reported on in previous issues. The writer notes that with floods and earthquakes the area covered from the Santa Rosa Office is becoming known not only nationally, but internationally as well.

WORK—We find Morrison-Knudsen probably working more than any of the other contractors through the past month. They were fortunate in having a rock job and the placing of rip-rap which was not affected by the heavy rains. It was interesting to see the method of operation for the transportation of the rip-rap. The distance for the hauling was from Dos Rios to Juan Creek, which covers a considerable distance over rough roads. Trucks were able to make 2½ trips in a ten (10) hour day and each truck hauled about four boulders, placed and chained to the logs which the logging trucks used as a bed. Storms have a way of hurting a lot of people but the other side of the coin shows that a tremendous lot of work has been created because of them.

The Guy F. Atkinson Company has been in the area for some time and after the storm, on talking to Mr. Burberry, we find that many of the areas (near Leggett) in which they worked this past year, have been sliding. This coming season we should see a real good scraper spread trying to keep up with the slides. Gallagher & Burke was the contractor in the area who repaired temporarily the slide which closed Highway 101 near Cloverdale.

At Lakeport, a freeway job will be bid on in April and it is our understanding there is about (6) six million dollars work of work. Most other work reports are similar to our reports in recent issues.

MEETING—Don't forget—your new District Meeting is to be held in Ukiah, on March 12, 1970, at 8:00 P.M. See you there.

New Styles

(Continued from Page 9)

qualifications, and four percent replied that it would not be relevant to their decision. Fifty-six percent, however, said they definitely would not hire anyone suspected or known to be a member of such an organization.

A SHIFT IN JOB VALUES

The attitudes of today's college recruits toward various job factors, according to the surveyed companies, reflect greater emphasis on the nature of the work and less concern with job security than their counterparts of five years ago. Jobs which offer a sense of participation in decisions affecting the work and an opportunity to contribute toward the solving of current social problems have greater appeal today. Positions providing new challenge and permitting independent work are also more highly sought after.

Due to these changing values, seventy percent of the surveyed companies indicate a greater need to promote today's college youths more rapidly than in the past in order to retain them. It is also reported that this practice creates additional problems with their older workers, and special techniques must be developed in orientation, training, assignment and advancement.

Oakland Success Story

(Continued from Page 4)

By **DAN SENECHAL**
Business Representative

It seems to me that in the last issue of this paper we were complaining about the snow we had in this area. Well, we take it all back!!! Whatever happened while we had snow on the ground was certainly better than all the mud that we have now.

Hughes and Ladd, Inc. of Redding has had to put a halt on their \$267,000 storm damage repair project at the West Branch Bridge 13 miles northeast of Oroville because of the heavy mud. P & Z Drilling had subbed the drilling but is unable to maneuver their truck mounted drill rigs in the heavy mud. Since the massive slipout last winter at one end of the bridge, motorists have been using two blacktop lanes. Traffic will continue to use the temporary lanes until two more lanes are constructed on the south side of the roadway. Later on there will be a shift of the traffic while the remaining half of a new four lane viaduct is completed.

A REAL SUCCESS STORY—Nine months ahead of schedule Perini Yuba Associates topped out the country's fourth highest concrete arch dam, New Bullards

Bar. It was three years and a month after first clearing began in the steep sided valley of California's Yuba River. The Yuba was diverted around the dam site on Oct. 28, 1966 and the first concrete was placed on September 13, 1967. For more than 21 continuous months the dam rose day by day towards its final height of 645 feet, its crest length of 2,200 feet and the last of 2,738,536 cubic yards of concrete.

RECORDS WERE SET—During August 1968, a world record for concrete placement in one month; 207,238 cubic yards. The top weekly production was 46,657 yards and the best eight-hour shift was 3,880 yards. The aggregate plant had a capacity of 1,000 tons per hour, and two 25 ton cableways delivered the concrete in eight cubic yard buckets. The cableways spanned 2,765 feet across the Yuba Valley and were capable of speeds up to 2,000 feet per minute.

FIRST POWER PRODUCED—The Bullards Bar project is producing power almost six months before the scheduled completion date for the dam construction. Two large generators have been put into service. The scheduled project completion

date was to be June 30, 1970. The spillway gates at the dam have been closed with the reservoir now holding 878,000 acre feet. Capacity is 961,000 acre feet.

Outflow through the power gates is near the inflow end of the reservoir. The maximum discharge for power generation is 3,200 cubic feet per second, the inflow was estimated at about 4,000 c.f.s.

North Bay

(Continued from Page 5)

looking the Gallinas Valley, one doesn't miss the giant crane perched on Quail Hill. Construction of the \$2.5 million, 8-acre project should end by November, 1970. Final paving of the last few streets has been set for December, 1970, but could be delayed until spring if the rains come early. The grading is complete. Curbs, gutters and drainage has been installed. Aberthaw Construction Co. of South San Francisco was awarded the bid for the three-story structure, which will become western headquarters for the Commerce Clearing House.

Fringe Benefits Big Nevada News

By GAIL BISHOP, BUD JACOBSEN, ED KNAPP, and BOB VICKS, Coordinator VISION CARE FOR NEVADA

Increased Health and Welfare Benefits are the top news item for Nevada this month. Our Business Manager and International Vice President, Al Clem and the officers were successful in obtaining for Nevada one new benefit and increasing two existing benefits. The new benefit is Vision Care for the insured member and his dependents. This includes eye examination, lenses, and frames. There is a \$7.50 deductible for panel doctors and a reimbursement schedule for all other doctors. Brochures explaining this benefit in detail are available from the District Office at 185 Martin Street, Reno, Nevada, and Northern Nevada Trust Fund Offices at 39 St. Lawrence Street, Reno, Nevada, and from each Business Representative.

The Major Medical portion of the Health and Welfare Plan was increased from \$5,000.00 to \$10,000.00. The surgical procedure schedule was increased from \$5.00 per unit to \$6.00 per unit.



YOU'RE BOUND to have a wet backhoe if you leave it in a rancher's irrigation ditch. Note the high-water mark on the cab. Picture was taken on the Helms Construction job on Mill Street in Reno, Nevada.



MODERN DAY GOLD miners are the eight operating engineers shown above. They include (l. to r.) Brothers Woddroe Bersaw, Byrum Smith, Dick Firkins, Jack Wade, Lenny Fagg (Chief Steward),

Danny Anderson, Terry Fagg (Safetyman) and Jack Exposito. These are eight of the fifty-nine Local 3 members working in the Cortez Gold Mine in Nevada.

They're Pushing Gold!

\$2.5 Million Net In First Year

By ED KNAPP
Business Representative

Nestled at the foot of majestic 10,000 ft. Mt. Tenebo lies the new Cortez Gold Mine. With a complement of 59 brother engineers working around the clock in three shifts this small but unique mill and refinery during 1969 produced 166,000 ounces of gold from 582,000 tons of processed ore for a gross of over 6½ million dollars. This represents a net profit of over 2½ million dollars in its initial year of operation. These small but efficient mines are the answer to Nevada's rapid expanding gold industry.

Thus, the future becomes brighter for Nevada's mini-gold boom. The operating engineers of Local 3D also have a bright future in the gold fields of Nevada. As early as 1964

a team of Local No. 3 officers had been active in organizing the men who are at work in these mines. Our 3D brothers are a dedicated group of miners, who with their families, have forsaken city life for the remote but clean and unpolluted air of the mountains. Their recreation is hunting and fishing with their children. Wives of these miners are content to live a plain but interesting life living in large spacious house trailers far from the noise and bustle of the city but comfortably situated in large trailer courts with swimming pools all furnished by the appreciative mine owners. The miners' children are extremely healthy and are eagerly looking forward to the time when, they like their fathers, will become the next generation of Nevada's modern day miner.

Closing Ed Gap

According to the Department's Bureau of Labor Statistics, by 1975, men and women workers will have the same average educational attainment of 12.4 years. However, younger workers, 25 to 34, will continue to hold an educational advantage over older workers.

