

Shiga Flies! Salvage Successful

"Serving the men who move the earth!"

ENGINEERS NEWS



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ATTENDING the Grade Checking class in Santa Rosa: William J. Derrick, Glenn McClish, Marshall Curtis, Frederick O'Hara, Steven Musselman, Peter Swensen, James Souza, Jr., Ronald Bergsen, George Battorf, Fred Perry, G. K. Gardner, Gene Pulley, Lawrence Lee, Charles Younger. Also

John Haight, Charles Smith, Carl Van Horne, Don Harell, J. W. Shelley, R. G. Gregory, Warren Raddatz, Water Dusbach, Alfred Cari, Paul Van Vleet, R. H. Mason, Carl Nelson, Russ Swanson and Maurice Ahearn, class instructor.

Court Upholds Public Employees' Union Right

ST. LOUIS — Public employees have a right under the U.S. Constitution to belong to unions, according to a unanimous ruling by the 8th U.S. Court of Appeals here.

"Union membership is protected by the right of association under the First and Fourteenth Amendments," the court held in an opinion written by Judge Gerald W. Heaney.

The State, County & Municipal Employees took the appeal to the court on behalf of two members who, the union contended, were fired from the North Platte, Neb., Street Dept. for union activity.

The decision holds that the constitutional right of public employees to join a union is protected under the First Amendment. It is made applicable to states under the Fourteenth Amendment.

The court specifically rejected the traditional argument that public employees "have no federally protected right to be continued in public employment."

The ruling also establishes that public employees may bring suit in federal court for compensatory and punitive damages, as well as attorneys' fees against individuals who interfere with their constitutionally protected rights.

The SCME suit was brought against a North Platte city commissioner as an individual, since a direct suit against a state or political subdivision is barred by the Eleventh Amendment of the Constitution.

In its opinion, the court quoted an earlier ruling that the right of assembly protects more than "the right to attend a meeting; it in-

cludes the right to express one's attitude or philosophies by membership in a group or by affiliation with it or by other lawful means."

Ronald Rosenberg, SCME counsel, said the ruling "makes clear that any statute barring public employees from joining unions, or discriminating against workers for joining unions, are unconstitutional."

Alabama, for example, has a law prohibiting state employees from joining unions, that, until now, has not been successfully challenged.

"We have every reason to expect that federal courts in other jurisdictions will follow the ruling rendered by the Eighth Circuit," Rosenberg said.

SCME Pres. Jerry Wurf said the ruling "supports our beliefs that public employees are entitled to the fundamental right to join

a union that is now enjoyed by nearly all workers in private industry."

"This is only a first step toward equality for the public employee," he added. "For the legal right of an employee to join a union to be effective, there must also be a law requiring recognition of the union as the employees' representative. And we must also have a law requiring that public officials participate in good-faith collective bargaining with the organization chosen by the employees as their representative."

These are basic rights in a free society," he asserted. "We are gratified with the unanimous court opinion that provides the first of these necessary steps."

High Court Rules Car Death Comp

SAN FRANCISCO—The California Supreme Court this week decided that the Workmen's Compensation Act does indeed cover an employee who loses his life in an accident while driving his own car as long as the employer requires him to furnish that car in pursuit of his job.

A four-to-three court decision overturned a 1934 case which had held that—even though the job in question called for the use of his motorcycle—the employee involved was not entitled to work-

See DEATH CAR page 7

Big Jet Is Saved By Bigge Experts

By KEN ERWIN

One of the most unique salvage operations in history was expected to culminate this month with the successful test flight of the Japan Air Line's giant DC-8 jet "Shiga."

The know-how of some dozen Operating Engineers and the Crane and Rigging Division of Bigge Drayage Company of San Leandro, California, combined to raise the giant jet from the mud of the San Francisco Bay last November, some 29 hours after it had pancaked in—three miles short of the San Francisco International Airport runway.

Valued at \$8.9 million, cost of salvage and rehabilitation has been estimated at \$2½ to \$3 million. Successful return to service will also represent an unestimated value in productive operations since it would have taken some two-and-one-half years to replace the aircraft.

It was early on Friday morning, November 23, when the big jet, on instruments and pressing its descent through a thick ground fog, touched down in some eight feet of chill bay waters and soft mud. The cushioning effect of the soft mud minimized the shock of impact and none of the 107 passengers aboard suffered injury. They deplaned in rubber boats off the Shiga's wings and made their way to Coyote Point yacht basin some 2 miles away.

What followed was an intricate masterpiece of speed and skill as only 29 hours elapsed between the time of the Civil Aeronautics Board's authorization to proceed and the securing of the Shiga to

the deck of a Bigge flat barge in San Francisco Bay. A remarkable accomplishment in light of the delicacy of the lift combined with night work and the difficult conditions of tide, current and drift. The feat marked the first time a major aircraft had been successfully removed from water without apparent secondary damage.

Bigge rigging supervisor, Bob Korst was named director of operations and brought 9 years of expertise in aircraft recovery into play. Four anchored barge cranes were used to make a three point lift.

The two primary lift points were under the wings and were made by a pair of Smith-Rice 90-ton Dravo whirley derrick cranes with

See SALVAGE page 7

NEW E-BOARD MEMBER

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that Brother William W. Woodyard has resigned as District #8 (Sacramento) Executive Board member due to continued ill health, effective March 1, 1969.

On March 2, 1969, Brother John L. Hinote was unanimously appointed to serve as interim District 8 Executive Board Member until May 6, 1969, when the next District 8 Quarterly Membership Meeting will be held, and special order of business will include the election of a District Board Member.



SLATED TO TEST its refurbished wings late last month, the Japan Air Line's jet Shiga is shown here being lifted from an unscheduled landing in San Francisco Bay. In an unique salvage operation, Bigge Crane and Barge Company of San Leandro put the giant jet back on land just 29 hours after it hit the salt water and mud. If flight tests are successful, the big bird will be turned over to JAL the first part of this month and will represent a first in this type of salvage operation. For additional details and the names of Brother Engineers whose skill made this operation successful turn to page 7.



Collectively Speaking with Al Clem

It seems like the rains have ceased, for the time being at least, and we sincerely hope that the weather will hold good and the dispatch halls will be busy. I would again like to request that every member who is called back to the job, remind the employer that he should fill out a recall slip. You could do a great service to your Union by also notifying the dispatch halls to remove your name from the out-of-work list. By doing this, it saves the dispatchers many hours at the telephone calling people who are already employed. In addition to this, the telephone bills are astronomical, and since this is paid for by part of our dues dollar, you can help your Union by cooperating.

The month of March seems to have been an unusually busy month. In addition to attending the District meeting in Fresno, Ukiah, Salt Lake City and Reno, I was extremely pleased to note that the incumbents on the Grievance Committees were returned to office very handily by the vote of the members in each district. In fact, at Ukiah and Salt Lake City, there was no objection; they were elected by the Secretary casting his White Ballot. In Fresno there was very minor opposition and the Brothers there were returned to office by an overwhelming vote.

It was necessary for me to go to Washington in the month of March to contact the people in the Labor Department relative to establishing a prevailing wage scale on Guam. As we have reported before, we have signed a so-called Model Agreement covering Guam with a wage scale, and are attempting to get it adopted by the Government, so that when they call for bids on the different jobs, the wage scale can be as advertised.

I attended the dedication of the Cortez Gold Mine at Crescent Valley, Nevada, some 300 miles from Reno. This was a very interesting experience, for here is a corporation that, after several years of prospecting, went out in the middle of the mountains and built a complete new processing plant and opened up the pit. They tell us they have sufficient ore blocked out to last 7½ years. One interesting sidelight we were able to witness was the pouring of the pure gold brick, which is shipped to San Francisco by air. These bricks are worth between \$31,000 and \$32,000. This operation is one where your Union has a labor contract representing all the employees of the company. There has been some turnover, which you would expect in a new operation such as this where the living conditions are not as good as they should be, causing people to move on; but, the crews are becoming stabilized now. We are of the opinion that the turnover will be considerably less.

Meetings were held in San Francisco with representatives from the local Unions in the Western States dealing with pension reciprocity. I'm sure the work that was done at this meeting will be finalized at the next meeting of the Western Conference, which will be held April 9th. In the next issue of the paper we will be able to furnish you with the details of the reciprocity agreements. This is a project we have been working on for quite some time, and it will be of great benefit to those members of the local Unions of the Western United States when they decide to retire.

During the month of March there was one meeting held in the Sacramento Area, inviting people who are on pension or anticipating applying for the pension, to attend. I am sorry I was unable to attend, because of previous commitments dealing with the business of the Union, but I have been informed that the meeting was well attended and many questions were asked and answers given. We hope to be able to schedule these meetings at each of our offices, as time will provide, for those who are on pension or anticipating taking a pension to be brought up to date on the benefits afforded by your local Union.

During March we were still busy negotiating agreements and signing same and presenting them to the membership for ratification. We signed the following agreements: 9 Long Form Agreements and 94 Short Form Agreements. Also, the following elections were won: Roy V. Alsop & Son, Guarantee Forklift, Perfect Plete, as well as a consent election with San Jose Water Works. We also won the Unfair Labor Practice case against Mentzer Detroit Diesel.

As reported earlier, it was 30 years ago the month of March that our International Union began to put Local 3 together. We anticipate reporting in the next issue of the paper on the history and progress that we have made in the 30 years our Local has been in existence. If any of you have thoughts which you feel would be of interest to the other members of the organization—particularly the younger members—we would appreciate your passing them on to myself, and I will endeavor to have them incorporated in the next issue of the *Engineers News*. (More on Page 16.)

Direct Relationship

In a study of problems involved in utilizing military experience in civilian jobs, the Labor Department found that 85 percent of all enlisted men's career jobs have counterparts in civilian occupations. The hundreds of Armed Forces training courses studied have a direct relationship to at least 1,500 civilian jobs.

IUOE's

Washington Desk Report

As the new Congress cranks up for business, members are being advised by financial experts that a temporary slowdown in the American economy may occur in the next few months.

But, they are being advised, another upsurge in consumer spending then will occur.

The temporary slowdown in the rate of economic growth in the next few months could slow down imports and improve the nation's balance of trade.

William McChesney Martin, chairman of the Federal Reserve Board, cautioned Congress against any move to ease credit since another consumer spending upsurge is in prospect.

Martin added that it is only now that consumers are feeling the full impact of the 10 percent tax surcharge. He explained that the surcharge last year was not collected fully from consumers as a withheld income tax, the withholding covering only the time from when President Johnson signed the law even though the law was retroactive to April 1.

Therefore, consumers are discovering that they owe some additional income tax as they meet the April 15 tax deadline. They owe for the retroactive period of 1968 when the surcharge was not collected.

Due to this situation, Martin feels that the advance of the economy over the next few months will be at a more moderate pace, which should alleviate some of the pressure that boosts prices.

While the 91st Congress barely has had time to sift through the mass of proposed legislation which always marks the start of a session, one thing already is clear.

Occupational safety and health legislation to protect the lives and limbs of workers will be one of the most crucial issues the new Congress must face.

The last Congress did not have a chance to vote on safety legislation. Opponents of the bill blocked an effort to bring it up for vote on the floor.

The International Union of Operating Engineers and other organizations are determined that this procedure will not occur again. The loss of life and the high number of occupational injuries have not diminished.

Dear Mr. Clem:

I would like to express my appreciation and thanks to the Local Union for their acts of kindness and sympathy and for the Union Benefits that I received due to the death of my husband Ray Brown. I would like to thank you for the lovely Bible that was presented to me by the Union.

Emma Brown
4765 Churn Creek Road
Redding, California

Dear Mr. Clem:

My special thanks to Mr. Casey of Local No. 3, Oakland, for taking the time to attend funeral services for my late husband, Jack Ritchie and also for the lovely Bible from officers and members of Local No. 3.

My heartfelt thanks,
Mrs. Jack Ritchie

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Young Brother Speaks

By DALE MARR, Vice President & Director of Safety

Gene F. Bowen, a second step apprentice from Anderson, California prepared the following essay on safety as a make-up project in his Apprenticeship studies. We were so impressed with the sincerity and well-thought-out arrangement of the presentation, that we thought it should be passed on in its entirety for the benefit of Brother Engineers, young and old. All too frequently we take safety slogans and lectures with a grain of salt, or possibly as the old adage goes "familiarity breeds contempt." The honesty of Brother Gene's essay hits at the very essence of safety. We hope each of you reads it carefully and with real profit.

"Dear Sir and Brother:

Safety is a very important part of our everyday lives, work, play and, yes, even sleep. First, let's examine the word in itself. The dictionary defines Safety as "1. freedom from harm or danger. 2. Device to prevent injury." I think that's about the heart of it.

Safety in work is, of course, the primary concern of the Operating Engineers and of every man who works in any job. There are several rules pertaining to this safety, the basis of which are really just good common sense. The type of work which I am involved in is what I will concern myself with in this essay.

First, before I report for work, I owe it to myself and to my employer to get a good night's rest. If I were to report to the job half awake and very tired I could not be completely and wholly aware of my job and my obligation. It would be very difficult to be safe and observe the precautions prescribed if I were half asleep.

Secondly, I feel it is extremely important to eat an adequate breakfast. It is common knowledge that without fuel an engine cannot run and the body is, in fact, a very efficient, complex machine. Without the fuel, breakfast, you can't operate one hundred percent.

Now to one of my main concerns, on the job, well-rested and well fed and ready to go. Of course, we all know the importance of our hard hat to protect and guard against head injuries. Goggles, too, are important to protect eyes from damage while welding. Gloves, protective boots and all the equipment of the trade are needed, but more than that, I feel every man ought to be aware of his responsibility to his fellow workers.

Each man should be acutely aware of everything he does and how it could, and well might, affect his fellow workers. No accident happens that could not have been foreseen, and prevented. I could cite many such instances such as, tunnel cave-ins and bad falls that could have been prevented. But the fact is, they weren't. Due to what? A lack of interest, perhaps.

I think I should also bring up getting to and from the job. Safety in automobiles. More people are killed or permanently injured in cars than with or by any other means. This is especially sad, since they too could have been prevented by simply being careful. So many people are unconscious when they are driving. They have no time for safety belts, do not observe speed limits, and think about family problems or their jobs. Driving is a full time job! You must keep your mind on what you're doing. To do otherwise is to take your life and the lives of others as a joke.

Safety at home is equally important. If you are sure that your wife and family are safe and well protected, you can feel more at ease about leaving, and doing your work. There are various factors in home safety that are up to the head of the house to look after. For instance, home wiring, especially in older homes. You can hardly expect your wife to go poking and looking at switches and plug-ins. It is also important to have an effective plan for escape in case of a fire . . . right down to the drills. They may seem silly, but there is nothing silly about a child trapped by fire, who panics because he doesn't know where to go!

As I mentioned previously, safety in bed. We've all been warned, a million times, about smoking in bed, but I have yet to see the bedroom of people who smoke without an ashtray handy by the bed. I know, I've thought it too—it won't happen to me! Famous last words! No one expects any of the aforementioned things to happen to them. If they did, they would live in constant terror. Everyone should be prepared, and take every precaution, and then go ahead with everyday life, assured that they have done all things humanly possible to prevent and/or prepare for disaster.

No matter how careful we are, at some time or other we are bound to come in contact with or be involved in an accident, but awareness, preparation and caution may prevent it from being a disaster, taking life and destroying limbs.

I believe it is every man's responsibility to think, and to be aware of his fellow workers and of everyone—I guess I really believe in being my brother's keeper. At the same time, I expect others to be aware. Even though simple awareness is not enough, just one of the many basic rules of safety, this one lacking ingredient could have spared some inexcusable accident. Safety should be with each one of us, every day, as is breathing, and my hope is that some day it will be.

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"Quail Hill" Contract Goes To A. Teichert

By AL HANSEN

83-Acre Marin Development—Signing of a contract in excess of \$1.33 million dollars for site preparation with A. Teichert and Son, Inc. of Sacramento. The 83-acre property locally known as "Quail Hill," centered in the Northgate Shopping Center, will be developed, and the contractor plans to complete grading, contouring and installing roads and utilities by November. Teichert & Son hopes to get started as soon as weather permits.

\$100,000 Gness Field Work Tag—Lighting of Gness Field and extending the runway by 1,100 feet will cost about \$100,000. Brown-Ely Co. was lowest of five bids—\$101,331. The project, which is phase two of county airport construction, calls for extending the runway from the present 2,200 feet to 3,300 feet, installing beacon and tower, runway and taxiway lighting, and other related construction. The job will take about three and one-half months to complete.

Healy Tibbitts Co. of San Francisco was low on bid to widen Galinas Creek and relocate a sewer line. An existing sewer line will be relocated to permit channel widening adjacent to Vendola Drive near Mabry Way, Santa Venetia.

Maggiora-Chilotti of Corte Madera was awarded a contract to place and grade topsoil at the new Hall of Justice.

Bids will be opened on February 28th for construction phase of San Clemente Drive, which connects Tamalpais Drive with Paradise Drive.

The half mile stretch of construction is expected to cost \$95,505 with a total cost of \$218,751 including right-of-way.

Cagwin and Dorward was low bidder for landscaping of the community mental health center.

Watkin & Sibbald of San Anselmo was lowest of five bids for the first phase of installing an irrigation system at Memorial Park. The project involves laying of main lines and wiring for the entire park, and irrigation for the lower baseball diamond and tennis court area.

Maggiora-Chilotti was low bid for Phase II of the Bridgeway widening project. This for an alternate providing an aggregate-concrete median lane from Richardson Street to the city pier, a concrete walk and a 10-inch sewer main.

Petaluma Council Looks to the Future—The Petaluma City Council, which had earlier asked for estimates of city improvement needs over the next decade, have found the estimates to total between \$6,679,000 and \$8,814,000. The biggest chunk of cash will be needed for streets, bridges, traffic lights and other improvements pertaining to traffic. The projects include the proposed Caulfield Lane extension and overcrossing, rebuilding a section of Lakeville Highway from Caulfield Lane to Hopper St., widening of a section of D St. and construction of another lift bridge across the Petaluma River, widening and improving East Washington St. and building an overcrossing at the freeway. Improvement of Washington St. between Keokuk and Kentucky Sts. with traffic lights at the Keller and Liberty St. intersections. Rebuilding South McDowell Blvd. between McNeil Ave. and Sarkesian Way. Eight projects were reviewed that will cost \$724,950 and be completed over the next two years.

Plans to improve public access and facilities at Kirby Cove in

Marin Headlands State Park, at an estimated cost of \$43,000, have been announced by the State Department of Parks and Recreation. One contract, estimated at \$22,000, will be to pave 4,000 feet of the present two-lane dirt road down to the cove from Conselman Road, and to pave a parking lot for 20 vehicles on the bluff 120 feet above the beach. The other contract, estimated to cost \$8,000, will be for a pedestrian ramp from the parking lot to the beach, and for a fire and drinking water system. The cove was part of 320 acres the State bought for \$750,000 in December, 1967, after the federal government declared the fort property surplus.

There is quite a bit of work to be done in the North Bay Area, but everything at this writing is pretty much bogged down—well over 45 inches of rain this season to date!

'Work' Law Lobby Seeks To Exploit Poorer Workers

WASHINGTON — The National Right-to-Work Committee apparently intends to exploit the nation's poorer workers—Negroes, farm workers and public employees—in its effort to destroy the union shop.

The committee, which is supported by money from anti-union employers, paraded spokesmen for its latest strategy at a press conference in Washington.

Notably absent from the conference's declarations was any boast of putting over new state right-to-work laws. The committee has been completely unsuccessful in this area in recent years.

Appearing for the committee were:

- Ben Howard of Los Angeles, a former UAW member, who spoke out for black separatism and dual unionism as a leader of a California group called Black Workers Alliance.

- Jose Mendoza, self-styled farm worker, who has been touring the country with financial help from the committee in an effort to undermine the grape workers' strike in California.

- James Nixon, a Negro, who has brought suit in an attempt to knock out an agency shop contract negotiated between the City of Detroit and State, County & Municipal Employees Council 77.

Howard said that his alliance hopes to "raid" established unions in California to form "separate" black unions. Under questioning, he conceded this was "dual unionism" and that he might run into trouble securing elections under the Taft-Hartley law.

Howard, who said he is vice chairman of the western region of the Congress on Racial Equality, distributed copies of a resolution passed by Los Angeles CORE supporting the open shop.

Asked whether his CORE chapter was typical of others, he admitted he knew of no other CORE group that had come out against the open shop.

He claimed that "there have been moves" within the National Association for the Advancement of Colored People and the Southern Christian Leadership Conference "to combat" the union shop. He couldn't specifically identify any.

When a reporter reminded him that the late Dr. Martin Luther King, who formerly headed SCLC, was a strong supporter of the union shop, Howard nodded assent.

See WORK LOBBY page 12

Late, Late Report

With Weather Break San Jose Looks At Work Plan

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

With most jobs still down due to the heavy rains it is time to look forward to the projects to be pushed when the ground dries out. In a County like Santa Clara where mass rapid transit is a recognized need but a distant reality, freeways, expressways and major streets are a must. When freeways and expressways are opened, they are obsolete. Now, the State Division of Highways has been allocated sufficient funds by the State Highway Commission to add another northbound lane from Highway 280 to Lark Avenue, to expand the Camden Avenue off ramp and enlarge the Camden-San Tomas Expressway overcrossing. Another project involving Highway 17 is a new interchange with Junipera Serra Freeway. The latter freeway is in the process of being extended eastward across the city to Bayshore Freeway and eventually to Mission San Jose as Interstate 680. When U.S. 101 finally bypasses Morgan Hill and Gilroy through location to the east of the present highway it's expected to be the same story with the sparse funds that are left. The numerous state and county projects are either under construction

or in the planning stages by cities throughout the county. San Jose will join with the state and the City of Campbell to make Bascom Avenue a six-lane divided thoroughfare similar to Winchester Boulevard. During 1969 you'll see many "Your Highway Taxes at Work" signs as the state, county and cities attempt to keep Santa Clara Valley residents "on the go."

