

VOTE Examines State Propositions

The Voluntary Organization of Taxpaying Engineers (VOTE) noted this week that California voters would be confronted with eight statewide propositions on the June 5th primary election ballot. A brief description of each ballot was provided and VOTE stated it would make its position on the eight propositions available in a later issue of *Engineers News*.

Prop. 1—Would authorize a \$246 million bond issue for statewide health science facilities of the University of California. Its cost to the individual taxpayer is estimated at about 67 cents a year for 25 years or a total of \$17.

Prop. 2—Is one of four propositions on the June 2, 1970, bal-

lot that is designed to streamline and update the state's excessively wordy Constitution. Prop. 2 concerns Article XI of the State Constitution, which deals with local government. It would shift extensive procedural provisions from the Constitution and reenact them as statutes. It contains provisions permitting a city or county to adopt a charter. At present the legislature is required to provide for the election or appointment of a Board of Supervisors, prescribe duties, fix terms and regulate compensation. Prop. 2 would permit county government to set the salaries of district attorneys and auditors and would preserve the county government's existing powers over

county employees.

Prop. 3—Would revise Article XII of the State Constitution dealing with public utilities. It spells out the state Public Utilities Commission's legislative, executive, and judicial powers and would authorize expansion of the present five-member board subject to the approval of a two-thirds vote of the legislature. It would also authorize the state PUC to fix the just compensation for public utility property taken by eminent domain on the request of either a condemnor or condemnee. Under present law only the condemnor has this option.

Prop. 4—Would repeal provisions in the State Constitution dealing with state institutions

and public buildings and would transfer provisions relating to convict labor from Article X to Article XX (Miscellaneous Subjects).

(The California Labor Federation recently won a permanent injunction forbidding Governor Reagan to authorize the use of convict labor to harvest the crops of private growers because such action is expressly forbidden in the existing State Constitution. Governor Reagan had attempted to maintain that the convict labor was employed under a work furlough program but the Federation successfully argued that there was no rehabilitative aspect to their labor.)

Prop. 5—Would amend Article

XVIII and Article XXIV relating respectively to (1) amending and revising the Constitution, and (2) to civil service. It would let the legislature amend or withdraw an amendment prior to its submission to the voters by a two-thirds vote. It also would provide that all amendments would take effect the day after election unless the measure provides otherwise. The proposition would retain provisions that provide for the state civil service system, the personnel board and promotion by competitive examination as well as provisions relating to exemptions from civil service. It would, however, add some new exemptions.

(See VOTE, Page 3)

"Serving the men who move the earth!"

ENGINEERS NEWS



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



GUAM, WHERE AMERICA'S DAY BEGINS HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 29, No. 4

SAN FRANCISCO, CALIFORNIA

April, 1970

City Strike Settled In San Francisco

San Francisco—City employes began returning to work Mar. 16 after a three-day strike that threatened for a time to overshadow any labor dispute this town has seen since the historic general strike of 1934.

The strike-ending formula was hammered out in almost continuous night-and-day negotiations that had started before the walkout began at midnight, Mar. 12.

The strike shut down the public transportation system, closed the schools, halted a good many other city services or cut them back to skeleton and emergency operations.

The settlement came as strikers were preparing to extend their picket lines to the docks and San Francisco International Airport, both city-operated, as well as the city yards. Almost the only area outside the reach of the walkout were police and fire operations.

The strike involved an overwhelming majority of the city's more than 20,000 employes but

most immediately the 14,000 who work in the so-called "miscellaneous" job classifications and whose pay scales and job conditions were at the core of the dispute.

Spearheading the walkout were close to 7,000 members of Service Employees' local unions—hospital workers, civil service maintenance workers, and employes in literally scores of city departments.

They were joined on strike by registered nurses in city employment who are members of the unaffiliated California Nurses Association and by a local union of Technical Engineers.

The settlement provided pay increases in the 1970-71 fiscal year which union officials estimated would average about 6 per cent. In addition, it restored the annual "step" increases within individual pay brackets which the Board of Supervisors had threatened to freeze during the coming year. It also restored other job conditions that the supervisors initially had proposed to eliminate.

Likely to be no less important over the long haul are the written assurances Mayor Joseph L. Alioto gave the striking unions that he would move promptly to develop procedures to "meet and confer in good faith" with designated representatives of the city employes.

Stalled somewhere in the city machinery for some months now has been just such a procedure. Work on it got started under impetus of the Meyer-Millias-Brown Act which opened the way to collective bargaining for employes of a growing number of public agencies and governmental units.