A Growing Business

Nursing homes and related health care facilities are one of the fastest growing service industries in the United States. Employment in nursing homes has more than doubled during the 1960's, and is expected to exceed 450,000 in 1969.

For example, an appendectomy is rated at 40 units or \$200.00 under the old schedule. With the increase the plan will now pay \$240.00 for this same operation. Each surgical procedure has a different unit value so this increase means many dollars saved for the Brother Engineers and families.

This is the second time in two years your Business Manager and his team of officers have successfully added new benefits and increased existing benefits in Nevada.

The work situation has slowed considerably in the Lake Tahoe Basin. A few outfits are trying to keep working. Highland Construction has several engineers on the payroll. Brother Jim Bolbos is doing a good job as Steward on this job. Valley Engineers, Dorfman Construction, Frontier Construction and most of the little jobs are shut down for the winter. The Byars-M-K Joint Venture have three spreads working at Incline and one on the export line going over Spooner Summit. These crews work whenever weather permits. South Shore is completely shut down except for Wunschell and Small and Terry Construction who are operating with small crews.

In the Reno Area, Helms Construction is going great guns on the Spaghetti Bowl Job and has several smaller projects working in the Reno-Sparks area.

A. Teichert & Son Co. has a few operators on the Gardnerville Job. This is a small project and should be finished by the time the season gets into full swing.

Babler Construction started their job again in Orovada after a short shut down due to frozen ground. At this time there are 17 engineers on this project. Brother Ray Hardy is the Steward and Brother Vic Peluaga is the Safety Committeeman.

Dravo Corporation has the stripping job at the Big Mike Mine property, 35 miles south of Winnemucca. This Project is going two shifts. We have a total of 32 engineers working there. Brothers Bill Zundell is the Job Steward on the day shift, Brother Ray Miller is the Safety Committeeman on the day shift. Brother Ray Purdom is the Job Steward on the night shift.

Byars Construction, Nevada Paving, and Commercial Asphalt Products are working on the streets of Winnemucca. This job

is good for 2½ months.

Sierra Paving has two good jobs going. One at the Herlong Army Ammunition Depot and one at the Naval Air Station in Fallon. These two projects will keep Scotty and the Brothers jumping for several months.

Sub-zero weather has forced construction to a halt in the northeastern part of the state. Industrial, M-K, McWaters, plus a few of the smaller construction companies have suspended operations until more favorable weather.

The Barite, Gold and Copper mines are continuing around the clock as usual with approximately four hundred members at work in the mines. Exploration continues in the Crescent Valley area. The prospects are that the future should see some new gold mines starting operations this summer. The Brothers working for the Cortez Mine will have the pleasure of swimming in a newly built pool this coming summer. The pool now under construction is being built and financed by the Cortez Gold Mines. Thanks go to Don Duncan & Company.

February 1st will usher in a raise in pay for all the Brothers working for the Duval Corporation Copper Mine, thanks to the newly negotiated contract.

The Apprenticeship Program will open March 2, 1970, for applications and the testing will be the same as last year on the 2nd and 4th Thursdays of each month.

Don Stickel, an Apprentice, was in the Veterans Hospital with a neck injury he received over in Vietnam. I understand now, that he might have to leave the Program because of this disability.

There are 12 Apprentices working at the present time and 14 not working. Due to the mild winter we have had a few more jobs going this year, even at Lake Tahoe.

Dear Sir:

Words cannot express my thanks to the many friends and workers of the Operating Engineers for their kindness in the death of my dearly beloved husband, Vernon L. Jackson.

Thanks so very much for the beautiful white bible, which I shall hold close to my heart.

Sincerely,
Marie Jackson
Redding, Calif.



BIG NOISE blew in from Winnemucca and operating the Dart 600 15-yard loader with air conditioned cab was Brother Ogel Reynolds at Big Mike Mine in Nevada.

Hickel Announces New Trails System

★ ★ ★

★ ★ ★

★ ★ ★

★ ★ ★

The Young Have Key SS Stake

"Young workers have a current interest in the social security program," said J. Leland Embrey, Social Security District Manager in San Francisco.

"People often think of social security as something for the older folks, but this is not always true. To a young worker retirement is far away, but until that time he has disability and survivor protection which makes social security a program for the young as well as the old," Embrey said.

In the event a worker becomes disabled before retirement age, he may be able to receive monthly social security benefits as long as he remains unable to work. In addition, his wife and qualified children may also be able to receive monthly payments. According to Embrey recent changes in the social security law make it easier for young workers to qualify for disability benefits. A worker who becomes disabled before age 31 does not need as many work credits as in the past.

If a young worker should die, his widow and children could receive monthly payments. Ordinarily, children can receive benefits until age 18. However, if they continue to attend school on a fulltime basis and are unmarried, they can receive payments until age 22. In addition, payments may be continued to disabled children past age 18.

A young worker today is earning valuable protection for himself and his family in case of severe disability or untimely death. At the same time, he is building up a fund for his retirement in the future.

Contact your nearest social security office for details on the disability and survivor protection you have under social security.

In San Francisco, offices are located at 303 Golden Gate Avenue, 145 Columbus Avenue, 761 South Van Ness Avenue and 5815 Third Street.

Dyslexia Check

A U. S. Department of Labor experimental program is trying to find out to what extent dyslexia, a reading disability, affects the national manpower picture in terms of poverty and unemployment.

Age No Criteria!

"Youth must be served!" is an expression often heard. Social Security does serve young people according to J. Leland Embrey, District Manager of the San Francisco Civic Center District Office.

Chances are that when you think about social security, you think mostly about older people and retirement and Medicare. But indeed that's not the whole social security story. Social Security can also mean a lot to younger people—it can mean monthly cash payments to disabled workers and their families—it can mean monthly checks to widowed mothers and their children.

For example, a disabled person who is under 24 may receive benefits if he has worked at least 1½ years of the last three years before his disability began. Another example is payment of monthly benefits to young children and widows of young workers who die.

Take a minute to think about it! How would your family get along if you became disabled or died?

If you've worked long enough under social security—and most young workers have—you could count on a continuing cash income for yourself and your family if you became disabled—and your survivors would receive monthly cash benefits if you should die. And, of course, you are also earning retirement protection while you work.

To learn more about social security for young workers, call or visit your nearest social security office.

Criteria to establish national scenic and recreation trails under the National Trails System were announced today by Secretary of the Interior Walter J. Hickel and Secretary of Agriculture Clifford M. Hardin.

Basic procedures for setting up national scenic and recreation trails were spelled out in Public Law 90-543, approved October 2, 1968. In that Act, Congress designated the Appalachian Trail and the Pacific Crest Trail as the first components of the new National Trails System.

The Appalachian Trail is administered by the National Park Service of the Department of the Interior and the Pacific Crest Trail by the Forest Service of the Department of Agriculture. Fourteen other trail routes were designated by Congress for study and possible future inclusion in the trails system.

The nationwide system will consist of two general trail classifications: National Scenic Trails and National Recreation Trails. Criteria adopted by Interior and Agriculture call for national scenic trails to have superior scenic, historical, natural, or cultural qualities with maximum outdoor recreation potential. The guidelines also specify that national scenic trails, as far as practicable, should avoid highways, transmission lines, range fences, and other commercial or industrial developments; provide adequate public access; and follow principal historic routes.

National scenic trails, usually several hundred miles in length, are established by Congress.

National recreation trails may be established by the Secretary of the Interior where lands administered by him are involved or by the Secretary of Agriculture with the consent of the Federal agency, State, or political subdivisions having jurisdiction over these lands. Trails within park, forest and other recreation areas administered by the Secretary of the Interior or Secretary of Agriculture may also be established by the appropriate Secretary.

Under criteria adopted by the two Secretaries, a national recreation trail should provide a variety of outdoor recreation uses to serve an urban area. The length of a trail will depend on its use and purpose. It may be short (perhaps a ½ mile) or long enough to have urban-rural characteristics, but must be continuous. Short trails might be used for the blind or persons in wheelchairs.