The Coyote River Parkway is due for another installment of scheduled contributions for aid to local park projects from the 1964 State Bond Issue. It will bring total payments so far to \$747,000 with about \$1.4 million more due during the year. In addition to this money, the state has agreed to provide a further direct contribution of \$2.5 million to the Coyote Project. The ultimate plan for the Coyote River Parkway shows a continuous 17-mile park strip along the stream between Kelley Park in San Jose and Anderson Reservoir east of Morgan Hill.

Construction in San Jose this year got off to a faster start than last year when more homes and buildings permits were issued than in any other year in the city's history. The city's building department issued permits for \$12.2 million in construction in January. This was \$300,000 higher than in January of 1968.

The work picture in the southern area is very slow due to the wet weather.

Granite is trying to start their work with P.C.A. at Davenport. This will be a new quarry. Rocky Rockwell & Don Granger will be the ones in charge. They are trying to more equipment in now.

Carl Swenson Company is keeping a few engineers busy on the University of California building.

Floyd Freeman from Salinas was awarded a contract of \$14,938 in Watsonville for street work on East Lake Avenue.

Inc. were low on a bid in Salinas

Collishaw Sprinkler Company on the Loma Vista School for an irrigation system for \$8,778.

Floyd Fleeman of Salinas was low on a contract for paving the playgrounds and stormdrains. This is at the Loma Vista School in Salinas. The contract was for \$21,970.

Granite Construction Company of Watsonville were low bidders on the Sewage Treatment Plant, Force Main, Pump Station, Ocean Outfall and water main extension. This contract went for \$575,275.

A pre-job was held with George Bianchi on his job at Elkhorn Road just south of Watsonville, which consists of a road and railroad bridge. Work will start in March if weather will permit.

DON'T LAY YOUR LIFE ON THE LINE.



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

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

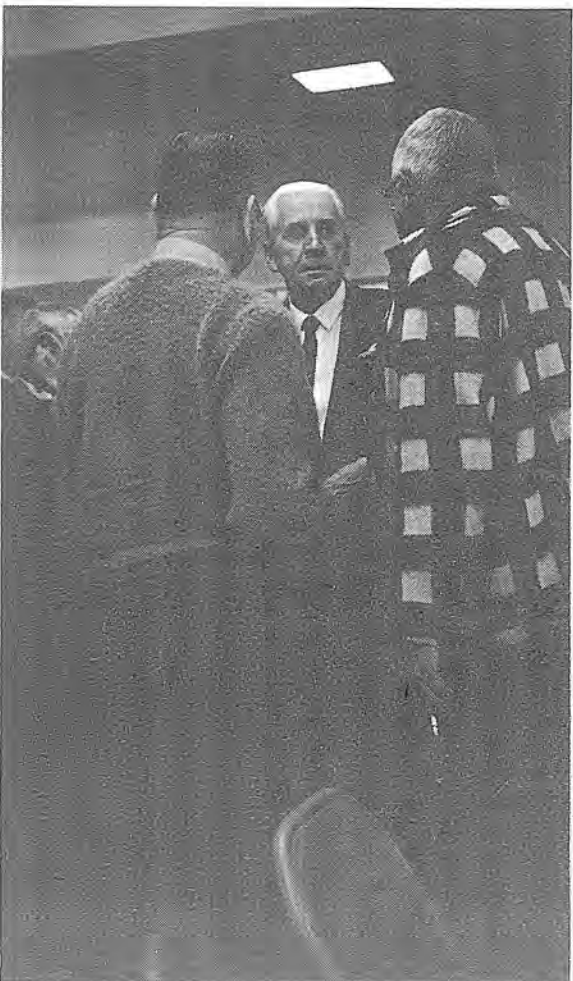
So play it safe. Operate your equipment with care. Never move rigs with the boom up, or lift pipe without first checking your clearance.

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



ANOTHER in a series of Old Timers attending meetings being held throughout the jurisdiction brought an SRO attendance at the San Jose Union Hall. In top photo members listen to a report on the progress of their Union from International Vice President and Business Manager Al Clem. They later heard from other Union officials about specialized areas and from a representative of the Social Security office on current and proposed benefits for retirees. In the second photo Recording-Corresponding Secretary T. J. "Tommy" Stapleton and Treasurer and Special

Representative D. R. "Don" Kinchloe talk things over with Brother David A. Morrison. Brother Morrison didn't retire until he was 77-years-old and is now 86 and said that except for his eyesight, he would still be pushing the younger men. Below (left) Financial Secretary and District #1 Representative A. J. "Buck" Hope answers some of the members' questions following the meeting, while at left, Al Perry, District #9 Executive Board Member and Tom Stapleton discuss future meetings.



Economists Reject Guaranteed Income

Washington—A panel of prominent university economists has urged a "guaranteed employment" policy as a foundation for the nation's manpower programs.

It is called also for consolidation of the nation's scattered job training programs with "one-stop" service centers in local communities.

It rejected tax credits, tax incentives or guaranteed income plans as a substitute for "sustained, federally supported and comprehensive manpower services" to aid the disadvantaged.

The study was made by the National Manpower Policy Task Force, a nonpartisan private group financed by foundation and government grants. It is headed by Harvard University Prof. John T. Dunlop.

The task force presented its findings to George P. Shultz, who will be secretary of labor in the Nixon Cabinet.

Existing manpower programs, scattered among various government agencies, "must not be lost," the report stressed. It added:

"Additional funds would of course be desirable. What is needed even more is an orderly commitment of resources to allow states and communities to plan and implement their manpower programs according to their own needs and contributing their own funds, but with additional resources and under minimal standards provided by the federal government."

The report warned that restrictive monetary and fiscal policies intended to control inflation would "almost certainly" increase the national unemployment rate, "with disproportionate increases

in unemployment among the less-skilled and less-educated members of the labor force and among those who are heavily concentrated in the central cores of the big cities."

It expressed strong support for "national minimum standards of income maintenance at an adequate level for all of those who cannot or should not work." But for the able-bodied, the report stressed, the answer is full employment in both the private and public sectors.

The task force questioned the practicality of tax credits. It noted that credits would both result in loss of government revenue and require detailed safeguards "to prevent subsidization of training that would have been undertaken even in the absence of the tax credit, to insure that opportunities are open for the disadvantaged, and to prevent other possible abuses."

It urged the new Administration to look ahead to the job impact of returning Viet Nam servicemen and possible reduced military production.

"If, as all of us hope, the Viet Nam war is phased out, the labor market outlook is for rising competition for available lower-level jobs and increasing hardships for those who, in a peacetime economy, are among the last hired and first fired."

Charity

Begins At Home

By JAMES "RED" IVY

Most people meet their obligations to make payments on contracts punctually. These same people often give little or no thought to paying themselves.

It is our contention that everyone who earns a daily wage should plan their expenditures to allow them to save something for themselves. You might say "Why Save? when we have Health and Welfare Plans, Pension plans, Social Sec., etc. Notwithstanding the fact that we have these plans that would alleviate the burden of unexpected medical bills and offer us protection in our retirement, there are still many good reasons for the wage earner to practice systematic savings.

Money that has been saved can be put to work to earn more money and thus ease the burden of demand placed on the wage earner in his effort to support his family. A savings account can help obtain a prime rate of interest in transactions requiring financial assistance. Then too, there is always the unexpected emergency that crops up placing an urgent demand for immediate cash.

Every wage earner should recognize these facts and plan to "pay himself first" by saving something out of each paycheck. Members of the Operating Engineers Local Union No. 3 who are employed under Construction Agreements have available to them a most excellent vehicle of systematic savings incorporated in their Vacation Pay Plan. Members taking advantage of this plan by allowing their Vacation Pay to transfer to their Credit Union Share Account are presently accumulating over \$500 per year in savings due to increases in the contract. These same members will be saving over \$1,000 per year by 1971.

Most members of the Local Union who are not employed under Construction Agreements having a pay in lieu of vacation clause, have available to them, a payroll deduction plan offered by their employer whereby they can authorize any given amount deducted from their paycheck and deposited in their Credit Union share account.

Accumulating money in this fashion places a member in a position to pay cash for purchases of consumer items and thereby avoiding interest charges that often run as high as 30% and more of the total cost. It can also provide the member who does not wish to dissipate his savings by paying cash for his purchases, the opportunity to obtain low cost Credit Union financing, of less than 5% with Credit Life Insurance included at no additional cost.

We would like to see every member of the Operating Engineers Local Union No. 3 adopt the motto of "Pay myself first!" as a means of improving his future welfare.

Hawaii's Liquid Sun Hampers Engineers

Grade Setting Class Big Draw In Santa Rosa Set

By HAROLD J. LEWIS, Trustee and Sub-District Representative; WALLACE K. LEAN, BERT H. NAKANO, WILFRED K. BROWN, KENNETH M. KAHOOONEI, Business Representatives

Besides causing heavy property damage, torrential rainfall in Hawaii is still hampering construction work to almost a standstill. However, many contractors are taking advantage of the bad weather by making necessary repairs on equipment that lacked repair because of the heavy work load in the past.

INDUSTRIAL PLANTS — Theo. H. Davies Co., Ltd., Tractor and Implement Department, is one of the few companies that has not felt the effects of a slow-down due to bad weather. Most of their repairs are done indoors and they are presently bringing their backlog of work up to date.

State Tile is definitely feeling the effects of bad weather. Plans for working two shifts due to overload of work has been postponed until the weather clears. As a producer of tile, State Tile has an abundance of work scheduled; it is just a matter of a change in weather which would mean steady work for our Brothers.

HOOK INDUSTRY—Work in the Hook Industry is exceptionally good because the heavy rain does not hamper their work as in the Construction Industry. The ever growing demand for more high-rises adds to the abundance of work in this industry.

TRUCKING INDUSTRY — More than thirty trucks have been operating daily in the Hawaii-Kai area. Every type of work imaginable including suction dredging has been done in this area. In the very near future, Hawaii-Kai will develop into a city of its own.

HIGHWAY CONSTRUCTION —Following official notice to proceed with the last portion of the Pearl City bypass route will be recommended soon to the lowest bidder. The major interchange between the H-1 Freeway and the existing highway system is to be a realignment and extension of the Moanalua Road. The project will begin from Waimano Stream to a point east of Kamehameha Highway and will be about three-tenths miles long. At the Eastern portion of the Pearl City Viaduct, it will include about 1,493 linear feet of Viaduct structure. The contract, however, is expected to be amended to provide a temporary link to Kamehameha Highway so that traffic may use the Pearl City Viaduct to bypass a congested portion of existing highways pending future freeway construction. The project has a "split completion date" to insure the earliest possible completion of the inbound side. The contractor will have 180 working days (approximately nine months, not to include allowable extensions for rain and other factors) to finish the inbound side of the eight-lane facility. The entire project is to be completed within 270 working days following the date specified in the official notice to proceed.

OTHER CONSTRUCTION WORK—The State is taking steps to solve the parking problem at the Honolulu International Airport. Bids will be invited for construction of the foundations to support a 2,000 stall high-rise in front of John Rodgers Terminal. To ease the impact of that project on the already critical parking situation at the airport, the State is also moving on a number of other fronts. The work which will start in April and completed in Novem-

ber will be designed to improve the traffic flow and reduce the congestion there. THOHT Construction, Inc. emerged as the apparent low bidder to enlarge the Waikiki half of the ticket lobby at John Rodgers Terminal. THOHT offered to do the job for \$338,000. The project will result in a 50% increase in space and the addition of four check-in and ticket counters to serve new airlines flying to Hawaii. It is to be completed by mid-April.

Hi-rise plans for the Ft. De-Russy Rest and Recuperation area at the entrance to Waikiki was accepted by the U. S. Army. For as long as can be remembered, this R and R Center on the beach at Waikiki has remained the old two story Army barracks type structure with few modern improvements. The new Hi-rise calls for \$16 million dollars of improvements which would include four hundred new rooms, mess halls, a chapel and theater.

ISLAND OF MAUI—Brothers employed at Fong Construction Co., Ltd. are back to work on the Kaanapali Golf Course and Hotel site. The fill material is being trucked in from the Lahaina Pits. This pit is expected to be exhausted in a few days and the new pit will be located about two miles farther away from the job site.

Fong Construction Co., Ltd. was also low bidder on the Hana Road Job.

Recently on this Island, Local 142 of the International Longshoreman and Warehousemen's Union (I.L.W.U.) has returned approximately 200 workers to the Maui AFL-CIO Building Trades Union. It is said that the Maui I.L.W.U. and are employed at the best interest of the workers. Meaning that the workers will enjoy all the advantages of the larger labor organization (parity in wages, pension, Health and Welfare programs, etc.). The Operating Engineers who are members of the ILWU and are employed at the

By R. F. SWANSON and BOB WAGNON

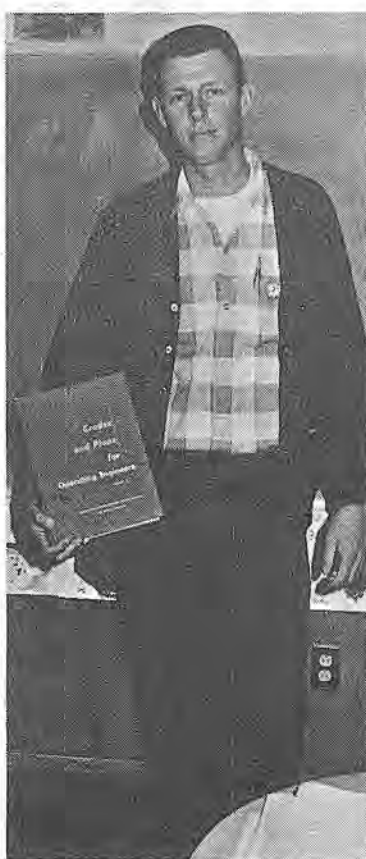
In the last writing of our paper, we spoke of the flood conditions we were having in the Russian River Area. We are thankful that this situation hasn't become worse, but it has been one of the wettest winters we have had in the history of the Redwood Empire. Consequently, the construction is at a complete standstill. About all we have working at the present time is the repair in the shops. The Russian River has been so high that our rock and gravel operators have had to work out of their stockpiles.

Speaking on the brighter side, we do anticipate a prosperous year for 1969. We have already had several highway jobs awarded, but it is still too wet to even begin the clearing phase, let alone start to move any dirt. We also have quite a lot of work from the 1968 season left to start on as soon as we can see some of that "Sunshining" weather.

Berglund Tractor Co., at Napa and Willits, are enjoying a fairly good work year, as they have not had to cut forces practically at all, this winter. They are still busy on their government contracts overhauling more than 100 tractors. Incidentally, in the recent meetings which were held for the Berglund employees both in Willits and Napa, we found the turnout to be excellent and wish to thank the brothers for their interest shown in the union.

Up in Willits, at the Remco Hydraulics plant, things are picking up. At the present time there are approximately 120 of our brothers

Ige Construction Co. and Land Construction, Inc. were not returned. However, with the recent signing of the "No Raiding Pact" between the I.L.W.U. and the Operating Engineers in the State of Hawaii, there are hopes that this can be adjusted in the future. It is hoped that this pact is the beginning of labor peace in the State.



Maurice Ahern

employed, and are adding to this, by slowly building up the work force. These men are presently working quite a little overtime. Also, we would like to thank those brothers employed by Remco who were in attendance in our recent meeting in Willits which left a few of us snow-bound. Kind of unheard of, isn't it? We were lucky, we had chains and returned to the office the next day.

We recently completed negotiations with the three main drilling companies in the Santa Rosa Area. Those companies include Peterson Drilling, Bartley Pump and Weeks Drilling Co. The members have voted to accept the agreement and the contractors are in the process of signing it.

For the information to all of you brothers working in the northern half of District 10 (Ukiah), please be informed that every Wednes-

day morning between the hours of 8 and 10 AM a business representative is present at the labor temple which is located on KUKI Road in Ukiah. This is a convenience which has been going on for a number of years but still we find members who know nothing of this service.

A grade setting class is presently in progress at Santa Rosa. Approximately 29 members have been in attendance and for all appearances the class looks like a winner. It is more of an experimental thing for this area but we have in the past heard from so many engineers who are qualified in the operating of the equipment but know very little about the meaning of the various letters and numbers on a grade stake or have very little knowledge as to how those letters and numbers are actually taken from the blueprints and then put on the stakes. Well, this grade setting class has an excellent instructor in Brother Maurice Ahern who has been a technical engineer and has the know-how and has been very willing and successful in imparting some of this know-how to those who are presently enrolled in the class. The class is under the auspices of the Santa Rosa Junior College. At this time we are not sure how long the class will continue but we do know it is our hope to continue this type of class in the future. Your elected union officers in San Francisco have continually encouraged and cooperated to the fullest extent with us towards this type of endeavor and our efforts along with Apprentice Coordinator Lee Hunter appear to be bearing fruit.

Purchasing Power

The Bureau of Labor Statistics reports the purchasing power of the nation's rank and file workers rose in December. The gain in real earnings resulted mostly from an increase in average weekly hours, which more than offset a moderate rise in consumer prices.



HOME IS THE SHIGA, home from the sea and apparently not too bad off from the wear and tear of 29-hours in San Francisco Bay. Here the plane is rampted after being nudged across the bay by tug "Napa River." Bigge cranes in combination with winch trucks control the movement of the Shiga down the ramp onto the Coast Guard air strip. Operators of the two 30-ton cranes used by Bigge in unloading specialized equipment and gear at the dock were

Brothers Jimmy Pak and Pete Watkins. Oilers on the two rigs were Dave Bardine and Don Colburn. Two 90-ton truck cranes were also used in the operation and operators on these were Brothers Al Perry and Bill Norris. Brothers Don Colburn and John Cripe were the oilers. A P&H 8100 put into service was operated by Brother Jim Huse and oiler on the TC was Brother Bob Bruce.



*surveys
notes*

By MIKE WOMACK



During February and March 1968, your Business Manager, Al Clem, invited the Coordinator of the Northern California Surveyors Joint Apprenticeship Committee, Art Pennebaker, to a series of meetings of technical engineers, to explain a new concept for qualifying for registration at the Job Placement Center in the survey classifications. This series of meetings was in prelude to the negotiations concerning the technical engineers master agreement. From the response of the members, it was determined to make Qualification a part of the negotiations. The basis guide lines were hammered out by the Joint Apprenticeship Committee and refined by the participants in the collective bargaining leading to your current agreement. In brief three main points have been made:

1. All persons entering into the Labor Pool for the first time would be tested by fair and impartial tests to determine the possession of minimum qualifications.
2. All persons currently in the Labor Pool would be qualified on a formula basis related to specific experience requirements.
3. All appeals would be decided by the Northern California Surveyors Joint Apprenticeship Committee.

While qualifying the current labor pool has been progressing, the Joint Apprenticeship Committee has been preparing fair and impartial tests to cover the minimum requirements. Your negotiating team has provided in the current agreement, for the first time, that Chainman, Rodman be listed as the initial journeyman classification, therefore Chainman, Rodman classification becomes the first to consider.

Knowledgeable persons were selected from a broad spectrum of company size, location, experience in judging productivity, knowledge in field surveying techniques, and most important—interest in field surveys. Each was given the job of designing one hundred questions which would in his individual opinion describe the key knowledge which would differentiate between experienced, competent, knowledgeable Chainman, Rodman and a marginal Chainman, Rodman. All of these persons, and all of their questions, were brought together with an industrial psychologist who possesses the needed background to produce meaningful tests in a professional manner. By combining the person with scientific method and the persons knowledgeable of the requisite facts, two hundred questions, together with one right answer and three wrong answers, were designed.

In order to have a true measure (to validate) of the test, a call was put out to members of Local No. 3 currently working in the labor pool who possess experience in the classification Chainman, Rodman. In order not to get hung up on local jargon or individual method, several diverse areas were chosen as test sites. Many technical engineers, understanding the importance of this program, took of their own time to participate in the validation at Redwood City, Orinda, San Andreas and Sacramento. This was the measurable, competent group. At the same time, inexperienced persons (novices) were being given the same tests. Results of all these tests were fed into a computer and were subjected to stringent analysis.

The professional industrial psychologist did his thing; incantations were said; the witch doctors jangled their rattles, and if one or all of these things work, we then have a competent test which the odds say; if a person passes the test then he probably has experience equal to the experience of the persons it was validated against, which means if he meets the current high standards of skill of Local No. 3 Chainmen, Rodmen then he is a journeyman Chainman, Rodman, and if he is not that competent he cannot register for employment at the job placement center in the classification Chainman, Rodman in the hope that he would eventually be dispatched to an employer under the technical engineers master agreement.

This has been the sort of complex involvement that just could not have taken place without a real gung-ho team effort. The union officers, the members, the specialists, the employers; all of these melded together through the Joint Apprenticeship Committee, have produced another form of insurance against those who would trade a warm body for essential work skills. Technical Engineers are proud of their skills, as evidenced by the persons turning out on their own time to subject themselves to the validation tests and the initial designing of the questions.

Space does not permit a thank you for all the people involved, but here is a brief run-down on the persons who not only designed, but also boiled down some six hundred proposed questions to the two hundred finally validated into the various versions of the final test which all persons new to the labor pool must pass before they may participate in the benefits agreed to in the technical engineers master agreement.

The Industrial Psychologist was from the firm of Ernst & Ernst, a nationally known management consulting firm.

Participants in the test panel were:

Brainerd Plehn—Registered Civil Engineer, author of the curricula material used in our training classes, instructor of training classes and one of the original members of the J.A.C.