Had it been implemented some weeks ago it might conceivably

(See STRIKE, Page 7)

Court Voids NLRB Contract Ruling

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The Supreme Court ruled in a divided opinion that Congress did not give the National Labor Relations Board the power to order an employer or a union to reach contract agreement on any specific point.

The court voted 4-2 to reverse a 1966 decision by the Court of Appeals for the District of Columbia. The lower court had ruled that the H. K. Porter Co., Inc., steel firm in Danville, Va., must agree to deduct the dues of consenting members of the Steel



PRESIDENT ELECT of the Contra Costa County Building Trades Council is Norris A. Casey, Local Union No. 3's Oakland District Representative and Guard. He succeeds Sal Minerva of the Laborers. Brother Casey has been a working representative of Local 3 since May, 1960. He served as an agent in Oakland; as district representative in Nevada for three years; and, has been district representative in Oakland since July, 1970. He also served on the Executive Board from August, 1958, to May, 1960.

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workers as a remedy for the company's refusal to bargain in good faith on a checkoff clause. The high court remanded the case to the appeals judges for a new ruling.

The union and the NLRB had been trying since 1961 to find some legal way to get the Porter firm to obey the law requiring it to bargain in good faith. The board's 1966 order, fashioned at the suggestion of the D.C. appellate court, was the first in its history compelling agreement on a specific contract clause.

Justice Hugo L. Black wrote the majority opinion for himself, Chief Justice Warren E. Burger and Justice William J. Brennan, Jr. The opinion said "it may well be true, as the Court of Appeals felt, that the present remedial powers of the board are insufficiently broad to cope with important labor problems. But it is the job of Congress not the board or the courts, to decide when and if it is necessary to allow governmental review of proposals" for contract agreements and "compulsory submission to one side's demands."

Justice John M. Harlan wrote a concurring opinion. He said "I join in the court's opinion on the understanding that nothing said therein is meant to disturb or question the primary determination, made by the board and sustained by the Court of Appeals, that petitioner did not bargain in 'good faith' and thus may be subjected to a bargaining order enforceable by a citation for contempt if the board deems such a proceeding appropriate."

Justice William O. Douglas, in an opinion concurred in by Justice Potter Stewart, dissented. Douglas said he agrees the law does not compel either party to agree to a proposal or make a concession in collective bargaining, yet the board has the power,

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where one party does not bargain in good faith, "to take such affirmative action . . . as will effectuate the policies" of the law under its Section 10(c).

Douglas wrote: "Here the employer did not refuse the checkoff for any business reason. Nor did the employer refuse" in the hope that delay might bring a concession from the union.

"Its reason was . . . to avoid reaching any agreement with the union." He stressed "the case is rare, if not unique, and will seldom arise . . . Hence with all respect for the strength of the opposed view, I dissent."

ARE YOU TIRED?

We have run across some absolutely irrefutable statistics that show exactly why you're tired, there are not as many actually working as you may have thought. At least not according to this survey recently completed. The population of this country is 200,000,000; 84,000,000 over 60 years of age which leaves 116,000,000 to do the work. People under 20 years of age total 75,000,000, which leaves 41,000,000 to do the work. Then there are 22,000,000 who are employed by the Government, which leaves 19,000,000 to do the work. 4,000,000 are in the Armed Forces and 14,800,000 are on welfare which leaves 200,000 to do the work. 188,000 are in hospitals and insane asylums and that leaves 12,000 to do the work. Now, it might interest you to know that there are 11,998 people in jail so that leaves 2 people to carry the load and that is you and me and, brother, I am getting tired of doing everything by myself.

Oregon Governor Spurns R-T-W Bid

Portland, Ore. — Republican Gov. Tom McCall has declined to meet supporters of a "right-to-work" law in Oregon, he told an audience of 500 at a farewell luncheon for George Brown, retired political education director for the state AFL-CIO.

McCall said he could not in good conscience do anything else as a 22-year union member and former president of the Portland local of the Television & Radio Artists.

Besides, he said, "at 56 I am a little too old to become a prostitute."



Collectively
Speaking
with Al Clem

You will note that you will be receiving the April issue of the paper a little late.