A national recreation trail should be available to large numbers of people. Trail possibilities include such locations as stream

valleys and their flood plains; utility rights-of-way; abandoned railroad or streetcar rights-of-way; easements for underground cables; areas around reservoirs, irrigation of transportation canal banks; and levees, flood dikes, jetties and breakwaters.

National recreation trails may be designed solely for hikers, horsemen, or bicyclists, but, where practicable, should serve multiple uses. Before a trail receives national recreation status, the agency that administers it must provide proof to the appropriate Secretary that the trail will be available to the public for at least 10 consecutive years.

The criteria for national scenic and recreational trails were developed by an interagency task force chaired by A. Heaton Underhill, Assistant Director of Interior's Bureau of Outdoor Recreation. Other members are Richard F. Droege, Associate Deputy Chief, and Webb Kennedy, Assistant Director of Division of Engineering of the Forest Service; and Robert B. Moore, Assistant Director of Park Management, National Park Service.

Following are routes which the Interior-Agriculture Task Force will study for possible inclusion in the National Trails System:

(1) Continental Divide Trail, a 3,100-mile trail extending from near the Mexican border in southwestern New Mexico northward generally along the Continental Divide to the Canadian border.

(2) Potomac Heritage Trail, an 825-mile trail extending generally from the mouth of the Potomac River to its sources in Pennsylvania and West Virginia, including the 170-mile Chesapeake and Ohio Canal towpath.

(3) Old Cattle Trails of the Southwest from the vicinity of San Antonio, Tex., approximately 800 miles through Oklahoma via Baxter Springs and Chetopa, Kans.; to Fort Scott, Kans., including the Chisholm Trail, from the vicinity of San Antonio or Cuero, Tex., approximately 800 miles north through Oklahoma to Abilene.

(4) Lewis and Clark Trail, from Wood River, Ill., to the Pacific in Oregon, following both the outbound and inbound routes of the Lewis and Clark Expedition.

(5) Natchez Trace, from Nashville, Tenn., approximately 600 miles to Natchez, Miss.

(6) North Country Trail, from the Appalachian Trail in Vermont, approximately 3,200 miles through the States of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, to the Lewis and Clark Trail in North Dakota.

(7) Kittanning Trail from Shirelsburg in Huntingdon County to Kittanning, Armstrong County, Pennsylvania.

(8) Oregon Trail, from Independence, Mo., approximately 2,000 miles to near Fort Vancouver, Wash.

(9) Santa Fe Trail, from Independence, Mo., approximately 800 miles to Santa Fe, N. M.

(10) Long Trail, extending 255 miles from the Massachusetts bor-

der northward through Vermont to the Canadian border.

(11) Mormon Trail, extending from Nauvoo, Ill., to Salt Lake City, Utah, through the States of Iowa, Nebraska, and Wyoming.

(12) Gold Rush Trails in Alaska.

(13) Mormon Battalion Trail, extending 2,000 miles from Mount Pisgah, Iowa, through Kansas, Colorado, New Mexico, and Arizona to Los Angeles.

(14) El Camino Real from St. Augustine to San Mateo, Fla., approximately 20 miles along the southern boundary of the St. Johns River from Fort Caroline National Memorial to the St. Augustine National Park Monument.

Lot of Trades

According to the Department of Labor, the Nation's 50 States issue a total of about 5,000 occupational licenses, which cover more than 550 different occupations.

Credit Union Still

Pays Best Interest

By James "Red" Ivy
Credit Union Treasurer

Higher interest rates on bank savings accounts have precipitated a flood of inquiries about Credit Union Dividends and whether they will be increased. These inquiries indicate a need for an explanation of the direct and indirect benefits of owning shares in the Credit Union as opposed to deposits in bank savings accounts.

The interest paid on bank savings accounts is set by the bank within limits imposed by the Federal Reserve System. The amount of interest paid is determined by supply and demand and the earnings of the bank has little if any bearing on the rate. Any surplus earned by the bank in excess of their current interest rate belongs to the stockholders of the bank.

The big difference between a bank and a Credit Union is that when you own shares in a Credit Union, you are a stockholder. As a stockholder (shareholder), you own a part of the action and your benefits are not limited to the dividends paid each year. You own a pro rata share of any earned surplus of the Credit Union and stand to benefit by any improvement in the future operations of the Credit Union due to increased capital, reserves, etc.

Let's look at the

Disbursement of 1969 Income:

GROSS INCOME		\$451,632.97	
SALARIES (14.8%)	\$ 66,992.91		
OTHER OPERATING EXPENSES (16.7%)	75,443.08		
TOTAL EXPENSES (31.5%)	\$142,435.99		
DIVIDENDS (32.2%)	145,276.32		Equal to 4% of shares
(pd. directly to member's accts.)			
INSURANCE (12.6%)	56,726.88		1.56% of shares
(Premiums pd. by C.U. for members)			
RESERVES (23.7%)	107,193.78		2.95% of shares
(Members undistributed equity in C.U.)			
TOTAL DIRECT AND INDIRECT BENEFITS TO MEMBERS (68.5%)	\$309,196.98		8.51% of shares

The statement above shows that the dividends and the insurance premiums paid by the Credit Union for the benefit of the members were equal to a return of more than 5.5% on the members shares.

We would like to be able to tell you that the insurance premiums were wasted. That we have no claims to file. Unfortunately, this is not the case. Our records show that claims filed on behalf of the members have on several occasions exceeded the total annual premiums, amplifying the value of this benefit.

The addition to reserves amounting to almost 3% of shares, although not distributed to the members accounts, adds to the working capital of the Credit Union. These funds are fully invested and the earnings will be used to support future dividends.

As indicated above, the total direct and indirect return to our Credit Union members amounted to 8½% of their shares. We believe this offers ample support to our contention that it is better to be a shareholder in a Credit Union than a depositor in a bank or Savings and Loan where any earned surplus accrues to the benefit of the stockholders, not the depositors.

With the continued support of the membership which has enabled the Credit Union to grow from \$600,000 in assets to over \$6,000,000 in 2½ years, we feel very optimistic about the possibility of increasing the future benefits of the Credit Union and particularly the dividends.

New Pay

(Continued from Page 1)

WAGES

	Old 9-1-69	New 3-1-70
Heavy Duty Repairman		
Foreman	\$5.91	\$6.11
Heavy Duty Repairman	5.60	5.80
Heavy Duty Repairman, Helper	5.00	5.16
Welder	5.60	5.80
Journeyman		
Partsman	5.27	5.47
Partsman Helper	4.85	5.01

EAST BAY EQUIPMENT DEALERS ASSOCIATION

Heavy Duty Repairman		
Foreman	5.97	6.27
Heavy Duty Repairman	5.60	5.80
Heavy Duty Repairman, Helper	5.00	5.16
Welder	5.60	5.80
Farm Equipment Mechanic	5.41	5.61
Production Welder	5.27	5.47
Journeyman		
Partsman	5.27	5.47
Partsman Helper	4.85	5.01

Work Weathers Winter

By DOUG FARLEY,
AL DALTON,
MARTY COORPENDER,
KEN ALLEN and AL SWAN
DOWNTOWN SACRAMENTO
and YOLO COUNTY

In spite of the winter rains, we still have quite a few members working in this area.

Continental-Heller has a number of jobs going in the downtown area. They are finished with the Plaza Towers High-rise, but are working on several projects in the redevelopment area. When completed this will really give a new look to this area.

Gordon H. Ball and C. K. Moseman have been working as much as possible on the Interstate 80 Interchange. They are keeping a few brothers busy paving concrete.

Guy F. Atkinson has been working a small crew all winter on the Del Paso Freeway section.

Shops in the Sacramento area all seem to be busy.

At Interspace in Lincoln, we have over one hundred members working year around. Jose Gonzales is the new Job Steward there and is doing a real good job.

Out at the Sacramento Airport, the new 101-room Airport Hotel will open February 10th. This hotel, opposite the main terminal building, represents an investment of approximately one million dollars (\$1,000,000.00) and is designed for future expansion.