Mike Guli—Registered Engineer, licensed Land Surveyor, Certified Chief-of-Party, and 15 years a member of Local Union No. 3.

Bud Simmons—Certified Chief-of-Party, Supervisor of Survey Crews, member of Local Union No. 3 for 20 years.

Wally Mattson—Certified Chief-of-Party, Supervisor of Survey Crews, member of Local Union No. 3 for 15 years.

Don Stankovsky—Chief-of-Party, extensive experience in heavy construction surveys, Supervisor of Survey Crews, member of Local Union No. 3 for 7 years.

200 Research Programs

In order to discover better ways of solving manpower problems, the U.S. Department of Labor conducts continuing research problems. As of June 30, 1968, more than 200 specialized programs were in progress.

Dam, Highway Interests Hold Big Elko Meeting

BY GAIL BISHOP, JOE HAMERNICK, JACK EVANS, and BUD JACOBSEN

The Meeting of Heavy and Highway Construction Committee was held in Elko, Nevada, on March 12, 1969. Proposed dam project, along with highway construction in Eastern Nevada, were discussed at the meeting. It was well attended by international representatives, as well as local representatives, of various unions throughout the state.

Cortez Gold Mine will have its official opening dedication on March 20, 1969. Business Manager and International Vice President, Al Clem, President, Paul Edgecombe, and District Representative, Gail Bishop have been invited to participate in the ceremonies.

The regular Quarterly District Meeting on March 8, 1969 was well attended. Business Manager and International Vice President, Al Clem, reported on the progress of Local Union No. 3 over the past 30 years. Local Union No. 3 is 30 years old this month and considerable changes have been made over the years.

The most remarkable advances have been made in the past 8 years in the Health and Welfare and Pension benefits under the guidance and leadership of Brother Clem.

The incumbent Grievance Committeemen were re-elected to serve another year. Brothers Frank Forrengo, Russell Taylor, and Ed Jones did an outstanding job last year and the Brothers, at the meeting, recognized this fact by returning them unanimously for another term.

Brother Don Anderson was elected to serve as Election Committeeman.

We are always pleased to see so many of the Brothers from the outlying areas. A round trip of 200 miles doesn't bother these good Brother Engineers when they come to the District Meeting.

The Winter weather in the State of Nevada is holding on very good. Lots of cold weather and lots of snow in all areas, including the Lake Tahoe area, which has more snow than there has ever been for the last 59 years, according to some of the Old-Timers in the area. So this weather keeps a lot of the Good Brothers out of work.

Despite the bad weather, the Iron & Steel is about half finished on the New Nevada Legislative Building in Carson City. The Operating Engineers can take care of any task that they are asked to do. Such as erecting the cross on top of the new First Baptist Church in Carson City. The new church will be open for Easter Sunday Services.

The Final obstacle on the Nevada Interstate 80 Highway through Reno will be removed by May 15, 1969, the Maintenance Shop for the City of Reno.

The Army Engineers have been trying to put a dam on the Truckee River in the Verdi area for the past 18 years. When the heavy snow pack run-off starts in the Spring, the plans for the dam will be on the drawing board, before the Spring thaw is over with. This will be a \$65,000 project.

The bid for the Four Lane Section from the top of Spooner Summit to the Glenbrook area at Lake Tahoe was awarded to the Helms Construction Company of Reno. The job will start when the snow leaves the area. This project will employ a lot of the old-time Helms' employees. This project carried a price tag of \$1,580,000.

The Rogers Construction Company of Portland, Oregon, who are the contractors on the Washoe Valley job and Panther Valley job, have called some of the men back to the Panther Valley job, but the Washoe Valley will be shut down until the snow is gone.

The underpass on 17th Street is being worked on by the Good Brothers working for Helms Construction Co. This project is about 50 per cent completed.

The work picture in Nevada and the Lake Tahoe area is very dim now and will be for some time. The snow is melting very slowly in all the areas.

The out-of-work list is larger than it has been in many months. Since Howard Hughes has been

taking up all these mining leases in the area, there have been a number of drilling rigs moved into the area, putting holes in the ground all over. They are exploring for all kinds of minerals.

As of March 6, 1969, the Nevada Apprenticeship Program was opened for handing out applications. Applications will be issued every Thursday evening between the hours of 5 and 8 p.m. at 185 Martin Street, Reno, Nevada.

Testing of applicants will be done on the fourth Thursday of each month also at 185 Martin Street, Reno, Nevada.

The Apprentice Safety Meeting, held on March 4, 1969, was well attended.



OLD PHOTOS above show Brother Art DuFresne at two periods of the some sixty years he spent as an Operating Engineer and a loyal Brother. In top photo Brother DuFresne, left, is shown with his fireman on the old C&I Railroad in 1906 when he was one of the youngest, 21, engineers in the country. Below, at right, Brother DuFresne on the job as Chief Engineer at the Cargill Grain Elevator Company.

Grand Old Man!

60-Years A Member

By AARON SMITH

APRIL 20, 1884 a new OPERATING ENGINEER was born, in the small town of Muskegon, Michigan, and given the name of Arthur M. DuFresne. At the age of nine Brother DuFresne moved to Chicago, Ill., and 12 years later, he was an Engineer for the C & I railroad and as a matter of record was known to be one of the youngest railroad engineers in the country. In 1909 two memorial events happened to Brother DuFresne, the first being May 19, 1909 when he took the lovely Augusta Krueger as his wife.

The second memorial occasion was on August 17, 1909 when Brother DuFresne joined the OPERATING ENGINEERS, Local Union #399, Chicago, Ill., and starting with a registration No. of 40263.

If any of you good brothers can come up with a lower number than that or know of someone with a five digit number, please contact Ken Irwin as I am quite sure that it would make some good reading.

In 1909 Brother DuFresne starting his career as a stationary engineer at a pumping plant and being the ambitious man that he was, he educated himself and strove for betterment with the engineers. He was greatly rewarded for his efforts for he retired in 1949 as a Chief Engineer, for the Cargill Grain Elevator Co., and moved to California, settling in the Vallejo area.

Brother DuFresne, on the 13th of January 1969 passed away at the age of 84, and is survived by his widow Mrs. Augusta DuFresne, a son Arthur C. DuFresne, of Chicago, daughters, Mrs. Julia L. Illing of Vallejo, Mrs. Annette Perri of Oak Park, Ill., Mrs. Norma Smith of Little Rock, Miss., Ten grandchildren and eight great grandchildren.

Salvage

continued from page 1

Brothers Harvey Knauer and Kurt Boess, operating and James Sylvia as deck engineer. Lifting beams were nine-ton Kelly's and were put in place by two wet suit divers who had gained the feel of the wings by working blindfolded under the wings of an identical DC-8. Rigger Chief Korst handled the topside work. Lifts were of 138,000 tons and 119,000 tons.

Because of a water-heavy tail, a Healy-Tibbitts 50-ton derrick crane operated by Brother Lloyd Edwards made an 8 to 10 thousand pound lift of the tail and once clear of the water, it took about two hours to drain out the 35 to 40 tons of water. Some 20,000 gallons of fresh water was barged in to wash out the salt water and prevent electrolysis.

The plane had previously been de-fueled of all but about 2500 gallons of gas prior to lifting operations, however the latter remained in the bottom tanks and was removed after the plane cleared the water.

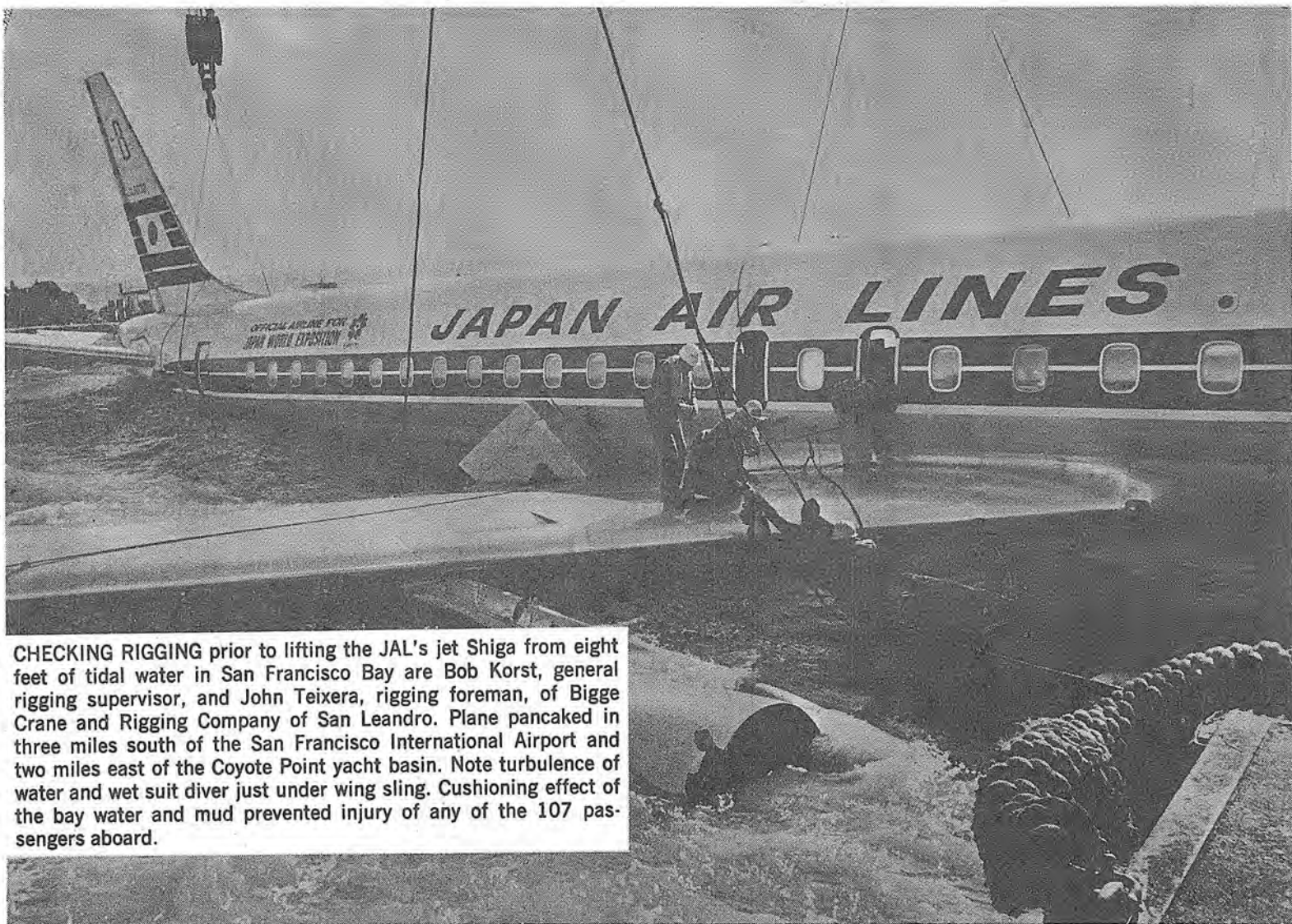
Another Healy-Tibbitts 50-ton floating rig operated by Brother Dave Byers, handled the sling that was set under the Shiga's forward section in the event that free water should shift the load center forward of the wings.

Established some 40 years ago and still headed by its original founder, President Henry Bigge, Bigge Drayage Company has offices in San Leandro, San Jose, Oroville and Taft and has successfully completed or is currently working on projects in Hawaii, Viet Nam, Puerto Rico, Scotland and England.

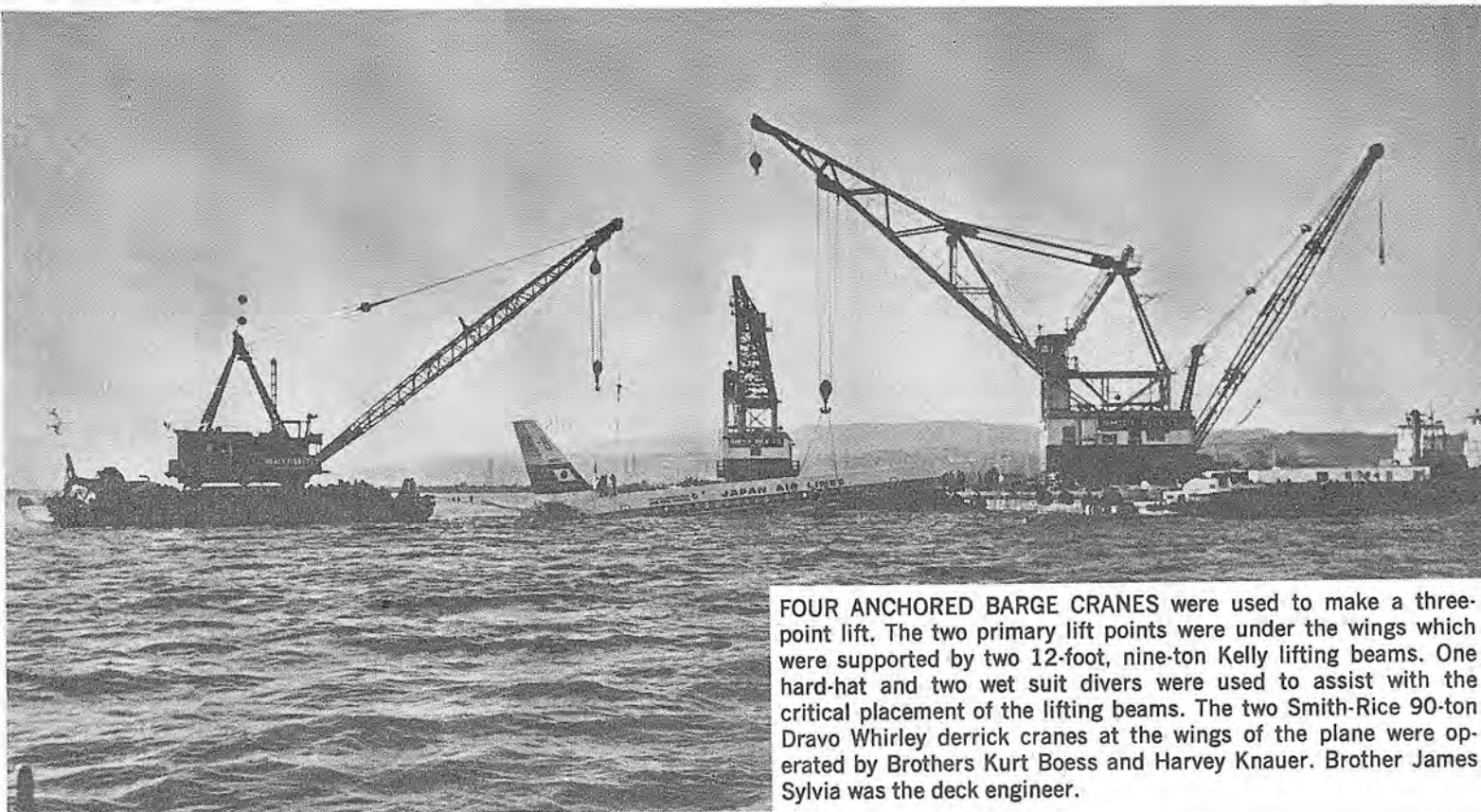
The firm has some 500 permanent personnel and employs some 50 to 75 operating engineers. Denny McLeod is the General Manager and Art Reinholm is Terminal Manager. Barge expert for the firm is George Hill. John Teixeira is foreman of the riggers.

All the above applied their talents to the Shiga recovery and more recently were called upon to salvage an SAS Super-62 DC-8 off the Los Angeles Coast. The two-and-one-half day operation was successful and the major portion of the aircraft recovered.

One of Bigge Drayage Company's first major contracts was supplying the girders for the Golden Gate Bridge.



CHECKING RIGGING prior to lifting the JAL's jet Shiga from eight feet of tidal water in San Francisco Bay are Bob Korst, general rigging supervisor, and John Teixeira, rigging foreman, of Bigge Crane and Rigging Company of San Leandro. Plane pancaked in three miles south of the San Francisco International Airport and two miles east of the Coyote Point yacht basin. Note turbulence of water and wet suit diver just under wing sling. Cushioning effect of the bay water and mud prevented injury of any of the 107 passengers aboard.



FOUR ANCHORED BARGE CRANES were used to make a three-point lift. The two primary lift points were under the wings which were supported by two 12-foot, nine-ton Kelly lifting beams. One hard-hat and two wet suit divers were used to assist with the critical placement of the lifting beams. The two Smith-Rice 90-ton Dravo Whirley derrick cranes at the wings of the plane were operated by Brothers Kurt Boess and Harvey Knauer. Brother James Sylvia was the deck engineer.

Car Death

continued from page 1

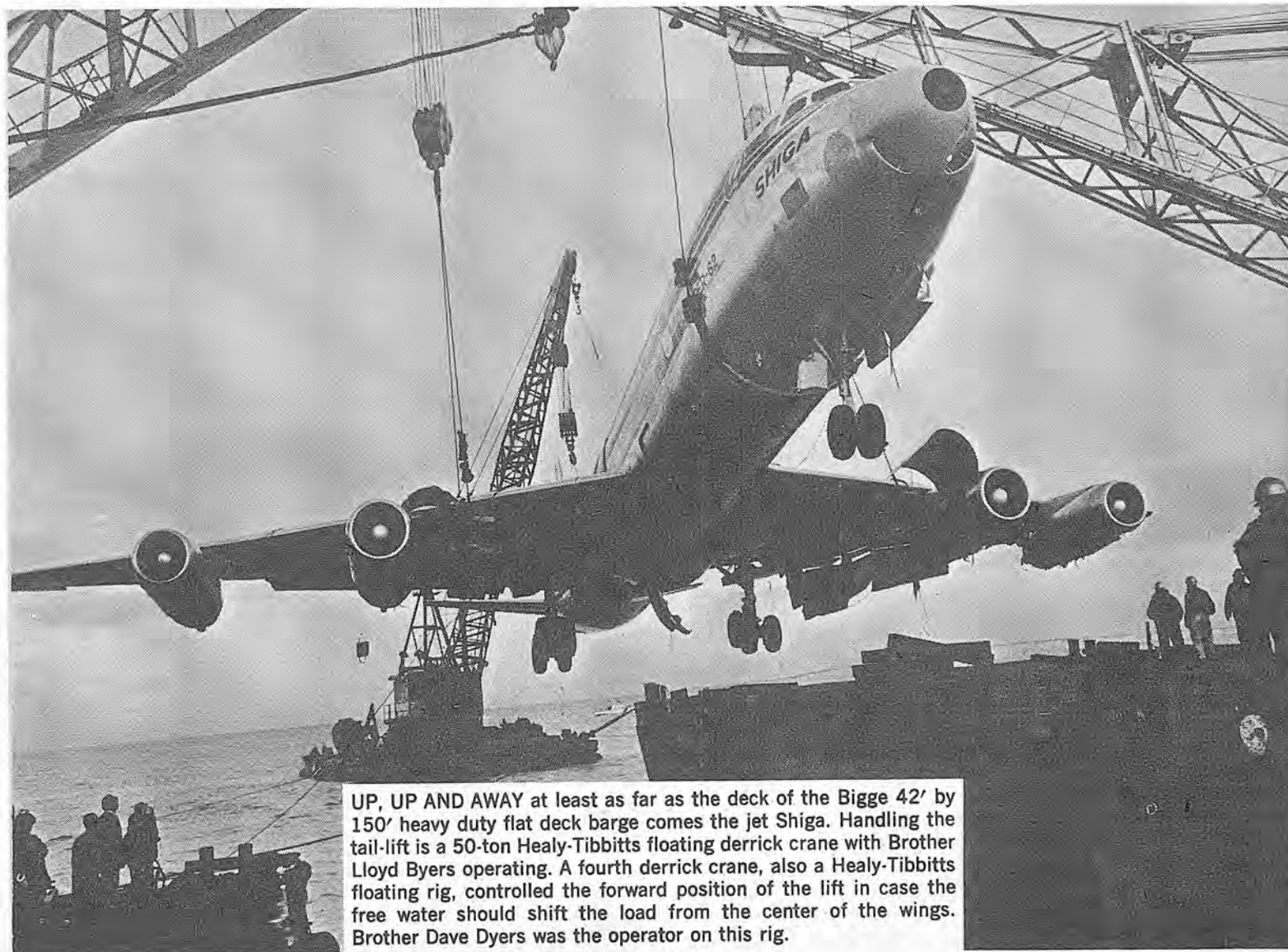
men's comp protection when merely going or coming to his place of employment.

However, Charles Smith, husband of the petitioner in the new case, was employed as a social worker for the County of Ventura. He was injured at 7:35 a.m. on Dec. 27, 1965 while en route from his home to his office where he was required to report each morning prior to using his car to visit welfare clients throughout the day.

Smith subsequently died of the injuries sustained in that post-Christmas wreck.

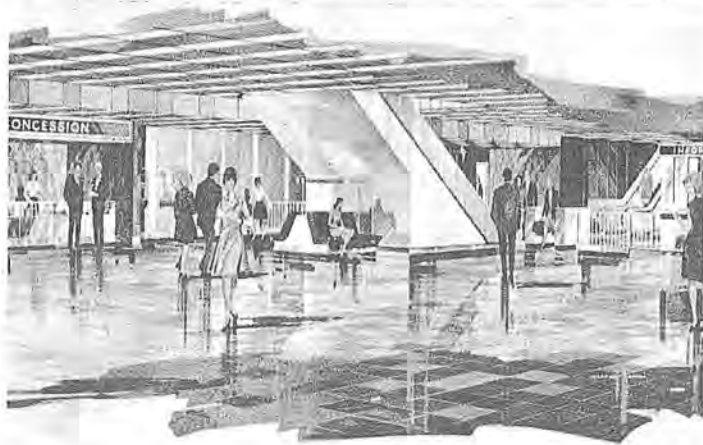
In reversing the decision of the Workmen's Compensation Board denying benefits because the death of Smith did not arise directly out of employment, the court held that "the so-called going and coming rule does not bar coverage."