Brothers this is a good time of the year to enroll at Rancho Murietta Training Center and upgrade your skills. Everyone who is laid off the dirt jobs because of the bad weather should take this opportunity to take advantage of the training facilities being offered at Rancho Murietta. This would enable the brothers to add one or more classifications when they register on the Out-of-Work List. Keep in mind that the more machines an operator can operate competently makes him a much more valuable employee to his employer and more money for him in the end. Brothers, this does not effect your standing on the Out-of-Work List while you are being trained at Rancho Murietta nor does it affect your unemployment.

The SMUD Atomic Plant is coming along on schedule with Lew Jones just about to wind up their section of the cooling towers. Research-Cottrell will take over where Lew Jones left off and take the towers up to their total height of 430 feet.

Leavell-Dravo has two other sub-contractors busy on the actual reactor site. Chicago Bridge and Iron and Klinger Steel have a long way to go before they will be finished with their portion of the job.

There is quite a bit of activity around the State College with Nickols and Neilson putting up the new Education Department building. Brother Ernie Clark is on the tower crane. PMI is right next to them putting in a new chilling plant.

Brothers, be sure to register so you can vote in the June primaries.

HIGH COUNTRY

At this time of the year with the weather as it is, the work is going along fairly good. Last year at this time, the only operator was working in the snow. Presently, they are doing all kinds of



TWO REPRESENTATIVE VIEWS of the new Santa Clara Service Center designed by the Palo Alto firm of Hawley and Peterson are shown above. Santa Clara supervisors have approved the preliminary phase report on the \$10.4 million center which will be located

at Schallenger Road and the Old Oakland Highway adjacent to the corporation yard in San Jose. Construction will involve three buildings and some 20 acres of related site development.

work throughout the area.

In Nevada County, officials are watching for a land boom which they fear will end in an overdevelopment or a number of vacant lots. The boom got underway, or at least the era of the big land developer, had begun during the early 1960's. A U.S. Land Company, subsidiary of Western Lake Properties, built Lake of the Pines on California 49 south of Grass Valley. The 1,930 lots there sold out a year ahead of schedule in August, 1968, and the Land Co. which since has become part of Boise Cascade Corp. announced plans for a similar project twice as big in Pleasant Valley, west of Grass Valley. Nevada County's Planning Program is at a standstill while development is going full speed ahead.

The Dravo Corp. at Loon Lake Power House jobsite are working long hours. This job will probably last another year before it is completed. They have got the bridge crane up and are working on the snow removal equipment in order to keep the roads open where the working area is located. Last year at this time, there was six feet of snow at the jobsite.

"Yellow" Out!

"Yellow dog contracts," employment contracts in which a worker agrees not to join a union or to resign if he is a union member, were outlawed in this country by the Anti-Injunction Act of 1932.

Crandall Joins Block That Would Slow Construction

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

San Jose Area is in the Winter slow down—with most rigs parked waiting for the dirt to dry out.

The Nixon-Reagan anti-construction bloc is now joined by our local Assemblyman Crandall. He is mustering support to oppose construction of a new north-side San Jose jetport and his office is hopeful other Bay Area Legislators—as many as 20 or more—will join in. The north-side airport site has come under increasing fire and with more of these do gooders in the act, it may never come to bid.

The first phase expansion of the San Jose-Santa Clara Water Pollution Control plant is underway with a \$2.8 million contract awarded to C. Norman Peterson Co. by San Jose City Council. Total cost of the first stage will be \$7 million. This will be a good one come drier weather. The City planning staff has also given the go-ahead on a \$2 million ten-story office building, which will be located on Winchester Blvd. north of Payne Avenue. In Cup-

ertino, the City has issued a \$1,300,000 permit for the new Mervyn's department store on Stevens Creek Blvd. to be built by Johnson & Mape. Stoneson Development Corp. is moving ahead with plans to develop a shopping center on Stevens Creek at Mary Avenue, as well as, condominium developments at Foothill Blvd. and on Blaney Ave.

Construction is underway at San Jose Municipal Airport to expand the terminal's baggage claim facilities and insure that the airport can handle the increasing passenger totals. Harrod & Williams is contractor for the \$399,227 project which will extend the present baggage claim area 161 feet further. Under construction is a 1½ story structure containing motorized baggage carousels which will be fed by conveyor belts from the ramp area. Construction should be completed by August.

The shops are busy getting the equipment ready to roll. Peterson Tractor has our Steward Dave Gray busy servicing rigs on the jobs in the Santa Cruz area. Hewlett-Packard continue to expand with Aberthaw Construction Co. of South San Francisco set to build their sixth building at the

headquarters in Stanford Industrial Park. This will be a \$1.75 million building to round out the complex.

Carmel-Hawaii Builders, Inc., were awarded the 5½ million dollar contract for a housing tract in Carmel Valley. Marina Plumbing Co. will do the plumbing work with Madonna Const. doing the grading and paving.

Granite Construction was awarded a \$466,000 contract for a road job in Carmel Valley and expect to start operations soon.

Ed Buttler of Salinas has kept most of his men busy most of the Winter, but they are shut down temporarily due to the wet weather.

All of the Sand Plants are busy at this time.

Earning His Keep

Many handicapped workers are benefitting by technological advances in the modern working world, where skill means more than muscle. For example, a polio-paralyzed engineer runs a computer for an aircraft company, although he works from a wheelchair and sleeps in an artificial respirator.

Utah's Mole Is Revisited; More Highways In Store

By: TOM BILLS, JAY NEELEY, WAYNE LASSITER, KAY LEISHMAN and ELMER RODERICK

MECHANICAL MOLE—Tunnel construction has recently been completely revolutionized by the use of mechanical moles. And the next years will see an accelerated requirement for tunnels in the arid West to convey water through mountains to areas of critical need. Tunnel excavation costs have not increased appreciably in the past 15 years due to these improvements in equipment and methods while general construction costs have more than doubled during the same period. The rate of tunnel drilling has also increased from about 20 feet or less per week several years ago to an average of over 400 feet per week today. A world's drilling record was recently established in Colorado when a mechanical mole bored a tunnel 13 feet in diameter through 156 feet of rock in an 8-hour period.

Although man has been drilling tunnels for centuries, we are probably just entering the "tunneling age." Tunnels are now being used to transport people and

materials as well as water. The Egyptians built one of the first tunnels recorded in history in 500 B.C. It was 8-feet square and carried water from springs to the city of Samos, a mile away. The Romans built miles of tunnels for their aqueducts to sustain cities of that era. Many of these are still in use.

Boring machines date back to 1882; however, the past five years have seen the greatest advancement. Water is being redistributed to satisfy the ever growing demand of our civilization rather than a population redistribution to meet the available water supply. Possibilities of importation of large amounts of water to meet future requirements would include major tunnel developments.

Utah's first mechanically drilled tunnel was constructed about one mile in length to divert Duchesne River water into the Starvation Reservoir. The 4.1 mile-long Water Hollow Tunnel is the first section of the Strawberry Aqueduct to be built. This tunnel has a drilled diameter of 13 feet and will be concrete lined to a diameter of 10 feet, 4 inches.

The 80-ton mechanical monster operating in the Water Hollow Tunnel is electrically driven by four 100-horsepower motors. Hydraulic legs braced on the sides of the tunnel hold the machine stationary while a hydraulic ram forces the cutting head against the rock. After cutting about five feet, the machine is moved ahead on runners to obtain a new grip on the sides of the tunnel.

The 13-foot diameter, convex-shaped cutting head is turned at about seven revolutions per minute. Twenty-nine revolving cutter bits are mounted on the head with a tricone bit in the center. Cuttings are caught in revolving buckets and dumped on a conveyor belt for loading in muck cars. These electrically driven trains operate continuously to remove the cuttings from the tunnel. Dust created in the drilling operations is controlled by pressure nozzles in the head of the mole which produce water fog sprays.

Steel supports are placed in the tunnel behind the mole to prevent cave-ins where loose materials are encountered. Air lines for ventilation and electrical line to supply power to the mole are

(Continued from Page 7)

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 No.	Deceased
Abel, Euclid Daisy—Wife P.O. Box 343 Verdi, Calif.	3 SS #530-09-3608	0876206	1-25-70
Arocena, Tranquilino Bernando—Wife c/o Philippine Consulate Agana, Guam	3D SS #575-09-8344	1270932	11-14-69
Baird, Gardner F. Ruth—Wife 1228 Foxworth San Jose, Calif.	3 SS #533-01-4120	0734534	12-7-69
Barringer, Milo Irene—Wife 1190 - 7th Ave. Santa Cruz, Calif.	3A SS #545-36-7499	473811	12-22-69
Bentley, Clark Virginia—Wife Rt. 1, Box 311 Silver Springs, Florida	3 SS #198-01-8391	0905114	12-10-69
Bronner, George Gladys—Wife 455 Eastmore Ave. Daly City, Calif.	3C SS #563-20-9800	1382493	11-29-69
Cavanaugh, Irvin Bernice—Wife Rt. 1, Box 146 Lincoln, Calif.	3 SS #483-07-6348	0413188	1-8-70
Couch, John Mary—Wife 515 Acorn St. Vallejo, Calif.	3 SS #507-07-6205	0488538	12-16-69
Ermatinger, Leon Zelma—Wife 8925 Bedford Ave. Fair Oaks, Calif.	3 SS #567-14-5679	0466379	1-5-70
Furtado, John J. Mamie—Wife 2705 Castro Valley Castro Valley, Calif.	3 SS #573-02-6789	0987193	12-29-69
Glenisky, Roy F. Lulu—Wife P.O. Box 1102 West Sacramento, Calif.	3 SS #518-09-5623	0510519	1-5-70
Grey, William F. Harry Grey—Brother P.O. Box 602 Broderick, Calif.	3 SS #556-09-8346	0931137	1-9-70
Hopkins, Delmar Robert—Brother Star Route Somerset, Calif.	3D SS #573-18-5261	066118	1-5-70
Jackson, Harry Marguerite—Wife 10387 Mira Vista Rd. Monte Vista, Calif.	3 SS #559-10-4383	0228371	1-16-60
Kamikawa, Thomas Miyiko—Wife 303 E. Fresno St. Fowler, Calif.	3D SS #568-09-3236	1351632	12-31-69
Kent, Clifford Pearl—Wife 631 Colorado Ave. Palo Alto, Calif.	3 SS #554-03-5227	0266122	1-16-60
Lachapella, Joseph Mary—Wife (Deceased) 5790 Yukon Drive Sun Valley, Sparks, Nev.	3 SS #572-52-9952	0740806	12- -69
McCord, John M. Helen—Wife 1911 N. Main St. Midland, Texas	3 SS #459-01-0205	0484625	12-23-69
Matthews, E. J. Carol—Wife 1140 Highland Drive Hollister, Calif.	3 SS #554-52-3279	1163244	12-25-69
Peterson, Palmer Inga—Wife 546 Gatliff Ave. Eureka, Calif.	3 SS #560-38-4230	1229908	12-25-69
Quinene, Jesus May—Wife 489 Rosario Merizo, Guam	3 SS #586-01-4933	1315879	12-29-69
Rolin, George F. Ida—Wife 7608 Twin Oaks Citrus Heights, Calif.	3 SS #445-07-1879	0509786	1-9-70
Saari, Oswald Anne Martin—Sister 2630 "H" St. Sacramento, Calif.	3 SS #520-05-7761	0994185	12-26-69
Scofield, Kenneth R. D. Scofield—Brother P.O. Box 403 San Carlos, Calif.	3 SS #508-16-7957	0572680	1-27-70

Obituaries (continued)

Sharp, Jack Alice—Wife P.O. Box 66 Friant, Calif.	3A SS #561-05-5551	0538807	1-16-60
Shaw, Ben Geraldine—Wife 5280 Concord Blvd. Concord, Calif.	3E SS #457-26-9680	1036974	12-17-69
Shires, Dennis Jeannine—Wife P.O. Box 726 Arnold, Calif.	3D SS #568-64-5409	1344830	1-8-70
Smyth, Paul A. Lorraine—Wife 910 - 6th St. Woodland, Calif.	3 SS #431-26-4095	1091304	12-21-69
Snowden, James Barbara M.—Daughter 688 Collins Oxnard, Calif.	3 SS #559-10-7728	0266079	1-8-70
Snure, Jack Nellie—Wife P.O. Box 633 Clovis, Calif.	3 SS #574-05-6263	0429346	1-10-70
Spendlove, Deward Clara—Wife Virgin, Utah	3 SS #529-01-9545	1181688	12-24-69
Troy, Perry H. Meeks—Daughter Georgia Heaton—Daughter John E. Troy—Son Orderville, Utah	3 SS #529-05-5195	0373130	11-13-69
Wild, Alfred Amy—Wife 200 Fairway Drive Bethel Island, Calif.	3 SS #572-07-0460	0334629	1-8-70

DECEASED DEPENDENTS January 1970

Blum, Jack Jennings—Deceased October 18, 1969 Deceased Son of Jackson C. Blum	
Brown, George—Deceased December 23, 1969 Deceased Son of Antonio Brown	
Ede, Marjorie—Deceased January 14, 1970 Deceased Wife of Warren Ede	
Hermsmeyer, Scott—Deceased December 8, 1969 Deceased Son of Roger Hermsmeyer	
Hoffman, Chester—Deceased December 26, 1969 Deceased Son of Jack Hoffman	
Irwin, Edna—Deceased September 10, 1969 Deceased Wife of Alton Irwin	
Morss, Fern—Deceased April 17, 1969 Deceased Wife of Francis Morss	
Teed, Ray—Deceased April 8, 1969 Deceased Step-son of Clifford Platzkow	
Veloza, Mary—Deceased December 23, 1969 Deceased Wife of Joseph Veloza	
Wayman, Sandra—Deceased January 10, 1969 Deceased Daughter of Eugene Wayman	

Stockton

(Continued from Page 7)

Irrigation District for recreational facilities at the new Don Pedro Dam on the Tuolumne River, was approved last October but the approval contained no guarantee of when the funds would be available.

The Hertel Const. Co. Inc., of Sacramento is low bidder on widening the bridge across Stanislaus River on Hwy. 120 in Oakdale. The two lane stretch between .2 of a mile south of Gilbert Road and .2 mile south of the river will be widened to 40 feet. The grade of the north bridge provides greater sight distance. The widening is a necessary part of the over-all project, which will include rerouting to get the highway out of the downtown area. It now merges with Route 108 at the town's main intersection.

A. Teichert & Son Inc., of Stockton was apparent low bidder for widening and resurfacing Hwy. 49 between Cemetery Road and 5th Street in Jamestown.

The J. Hungerford Smith Co., at 2150 E. Yosemite Blvd., is rebuilding its fire-ravaged syrup plant. The original plant, built in 1943, was destroyed in early October by a spectacular fire which left only a burned out shell. James Sorenson of Modesto is contractor and Paul Schulte and Associates of Chicago are architects.

Construction of more than \$15 million of health facilities will be completed or nearly completed in Stanislaus County. The projects located in Modesto, Turlock and Oakdale represent a variety of expansions, new construction and remodeling of general hospitals, convalescent facility construction, a multi-office medical-dental complex, and extended day care facility geared to psychiatric patients and a 25-bed mental health center. Most of the construction funds are from private sources, but the federal government is covering one-third of the cost of the Emanuel Hospital in Turlock.

Clip & Save

MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

Table with columns for month and meeting details. Includes sections for 1970 Schedule of Semi-Annual, District and Sub-District Meetings, SEMI-ANNUAL MEETINGS, JULY, DISTRICT & SUB-DISTRICT MEETINGS, MARCH, APRIL, MAY, JUNE, and JULY.

DISTRICT & SUB-DISTRICT MEETING PLACES

Table listing meeting locations for various districts and sub-districts, including San Francisco, Eureka, Redding, Oroville, Honolulu, Hilo, San Jose, Stockton, Oakland, and Valdez.