In a majority opinion prepared for the Supreme Court, Justice Mathew O. Tobriner said, "When the employer requires that the employee engage in conduct, whether prior to the workday or after, whether on the premises of that employer or away from them, that inures to the benefit of the employer, 'the employer cannot claim immunity.'"



UP, UP AND AWAY at least as far as the deck of the Bigge 42' by 150' heavy duty flat deck barge comes the jet Shiga. Handling the tail-lift is a 50-ton Healy-Tibbitts floating derrick crane with Brother Lloyd Byers operating. A fourth derrick crane, also a Healy-Tibbitts floating rig, controlled the forward position of the lift in case the free water should shift the load from the center of the wings. Brother Dave Dyers was the operator on this rig.

Model of El Cerrito del Norte Station.



Concourse of Rockridge Station.

Oakland Report

By ALEX CELLINI—SHOPS and QUARRIES

P.C.A. Eliot plant in Pleasanton is supplying Peter Kiewit in Lafayette and Walnut Creek areas with concrete and filter material for new freeway. They are also making ballast for the BART project in Union City and Hayward area.

Mission Valley Rock in Sunol is supplying pea gravel for grout in the tunnel liners for the Oakland Wye Project and has supplied many other BART contractors, also supplying Cortelyou & Cole with materials for the Hayward Station of BART.

Most of the other rock, sand and gravel plants are still moving at a very slow pace.

The Scrap Iron Industry in the Oakland area has again dropped off somewhat, but with repair work on equipment it is keeping Brothers on the job.

Equipment Dealers are starting to pick up again. Peterson Tractor and Machinery Distribution Co. are getting their rental equipment back into the field. This work has kept the Brothers working rather steady. With sunshine all shops' hopes are for more work.

By DON LUBA
Oakland Area

Well the sun has finally appeared, bringing with it a great deal of optimism and many work orders. After a week and a half of sunshine at the time of this writing, work activity has increased exceptionally well, and all indications point to a better year than the last. Informed sources tell us that work let in January alone amounts to a twenty percent increase over last January in dollar figures.

Kaiser Steel has moved in on the new Kaiser Center with a 4,000 Manitowoc and have started erection of the first two tiers of steel and have also erected a derrick. Activity has also started again down at Kaiser's assembly yard at the foot of 7th Street. The work there consisting of the erection of a new drilling platform for Sunray Oil. This 8-leg drilling platform is similar to the most recent platform completed at the Oakland Yard for Phillips "66". It will be shipped by barge to Santa Barbara when completed, where it will be set up offshore in approximately 190 feet of water. This assembly work at the Oakland Yard will keep several of the Brothers employed manning a 50 ton Lima Truck Crane, two 4000, and a 4600 Manitowoc Crawlers, plus supplemental equipment.

Oscar Holmes of Menlo Park picked up the adjoining contract to his present job on 53rd Street. This additional contract is similar in all ways to his present job, it being another open cut box culvert 1200 feet in length to the tune of \$470,000.

In recent weeks approximately \$155,392 worth of underground work has been awarded to four different contractors in the area.

Peter Kiewit Son's Co. was awarded \$1,757,794 contract for the Lake Merritt Flood Control Facilities. Robert E. Lee Construction picked up \$65,823 job for the construction of Martinez St., Davis to Thornton St. Gallagher & Burk \$114,195 for extension of 7th St. between Fallon and 6th Ave.

Independent Const. awarded \$34,304 worth of work on Estu-dillo Ave., San Leandro.

With some good old March
See OAKLAND page 13

NORRIS CASEY
District Rep & Guard

BART STATION DESIGN: ARCHITECTURAL EXCELLENCE

This fall will see architectural design on the BART project reach its peak.

The Board of Directors has approved definitive plans for 27 of the 38 passenger stations BART is building. Final design is under way or completed on 23 structures and one finish contract has been awarded.

Plans now coming off the drawing boards indicate that they will be outstanding examples of architectural excellence. The next issue of the newsletter will describe the variety of station designs.

Some of the largest subway stations will cost more than \$20 million; some of the smallest aerial, less than \$2 million.

All together, BART passenger stations will cost \$200 million, a good chunk of the \$1.2 billion total cost of the network. Twenty-one firms have been retained to accomplish this design job, under the coordination of PBTB.

Thirteen BART stations will be in subway lines; 20 in aerial routes; and five at grade or on embankment. Each will be long enough to accommodate a 10-car train 700 feet long.

The deepest stations will be the three-level subway structures which will lie 70 feet below the pavement on San Francisco's Market Street. The first level will be a mezzanine

level, where patrons will purchase tickets, pass through electronic fare collection gates, and ask directions of attendants in information booths, if need be. The second level will carry Muni cars. The third level will serve BART trains.

Escalators will carry patrons from one level to another at a speed of 120 feet per minute.

The most obvious characteristic of the plans architects are presenting is diversity. Although working to the same set of criteria, they are producing refreshingly different concepts, bold and original.

PBTB has assigned a project engineer and a project architect to each station design. Together, these two firms produce plans which fit the particular site, the traffic requirements, soils conditions, structural possibilities and finish possibilities.

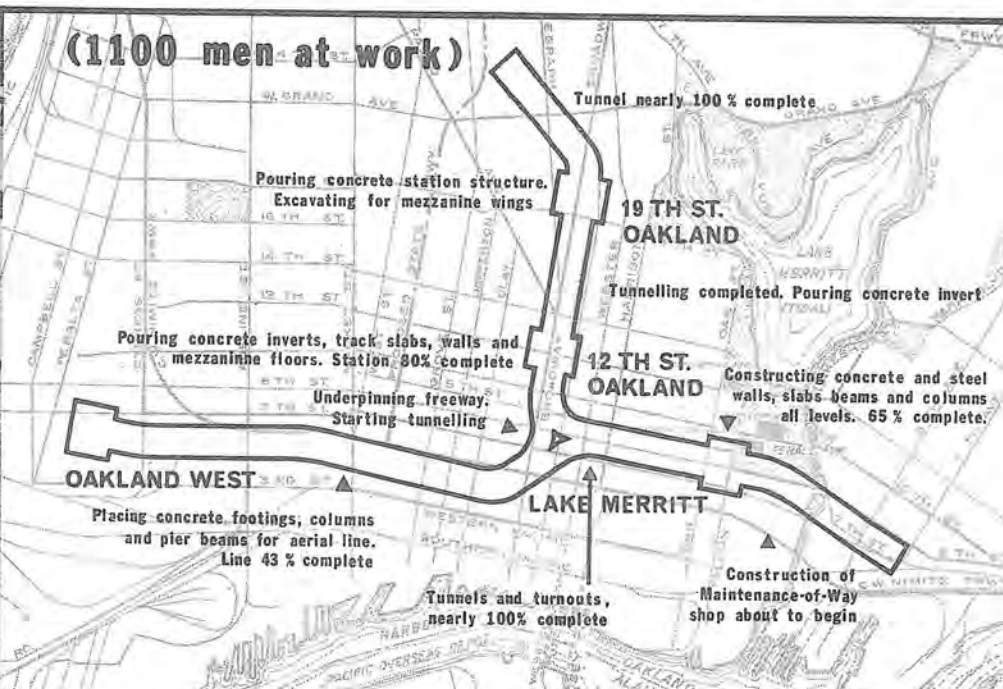
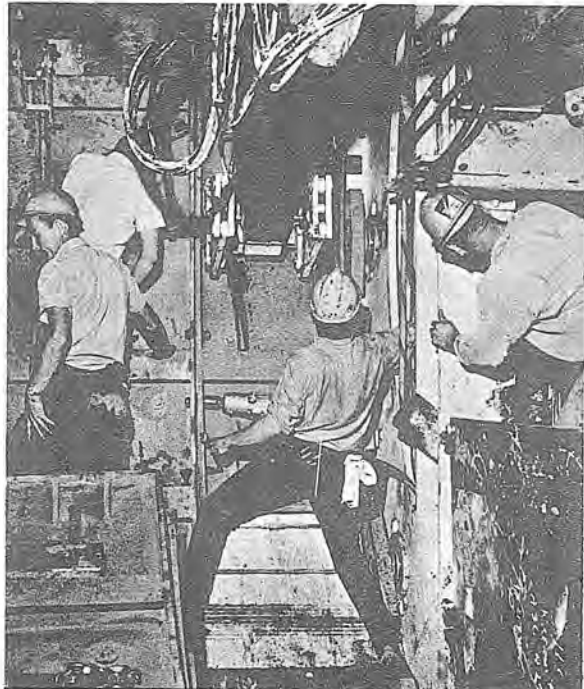
Speaking of the teamwork involved here, PBTB's Board of Control chairman, John R. Kiely, said recently: "We are seeing some excellent examples of creative collaboration here, between engineers and architects. Although each is charged with certain responsibilities, there is no heavy line between function and esthetics. We expect both designers to concern themselves with both requirements, and it is obvious that they are."



North Berkeley Station: Mezzanine level, train level and cross section.



THE ACTION IN OAKLAND



DEALING WITH WATER UNDER MARKET STREET

AROUND THE PROJECT

Quickie status report . . . Engineering design is 90% complete on the BART project. Construction is under way on 62 miles and is 39% complete. Some 5,000 men are at work on the project.

First electrification under way . . . Newbery Electric Corporation is installing 34.5 KV cable, contact rails and substations on the BART line from Lake Merritt Station in Oakland to the Southern Alameda Yard. The low bid was \$3 million.

Underpinning of the Ferry Building is complete . . . Monson-General, restricted to working after office hours, has been putting the historic structure on new and stronger "legs" for the past 19 months. BART's San Francisco Subway will run under the Ferry Building to connect with the Trans-Bay Tube.

First architectural finish contract has been let . . . to Christensen & Foster for completion of the MacArthur Station. The low bid was \$1.4 million.

An ingenious connection at both ends will permit the 3.6-mile-long Trans-Bay Tube to vibrate during an earthquake without damage. Each connection of the heavy concrete and steel structure to its terminal structures incorporates eight large rubber seals weighing 1,000 pounds apiece. The connecting system will permit the Tube to move up to 6 inches laterally and 3 inches longitudinally.

IBM won the contract for manufacture and installation of BART's fare collection system. The company's engineers are developing mock-up models of the electronically operated gates and ticket vending machines. The contract is for \$5 million.

All passenger stations on the South Alameda line are under construction. All the aerial line structures between Oakland and the Hayward Station (13 miles) have been completed.

The Berkeley Hills Tunnel has been largely completed, a 3.1-mile-long job that cost \$32 million.

The entire line from MacArthur Station in Oakland to Concord is now under contract. It includes six miles of joint freeway/rapid transit construction.

The first field installation of automatic train control equipment has been started by Westinghouse Electric Corporation. Westinghouse has developed a trencher for digging a ditch for the cables and for laying them six at a time.

A major problem facing subway station builders under Market Street is that the soils there are saturated with water. And the water table comes to within 15 feet of the surface.

Thus, the 70-foot-deep BART subway stations must be constructed very largely in ground which is 31 percent water by weight.

The hydrostatic pressures produced by such soil are great and would tend to thrust a large shell structure upward. Engineers have computed that at the Civic Center station site, for example, the thrust against the structure will be 85,000 tons. To offset this force will require the installation of concrete bases up to 7 feet deep and steel beams up to 6 feet deep.

Another problem is that during construction this water could move into the excavation site, hampering the work. Even more serious, such migration of water from under the buildings adjacent to the subway station sites might cause settlement and damage.

To prevent these problems from develop-

ing, BART engineers have specified that contractors at both Civic Center and Powell Street stations utilize the so-called "slurry wall" technique. With this method, the builder excavates a trench—in stages—completely around a subway station site and fills it with concrete. This wall, 110 feet deep, forms a barrier to keep water out of the site and, in time, becomes part of the permanent station wall.

The technique is called "slurry wall" because the trench is kept full of bentonite slurry during excavation to form a temporary water barrier. As the concrete is pumped into the trench to form the permanent wall, the slurry is displaced.

Tourists

Spark Room Boom

By A. J. BUCK HOPE, DIST. REP. & FINANCIAL SECRETARY, GEORGE BAKER and WAYNE "LUCKY" SPRINKLE

"MORE ROOMS FOR TOURISTS"—In a building boom unprecedented even in this busy tourism mecca, nine new hotels, four new motels and major additions to four existing hotels and motels are projected for construction in San Francisco.

The city stands to gain as many as 6,647 new hotel and motel rooms within the next four years, the San Francisco Convention & Visitors Bureau reports over 4,350 guest rooms are scheduled for completion within the next two years.

Under construction or on the drawing boards are the 765 room Embarcadero Center Hotel, the 572 Room Chinese Cultural & Trade Center Hotel, the 750 Room Union Square Hyatt Corporation Hotel, the 400 Room International Market Center Hotel, and a Top Nob Hill, 448 Room Hyatt Hotel at California & Jones, a 424 Room Hotel at California and Powell and a 276 Room Hotel at Sacramento & Sproule Lane.

Long Range Projects include a 418 room Hotel proposed by the Knott Chain for the Sutter-Powell Corner and a 200 room adjacent to the Cannery at Fisherman's Wharf.

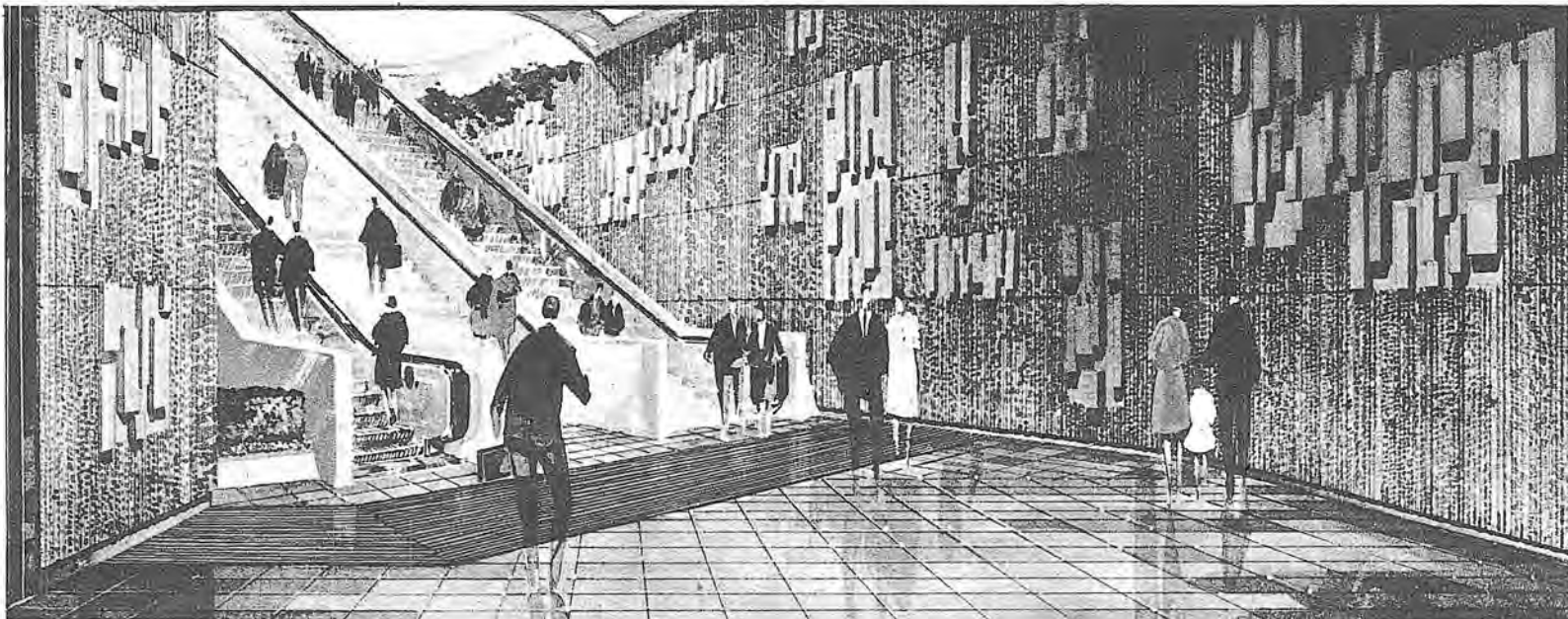
The San Francisco Hilton has announced plans to erect a 700 Room Tower, the St. Francis Hotel a 590 Room Tower and the Mark Hopkins tentative plans for a 250 Room wing.

Work is under way on four new motels. The 400 Room Holiday Inn Motel at 8th near Mission, the 210 Room Travel Lodge Motel at 650 Geary Street. The 101 Room Royal Inn Motel at Ellis and Larkin Sts., and the 343 Room Holiday Inn at Jones, Beach and North Point Streets. In addition, the Travel Lodge at the Wharf will expand from 250 to 350 Rooms.

Manpower Studies

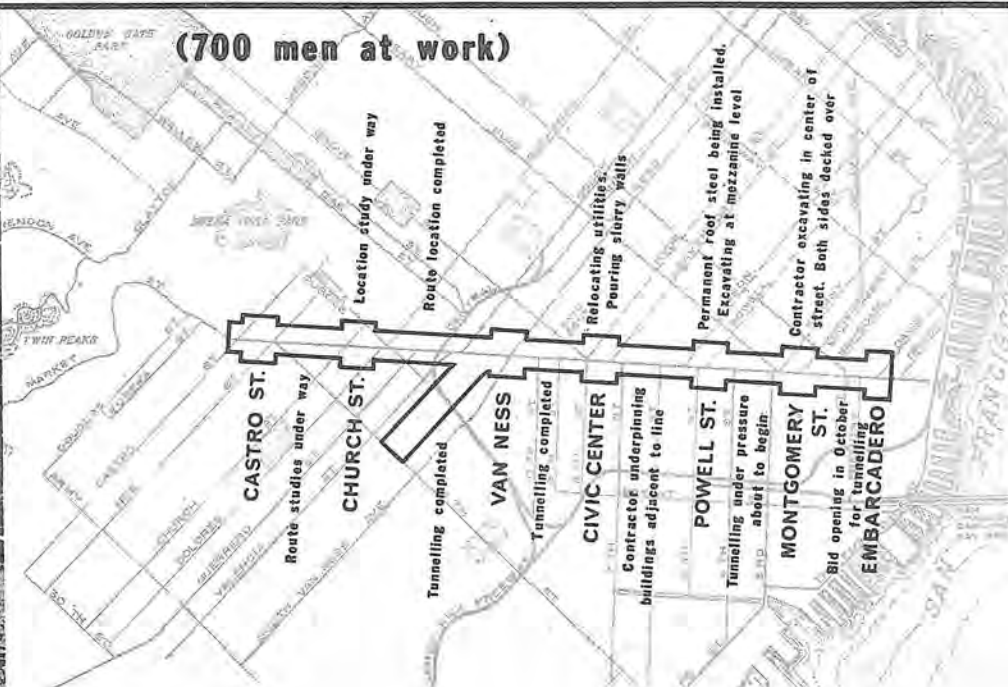
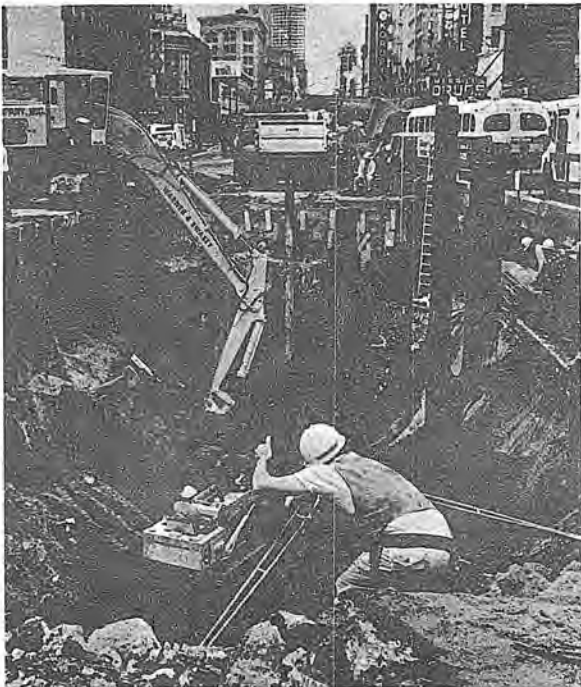
The U. S. Department of Labor says it has contracted for 84 different studies to explore the approaches of training and finding jobs for the unemployed. Some 24 million dollars has been granted public and private organizations to experiment with new manpower programs.

Constructing "slurry wall."

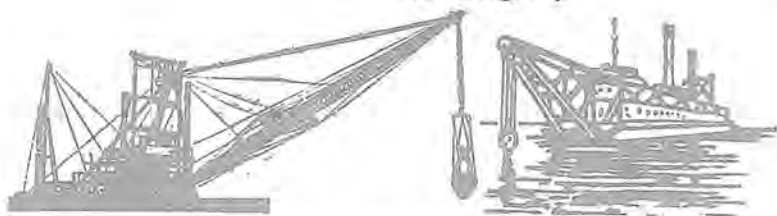


Entrance to Mission Street

THE SCENE IN SAN FRANCISCO



Dredging



By GUY JONES

Great Lakes Dredging Company of Portland, Oregon, have a dredging job in Oakland Estuary, dredging for a new container dock. This job is at Moore's Old West Shipyard. It will be a small job. Great Lakes Company say that they hope to make the Bay Area their new home of operation. They have their own tug and dump barges, with dredger "Boston." The barges are 1500 yard capacity. This dredge handles an 18 yard bucket.

Leslie Salt Dredging are on a three shift, six day week. They will remain on the three shift for at least one year, in order to repair all the flood damages from the heavy winter rain storms.

West Coast Dredging are working at this writing in Auburn Area of P.G.&E. ponds jobs. This has been a good winter job for a one shift crew.

Smith Rice Dredging is working on a small pipe job at San Mateo Bridge at this writing.

Dutra have all their Clam Dredgers working at this time.

Olympian have their three dredgers working in the Delta Area.

United Sand and Gravel Dredging are still working on the BART job.

Utah Dredging have all their equipment tied up at the Stockton Yard under repairs.

Trans Bay Dredge "Thelma" is working tube job, handling dump barges and dumping rock on top of tube. This will keep the crew busy for some time.

MOORINGS FOR BETHLEHEM'S BIG DRYDOCK—Bethlehem Steel Corp., appearing before the Bay Conservation and Development Commission here Thursday, received permission for the construction of a proposed mooring basin at its shipyard here to contain what will be the country's largest floating drydock.

Location of the new drydock will be at Pier Six on the east side of the central basin at the Corporation's 20th and Illinois street shipyard.

Construction of the 900-foot-long dock will require the demolition of 52,000 square feet of the deteriorated wooden Pier Six. A new steel and concrete pier will be constructed which will be 20,000 square feet less than the existing pier.

Bethlehem also plans to remove approximately 1,400 wooden piles from the bay and replace them with only 116 steel piles for the proposed 32,000 square feet of new access pier and dolphins.

Because the deck of the drydock must be lowered below the keels of incoming ships, a portion of the basin will be dredged. Dredging will remove approximately 350,000 cubic yards of bottom material in the 815-by-200 foot area which will have an average depth of approximately 60 feet.

The multimillion dollar dock, which is scheduled to be placed in service in 1970, will be built at the shipyard on the building ways where the last Bay Area Rapid Transit District underwater tube was launched last week.

The drydock, when placed in service in 1970, is expected to make a significant contribution to the development of the San Francisco harbor by providing attractive repair accommodations for shipping vessels of large sizes.

BCDC MAY LIFT MUD DISPOSAL LIMIT—The San Francisco Bay Conservation and Development Commission is considering a proposal to increase the amount of mud that can be dumped into the Bay at the official "dredge spoils" dumping area near Alcatraz Island.

The proposal came from Marin County which seeks BCDC permission to dredge a 2½ mile boat channel through Richardson Bay from Sausalito to a proposed yacht harbor at Mill Valley. The project would require removing 700,000 cubic yards of mud.

County officials said the \$945,000 project, which is predicated on a \$1 per yard cost of mud has to be barged out to sea instead of disposed of inside the Bay in deep water at Alcatraz.

The U.S. Army Corps of Engineers regulates dredge spoils dumping in the Bay, but Bertrand H. Voss, the Army's representative on BCDC, said the Army would be guided by whatever the BCDC wants to do in this matter.

"This project will set the precedent," Voss said. Voss explained that under existing Army rules no more than 100,000 cubic yards of material per year from any one dredging project can now be dumped at Alcatraz without special approval from the Pentagon.

Disposing of dredge spoils has become a major problem in the Bay now that BCDC has virtually stopped the former practice of using dredged material for Bay fill projects.

The Bay Area Rapid Transit District has been required to haul millions of cubic yards of dredged mud from the trans-bay tube out to sea. This increased costs to BART.

Voss said that about half of the mud dumped at Alcatraz stays in the Bay, but if mud is dumped only on the ebb tide, as much as 80 per cent of the material gets carried out the Golden Gate by the outgoing tide.

Harry Bruno, an Oakland architect and gubernatorial appointee on BCDC, warned that continued dumping of large amounts of dredge spoils at Alcatraz may be shortsighted, because the mud probably ends up in the ship channel across the shallow, half-moon-shaped sandbar in the ocean outside the Golden Gate.

"Maybe you can save some money (in Marin County) by dumping at Alcatraz, but it costs all of us money when we have to dredge ship channels outside the Golden Gate, Bruno said.

Bruno stressed that an even deeper channel than the existing 50 foot deep waterway through the San Francisco Bay is needed and he urged that tests be conducted on the Corps of Engineers Bay model to see if large scale mud dumping at Alcatraz should be continued.

Although some BCDC members worried about possible pollution effects, Voss said that new studies show that a certain amount of mud suspended in Bay Water actually helps suppress the growth of pollution-causing algae.

Voss said the state's Bay-Delta Study, a Bay Area waste water master plan which will be made public on March 19, will describe this

See DREDGING columns 4 & 5

Weatherman Smiles On Redding Brothers

By LAKE AUSTIN and LOU BARNES

The biggest news in the Redding area is the weatherman predicting "fair and warmer." Many of the Brother Engineers have been called back to their jobs that were down due to the weather. The new job orders are starting to come in and at last the "Out of Work" list is starting to shrink. This season there is still some work to be done to complete jobs started last season. With this and some new jobs that are being let this should prove to be a much better year than last.

At this writing—Rivers-Wesco canal job still has a water problem and it will have to be taken care of before the dirt work can get started. This project should be sold this year, however there is still a lot of work for the operators to do.

S & Q Construction fish ladder job in Red Bluff is finished as far as Operating Engineers are concerned. Tom Davis Construction has a few Brothers working on some parking lots and other small jobs adjacent to this project.

T.H.R. rock-sand and gravel plant is starting to show a little life after a long winter shutdown and many of the stockpiles are low. There probably will be some work done to rebuild these.

Workman Construction has started their bridge job on the Peanut-VanDusen road. This is a separate contract from Hughes and Ladd Construction road job. This project was rearranged by the heavy snow and rain from last winter and some of the damage to the work already completed will have to be repaired.

Trinity Sand and Gravel plant near Douglas City is about ready to do some work—for a while this winter you could hardly see the plant for all the snow.

Bryant Construction high school job in Weaverville is still having some problems with the access roads. They are hopeful of a long period of dry weather to get this job going full bore.

Fogle Construction has a few small jobs working in the area and are calling their regular employees back. Their job near our Whiskeytown Dam should provide some work for these Brothers. Trinity Construction has some dirt work to complete on this project also.

J. F. Shea is working on their crushing plant now that the sun has come out—this could be a good money year for these Brothers.

Redding Transit Mix and Oaks Concrete were able to hold on to their regular employees during last winter and are now ready for a full work season.

A. A. Baxter Corporation has started their crew back to work at Weed and will be topping out in about six weeks.

Fredrickson and Watson have started up their crushing operations at Gazelle on a one shift operation at present but will go two shifts in the near future working longer hours. They will keep from ten to fifteen Brothers busy most of the season. They will start up the plant mix operations. Within the next couple of weeks they will be placing overlay between the start of their job to Yreka on the old highway.

The Gordon Ball Company were low bidders on another 8 miles of the Interstate 5 freeway at Yreka. As of this date the project hasn't been officially awarded but there is little doubt that it won't be. This section runs from the top of the Anderson Grade to within the city limits of town. For the most part this should be a real good dirt show.

Hughes and Ladd Company were low bidders on the Yreka bypass—this section is approximately 5 miles in length. We are very pleased that this company was able to get this one as they are a local firm and employ local people. There isn't much yardage-wise but this firm likes concrete and this will be to their liking. The above 2 projects should be in progress within the next 45 days, weather permitting.

We have had a prejob with Green Company and they are moving in on their rock crushing job in Modoc County. This will take a few Brothers from the "Out of Work" list.

Tonkin Construction Company from Willow Creek were low bidders on a section of Forest Service road in the Klamath National Forest and claim they will be moving in within a week or two. This is all virgin road and lots of rock.

H. Earl Parker has moved in on Gilman Road at Shasta Lake on the flood restoration work for the Army Engineers—this section was hard hit because of the heavy rains. By official measurements it rained 16 inches in 30 hours—several homes were completely destroyed. The roadway was washed out in several locations and lots of slides—this will keep 14 operators busy for a month or so.

North Valley Construction has a few small jobs going in this area and are bidding on some of the other work being let in and around the Redding area. At this time they are finishing up some of the jobs started earlier.

Sierra Paving Company has been awarded approximately 3 miles at the Hallelujah Junction that includes turn lanes base and paving.

Fresno Paving Company were low bidders to resurface and do related work on the airport at Herlong Army Depot. We hope to have a prejob in the near future.

The Company has one-half million tons of plant mix to lay.

400 Eat Humboldt's Best Crab

By RAY COOPER

Over 400 members and guests were in attendance at the 8th Annual Crab Feed and Dinner held on March 15, 1969. A delicious dinner of the famous Humboldt "dungeness" crab was served along with spaghetti, salad, garlic bread, coffee, beer and dessert.

There were many many out of town Brothers, wives and guests who traveled a great distance to be in attendance.

In addition to this being our 8th affair, we also celebrated the 30th Anniversary of Local Union No. 3.

Business Manager & International Vice President received a standing ovation as guest speaker of the evening. Mr. Clem spoke on the 30th Anniversary of Local 3 and the gain and progress accomplished in that time. He emphasized on the "team work" and support of all the Members of Local No. 3 that makes our Local Union the greatest labor organization in the world.

Many of the door prizes given away were donated by some of our Brother members who have businesses locally. A magnum of champagne and half gallon of V.O. whiskey from Glen Jarman of the Vance Log Cabin and Branding Iron; a box of ladies hose from McGaraghans in Henderson Center; a lovely vanity make-up mirror from Ritchie Woods Rexall Drugs; case of beer from Rodney Collins who has the Meyers Flat Food Center (stop in and see him Brother); 15 gallons gas was donated by Brother Ed Daniels from his Fortuna Gulf Station; an oil change & filter from Brother Jim Spitzer at his Cutten Texaco Service; a Redwood Burl gift from Brother Clyde Beleme who operates the scenic tourist attraction Shrine Drive thru Tree at Meyers Flat; 10 gal. gas and lube job from Jack Carter Douglas Service on Harris Street and 6 free drinks and 6 pool games were donated

See CRAB FEED page 14



OREGON EXPATRIATE is "Dredge Boston" shown at work above in the timber holding waters of the Great Lakes. Now at work in the Bay Area on a new container dock site in Oakland, the big dredge will employ sixteen Local Union #3 Brothers.

Dredging (continued)

beneficial effect of turbidity on Bay waters which are already heavily loaded with nutrient chemicals from sewage.

"Some of the data shows that if nutrient-laden water is too pure that condition actually promotes the growth of algae," Voss said.

Another Marin County proposal for a 16-story convention hotel to be built on an artificial island south of the Richardson Bay Bridge near Marin City will be voted on at BCDC's March 21 meeting.

The proposal ran into tough opposition from conservationists who say this is a major view spot of the Bay for motorists on U.S. 101 and the fill project would block the Bay view at virtually the only spot where that major highway actually comes down next to the Bay.

Owners of surrounding underwater property also complained that Nowell-Sausalito Associates, the hotel developers, were, in effect, arranging to have the developer's property zoned for commercial use while all surrounding property would be zoned as a bird sanctuary to enhance the value of Nowell-Sausalito property.



EARTH SLIDE This is a view of the highway 70 slide on the upper end of the West Branch bridge where a 150 foot strip of pavement was undermined and slipped into Lake Oroville. Division of highways engineers stated the slide has forced

closure of the two lanes of the four lane highway. Two lanes have been re-routed by digging into the mountain and are open. If the detour should fail, hundreds of people would be stranded in the Concow-Yankee Hill area.

Oroville Dam Prevented Flood In Yuba-Marysville

By HAROLD HUSTON,
District Representative

YUBA CITY WATER TREATMENT PLANT NEARS COMPLETION—Work in the Marysville District is still hampered by the heavy rain and snow which looks as if it will never quit. Old man winter can stop his tricks right now and let a little sunshine peep through. There has been rain, hail, thunder and lightning and snow at higher elevations.

Yesterday marked the 23rd day this past month on which there was rain recorded in Marysville and Yuba City and .12 inch of new rain boosted the season's total above 25 inches. The seasonal total of 25.40 inches is about 10 inches above the normal for this time of year (15.07) and more than three inches past the normal for the entire July 1-June 30 weather year of 21.91 inches.

According to the director of the state Department of Water Resources, the Oroville Dam saved the citizens of Yuba City and Marysville from "possible catastrophe." During the peak flow of the Feather River last month, the dam reduced the flow to one-seventh of what it would have been otherwise. The situation showed the dual nature of the huge state Water Project—"to join water supply features with flood control features."

Yuba County has been declared a Disaster Area by President Richard M. Nixon, qualifying the county to apply for federal funds to repair damage from recent storms. The Board of Supervisors adopted a resolution requesting the declaration from the President. Flood damage to river banks, canals and sewer ponds in the county has been estimated at about \$275,000, and there has been an additional \$50,000 damage to county roads.

By DAN CARPENTER,
Business Representative

Weather-caused earth slippage has created critical situations on two Oroville highways during the recent winter storms.

A crack that appeared on Highway 70 north of Oroville on the uphill side of the West Branch Bridge developed into a 150 foot-long gash that forced closing of the two north bound traffic lanes. Beneath the slide is a railroad tun-

nel that is located between the bridge abutment and the slide. According to state officials, at the present time, however, the slide does not pose any threat to the railroad.

Tons of earth, apparently fill material that was used when the road was built, slid 200 feet into Lake Oroville. If the slide should force closure of northbound traffic on Highway 70, hundreds of people would be trapped in the mountain region just to the north including the Lockheed Construction Co. project at Belden, Calif.

In order for these people to get to and from the valley, they could have to drive all the way to Chester and Lake Almanor via Highway 32 down through Chico to get to and from work which is approximately 200 miles.

The other slide on rain soaked roads was on the Oroville-Quincy Road near the Canyon Creek Bridge. Butte County employees have been keeping an around the clock watch on this development. Trees on the mountainside are tilted and moving downward on the huge slide. This is a newly completed projects about a year and a half old, which is the relocation section of the road around Lake Oroville. The area has been hit very hard by the winter rains.

Rainfall to date is more than twice the amount of last year.

By JOHN SMITH, Business Representative, Industrial Units

Work in the shops and plants has been steady again this month. Tenco Tractor is making good progress on the new buildings at the Tech Center and will probably be in completely by June. Diamond Steel is currently as busy as they have ever been on their contracts making tanks and trailers. They have hired a few new employees because of the added work load. Yuba City Steel Products is currently working steady and are looking for a good year. Joe Epstein, owner of Marysville Steel tells me he is looking forward to a banner year. New York Machine Shop is a little slow at this time but are managing to keep the fellows going. A new contract has just been negotiated and signed with Oroville Steel and Metal Company for a two year package. Williams and Lane Inc. is slow but are looking for an increase in the

work load. As things dry out a little it should help increase the work picture.

Bryte Bridge Builder

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

THE BRYTE BRIDGE

At Bryte Bend, a once inconspicuous bend in the Sacramento River, about three miles west of the Capitol City, a \$9,644,616 bridge project is being undertaken by the task forces of Murphy Pacific Enterprises, the General Contractor.

Murphy Pacific Enterprises is a joint venture of Murphy Pacific Corporation and Murphy Pacific Marine Salvage Co. of Emeryville, California, and is well known to the bridge industry on the West Coast.

The Bryte Bridge at its completion will consist of two parallel steel box girder bridge structures with a composite reinforced concrete slab deck, each about 4,050' long and consisting of 22 spans supported by reinforced concrete bents, piers, and abutments. The mass structure with its 29,000 cubic yards of concrete and 8,000 tons of structural steel will rise 56' over the Sacramento River. The entire length of the project is 1.9 miles.

Access to the bridge will be made from Interstate 80, approximately 5 miles west of Sacramento. The Bryte Bridge will enable through traffic to the Sierra Regions to completely bypass the weekend traffic snarls in Sacramento.

The huge box girders, weighing from 111 to 304 tons, measure 34' across, 14' deep and vary in length from 146' to 220', are being fabricated at Murphy Pacific's Emeryville and Richmond facilities. Here the girders will be built up to their final stages by an assembly line operation. Upon completion, the

See BRYTE BEND page 12

See New Starts Soon In Stockton

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

The report from this district has to reflect a more optimistic outlook than previous reports. This is due largely to the construction of Don Pedro Dam by Guy F. Atkinson Co. and several new contracts that will commence before our next report is due.

The Guy F. Atkinson Co. will be hauling and placing imported fill material for the new dam before this news article reaches the press. The material to be hauled will be gold dredger tailings on the Tuolumne River near La Grange. The borrow area is approximately seven miles from the damsite, and the Company will utilize forty K-M Dart trucks, each capable of hauling eighty yards, to make the transfer. The trucks will be loaded by fifteen yard K-W Dart loaders.

The State Division of Highways recently called for bids on construction of a 6½ mile segment of the West Side Freeway (Interstate 5) through south Stockton at an estimated cost of thirteen million plus dollars. Bids will be opened April 2nd for the project, which includes construction of six highway lanes from Frewert Road (two miles south of French Camp) to Anderson Street with seven interchanges and two bridges.

The West Side-Crosstown freeways interchange and the Stockton Channel crossings will be the final two stages to complete the construction of Interstate 5 through Stockton. Bids for \$26 million for actual construction of the interchange will be called for in May. Final completion of the interchange is not expected before the end of 1972.

Also in May, bids will be called for the construction of the East Tracy Freeway, which will connect the present Highway 580 and the future Highway 205 now under construction by Gordon H. Ball, Inc. Estimated cost of this project is \$15 million.

Later in the year, November, bids will be called for the construction of a new Highway 50 freeway between the Mossdale Y

and Frewert Road near French Camp. Cost is estimated at \$12 million. This project will adjoin the contract that is to be bid April 2nd.

On March 26th bids will be opened on the new construction of a two-lane highway and two bridges east of Chinese Camp in Tuolumne County for \$6½ million. This project was necessitated by the construction of New Don Pedro Dam. The reservoir storage area of the new dam will inundate the existing Highway 49, causing it to be relocated to higher ground.

San Joaquin County is calling for bids on March 28th for resurfacing portions of Cherokee Road in Stockton at an estimated cost of \$320,000.

The City of Jackson in Amador County has called for bids to be opened April 2nd to reconstruct and widen three bridges for \$460,000.

Underground Constructors Co. of San Leandro was awarded the reconstruction of the south Sea-wall in Stockton for \$198,200. This is in addition to the job they have already in progress in the same area.

John Delphia of Patterson was given an order to rebuild the 200 foot break in the Twin Oaks Irrigation District levee on the west side of the San Joaquin River by the Army Corps of Engineers. The job will take about two weeks to complete. The depth of the break varies from 14 to 20 feet.

Bids will be opened April 3rd by the San Joaquin County Board of Supervisors for reconstruction of a half mile of Lower Sacramento Road on the northern edge of Woodbridge. Estimated cost of the project is \$273,000 and will include replacement of two narrow bridges.

New Melones Dam is getting a lot of attention lately due largely to the rainfall to date and the anticipated runoff this spring. However, present plans only call for the June bids to construct a 23 foot diameter diversion tunnel with two 72 inch low level conduits to get the project under way. This phase is expected to take three years to build.

Work Breaks Slow In Provo Section

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

Jobs in the Provo area are slow in breaking this year. As most of the members are aware, Utah has had an average of over 200 percent precipitation. Some of the civic minded citizens have had the forethought to recognize the danger of floods should we have a sudden thawing period. Some of the Flood Control agencies have started to clear our streams of debris and deepen where necessary to ensure the water run-off.

We would like to encourage the members of the Credit Union to take advantage of the low interest rate and when it is necessary to borrow money or finance a new automobile or some other worthwhile item, contact your Credit Union. As the cost of living and taxes increase it is to your advantage to save money on interest.

Just as a reminder, plan to attend your District Meetings. These meetings are important to all of us. This is our business, so let's treat it like one.

Here in Northern Utah all of

our contractors have "going" pains. They want to get started back to work in the worst way. They have a very busy season ahead and every day counts. All we can say is that the feeling is mutual. We have had enough snow and bad weather and it is time to go to work.

It was a welcome sight to see the members turn out for the March 7th District Meeting in Salt Lake City. Those in attendance found the meeting informative and rewarding. The officers' reports were interesting, especially Brother Al Clem's report on what Local 3 has gone through to get the benefits we now enjoy, and what benefits we hope to gain in the future.

A good organization depends on team work. We have to be united in our efforts. We have had very good team work these past few years—let's keep up the good work.

The winter months are a pretty slow time for the members in the Sand and Gravel Plants. However, things should start picking up with spring just around the corner.

Utah Sand and Gravel has had enough work to keep all of their mechanics busy throughout the

See PROVO page 12

Seek Rock, Sand OK From Fresno Board

By CLAUDE ODOM,
KENNETH GREEN, BILL
RELERFORD, HAROLD "DOC"
SUMNER and WALT NORRIS

We have our fingers crossed that the good weather will hang on and the jobs will be cranking up by the time this goes to press. With just a few days of sunshine, some of the contractors have already started to kick-off.

Two controversial requests to allow sand and gravel excavation along the San Joaquin River will be considered by the Fresno County Board of Supervisors.

Under the applications, Pacific Cement and Aggregates seeks use permits to dig on 173.4 acres in a parcel three miles south of Friant and on an 80 acre site a mile to the south. The County Planning Commission last month recommended granting the permits along with three others for similar excavation, but the issue caused Commissioner Dr. Heyward Moore, Jr. to charge county agencies have failed in their responsibility to regulate the sand and gravel industry in the county. Moore declared inadequate and unenforceable conditions attached to permits for sand and gravel extraction have allowed "uncontrolled use" of the land which, in some instances, has amounted to "a rape" of the land.