OAKLAND

Dear Sir:

I wish to express my appreciation for your help during my husband's illness and death. It is difficult to express the many ways in which your financial help and other kindness have helped me through this difficult period.

Sincerely yours, Mrs. Raymond Silva (Grace)

CREDIT UNION

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

FRINGE BENEFIT SERVICE CENTER

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

IMPORTANT

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

Form with fields for REG. NO., LOCAL UNION NO., SOC. SECURITY NO., NAME, NEW ADDRESS, CITY, STATE, and ZIP.



Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103

Incomplete forms will not be processed.

A Mole Is A Mole Is A Mole . . .

Modern Mole Mucks More

(Continued from Page 14) attached to the roof or walls of the tunnel.

Mechanical moles are guided through the mountain in a straight line by a laser beam directed to a target fastened on the mole in front of the operator. The laser beam has proven to be an excellent control method for precision drilling.

Machine tunneling largely eliminates the unpredictable overbreak that accompanies conventional blasting, is also less hazardous and because of less disturbance reduces the seepage water. A smooth bore resulting from machine drilling normally has less rock fall, requires less support, and is more conducive to concrete lining.

More than 40 miles of tunnels are planned for the Bonneville Unit of the Central Utah Project. It is anticipated that the mechanical mole will be employed for most or all of this drilling.

Eight new state highway construction projects are scheduled for the Ogden area during the next two years. Total cost of the eight projects is estimated at \$14.1 million with most of it earmarked for interstate construction.

Four of the projects estimated at \$11.4 million involve the construction of 23.4 miles of new interstate highway. These four projects are expected to be completed by the late summer of 1973 and will complete all of the interstate highway scheduled for the area.

Largest of the four interstate projects will complete the 10-mile link of 1-15 between Hot Springs and Perry at a cost of \$3.5 million. State road officials expect to award a grading contract on this project late this year. A contract for surfacing and structures will be awarded a year later. This stretch of 1-15 is expected to be open to traffic by the late summer of 1973. Initial work is scheduled for next October on the 5.6 miles of 1-80 North between Riverdale and Uintah Junction. Estimated to cost \$3 million, this stretch of Interstate will be completed in two phases. The initial phase will involve clearing of brush, trees, and other preliminary work. A contract for the remainder of the work is programmed for February 1971 with the road to be opened for traffic by 1972.

The 2.7 miles of 1-80 North between Devils Slide and Henefer is expected to get under way next December at a cost of \$1.5 million and be completed by the fall of 1971. A contract is expected to be awarded next April for construction of a detour via Croydon.

Construction is programmed for next December on the 5.1-mile link of 1-15 from Lagoon to Layton, estimated to cost \$3.4 million.

Other Utah State highway projects scheduled for the Ogden area during the next two years include: A \$1.5 million project to provide a new access from 1-15 via 20th and 21st programmed to get under way in the spring of 1971 and be completed by the fall of 1972. Widening and channelization of Harrison Blvd. from 36th St. to 42nd and construction of a peripheral road on the Weber State College campus, estimated at \$700,000 with work to start and be completed in 1971. Widening and other improvements to Riverdale Road from the Weber river to Lincoln Avenue estimated at \$300,000. Work should start in the fall of 1970

and be completed the following year.

Safety improvements to intersections on Wall at 17th and 29th costing \$35,000 scheduled for next spring.

Up to the present time, Utah has enjoyed a fairly mild winter. Many of the contractors have started back to work with apprehension of some set-back.

The Provo area is looking good with most of the work focused toward the southern end of the state. The Dixie Project, which has been hashed and re-hashed was only allotted \$100,000 for this fiscal year. The Karapowitz and

power house was given one year from last October to commence work or lose their water rights by Secretary of Interior Hickel. At the present time Utah officials are negotiating for more time. When the actual work will begin will depend on the outcome of these meetings.

Many of the Utah Brothers are not taking advantage of the fine opportunity now being offered at Rancho Murieta to upgrade their skills on different pieces of equipment. We encourage participation in this program. For further information contact your Job Placement Center.

More Personals . . .

SAN JOSE

Brother Casy O'Brien and Mrs. O'Brien have just returned from a month's vacation. The first half of their trip was made aboard the beautiful Stella Solaris, with stops at Mexico, Central America and through the Panama Canal to the Virgin Islands. Brother O'Brien reports that the climate was in the 80's most of the time. He said that at San Juan, Puerto Rico, they are enjoying one of the biggest Building Booms in the Western Hemisphere. He stated that everywhere they went people were unusually friendly and went out of their way to be helpful. While in the Panama Canal Zone, Mrs. O'Brien broke her ankle and the rest of her trip she was confined to a wheel chair. Due to this unfortunate accident, the return trip was made by plane.

Brother Del Armer and Mrs. Armer recently returned from a month's vacation in which they traveled through Arkansas, Oklahoma, New Mexico and Arizona, visiting relatives and friends.

Brother Albert Perry, Executive Board member, was recently named to the Historical Landmarks Commission in Santa Clara.

We would like to extend our sympathies to the families of Brothers Harry Jackson and O. F. Yeager, who recently passed away.

Our thanks to Brother Wilford Sarazen for his donation of blood to the Engineers Blood Bank! May we again remind you that now is the time to take a few minutes of your time to donate a pint of blood to your BLOOD BANK! Our supply is low and the demand is great! Our thanks also to Bob Sandow and Fred M. Stevens who also gave blood to the Blood Bank.

Business Offices & Agents Phone Listing

Table listing business offices and agents with phone numbers for California (San Francisco, San Mateo, San Rafael, Vallejo), Nevada (Reno), Utah (Salt Lake City, Provo, Ogden), and Hawaii (Honolulu).

Personal Notes

STOCKTON

Our deepest sympathies are extended to the families and friends of Brothers Victor P. Jungsten, Lauren Bryant and Clarence Norwood, who passed away last month and to Mr. and Mrs. Ray Shires on the loss of their son Dennis in an automobile accident.

Brothers M. L. McDaniels, Robert Noah, William Weber and Toussaint Harrison were under the weather this past month. A speedy recovery is hoped for all.

SACRAMENTO

Bro. Josh Robinson, retiree, was hit by a car and will be in the Woodland Memorial Hospital for a long while. Cards from his friends and acquaintances would be appreciated.

Bro. Otis Crews is in the hospital again and we wish him a speedy recovery.

Bro. James M. Young is scheduled for a major lung operation the first part of February, and will require 40 pints of blood. We wish him a very successful operation and a speedy recovery.

Our deepest condolences are extended to Brother Richard Bedal on the loss of his wife, and also, the families of Brothers Albert Glass, William Grey, Leon Ermatinger, George Franklin Rolin, Victor Reynolds Raymond, James Bates and Delmar Hopkins on the loss of their loved one.

We wish to express our gratitude to the following blood donors for taking the time to give blood. It is greatly appreciated.

Blood donors: James Kinslow, C. O. Kinslow, Dale Morlan, Harry Bannister and son, J. A. Corcoran, Ted Cox, Ken Uffelman, Jack MacIntyre, Albert Floris, Orvid Olson, Edward Johnson, Carl Riepe, Bill Stinnett, Clyde Husted, Richard McDougald, Harry Camden, Edmond and Amelia Vercruyssen, Danny Chandler, Wilbur Marshall, Mrs. Celeste Stockley, Doug Farley, Al Dalton, Don Morlan, Clem and Juanita Hoover.

Lets keep up the good work and continue to build up our blood bank.

RENO

Brother Alfred Oliver is in the Veterans Hospital in Martinez, California. He would appreciate hearing from all his friends. Please write in care of Veterans Hospital, 50 Muir Road, Martinez, California 94553.

We wish to extend our heartfelt sympathy to the families and friends of the following Brothers who recently passed on.

Brother Angus Barton, Brother Jim Snowden, Brother Boz Zusman, Brother Larry Semenza, and Brother Euclide Abel.

Brother Richard Arthur and his wife Peggy are the proud parents of a baby girl born December 21, 1969, named Chandra Elin.