We would like to thank all of the Brothers who attended our district meeting and for the courtesy they extended to the officers and business agents. Also, we would like to thank all of the members in District 5 for their cooperation and help they have given us.

The State of California tabbed \$6.5 million for Fresno State College. The money for Fresno State includes \$4.3 million for preparation of drawings and construction of residence facilities, \$1.4 million for drawing and construction of dining facilities, \$352,450 for drawing and construction of parking facilities and \$225,000 for drawings for classroom buildings. The Department of Finance which handles the preparation of the budget, reports it is tentatively scheduling \$15 million for construction activities on the FSC Campus during 1970 and 1971 and for the next five years, a total of \$29.3 million.

The State of California has also budgeted \$237,407 for development of 70 acres of the 230 acre Woodward Park in Fresno when the money becomes available from the Federal Government. The budgeted money for Woodward Park is for installation of a domestic water system and irrigation system, a roadway, parking areas and lining of the lake in the park.

The American Paving Company is doing the dirt work on the Fashion Fair and has come to a screeching halt because of the high water we have been plagued with in the Fresno area. With any kind of luck at all, the construction for the two banks, J. C. Penney store and Broadway-Hale store, and Gotschalk's store will be under construction by early May. A little later in the year, about August 4, there are four buildings to house the approximately 60 tenants who will occupy the center in addition to the department stores. The shells of the four buildings for tenants will be furnished and then the spaces will be furnished to suit the lessees. Landscaping and irrigation will be the last thing on the schedule. That work will start in April 1970.

The State Division of Highways will open bids in Sacramento March 26 for construction of ½ mile of Highway 41 freeway which will help eliminate the bottleneck

in downtown Fresno. The \$396,000 job, preceding major freeway construction in Fresno by four years, is designed to alleviate congestion at the intersection of Highway 41 and Highway 99 and downtown traffic in and outbound for Highway 99. The project which will take about six months to complete, will include two bridges across south Van Ness Avenue. The District Highway Engineer said an on-ramp will start at M Street for southbound traffic and will climb to the already completed elevated section of the freeway stub over its own bridge at Van Ness. When the two bridge project is completed, motorists leaving the freeway at the Van Ness off-ramp will have the option of continuing eastward on either O or P Street. Currently the off-ramp ends at Van Ness. The project precedes the completion of Freeway 41 to the Friant Road which will be built in stages through the city.

March 5 bids will be open on a proposed \$227,000 project to construct crib walls to shore up mountain highways in Fresno County. The crib walls will be built at 9 locations along a 7-mile stretch of Highway 180 west of Cedar Grove. Contracts totaling slightly more than \$1 million have been approved by the State Department of Public Works for highway projects in the San Joaquin Valley. Public Works Director James A. Moe in Sacramento said the largest is a \$477,444 contract awarded to Eldon Haskell Construction Company of Santa Barbara to widen Avenue 152 from its present two-lane to a four-lane divided thoroughfare between Road 220 and Route 65, west of Porterville.

The two lanes to be added will accommodate eastbound traffic and should be completed late next spring.

Modern Alloys Fabricators, Inc. of Stanton won a \$23,782 contract to install metal beam guard rails at various sections of State Freeway 99 near Tulare and in Fresno. The Madonna Construction Company of San Luis Obispo won a \$98,485 contract to widen the southbound lanes of Freeway 99 at Livingston and to resurface the northbound lanes, plus provide other traffic safety improvements in that general area.

A \$174,136 contract to Hunsaker Construction of Clovis for widening drainage structures on Highway 63 between Visalia and Cutler. St. John's River Bridge will be widened, the Cottonwood Creek Bridge will be replaced by a new bridge, the Cottonwood Creek Overflow Channel Bridge will be replaced by a culvert, five culverts will be replaced and one culvert will be removed.

A new contract was negotiated for the employees at Kabo-Karr and was ratified unanimously. This will be the second contract for this company and they are a most welcome addition to the Local 3 family.

A pre-job was held with Granite Construction of Watsonville on March 11th, on their \$6,828,228 Westland Water District pipeline job.

Local 3 has approximately 65 Madera County employees on application. This figure represents approximately 12% of the total number of County employees. Such a response to the union's program indicates that public employees in the State of California are rapidly becoming aware of the fact that they are entitled to be represented before the governing bodies of the public agencies by whom they are employed.

Local 3 has given and will continue to give to public employees in the State of California, the opportunity of affording themselves of representation which is effective. Local 3 recognizes the fact that all public employees seek more than mere attempts to accomplish those benefits to which they are justly entitled. Through the program offered to public employees by Local 3, an individual can expect and will receive, representation which is successful.

Local 3 presently represents a substantial number of employees of the State of California in the Department of Water Resources, Civil Maintenance Section. Local 3 will negotiate this month with Department Administrators for up-grading both classifications and salary-wise, the maintenance personnel employed in this department. Some of the problems involved are pay scales which do not equate to job specifications, working assignments and the application of salary data so that the employee will receive like pay for like work.

Work Lobby

continued from page 3

Asked why he was no longer a member of UAW Local 887 at North American-Rockwell, an aircraft manufacturer, he said he was promoted out of the bargaining unit into a supervisory post at the plant.

It was brought out that North American-Rockwell has a union shop contract, which was overwhelmingly approved in a 1968 referendum conducted among the firm's 21,000 workers.

Mendoza told how the committee "has sponsored me on tours" through the United States in opposition to the AFL-CIO United Farm Workers Organizing Committee's boycott of grape growers who refuse to recognize or bargain with the union or to permit an election among the grape pickers. He identified himself as a general secretary of Farm Workers—Freedom to Work, which he said was formed "after a series of workers' rallies last fall" to oppose UFWOC.

A spokesman for UFWOC in Delano, Calif., said the organization was formed with financial backing from Giunarra Vineyards of Bakersfield and several other grape growers who have opposed union rights for their workers.

Jerry Cohen, UFWOC attorney, said the union now has a suit pending in a state court against Mendoza's organization, originally known as "Farm Workers—Freedom to Work Association," charging that it illegally took money from an employer. "It's a company union, no doubt about it," Cohen said.

Mendoza attacked legislation in Congress, backed by UFWOC, which would give farm workers the right to join unions and bargain collectively, as other workers do.

He said he opposed the bill because it would permit the union shop and hiring hall. But a "work" committee spokesman said the committee itself would neither oppose nor support the measure.

Nixon was praised by the committee for leading a fight to "nullify" a contract forcing workers "to join and pay dues" to a union. Actually, an agency shop contract, such as the one in question, does not require workers to join a union. But those who do not are required to pay the equivalent of dues as a service fee.

Bryte Bend Bridge

continued from page 11

girders will be loaded onto barges and shipped to the jobsite. Since Murphy Pacific's 500 ton whirley derrick crane *Marine Boss* will be too large to navigate the hazardous Sacramento River, the Engineers went to work on an equally versatile derrick.

Now being assembled at the Richmond yard, a 200 ton Manitowoc model 4600 crawler crane is being fitted to a 225' long and 75' wide barge. This rig, when completed, will be a workhorse for the erection team, loading girders at Richmond and unloading them at the jobsite. This rig will also lift the four main channel spans weighing some 304 tons each. Once girders have arrived at the jobsite, they will be lifted onto large skids, and moved over a levee road (Hwy. 16). Once on solid ground, the derrick will be aided by a fleet of large cranes. This fleet consists of two model 4000 Manitowocs, a 670 and a 1015 P & H crane.

Since the end of June, 1968 when operations commenced at Bryte, construction forces have successfully completed the task of fabricating two tricky cofferdams in the middle of the river to form the main channel piers. Present operations at the jobsite are centered around the forming of reinforced concrete piers.

With approximately half of the 44 columns now in place, the state's engineer now estimates the project to be 25% complete. Completion date for the project is July 9, 1970.

GENERAL SACRAMENTO AREA—The waters have begun to subside in the Sacramento area, but it looks like a long wait until the ground will be dried out. The Yolo Bypass will divert water from the Sacramento River well into the month of June, and it looks like Highway 16, between Sacramento and Woodland, will be closed until then.

One job in particular that has been affected by the high water in Sacramento is the Gordon H. Ball Front Street job. When the water level rises to 24½ feet at the Tower Bridge, the water has to be diverted into their job in order to reduce the danger of the levee breaking and flooding downtown Sacramento.

In the downtown area of older Sacramento, one of the largest redevelopment projects in the history of Sacramento is now under way. Several of the old hotels in the 2nd Street area have already been torn down and before this project is completed there will be very little of the "Old Sacramento" left.

Replacing these old buildings and dwellings will be low cost housing projects, some of which are already under way. The units will be of a very modernistic design to fit in with the new look of Capitol Mall. R. C. Powell Development Co. has been awarded some of these projects, and, weather permitting, they hope to be ready to start doing the actual construction work in early summer.

POLLOCK PINE AREA—**RANCHO SECO NUCLEAR PLANT**—2,100 acres of grassland 25 air miles from Sacramento will be the site of the SMUD's new nuclear steam generating plant in southeast Sacramento. This 180 million dollar project will have a capacity of 800,000 kilowatts and is scheduled to be on line in 1973. The plant itself will occupy only a small portion of the land and the remainder of the area, including a lake, will become recreation land.

Rancho Seco means "dry ranch" which fits this site well, as there is no river or other body of water. Generator—847,000 kilowatts, net 22,000 volts—.90 power fac-

tor, three phase 60 cycle hydrogen cooled. Turbine Tandem Compound flow reheat 1,800 R. P. M., 1,072,000 H. P.

The Turbine generator measures 166 feet in length, weighs 3,150 tons and will take 21 flatcars to move to the site. Steam generators: Two once through steam generators weigh 539 tons each and each is 73' high and 12' in diameter, 5,300,000 lbs. steam hr. each.

The reactor vessel is 50'10" high with an inside diameter of 14'3" and the wall thickness is 8 7/16" and weighs 445 tons.

This job should be let about May, 1969. Some of the grading is already under way by Lloyd Rodoni & Sons. Bechtel Corp. are the Engineers on the job.

Walsh Construction Company is still keeping the roads open into the Loon Lake Tunnel and have three shifts working. They were almost forced to shut down on account of the snow, but managed to keep going. This Company is now employing about 30 Operating Engineers.

Dravo Corporation at the Brush Creek Dam job are still moving in equipment and buildings roads—this is going to be a tough job to get into due to the tight quarters around the dam site area.

THE HIGH COUNTRY—Snow in the high country is deeper this season than it has been in over 50 years, with over 25' of snow on the mountains and the levees soggy in the valley already, which could cause grave problems in the valley later on.

Hyland Construction Co. was low bidder on the Indian Hill Road job. This job is nearly \$500,000 and before July 1, 1969, the Bureau of Reclamation will let some \$10,000,000 more on access roads. The plants in the area have slowed to a halt and most of the shops are slow.

M. L. Dubach is setting up a plant to furnish C. T. B. for his 880 Freeway job. This job has a considerable amount of dirt to be moved when it dries out enough to be worked.

Gordon H. Ball's airport job is completed except for cleanup and minor repairs. This Company has kept many of the Brothers in the area busy in the past.

C. K. Moseman and Polich-Benedict have been practically shut down other than pouring some concrete when the weather permits.

Provo

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winter, but on the other side, in their Prestress Department work has been on and off all winter, mostly off. Ralph McCleery, John Devey and Therlow Fenn are job stewards for Utah Sand and Gravel and they have been doing a real fine job.

Most of the brothers at Concrete Products Company have been working during the winter except when the weather has made working impossible. Our steward for this Company is Ellis Bryan.

In last month's News we wrote that we were in negotiations with Heket Engineering at Provo and at that time had everything pretty much settled except wages. We are pleased to report that the contract has now been concluded with about an average of fifty cents per hour wage increase over a three-year period. The contract was ratified by the membership on February 22, 1969 by an overwhelming majority of the members who were present at the meeting. There are 43 in the bargaining unit and 40 of them were present at the ratification meeting. This is an indication that the brothers at Heket Engineering have a big interest in their jobs and also in Operating Engineers Local No. 3.

Things Picking Up As Sun Shines Bright On San Jose

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

The long awaited weather that we all need and have been waiting for is here. It may be temporary but at least it is here to enjoy for awhile. The dirt is still mud and needs much more wind and sun to move the heavy equipment.

Williams & Burrows in Palo Alto and San Jose have been going right through the rain. Lady Luck was with them just long enough on their 200 apartment complex job to put it in working stage so it would not be bothered because of bad weather.

Wisner & Becker Company of Sacramento has now moved onto their job in Palo Alto with underground construction getting their sub for the dirt part. At present there are only two engineers on the job but the future manning looks good for three more.

Avery Construction in Mountain View is back to work and hoping to stay that way for the most part of 1969. They have just received the bid for 80 more units next door on Middlefield Road.

Piombo Construction has the excavation in shape for M & K to turn to at Moffett Park in Sunnyvale. Green Landscaping, Hackett Brothers and Trumpp Brothers are doing all the underground with 11 Brothers at work.

H. J. White is going strong on the Earth Science Building at Stanford. Three Brothers worked right through all the rain and bad weather. P & Z Drilling is doing all the pier work.

The biggest news of this month is the awarding of a \$6+ million contract to Freeman-Sondgroth for construction of 3.8 miles of freeway on new alignment for Interstate 680 between Jacklin Road in Milpitas and Mission Boulevard in Fremont. An interchange at Scott Creek Road which will connect with future Route 237 (Mt. View-Alviso Road) is included in the contract. The proposed project will make a total length of more than 10 miles of full six-lane freeway on Route 680. In addition, undercrossings will be provided at two freeway crossings at the South Bay Aqueduct. The current congestion on two-lane Mission Blvd. through Fremont and Milpitas will be relieved.

Granite Rock Company of Watsonville has started work on its 300 acre Quarry North of Santa Cruz. Bruce Woolpert said the new sand mining and processing plant should be in operation by the end of April. Sand will be extracted from the Quarry on the East Side of Highway 1, will be cleaned and processed, and then carried by conveyor belt under the highway to the shipping point on the Ocean side of the road. Woolpert added that an extensive tree and shrub planting program will be put into effect to screen the entire operation from the road.

Monterey County's total flood damage in January was \$9.25 million, Supervisor Willard Branson testified Thursday before a Congressional Subcommittee holding hearings in Los Angeles. Branson, Chairman of the Monterey Board, said private losses in the County amounted to \$8 million and damages to public facilities were pegged at \$1.25 million, \$1 million in roads alone. The Supervisors said private losses included damages to the farmlands of the Salinas Valley, losses in drowned cattle, flood damages to homes, private bridges and a Golf Course in Carmel Valley.



DISCUSSING construction are City Librarian, Geraldine Nurney, Arnold Swenson of Carl N. Swenson Construction Company and Frank Burroughs, job superintendent.

A \$1.4 million contract was awarded to Werner Jasper for construction of a five-story Holiday Inn Motel at 611 Ocean Street, Santa Cruz.

A major department store chain has announced plans to open an outlet at the Kings Plaza Shopping Center at 41st Avenue and Capitola Road. The chain, W. T. Grant, will construct a 90,000 square foot building in the next 2 or 3 months.

Hampshire Construction Company of Salinas was awarded a contract for construction of the new Bank of America Building to be constructed at Main and West 5th Street in Salinas on a bid of \$305,615.

Bids on the State Highway Construction project for an interchange on Route 1 at Rob Roy Junction south of the Rio del Mar interchange have been called and will be opened April 16th in Sacramento. The project will include construction of frontage roads and drainage facilities and will convert the existing four-lane expressway at that point to four lane Freeway.

A total of \$1,725,000 is available for the project.

Bids also have been called for April 2nd for reconstruction and widening portions of Route 17 between .1 mile north of the Santa Cruz County line and .4 mile south of Los Gatos. This is a 5.2 mile stretch. The estimated cost is \$615,000.

Construction of San Jose's new \$3 million downtown library at San Carlos and Almaden reached an advanced stage as workmen completed the building's walls. During the past few months a single form has been used to build 28 different wall sections.

"Capping-off" cement was poured for the last section recently.

City Librarian, Mrs. Nurney, inspects progress at the site several times each week in the hard hat presented to her by the San Jose Office of Operating Engineers Local No. 3 right after the ground breaking ceremonies. The building is expected to be completed at the end of this year.

Dear Mr. Clem:

It has been a sincere pleasure being a member of Local 3 for 25 years. The union has provided me and my family a comfortable living all these years. For this we are grateful, and I personally hope that each member of Local 3 can appreciate and recognize how urgent it is to have a head representative like yourself and co-workers that carry out your plans in upholding our rights.

Especially in my case. Too bad that each member couldn't know the situation. Not that I am proud of the accusations made, but if they only knew that outstanding work, time and efforts expended in my behalf. These shall always be held in high esteem. I am certain that you recall the battles we have fought together at Pacific State Steel Corporation. I shall not fail to let each member there and anywhere that I may go know that you can certainly be depended upon where there is a need. Thank you for the services rendered to me, a friend and Brother. I will always uphold your administration for better conditions in all respects.

Very truly yours
Foy P. Williams

Train Women Workers

More than one million men and women received job training or work experience in 1967 in such U. S. Government programs such as the Manpower Development and Training Act, Job Corps, the Neighborhood Youth Corps, New Careers and Operation Mainstream. Four years earlier, Federal manpower programs had benefitted only 75,000 individuals, according to the U. S. Department of Labor.

Oakland Report

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winds and a continuance of a little sunshine we should be able to look upon the weeks ahead with some optimism.

By JERRY ALLGOOD

Southern Alameda County

The 24-mile Bay Area Rapid Transit leg between Fremont and Oakland once the "Last or perhaps never" section of the system will be the first to carry trains. The first 60 trains will be carrying passengers on the 28 minute run from Fremont to the 12th Street Station in Oakland by mid 1972.

Bids for construction of the tracks between Hayward and Fremont will be advertised next July.

Construction work on two (2) stretches of Interstate 680, one of them a 3.8 mile segment between Mission Boulevard near Warm Springs and Mission Boulevard near Mission San Jose in Fremont is about 60 per cent completed.

The second section of the \$13 million project is about four miles farther south and involves a 1.8 mile portion of roadway between Calaveras and Jacklin Roads in Milpitas. Bids to join the two stretches of freeway was opened March 5. The Freeman Sondgroth Company has the first section and was the successful low bidder on the second section.

East Bay Excavating Company was the low bidder on an interim widening project on a 1.9 mile stretch of Mission between Peralta Boulevard in Fremont and Gresel Street in Hayward. The \$590,000 project will widen Mission to a four lane conventional divided highway.

Included in the work will be the widening of the Mission Creek Bridge and the realignment of a portion of Decoto Road at Mission.

Frederickson and Watson Construction Company is expediting construction of a traffic interchange at Vasco Road, shooting for a completion date late this year. The \$1,493,000 project was begun in October 1968. Also, they are currently working on the Altamont Pass Freeway Project which will link Interstate Highway 50 from Vasco Road to the San Joaquin county line. This project was bid for \$14,565,000.

Art Baker is now one of the two owners of Codirali Ford in Livermore. Brother Baker has extended the courtesy to the members of Local No. 3 to stop by and see him anytime.

We wish Brother Baker a great deal of success in his new venture.

By TOM CARTER

Richmond Area

Murphy Pacific's bridge building facility is the largest of its type on the West Coast and has been concentrating on the fabrication of the 15 million dollar San Diego to Coronado Bridge for the past year and a half. At this time about 95% of the 14,000 tons of structural steel necessary for the bridge has been completed.

The bridge itself is made up of plate girders approach spans and channel spans. The three channel spans are 33 feet wide, 25 feet deep and approximately 2,000 feet in length. These spans are completely fabricated in the Richmond Yard and the disassembled sections from 30 to 90 feet, each of which weigh from 160 to 275 tons. These sections are loaded by the Marine Boss onto its own deck and other barges for shipment to the jobsite. Although the 175 ton girders were well within the lifting capacity of the 600 ton Marine Boss, they had to be erected to a height of 250 feet, and additional 80 feet of boom section had to be added making the tip almost 400

feet above the water and at times out of view in the fog.

Recently this same company was low bidder on two other large bridges, one in the Sacramento area and the other in Long Beach.

By ROBERT MAYFIELD

Eastern Contra Costa County

Sunshine at last has brought the area back to life. Area contractors are starting back to work in all phases of the industry. In this area and with work now already let and several more big jobs soon to come up for bid, the year 1969 should be one of the best years in a long time.

Gallagher and Burke just recently grabbed off a nice road alignment and widening job in Concord. This one went for almost a million dollars and coupled with a carry-over from last fall they should be off to a flying start.

Martin Brothers of Concord also have several nice jobs to their credit, to start this season and at this writing have called back just about their entire crews to work.

The work and building in this area around Concord is fantastic. This only a few short years ago was a small town. By 1970 this city will go over 100,000 population with the growth acceleration going higher percentage-wise each year. We are proud of the work that Local 3 and its membership have contributed to make this growth possible.

A pre-job conference was held with the McDonal-Nelson Company which was the low bidder for the excavation and foundation and concrete slab which will eventually be the resting spot for the new P.C.&E. Steam Plant. Their bid was just under \$2,000,000. At this writing they are in full swing as well as a host of sub-contractors. Some of these are Antioch paving, Dees Excavation, Brownies Drilling and with the bulk of the work still to go. On this same site Peter Kiewit has almost completed their job which consisted of driving around 1,500 concrete piles. The rest of this \$86 million dollar project will be let in separate phases in the immediate future.

The Morrison-Knudsen Company at Pittsburg and Antioch are also back in full swing on their 1 1/2 million dollar freeway job. This job should last most of this year and has started on a five day and ten (10) hours per day basis. This should progress very well under the able guidance of Brother Harold McQueen. At present the crew consists of at least 15 Brothers. A continuation of this freeway job is expected to be a multi-million dollar section.

Construction on a 300-room Hilton Inn in Oakland is under way aiming for an October opening.

Top executives of the giant hotel chain, with city and port officials, took part in groundbreaking ceremonies recently on the 20-acre site on the northeast corner of Hegenberger Road and Doolittle Drive.

Hilton has leased the site from the Port of Oakland for 65 years.

The \$4 million Hilton layout, which will occupy about half of the leased acreage, adds to the growing motel-recreation complex in the area of the Metropolitan Oakland International Airport and the Oakland-Alameda County Coliseum.

Within the past week another motel there, the 145-room Edgewater Inn, at Hegenberger and the Nimitz Freeway, was sold by Security Savings and Loan to a group of Lytton Industries executives who plan a 200-room expansion, at a cost of about \$2.1 million. The Hyatt Corp. will operate the property.

Obituaries

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

| Name — City | Local Social Security No. | Register | Deceased |
|-------------------------------------|---------------------------|----------|----------|
| McMurtrie, Walter3 | 801474 | | 1/18/69 |
| Eva—Wife | SS#471-01-1361 | | |
| 1244 Wanda Way | | | |
| Santa Rosa, California | | | |
| Mercier, Lawrence3 | 519730 | | 12/24/68 |
| Genevieve—Wife | SS#512-10-6892 | | |
| 6412 Chestnut Avenue | | | |
| Orangevale, California | | | |
| Nelson, Ernest3A | 382208 | | 12/26/68 |
| Martha—Wife | SS#545-22-5386 | | |
| P.O. Box 329 | | | |
| West Sacramento, Calif. | | | |
| Pallo, George3 | 431497 | | 1/5/69 |
| Elizabeth—Wife | SS#572-16-7564 | | |
| 19 Straub Lane | | | |
| Petaluma, California | | | |
| Pitcher, John M.Owner-operator | | | 1/12/69 |
| Anita—Wife | SS#573-24-0233 | | |
| 2852 Adeline Drive | | | |
| Burlingame, California | | | |
| Plemons, Jage3 | 622788 | | 1/14/69 |
| Olive—Wife | SS#555-12-9137 | | |
| 2085 Royal Court #3 | | | |
| Santa Clara, California | | | |
| Scogin, Jack3 | 839278 | | 12/20/68 |
| Delores—Wife | SS#247-56-3813 | | |
| 954-44 Henderson | | | |
| Sunnyvale, California | | | |
| Taylor, Troy T.3 | 584954 | | 1/22/69 |
| Valeda—Wife | SS#496-07-6116 | | |
| 2814 Albatrose | | | |
| North Sacramento, Calif. | | | |
| Ulmer, Eddie3 | 312188 | | 1/11/69 |
| Emma—Wife | SS#576-16-0484 | | |
| 1579 Moani Street | | | |
| Honolulu, Hawaii | | | |
| Ward, Ted3 | 791507 | | 12/20/68 |
| Donna—Wife | SS#556-20-8834 | | |
| P.O. Box 193 | | | |
| Baxter, California | | | |
| Wright, Dewey D.3D | 462861 | | 12/30/68 |
| Edna—Wife | SS#528-05-0449 | | |
| 207 East Park Street | | | |
| Copperton, Utah | | | |
| Addiego, Victor3 | 1288069 | | 2/19/69 |
| Contance A. Addiego | SS#545-74-3458 | | |
| 1070 Contra Costa | | | |
| El Cerrito, California | | | |
| Bisagno, Andrew3D | 1362830 | | 2/14-69 |
| Palmira — Wife | SS#548-20-2328 | | |
| 636 No. Central Ave. | | | |
| Stockton, California | | | |
| Brown, R. Ray3 | 253935 | | 1/2/69 |
| Emma—Wife | SS#566-01-6383 | | |
| 4765 Churn Ck. Rd. | | | |
| Redding, California | | | |
| Covey, Lynn Homer3 | 645867 | | 1/25/69 |
| Jean—Wife | | | |
| 5072 Hyde Pk. Dr. | | | |
| Fremont, California | | | |
| Dye, Richard428 | | | 1/26/69 |
| Terri Lee—Wife | SS#572-70-6321 | | |
| 7341 Starward Dr. | | | |
| Dublin, California | | | |
| Fosermeyer, Walter3 | | | 9/26/69 |
| Barbara—Wife | SS#569-56-6320 | | |
| General Delivery | | | |
| Battle Mountain, Nev. | | | |
| Hein, Ira3A | 736472 | | 2/17/69 |
| Virginia—Wife | SS#552-14-3729 | | |
| 114 Post St. | | | |
| Petaluma, California | | | |
| Hickman, H. D.3 | 733479 | | 1/22/69 |
| Dean—Wife | SS#431-07-7768 | | |
| 2513 Clearmont | | | |
| Popular Bluff, Mo. | | | |
| Hocker, Laverne3 | 939669 | | 1/26/69 |
| Joanne—Wife | SS#546-40-2913 | | |
| 3606 Bonanza Way | | | |
| Ceres, California | | | |
| Irwin, Roger3 | 758365 | | 1/29/69 |
| Neoma—Wife | SS#720-05-5587 | | |
| 236 Martin Avenue | | | |
| Livermore, California | | | |
| Jackson, Walter H.3D | 1362986 | | 1/1/69 |
| Dorothy—Wife | SS#458-24-8184 | | |
| 308 W. 5th St. | | | |
| Stockton, California | | | |
| Johnson, Sam3E | 576334 | | 1/17/69 |
| Nellie—Wife | SS#526-18-2157 | | |
| 220 E. Duran | | | |
| Coalinga, California | | | |

Sleepy, Secretive Cop!

FTC Need Beefing-Up

By SIDNEY MARGOLIUS
Consumer Expert for
Engineer News

The Federal Trade Commission is the main federal agency that protects you against deceptive advertising, many types of fraud, and price fixing. This agency is one of the few places you can complain to about false ads or frauds, and if not get actual redress, at least have a lever to get a merchant or manufacturer to listen to you and to warn other people.

But accusations against the FTC have spotlighted many weaknesses. In the latest of criticisms going back many years, a group of law students who studied the FTS complained that this is a sleepy, secretive cop.

Much of the blame was put on the chairman of the FTC. But now the blame has begun to spread to other members of the commission, and even to commissioners of other regulatory agencies who may say they didn't know what was going on in their own commissions. At the recent Consumer Federation of America Consumer Assembly, this responsibility was pinned on to other commissioners too, by questioners at a session on regulatory agencies.

While the law students made some strong changes, the underlying problem is that high-pressure advertising and selling have gotten beyond the FTC's present capacity to police it. This has happened largely because of the widespread use of installment

credit today, and the advent of television and its often naked hard sell.

In the face of today's mass advertising with its apparent power to make people respond like so many puppets, Congress has starved the FTC. While the national production has increased 350 per cent in the past decade, FTC's appropriation has increased only 30 per cent.

In one recent year, just one advertiser, Procter & Gamble, spent \$24 million to introduce just one soap product, Bold. This compares with the \$14 million Congress gave the FTC for all its ad and price policing work that year.

Because of its inability to keep up with even most deceptions on a case-by-case basis, FTC recently has tried to establish fair-practice guides for various industries. But while this may be helpful in some cases, it doesn't quite work either.

For example, the FTC has set up trade practice rules for the jewelry industry. But the Jewelers Vigilance Committee in New York has assembled a big collection of substandard gold and silver jewelry foisted on the public by unscrupulous manufacturers. The trade magazine, *Jewelers' Circular-Keystone*, has charged that despite this "widespread fraud," the FTC is too busy "to enforce its own trade practice rules for the jewelry industry." Similarly, "the Department of Justice has neither the time nor manpower to enforce the National Stamping Act which is sup-

posed to regulate the quality marking of gold and silver."

The fact is that sometimes jewelry you may buy stamped "14K," or "sterling," really does not contain that much gold or silver.

Another obstacle to adequate protection is that the law under which FTC operates makes it possible for a questionable practice to go on a long time before the FTC can issue a desist order. Even then the order carries no penalty. FTC merely says, "Go and sin no more, at least not in exactly this way." As one example, it has been arguing for years over Geritol ads.

I recently reviewed the FTC citations for several years and found that it often takes from two years to as much as six until a final FTC desist order is issued.

For example, in the case of alleged fictitious pricing in Spiegel's mail-order catalog, the acts occurred in 1962 and 1964. But the final order was not issued until 1968. By that time the advertiser had stopped the practice. A complaint against 1966 Bufferin ads did not become an official order until 1968, and so on.

Machine Byproducts

Although computers have reduced the need for accounting clerks, voucher and file clerks, and billing, bookkeeping, and calculating machine operators, they have generated hundreds of thousands of other jobs. The demand today is for keypunch operators, computer operators, computer programmers, and systems analysts.

Obituaries (continued)

| | | |
|-----------------------------|----------------|---------|
| Kemp, R. L.3A | 987356 | 2/9/69 |
| Ella—Wife | SS#571-18-9494 | |
| P. O. Box 26 | | |
| Greenwood, California | | |
| Kunz, Harry R.3 | 1332579 | 2/5/69 |
| Beatrice—Wife | SS#557-03-7976 | |
| 2684 Mason Lane | | |
| San Mateo, California | | |
| McGuffin, Sam L.3 | 645785 | 2/21/69 |
| Doris—Wife | SS#520-18-1624 | |
| 16601 No. 29th St. #103 | | |
| Phoenix, Arizona | | |
| Noble, Grant3 | 718296 | 2/17/69 |
| Angie | SS#559-26-4853 | |
| 3350 Santa Rosa Ave. #10 | | |
| Santa Rosa, California | | |
| Odom, Perry F.3 | 935445 | 3/3/69 |
| Iva J.—Wife | SS#548-14-1374 | |
| Rt. 2, Box 2364 | | |
| Oroville, California | | |
| Olsen, Emery3C | 904969 | 2/16/69 |
| Eleanor—Wife | SS#570-09-8829 | |
| 1924-42nd Ave. | | |
| Oakland, California | | |
| Osborne, Clifford A.3 | 977533 | 1/18/69 |
| Maria—Wife | SS#711-09-9110 | |
| 71 C Avenue | | |
| Evanston, Wyoming | | |
| Parker, Mont3 | 959312 | 2/10/69 |
| Sharyne—Wife | SS#528-42-8039 | |
| 185 Martin Avenue | | |
| Reno, Nevada | | |
| Pressley, James F.3 | 524713 | 1/28/69 |
| Mildred—Wife | SS#558-10-0214 | |
| 3330 Maiden St. | | |
| Vernon, Texas | | |
| Tuttle, Orland3 | 892611 | 1/23/69 |
| Eula—Wife | SS#552-01-9970 | |
| 251 B Street | | |
| Yuba City, California | | |
| Uffelman, Alexander955 | | 1/7/69 |
| Ruby—Wife | SS#571-88-7559 | |
| 3402 Evergreen Circle | | |
| West Sacramento, Calif. | | |
| Vonderheid, George3 | | 1/25/69 |
| Inez—Wife | SS#568-10-7919 | |
| 821 La Goleta Way | | |
| Sacramento, California | | |

102 Deceased Members December 1968 through February 1969
3 Industrial Accidents

Dear Mr. Stapleton,

I am in receipt of the check for death benefits for my husband dated Feb. 19, 1969. Thank you so much for sending it, and for all your kind courtesies and expression of sympathies in the past.

All the officers and Union people have done so very much to lend me assistance when it was needed the very most, and for this I am most grateful, and I take this opportunity to thank you personally for all your assistance.

Sincerely yours,
MRS. JEAN JOHNSON
Vallejo, California

Crab Feed

Continued from page 10
by Recos' Lounge on Broadway. Dancing rounded out the evening with music by Bob Armstrong and his "Men of Music" orchestra.

Out of town guests representing Local 3 were: Al Clem, Business Manager & International Vice President; Paul Edgecombe, President; Fran Walker, Trustee & Special Representative; Jim Jennings, Special Representative; Norris Casey, Guard and District Representative, Oakland; Gail Bishop, Conductor and District Representative, Reno, Nev.; Lake Austin, District Representative, Redding; Lou Barnes, Business Representative, Redding; Mike Womack, Business Representative, Tech. Engs, Oakland; Jack Evans, Business Representative, Mining Div., Reno Nev.; Wayne "Lucky" Sprinkle, Business Representative, San Rafael; Danny Senechal, Business Representative, Vallejo; Danny O. Dees, Apprenticeship Administrator, San Francisco; Jack McMannus, Ed. Coordinator Apprenticeship, San Francisco; Bud Jacobsen, Apprenticeship Coordinator, Reno, Nevada; Lee Hunter, Apprenticeship Coordinator, Santa Rosa & Eureka; Ernie Nelson, Retired District Representative, Sacramento, and James Ivy, Credit Union, San Francisco.

Personal Notes

SAN JOSE

How's this for a good start? On February 1st Cramer Washbaugh made a "hole in one" at El Rancho Verde's 130 yard 11th hole with a 6 iron. Cramer is a master mechanic for Lou Jones Construction Company.

Other Brothers out on the Golf Course are Earl Gish and Bert Miller. During the Bing Crosby Tournament Earl Gish hoisted the ABC Cameraman who took the pictures for TV. Brother Bert Miller was the oiler. San Jose Crane sent both these men down to the tournament. They were all five days in the rain and saw all the celebrities.

We would like to take this opportunity to thank Brothers Bob Sandow and John Wales for their donations to the blood bank, and Mrs. Gladys B. Peterson.

We wish to express our condolences to the family of Brother Arthur Meyer who recently passed away.

EUREKA

It is with great sorrow we send our deepest sympathy to the family of Brother H. D. Mathis, who passed away March 15 after a short illness.

Thanks again to Brother Lewis Baily, with his blood donation of March 4, 1969 marking his gallon of blood donation.

SAN RAFAEL

Brother Tommy Palmer—Local 3 Operating Engineer—winner of "Gold Trophy"—took first place with a show motorcycle built from 1961 Servi-Car Molded Tank and Frame—Extended Hydro Glide-Front End ported and polished, at the Roadster Show held recently in the Oakland Coliseum.

BLOOD DONORS: Recent donors to our Blood Bank were: Brothers Henry Hahne, and James Johnson. Our congratulations to following brothers who said "I DO"—Mason West, Ken King and Pete Thompson.

Congratulations are in order to Brother Sandy Slack and his wife on becoming proud parents of a new baby. Sandy is job steward for Soiland Company.

Our deepest sympathy to the family of our late Brother Ira Hein who was deceased on February 17th. Brother Hein was a retired member. Following is a note received from his widow: "My sincere thanks for the beautiful holy bible sent in memory of Ira. I will cherish it as long as I live, and will get much comfort from reading it." Most sincerely, Virginia Hein.

Brother Paul Bach and his wife have just returned from a 2½ month vacation to Taiwan and Hong Kong. He says they are behind the times in road paving in Taiwan—still doing it by hand-antiquated method of paving—men and women working by hand.

STOCKTON

Our heartfelt sympathies are extended to Brother Robert Noah, Jr. on the loss of his wife, Violet.

Also, our condolences go to the families and friends of William Long, Andrew Bisagno, Walter Jackson and Joe S. Bartley, who passed away since our last report.

A speedy recovery is hoped for Brothers Jim Flory, Herman New, Robert Lock, Leonard Turner, Dale Clifford and Charles Swigart, who were hospitalized during the past month.

SACRAMENTO

We would like to express our sympathies to the families and friends of Brothers Ted Ward, Alex Ullefman, George Vonderheide, Raymond McBride, Troy Taylor, Walter Gano and Joseph Horton who have passed away recently.

The Sacramento Blood Bank needs your donations if we are going to be able to continue to supply blood to our members and their families. Please contact the Sacramento Office at 2525 Stockton Blvd., Sacramento. Phone 457-5795 for further information.

HAWAII

Since the beginning of 1969, we have had two deaths due to illness. Our sincerest condolences to the family and friends of both Brother Eddie Ulmer and Brother Hiroshi Tani.

SANTA ROSA

Many thanks to Joe Reilly, Floyd Perkins, Reginal Miller who recently have seen fit to give blood—sure wish a lot more of you would make some effort along the same line because we are in short supply.

FRESNO

Best wishes for a fast and speedy recovery to Brothers W. W. Morris, Thurman Cox and Joe Brehears.

We would like to express our deepest sympathies to the family and friends of Brother Bill Hogan who passed away during the month of March.

SAN FRANCISCO

We wish a speedy recovery to the following members who are confined to the hospital:

Fred Gerard, St. Francis Hospital; Charles Massocar, Presbyterian Hospital; Bruce Martin, St. Lukes Hospital.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

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

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

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

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

WOODWORKING EQUIPMENT: 8' air-operated automatic lathe; one pattern lathe; one 8' x ¾" boring machine; one roof exhaust fan w/cyclone and piping. Approximate investment \$10,000. Will sell or trade for best offer. Phone 408-356-5884 evenings and weekends. Reg. No. 1051279. 3-1.

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

FOR SALE—2½ acres North Sacramento. Contact owner Ray Robles, 2240 Elkhorn Boulevard, Rio Linda, Calif. 95673. Telephone 991-3233. Reg. No. 0707356. 3-1.

1966 CHEVELLE, 2-door, super sport, 427 engine, 425 HP, 4.88 gears. Never raced since rebuilt. Legal street or strip. \$2,000. 534-3356. Evenings 562-1547. A. C. Bashnick. Reg. No. 360521. 3-1.

1967 CORVETTE, marina blue, 2 tops, 390 HP, 427 cu. in., 4-speed, positraction, power steer and brakes (disc), AM-FM radio, new tires, 20,000 mi. only. R. F. Invaldi, 4387 Romilly Way, Fremont, Ca. 94536. 415-797-4567. Reg. No. 931050. 3-1.

WANTED—Upholstery sewing machine, 11W-105 or 155. Bob Mog, P.O. Box 27, Clements, Ca. 95227. Reg. No. 738764. 3-1.

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

FRESNO HOME—3 BR, 1 ½ bath, in excellent cond., w/w carpeting, fireplace, electric built-ins, refrigerated air conditioning, 2-car garage, landscaped yard. Have over \$3,500 equity, will take \$2,000 cash or trade for something of equal value and assume FHA loan at 5 ½ %. Balance less than \$15,000. Convenient and good location. 11W-105 or 155. Bob Mog, P.O. Box 27, Clements, Ca. 95227. Reg. No. 738764. 3-1.

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

LAKE OF THE PINES, ½ acre. Beautiful view of clubhouse, guest house, golf links, large lake. Boating, fishing, swimming, picnics. 11 mi. n.w. of Auburn. Phone 234-4267. Paul H. Emerson, 6040 Rose Arbor, San Pablo, Calif. 94806. Reg. No. 321464. 3-1.

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

PUPS—Registered Australian Shepherd. Well marked for show, smart to work. Ready for spring training. For Sale. Call Grass Valley 273-6638. Reg. No. 1203442. 3-1.

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

FOR SALE or trade for 16' boat and trailer, 1965-125 Kawasaki Motor Bike in good condition. Otto Querner, 1525 Shotwell, San Francisco, Calif., telephone 415-648-3225. Reg. No. 491005. 3-1.

STATION WAGON, Chevrolet (57-V8), hydramatic, A-21 condition, new mufflers, t-pipes, points, condenser, plugs, hand choke, etc., well cared for, very good buy at \$425. Telephone 793-5959 Fred L. Amaral, 300 King Avenue, Niles Fremont, Calif. 94536. Reg. No. 883244. 3-1.

FOR SALE—Racine Rapack Compactor, 1 yr. old, used very little. 4-cycle Briggs & Stratton eng. 995.00 new, sale price \$750. Cecil W. Shelley, Rt. 1, Box 1233, Yreka, Calif., phone 842-3409. Reg. No. 1284794. 3-1.

LATHE, wood-metal comb. 8-speed, 28" between center, 8" swing, with cabinet, extras \$45.00. ¾" drive snap-on socket set \$40.00. Call David Dickinson 282-3190. Reg. No. 239614. 3-1.

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

1965 BUDGER MOBILE HOME, 8' x 45' expands full length to 15'. 2 bedrooms, utility rm. 1 bath, washer-dryer, garbage disposer, w.w. carpeting, cooler, floor length drapes. Owner selling \$7,950. Call 885-5622 or write E. E. Herrington, Rt. 6, Box 5157, Auburn, Calif. 95603. Reg. No. 888823. 3-1.

MOUNTAIN PROPERTY on hwy. 50 halfway between Sacramento and Tahoe. 2 adjoining lots in resort nr. stores. Trailer and attached cabana furnished. All utilities in. \$5,000 and \$10,000. Phone 408-724-8352 or write Hugh L. Webb, 206 Carneros, Aromas, Calif. 95004. Reg. No. 745133. 3-1.

FOR SALE—½ acre lot in Santa Cruz nr. Scotts Valley. Redwood grove and well rights. Call or write James Parker, 320 Santa Cruz, Calif. 95060. 408-423-7443. Reg. No. 1191188. 3-1.

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

CHARACTER improvement while you sleep. Ben Sweetland Nocturnal Education set-up. Includes recorder with timer, plus recorded course, printed course. Used, will sell for half original price. Call 233-3272, write 544-30th St., Richmond, Calif. 94804. Reg. No. 1219576. 3-1.

FOR SALE: Vagabond Mobile Home 54x 10. Alum. awning and windbreak. Deluxe furniture, frigidaire, air cond. Very clean, on nice lot in retirement park. R. W. Frey, 1400 Meredith Ave., No. 5, Gustine, Cal. 95322. Reg. No. 468838. 4-1.