Brother Ken Jones and his wife welcomed a son on January 12, 1970, Nicholas Thomas Jones.

Brother Robert Howell and his wife are the proud parents of a baby girl, January 14, 1970.

MARYSVILLE

We received the following letter from Mrs. Carolyn Nicholson, wife of deceased member John S. Nicholson.

"I desire to thank the Operating Engineers Local Union 3 for the beautiful White Bible presented to me by Harold Huston of the Marysville area in memory of my husband John S. Nicholson who passed away New Year's Eve 1969.

"Also my thanks to Doug Farley of Sacramento and Fran Walker of San Francisco.

"God bless all the Brothers who knew John."

Mrs. Carolyn Nicholson

Hospitalized during the past month was C. F. Boring who was in the Enloe Hospital in Chico.

Deceased members this month include Aaron Kast and Virgil French. Our deepest sympathies to their friends and families.

Apparently a few of the brothers and their families heard our plea for the Blood Bank during the past few weeks. Donors included Mrs. Sandra Bettis, Ken Bettis, Gerald Davern, Mrs. Gerald Davern and Earl Garner. Our thanks to you for taking time out for this great service. We do still need blood and would appreciate any donations given to our bank.

SANTA ROSA-UKIAH

Miles Jones, who has recently undergone surgery in Ukiah, is now convalescing and we wish him a speedy recovery—Jim Tusso, who is still in his leg cast, but progressing nicely.—Jim Wilson also progressing well, after a double fusion on his back

(See More PERSONALS Cols. 4 & 5)

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

FOR SALE TRAVELEZE TRAILER 23T. self-contained, 7 Cu. Ft. G & E. Ref., tandem axle, like new, pulled app. 630 mi. Walt F. "Red" Lange, Telephone 916-644-2354, 1843 Gardella Lane, Camino, Ca. 95709. Reg. No. 25637. 1-1.

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

FOR SALE CURTA CALCULATOR. Small size, A-1 condition, with case. \$50.00. 10 Ft. aluminum boat with 3 1/2 HP. outboard, like new. Sacrifice \$75.00. M. E. Rawley, 5505 Grove Street, Sp. No. 22, Rocklin, Cal. 95677. Phone 916-824-2826. Reg. No. 0817487. 1-1.

FOR SALE 1963 CLASSIC 770 four door Rambler. One owner, reclining front seat. Backs-6 standard trans. W.O.D. —R&H two new tires, top book plus license after 1-1-69. Walt F. "Red" Lange, Telephone 916-644-2354, 1843 Gardella Lane, Camino, Cal. 95709 Reg. No. 258737. 1-1.

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

FOR SALE: 1965 Budget Mobile Home, 1 Bedroom 53 x 17. Very good condition. Telephone 916-644-2354, 1843 Gardella Lane, Camino, Cal. 95709 Reg. No. 258737. 1-1.

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

1969 BILTMORE-FURN. 1 BR 12 x 43 trailer in park S.R. cooler, shed, T.V., porch \$1,500 down or take over payments \$62.42 p.m. or \$3,000. 415/924-3087 after 6 P.M. Reg. No. 0679071. 2-1.

FOR SALE DOUBLE HORSE trailer single axle all metal with tack room. \$550. J. L. Bledsoe, 1942-14th Street, San Pablo, Ca. 94806, or call 415/233-6199. Reg. No. 1025214. 2-1.

FOR SALE OR TRADE one Eska motor, used four times, Sacrifice for \$100.00, trade for power saw. George J. Stryker, P. O. Box 33, Pine Grove, Ca. 95665. 209/296-7273. Reg. No. 1115488. 2-1.

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

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

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

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

ONE GENERAL EAGER BEAVER 6 ton trailer for sale. Also Ford F600 flatbed, Ford F600 dump, John Deere 350 with 95 backhoe, Case 580 backhoe. Must sell. Call after 6 P.M. 415/994-078. Reg. No. 1164979. 2-1.

FOR SALE 1 1/4 ACRES 5 miles Lake Oroville. Permanent pasture, family orchard, garden spot, barn, 2 BR, den, 2 bath, fireplace, A/C, guest apt., bath & pool. \$33,500, owner carry paper. V. B. Dresser, 20 Greenbank Avenue, Oroville, Ca. 95965. Phone 916/533-6960. Reg. No. 329114. 2-1.

SMALL 3 BEDROOM home 3 years old, W/W carpet, drapes, refrigerator, stove, dishwasher, garbage disposal, ideal for small family or couple, above smog, below snow line. \$19,950. Phone 916/885-8179. J. E. Ostberg, 170 Ginger Drive, Auburn, Ca. 95603. Reg. No. 832325. 2-1.

MUST SELL 1959 Empire Mobile Home, 8' x 45' completely furnished. Awning, skirting, porch with storage, 7 x 8 storage shed. \$3,500 or make offer at 6433 Orange Avenue No. 26C, Sacramento, 916/421-3345 or call R. L. Briggs, 37 Marigold, Salinas, Ca. 93901, 478/422-4710. Reg. No. 0908510. 2-1.

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

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

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

MOBILE HOME 10 x 55, 2 bedrooms, two baths, expanding. furnished. Screened porch, boat house, storage shed. 60 x 90 lot, 2 blocks from lake at Clear Lake Oaks, \$11,500. J. C. Enos, 1032 Aberdeen Drive, Livermore, Ca. 94550. Phone 415/447-4957. Reg. No. 620122. 2-1.

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

FOR SALE 1960 CASE backhoe C.K. 2 ft extendo hoe 18-24-36 buckets diesel torque converter. \$4,500. 707/996-6631. Duane Worden, 18780 Orange Avenue, Sonoma, Ca. 95476. Rev. No. 1123477. 2-1.

1963 MERCURY MONTEREY 4-dr, hardtop w/brzy. window. Factory Air, Rad., Htr, P. Steering, Cruiso-TR eng. 390-2 bbl. Comb. interior, upholst. hd. liner, carpets, glass & all access. like new & absol. orig. No longer needed as 3rd car. E. P. Seim, Menlo Park, Phone 323-6773 eves. & weekends. Reg. No. 977680. 2-1.

FOR SALE: BACKHOE SERVICE established 10 years, gross \$28,000 av. per year, at Williams in Colusa County. Includes beautiful spacious 4 BR home on 3 acres, equipment yard, 2 shop bldgs, 60 x 40, 30 x 80, fenced in, located 1/2 mi. from home. Owner selling for health reasons, selling all or part. Lawrence's Backhoe Svc., P.O. Box 630, Williams, Ca. or phone 916/473-2252. Reg. No. 1281288. 3-1.

SKI BOAT FOR SALE. Sangle hull, 16'6". Eng. Olds 88 just overhauled. Single axle trailer 1970 Lic. Very good condition. \$1,450. Phone 415/689-4622 Pleasant Hill, Ca. after 7:00 evenings, or Sundays. Reg. No. 780286. 3-1.

FOR SALE: INSELY MODEL 550 crawler backhoe, boom extension, four buckets. \$18,000 for all. E. Paxton, 1169 Sonuca Ave., Campbell, phone 378-0856. Reg. No. 1043707. 3-1.

BUGYRUS-ERIE SHOVEL for sale. Air operated, 1 1/2 yd. diesel crawler, old but good, \$2,300 or offer. 415/562-3236. Reg. No. 0678953. 3-1.

FOR SALE: 8-YARD DUMP body with 10 yd. ends & hoist. \$200. Phone 415/562-3236. Reg. No. 0678953. 3-1.

FOR SALE: DOUBLEWIDE 1963 VAGABOND mobile home on 2.63 acres in Paradise, Ca. Thomas M. Hathman, 950 Meridian No. 43, San Jose, Cal. Phone 408/287-1344. Reg. No. 360617. 3-1.

FOR SALE: MEMBERSHIP in Royal Pines Lake Club, hunting, fishing, camping, etc. near Marysville. 3 acres with building site near Santa Cruz. Arnold Rush, 1902 Story Road, San Jose, Ca. 95122. Phone 259-1182. Reg. No. 519755. 3-1.