FOR SALE: 1968 Fireball, self-contained 17 ft. travel trailer, tandem axles. Used one trip. R. W. Frey, 1400 Meredith Ave., No. 5, Gustine, Cal. 95322. Reg. No. 468838. 4-1.

CLEAR LAKE income property 150 ft lake front, hill area. Two homes with two bedrooms each. One more possible home. Pier, boat ramp, float. Retire with income \$39,500. John Kraft, P.O. Box 6888, Clearlake Highlands, Calif. 95422. Phone 707/994-2693. Reg. No. 1351457. 4-1.

FOR SALE or trade for boat of equal value. 1954 International Stock Truck, doors on three sides, oak racks, motor recently overhauled, tires and body good. \$925.00. H. L. Carter, Orland, Cal. 865-3948. Reg. No. 931004. 4-1.

FOR SALE—2½ yard Westinghouse La Turnipull with cable dozer on front in very good condition, \$1,500. H. L. Carter, Orland, Cal. 865-3948. Reg. No. 931004. 4-1.

FOR SALE: 2½ acres, California Valley, San Luis Obispo County, on Eastern foothills, good view, safe over \$300. Larry Walker, 5747 Pearl Drive, Paradise, Cal. 95969. Reg. No. 181352. 4-1.

MAKE OFFER: Hawaiian half-dollar, 1883, King Kalakaua. Other coins. Larry Walker, 5747 Pearl Drive, Paradise, Cal. 95969. Reg. No. 181352. 4-1.

FOR SALE: 1940 Ford Pick-up, Everett Trenching Machine attachment for For Misc. air hose, trench jacks and spreaders. Telephone 582-3722, Hayward. Reg. No. 267878. 4-1.

SAMOEYED PUPS, all white Siberian huskies, whelped Feb. 10, three males, one female, excellent breed with children. Phone my wife or me 415/223-7654. Evan H. White, 4180 Santa Rita Road, El Sobrante, Cal. 94803. Reg. No. 879679. 4-1.

MOBILE HOME, 10'x40', two bedrooms, roomy bath, lots of extras, \$3,000. Phone 223-2726. Reg. No. 0667020. 4-1.

FOR SALE: 22B Bucyrus Dragline G.M.C. 371 diesel engine. Good Shape. Reasonable offer or trade for real estate. Mel Jensen, 1229 Oleander Ave., Chico, Cal. 95926. Reg. No. 987215. 4-1.

BACKHOE, Hopto "200" S.P.R., 180 deg. swing, G.M.C., diesel, 4WD, cab, licensed, \$6,750. Pickup, 1955 Ford F250, ¾ ton, 6 cyl. \$400. Robert Wing, 870 Birdhaven Court, Lafayette, Cal. 94549. Reg. No. 830853. 4-1.

FOR SALE: 1953 Military jeep, Roll bar, newly painted, good condition. \$975. 1960 25-foot Chris Craft cruiser, two-way radio, Depth Finder. Very good condition. \$3,950. Telephone 707/374-2740. Jim Halloran, 780 Rolling Green Drive, Rio Vista, Cal. 94571. Reg. No. 1107400. 4-1.

FOR SALE: 2-BR house in San Pablo. \$10,500. Large fenced back yard. Call 758-0615, Eugene Wells, Pinole, or write to No. 5, Surside Court, San Pablo, Cal. Reg. No. 750559. 4-1.

FOR SALE: 1947 G.M.C. truck tractor, 5th wheel, good condition, 270 gas engine, \$390.00. Phone 363-4322, 422-2828 or 487-2972, Sacramento. John Wise, Reg. No. 486298. 4-1.

BURIAL PLOTS: Two lots No. 1501 Space DD Garden of the Gospel. Westminster Lawn Crypt and companion memorial marker. Abbey Memorial Gardens, Benicia Road at Glen Cover, Vallejo, \$1,000 or highest offer. Call Bill C. Stone, 447-6072. Reg. No. 702408. 4-1.

FOR SALE: ½ acre mobile home lot in adult park. All improvements in. 50 ft. redwood deck. Elevation 2,100 ft. Write P.O. Box 402, Pittsburg, Ca. 94555. Reg. No. 292566. 3-1.

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

BRITTANY SPANIEL pups whelped 20 March 1969. Excellent background, good field trial and show breeding. Sire: Dual Champion Lewis' Ringo; Dam: Kipo's Tammy. 5 ancestors in A.K.C. "Hall of Fame." Dom Luiz, P.O. 1181, Monterey, Cal. 93940, phone 408/394-0918. Reg. No. 1359571. 4-1.

PROX. 1.56 acres, 3 bedrooms, 2 baths at Antioch city limits. \$22,000. John Deere 420 crawler loader w/Henry Backhoe, Chev. dump truck, tilt trailer, OC3 Universal Trencher, 9N / w Everett Trencher. Spare parts. \$2,000. 851 Ford / w McGee Scraper and hyd A dozer, power auger, new rear tires, \$1,500. J. A. Rogers, Rt. 1, Box 209, Antioch, Calif. 94509, phone 415/757-8554. Reg. No. 369256. 4-1.

SHINGLE SPRINGS, 4.2 acres, E.I.D. water, electricity, septic tank, oak, pine trees, creek, \$6,400. 10 x 55 Mobile home, 3BR, carpeted, washer, alum. awning, \$2,995. Will sell separately or together. George Craigo, Rt. 1, Box 12-E Shingle Springs, Calif. 95682. Reg. No. 859826. 4-1.

FOR SALE or Trade for Boat: 1000 lbs. Albino Stud, 3 years old, Green broke and gentle. Don B. Smith, Box 163, Myton, Utah 84052, Telephone 646-5448. Reg. No. 1051367. 4-1.

FOR SALE: ½ acre view lot Calaveras Big Trees, 5009' elev. Ideal hunting, fishing. 22 mi. to Mt. Reba ski-lift. Paved roads. Utilities underground. No assessments. \$9,250. R. Lanzendorfer, 32 William Ct., Danville, Calif. (415) 837-5405. Reg. No. 838956. 4-1.

FOR SALE: One insulated 600 gal. stainless steel tank with valves and truck mounts. Good condition. \$500.00 or best offer. Phone (707) 226-5195. Reg. No. 1305641. 4-1.

COMPLETE MODEL A engine and transmission. Best offer. Wayne H. Noble, 20110 Anita Ave., Castro Valley, Calif. 94546. Phone LU 2-0958. Reg. No. 416280. 4-1.

FOR SALE: 80A Irrg. Perm. Pasture. Two wells, 30 H.P. pump, ¾ H.P. pump, Good fence, hayshed, corals. 12 mi. from Oroville Dam. \$50,000. \$10,000 down. Herman C. Shields, 523 Nelson Avenue, Oroville, Calif. Reg. No. 863930. 4-1.

ENGINE, 1962 Chrysler V-8 completely rebuilt. New 300 cam and solid lifter setup, never run. \$150.00. Chuck Weidmer, 235 Crest Avenue, Walnut Creek, 933-7459. Reg. No. 935493. 4-1.

STEEL DRILL, 100 ft. heavy duty. 3½ kwt. Onan light plant. 1-2 inch Berkley pump. 1-final drive bull gear for 14A. 1-new track grease gun. John Escover, 5736 Drysdale Ct., San Jose, Calif. 264-0885. Reg. No. 0408040. 4-1.

TOOLS FOR SALE: 20% drive sockets, ratchet, etc. Cornwell Long Ends 15/16 to 1 5/8. Call 835-3585. Come see. T. R. Young, 210 Athol Avenue, Oakland 94606. Reg. No. 408158. 4-1.

D-7 DOZER—17A. Good shape. 1960 Cook Bros. Dump. 1950 John Deere Scraper, good shape. E. Zanolli. 386-2246, or 31st Oak Knoll Drive, Redwood City, Calif. Reg. No. 912086. 4-1.

BULL TERRIERS (miniatures). Very rare, loving little clowns. (707) 943-3252. Al Porter, P. O. Box 141, Miranda, Calif. 95553. Reg. No. 342586. 4-1.

Many, Many \$\$\$

In Fiscal '69, the Federal Government will invest over \$466 million to provide 256,240 training positions in classroom and on-the-job training programs. These training opportunities, authorized under the Manpower Development and Training Act and the Job Opportunities in the Business Sector program, represent a per capita investment of \$1,800.

More Personal Notes

During the past month, Brother Richard Shellabarger passed away. We extend our deepest regrets to his family and wish them well.

MARYSVILLE

Brother Bob Gilliam is in the Oroville Medical Arts Center Hospital recuperating from a severe pain in his back. We hope it isn't serious, and missed him at our last Grievance Committee meeting.

We received the following card from the wife of deceased brother Lester Kloss of Oroville: Harold Huston, Dist. Rep.

A friend is one who's glad to share
whatever comes along—
A friend is one who's always there
When anything goes wrong—
A friend is one who understands,
No matter what we do—
In other words, I guess I mean
A friend's someone like you!

—Mrs. Irene Kloss

Brother Curtis Palmer is back in the hospital in Oakland and has to have more surgery. We wish him and all of his family the best of everything.

RENO

Brother Jerry Etchverry became a father for the third time on February 28, 1969. His wife presented him with a 7½ pound baby girl. Our congratulations to Jerry and his wife.

Brother A. J. MacDonald entered Washoe Medical Center on March 4, 1969 for surgery. Brother James Caton also is in Washoe Medical Center since March 4, 1969 for surgery. Brother William Shoemaker is in the Veteran's Hospital in Reno. We wish these brothers a speedy recovery and all may have visitors and cards.

Our deepest sympathy is extended to the family of Brother Bert Lareva, who passed away after a short illness on March 7, 1969. Brother Bert was a long time member of the Operating Engineers and will be greatly missed.

Clip & Save

| MEETINGS SCHEDULE | |
|--|---------------------------------|
| 1969 Schedule of Semi-Annual, District and Sub-District Meetings | |
| SEMI-ANNUAL MEETINGS | |
| JULY | |
| 12 | San Francisco, Sat., 1:00 p.m. |
| DISTRICT & SUB-DISTRICT MEETINGS | |
| APRIL | |
| 8 | Eureka, Tues., 8:00 p.m. |
| 9 | Redding, Wed., 8:00 p.m. |
| 10 | Marysville, Thurs., 8:00 p.m. |
| 23 | San Francisco, Wed., 8:00 p.m. |
| 23 | Honolulu, Wed., 7:00 p.m. |
| 24 | Hilo, Thurs., 7:30 p.m. |
| MAY | |
| 1 | Watsonville, Thurs., 8:00 p.m. |
| 6 | Sacramento, Tues., 8:00 p.m. |
| 8 | Oakland, Thurs., 8:00 p.m. |
| 13 | Stockton, Tues., 8:00 p.m. |
| JUNE | |
| 3 | Fresno, Tues., 8:00 p.m. |
| 5 | Santa Rosa, Thurs., 8:00 p.m. |
| 6 | Provo, Fri., 8:00 p.m. |
| 7 | Reno, Sat., 8:00 p.m. |
| JULY | |
| 9 | San Francisco, Wed., 8:00 p.m. |
| 15 | Eureka, Tues., 8:00 p.m. |
| 16 | Redding, Wed., 8:00 p.m. |
| 17 | Oroville, Thurs., 8:00 p.m. |
| 23 | Honolulu, Wed., 7:00 p.m. |
| 24 | Hilo, Thurs., 7:30 p.m. |
| AUGUST | |
| 14 | Oakland, Thurs., 8:00 p.m. |
| 19 | Stockton, Tues., 8:00 p.m. |
| 26 | Sacramento, Tues., 8:00 p.m. |
| 27 | San Jose, Wed., 8:00 p.m. |
| SEPTEMBER | |
| 16 | Fresno, Tues., 8:00 p.m. |
| 18 | Ukiah, Thurs., 8:00 p.m. |
| 19 | Salt Lake City, Fri., 8:00 p.m. |
| 20 | Reno, Sat., 8:00 p.m. |
| OCTOBER | |
| 1 | San Francisco, Wed., 8:00 p.m. |
| 7 | Eureka, Tues., 8:00 p.m. |
| 8 | Redding, Wed., 8:00 p.m. |
| 9 | Marysville, Thurs., 8:00 p.m. |
| 15 | Honolulu, Wed., 7:00 p.m. |
| 16 | Hilo, Thurs., 7:30 p.m. |
| NOVEMBER | |
| 4 | Sacramento, Tues., 8:00 p.m. |
| 6 | Watsonville, Thurs., 8:00 p.m. |
| 11 | Stockton, Tues., 8:00 p.m. |
| 13 | Oakland, Thurs., 8:00 p.m. |
| DECEMBER | |
| 2 | Fresno, Tues., 8:00 p.m. |
| 4 | Santa Rosa, Thurs., 8:00 p.m. |
| 5 | Ogden, Fri., 8:00 p.m. |
| 6 | Reno, Sat., 8:00 p.m. |

| District & Sub-District Meeting Places | |
|---|--|
| San Francisco, Engineers Bldg., 474 Valencia St. | Sacramento, C E L & T Bldg., 2525 Stockton Blvd. |
| Eureka, Engineers Bldg., 2806 Broadway. | Fresno, Engineers Bldg., 3121 E. Olive St. |
| Redding, Engineers Bldg., 100 Lake Blvd. | Ukiah, Labor Temple, State Street. |
| Oroville, Prospectors Village, Oroville Dam Blvd. | Salt Lake City, 1958 W.No. Temple. |
| Honolulu, YWCA Community Rm., 1040 Richard St. | Reno, Musicians Hall, 120 W. Taylor St. |
| Hilo, Hawaii Tech. School, 1175 Manono St. | Marysville, Elks Hall, 920 - D St. |
| San Jose Labor Temple, 2102 Alameda Rd. | Watsonville, Veterans Memorial Bldg., 215 - 3rd. |
| Stockton, Engineers Bldg., 2626 N. California. | Santa Rosa, Veterans Bldg., 1351 Bennett St. |
| Oakland, Labor Temple, 2315 Valdez. | Provo, 165 West 1st North. |
| | Ogden, Teamsters Hall, 2538 Washington Blvd. |

SPECIAL NOTICE

The San Francisco and Honolulu membership meetings to be held on April 23, 1969 will hold joint nomination of Election Committeemen for District #1 via telephone hookup.

Gentlemen:

I just want to write a note of thanks. I don't know to whom this should be addressed, but I know there is no individual, but a group of dedicated men who are responsible for such a wonderful Medical and Drug Plan for the retired men and their family.

Be assured it has been a blessing to me and my wife. Again many thanks.

Sincerely,
Louis and Phyllis Sacco
330 Vernon Street, Apt. 304
Oakland, Calif. 94610

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.

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY _____

STATE _____ ZIP _____

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

Incomplete forms will not be processed.

ELECTION COMMITTEE NOTICE OF ELECTION

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

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

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

NLRB Rules Handbills OK

A three-member panel of the NLRB has ruled that handbilling on premises of a secondary employer not involved in a labor dispute is legal so long as the publicity activity does not interfere with deliveries or cause employees to cease working.

In reaching this decision NLRB members Jenkins, Brown and Zagoria cited publicity provisions of Section 8(b)(4) of the Taft Act and stated that "neither the Act nor its legislative history indicate the existence of a geographic limitation on the publicity proviso."

The case involved Local 54 of the Sheet Metal Workers which engaged in a primary labor dispute with J. R. Hobbs Co., a firm that contracted to install equipment at a store being constructed at a suburban shopping center outside of Houston, Tex. In pursuing its case the union handbilled the stores' outlets in downtown Houston.

The NLRB's General Counsel contended this went beyond the protection of the publicity proviso, arguing that "a union may only engage in a secondary consumer boycott at the establishment of the secondary employer's contact with the primary employer."

But the Board ruled otherwise, pointing out that the absence of a geographic limitation in the proviso is inherent in the fact that radio and newspaper advertising is within the scope of its protection. To restrict the area of permissible handbilling, said the Board, would be inconsistent with allowing appeals to all prospective consumers via radio and newspapers.

Grievance Committee Election Results

| Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced the following results of Grievance Committee election meetings: | | |
|---|---------------|---|
| District | Meeting Date | |
| Fresno | March 4, 1969 | Elected to Committee: Norby Flanagan (re-elected), Bob Nichols (re-elected), Larry Braden (new member). |
| Santa Rosa/Ukiah | March 6, 1969 | Elected to Committee: Lansing S. Kitzmiller (re-elected), Howard E. Seacord (re-elected), F. R. Crane (re-elected). |
| Nevada | March 8, 1969 | Russell E. Taylor (re-elected), Edward H. Jones (re-elected), Frank Fornengo (re-elected). |
| Salt Lake City | March 7, 1969 | Elected to Committee: Russ Cummings (re-elected), Don Strate (re-elected), R. C. Withers (re-elected). |

CLEM (continued)

It isn't necessary to retire completely in order to receive social security payments. You may earn up to \$1,680 a year and still receive all of your social security checks. If you earn more than \$1,680 in a year, then some of your social security benefits will have to be withheld. The amount withheld depends upon the amount of your earnings.

If your yearly earnings are between \$1,680 and \$2,880, one dollar in social security payments will be withheld for every two dollars you earn over \$1,680. If your earnings are over \$2,880, one dollar in social security payments will be withheld for each dollar you earn over \$2,880.

As an example, if you expect to earn \$3,200 in 1969, the deductions would be figured as follows:

\$ 2,880

- 1,680

\$ 1,200, ½ of \$1,200=\$600

\$ 3,200

- 2,880

\$ 320, \$600 & \$320=\$920

Thus, with earnings of \$3,200 in 1969, \$920 would be withheld from social security payments.

Most important to members of Local 3, regardless of your total earnings for the year, you may still receive a social security check for any month in which you earn \$140 or less. This means that, assuming you have signed up for social security, if you have been laid off or are between jobs for a full calendar month, you can get a social security check for that month. This does not apply if you are receiving vacation pay for that period.

Once you become 72 years old, you may earn as much as you can. You will receive the full amount of your social security payments regardless of your total earnings.

After you sign up for social security or medicare, it is important that you notify the social security office of any significant changes in your income. They will then be able to take immediate action to see that you receive the proper amount of payments. If you should have any questions about the effect your earnings will have on your social security payments, contact the social security office nearest you.

STEWARDS SPOTLIGHT

J. B. Jennings and Fran Walker

| Week Ending February 28, 1969 | | Week Ending March 7, 1969 | |
|-------------------------------|------------------------------|-----------------------------------|-------------------------------|
| Dist. | Name Agent | Dist. | Name Agent |
| 1 | Donald Bracken M. Womack | 4 | R. W. Woodruff R. Cooper |
| 1 | Richard Ulrich W. Sprinkle | 8 | Ed Tuttle H. Eppler |
| 1 | Charles Lapierre W. Sprinkle | 2 | Gene Browning D. Luba |
| 1 | C. O. Neill W. Sprinkle | 2 | Frank Williams T. Carter |
| 1 | James Henry Brown D. Emmons | 30 | Jack Boles J. Gentry |
| 1 | Joyce Chapman D. Emmons | 9 | Darwin A. Ballam W. Davidson |
| 1A | Arthur Azevedo W. Sprinkle | Week Ending March 14, 1969 | |
| 1E | M. B. Lizama T. Sapp | Dist. | Name Agent |
| 2 | Leroy Calhoun G. Jones | 1B | Harvey Wiens E. R. Bell |
| 2 | Don Patters G. Jones | 1B | Lloyd Callender B. Raney |
| 2 | Jack Mauser G. Jones | 1D | Megumi Yugawa B. Nakano |
| 2 | Eugene F. Wells G. Jones | 1D | Charles C. Cross B. Nakano |
| 2 | Joseph Gress M. Womack | 1D | Peter C. Aiona B. Nakano |
| 3 | Alfred Anderson W. Talbot | 8 | Marion Halterman A. V. Dalton |
| 4 | Nelson Randall P. Durnford | 12 | Went Parry K. Leishman |
| 5 | Wm. G. Keeney B. Relford | Week Ending March 21, 1969 | |
| 5 | Dillard Ferguson B. Relford | Dist. | Name Agent |
| 6 | Richard Dahms J. Smith | 1 | Harrison Judd G. Baker |
| 6 | Curtis W. Wiesner J. Smith | 1B | John Madsen M. Womack |
| 6 | Bryon Taggart J. Smith | 2 | Doyle Shields R. Mayfield |
| 8 | Wallace Porteous H. Eppler | 6 | William H. Irwin J. E. Smith |
| 8 | Roy W. Pritchard A. Dalton | 9 | F. L. Hernandez M. Kraynick |
| 9 | Wesley Bradford M. Kraynick | 9 | Charles K. Vance M. Kraynick |

| Week Ending February 28, 1969 | | Week Ending March 7, 1969 | |
|-------------------------------|---------------------------------|-----------------------------------|---------------------------|
| Dist. | Name Agent | Dist. | Name Agent |
| 1 | William M. Willson | 4 | Larry Clester R. Cooper |
| 2 | Jack VanLandingham D. Luba | 3A | W. H. McNew J. Gentry |
| 3 | Eberhardt Vandermeden T. Carter | Week Ending March 14, 1969 | |
| 3 | J. D. Womack W. M. Talbot | Dist. | Name Agent |
| 3 | Donald Berreth W. M. Talbot | 2 | Jesse Rains |
| 5 | Douglas Wilson C. Odom | 1B | Aaron Johnson E. R. Bell |
| 5 | Dean Carrell B. Relford | Week Ending March 21, 1969 | |
| 5 | Kenneth Palmer B. Relford | Dist. | Name Agent |
| 8 | James F. Scott A. Dalton | 1 | Robert Killip |
| | | 1B | Harvey Linneman M. Womack |