WANTED: DELCO LIGHT PLANT. Model 2000, any condition. Herbert Higginbotham, P.O. Box 212, San Pablo, Ca. 94806. Reg. No. 0947083. 3-1.

MASSEY FERGUSON BACKHOE 220 diesel, 7 buckets, new tires w/optional 181 tilt trailed w/hyd. brakes. Ramon Hernandez, 1943 San Luis Ave., Mountain View, Ca., phone 961-9230. Reg. No. 798052. 3-1.

SMALL FEED MILL FOR SALE. Complete for 200 to 400 animals, ready to install. Homelite C-9 model chain saw. 24" bar, like new. 1966 Int. P.U. 304 V-8, new rubber, warn hubs & R&H, extras. A-1 cond. 5 Cu.Ft. concrete mixer, new 1/2 HP motor. Vince Howell, 11718 - 26 Mile Road, Oakdale, Ca., phone 209/847-2219. Reg. No. 579354. 3-1.

FOR SALE: CLEVELAND TRENCHER Model No. 95 (round bottom buckets) plus trailer. Good condition. \$4,500 for both. E. Paxton, 1169 Sonuca Ave., Campbell, Phone 378-0856. Reg. No. 1043707. 3-1.

LORAIN BACKHOE and shovel comb. for sale. 3/4 yd. wide tracks crawler, old but good, \$3,000 or offer. Phone 415/562-3236. Reg. No. 0678953. 3-1.

1963 TRAILER HOUSE 10 x 54 Detroitler, 2 BR, new awning, fire alarm system, washing machine, complete with furniture. Eastern Built, \$3,500. Located in Willits. Call 408/274-3480, Robert Jehs, 3073 Rossmore Way, San Jose. Reg. No. 1079834. 3-1.

1964 SQUAREBK VW driven only by careful school teacher on weekdays. Good tires, new brake shoes. Quick low price \$625 or \$600 cash. Kenneth Mahoney, 455 - 41st Ave., San Francisco. 386-6543. Reg. No. 883769. 3-1.

HOME FOR SALE. 2 BR house & garage on 1.2 acres of choice garden land. North of Santa Rosa near Larkfield shopping area. Grapes & fruit trees. \$18,950. Don H. Mowat, c/o General Del., Boonville, Ca. Phone 895-3587. Reg. No. 0459144. 3-1.

FOR SALE: 3-SPEED SPICER Trans. w/shift lever & flanges 200 RPM split under, direct over. Excellent condition. Edward Clester, 152 Sp. 1220 N. Lawrence Exps., Sunnyvale, Ca. Phone 408/734-2092. Reg. No. 991004. 3-1.

LIGHT PLANT FOR SALE. 5KW, four cylinder gas engine mounted on two wheel trailer, or trade for late model compact car. 1967 Dodge van for sale or trade. Call 415/454-8441. Reg. No. 0736418. 3-1.

1968 DATSUN P.U. in good condition, Radio & heater, bardon bumper, trailer hitch, plywood bed, gun rack, economical, best offer. Jim Atkinson, 5050 Jarvis Rd., San Jose, Ca. 95118. Call 264-9600. Reg. No. 1014520. 3-1.

FOR SALE: 1959 INTERNATIONAL PICK UP. 3/4 camper, radio & heater. Air cond, new paint and brakes. \$585. Lee Pischke, 3021 E. 16 St., Oakland, Ca. Phone 534-6820. Reg. No. 082966. 3-1.

WANTED: OLD BOTTLES (before 1900). Beers, bitters, whiskeys, sodas, black glass bottles, etc. Send description, price to Ted Siri, Jr., 205 Sanford Lane, Ukiah, Ca. 95482. Reg. No. 1155484. 3-1.

TWO BOBTAILS FOR SALE or will trade for 10 wheeler—will assume. Phone 408/269-6542. John Brown. Reg. No. 0434969. 3-1.

FOR SALE: PONIES, all sizes, colors and prices. Phone 209/878-3530. Ben Stoner, Box 91, Dogtown Rd., Coulterville, Ca. 95311. Reg. No. 0892600. 3-1.

FOR SALE: TWO 2-BE HOUSES on one lot in Vacaville, each house furnished, very easy to keep rented. Also, 18 acres on Winters Freeway fenced and good road on 3 sides. New well, pump house. Will sell all or part. R. Woody, 480 J. Jefferson St., Dixon, or phone 678-3268. Reg. No. 347177. 3-1.

FOR SALE: 1964 DODGE 1-ton mechanics truck. Radio, heater, power take off compressor, boom cable hoist, 1 1/2 ton comlong. Real good condition. Call or see, Mervin Horrell, 4124 Braunsbly Rd. (B) Napa, Ca. 94558. 707/255-3016. Reg. No. 0959286. 3-1.

WANTED: FLAYER PIANO ROLLS, any tunes. Premium for Ampico, Duo-Art or Welte labels. Also want electric player piano in any condition. G. Billard, 21710 Regnart Rd., Cupertino, Ca. 95014. Phone 408/252-2104. Reg. No. 1382585. 3-1.

TO LEASE: 80 ACRES planted to perm. pasture, 1,860 sq. ft. living area. 3 BR 2 bath, large liv. room w/firepl. Oil furnace w/forced air. Lots of water from springs. \$3,000/yr. Located at 13A-N. Renben Rd., Glendale, Oregon. L. H. Freeman owner to be contacted at 1010 Atlantic St., Salinas, Ca. 93901. Phone 422-3347. Reg. No. 0512523. 3-1.

FOR SALE: ONE 20 TON LOW-BED Kenworth tractor, 300 diesel engine, dual drive, good condition, reasonable. Owner retiring. Phone 209/826-2356 (Los Banos). Reg. No. 500939. 3-1.

REGISTERED QUARTER HORSE for sale, stallion. Berts Day No. P-90, 5L8, grandson of Bert P-227. Phone 209/878-3530. Ben Stoner, Box 91, Dogtown Rd., Coulterville, Ca. 95311. Reg. No. 0882600. 3-1.

WANT TO BUY CRANE BOOM for Model E Quickway, Al Pierzina, 1054 Lindell Dr., Richmond, Ca. 94802. telephone 415/525-2165. Reg. No. 745237. 3-1.

FOR SALE: 2460 GRADALL BUCKETS 16", 48" and 48" pavement bucket with H&L shanks and points. \$550. 24" Hop-to bucket \$125. 916/447-1650 or 916/383-1661. Reg. No. 1152683. 3-1.

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

More Personals...

SAN RAFAEL

Our best wishes go to Brother Dick Irwin for a happy retirement.

Best wishes to the following Brothers who have been on the "sick list": Ralph Carpenter, recent eye surgery; "Ozzie" Wilbor, recent surgery; Russ Phillips, who was confined at Childrens Hospital; "Woody" Lievsay confined recently at Hillcrest Hospital in Petaluma—but now at U.C. Medical Center, S. F.; Henry Hahne who was hospitalized at Marin General due to an accident on Murphy-Pacific job in San Rafael; Guy Slack, our Executive Board member from District 1 who is now out of the hospital and doing nicely. Best wishes to the wife of Brother "Red" Tavenner who has been in Marin General.

FRESNO

A few of our Brothers have been "under the weather." Brother Al Martin broke his arm while working for Federick & Sundt on the Pleasant Valley Pump Plant, Brother Deith Barham is in Veteran's Hospital undergoing a series of tests, Brother Harold Braden underwent an operation at Sierra Hospital and Apprentice Larry Brewer spent a few days in Sierra Hospital but is now back at Rancho Murieta.

Our deepest sympathies are extended to the family of Brother George Donovan on the loss of their daughter and to the family of Brother Robert Lacey on the loss of their son.

Our many thanks to Brother Orville Yarnell for his donation to our blood bank. Our supply is low as usual and we have had another call for help from one of our Brothers for his wife. You may be the next one to need this help!

(See more PERSONALS Page 10)