The latter part of March and the first part of April have been extremely busy for the Officers of your Union. As there were some improvements necessary in the Health & Welfare Program in Hawaii, we attended a meeting in Honolulu of the Board of Trustees on March 16th. While there, we met with the representatives of Foremost Dairies and negotiated an agreement for their operations on the Island of Guam. There were representatives from the National Labor Relations Board in connection with elections being held in Guam, and a meeting with the Trustees of the Apprenticeship Training Trust Fund, where it was necessary to approve expenditures there.

The work picture in the State of Hawaii is progressing much better than in any other area of our jurisdiction. You will note that we hired Valentine Wessel as Organizer on the Big Island, as there is considerable work contemplated and the policing and organizing is too much for one man.

Also during the month of April we were able to resolve to the benefit of our members a jurisdictional strike involving the Laborers in the East Bay. We would point out to you once again that an increasing amount of time and effort is being expended by your officers on fighting to retain those jobs that our historically ours. We would ask you to be alert to every instance where any organization attempts to usurp our job rights and to notify us whenever and wherever you see an incident of this nature.

During the month of March the Trustees for the Pension, Health & Welfare Funds for Northern California, and the Affirmative Action Trust met and determined, insofar as Health & Welfare eligibility is concerned, that 90 hours a month would be sufficient to keep members insured. The Trustees of the Affirmative Action Trust made a far-reaching decision when they approved the proposed budget for the Rancho Murieta Training Center. They approved the payment of room and board for one six-week period for any Operating Engineer who has worked under a collective bargaining agreement in the State of California, who desires to attend the Training Center to upgrade his skills. We believe that due to the extreme shortage of work this was a progressive step taken by the Trustees, in that it will afford the members of our Union an opportunity to not only increase their skills, but to learn new skills as well, thereby being able to secure more steady employment and earn a better living for themselves and their families.

We attended the 15th Building Trades Legislative Conference in Washington, D. C. In addition, we met with the people who control the Affirmative Action Program for the Government, as well as the Congressmen who were the head of the Appropriation Committee, which committees have considerable to say about the monies to be expended in the Western United States. To say the least, they were shocked to learn that we had so many unemployed in Northern California.

I would like to take this opportunity to urge each and every member of this Union to register to vote, if you have not already done so, and to see that your family and friends are also registered to vote. If you missed the April 9th cut-off for the primary, you have until Sept. 10th to register to vote in the general election. We would be shirking our duty if we sit back and let the "bird watchers" stop all the work in the Western United States. It seems to me that if they are looking for some primitive area where they want to watch the birds, they could at least go above the Arctic Circle where they won't stop progress. Since there's nobody who wants to live in this region, the bird watchers should have a good time there.

I believe the politicians who want to stop progress of the Western United States should perhaps read their history books and see what this great land of ours was like even 15 years ago, when we had the floods in the Sacramento Valley, where we still have the floods; where the highways were one-lane highways, where many of our members could

(See CLEM, Page 16)

Busy Marysville Staying In Thick Of Construction

By HAROLD HUSTON
Auditor and District Representative

"OROVILLE RESERVOIR HAS REACHED FULL CAPACITY"

During the past month we had a pre-job conference with Granta Construction Company of Watsonville who were low bidders on the project to construct 15½ miles of Interstate 5 freeway in Colusa County. This bid was \$13,513,136 and consists of building a four-lane freeway on new alignment parallel to and just east of Temporary Route 5 (old Route 99W). It will connect on the south to freeway completed into Yolo County and on the north to a 12½ mile unit scheduled to be finished in 1970. It will have interchanges at Husted Road south of Williams, E Street and Highway 20 on the east side of Williams, and the Maxwell-Colusa County Road. This job will start in March, subject to the weather and be completed in June 1972. We know many of you brothers have been patiently waiting for this job and hope the Employer will keep the Dispatcher busy placing job orders in the very near future.

Lake Oroville, the 3.5 million acre foot reservoir impounded by the State Water Project's giant Oroville Dam, has reached its full capacity. According to reports from the State Department of Water Resources, the reservoir level will hold nearly steady at peak capacity until water supply demands begin to lower the water surface.

Water Depth at Lake Oroville stands at nearly 700 feet behind the 770 foot Oroville Dam which was completed in late 1967 after five years of construction. Water storage in the reservoir began in November 1967 and reached 1.7 million acre-feet last summer.

The State did not anticipate a full reservoir until June 1970, but the winter storms of January and February provided a snowpack this year which approached record proportions. Runoff from this heavy snowpack yielded the extra water needed to completely fill the available storage area behind Oroville Dam. The full reservoir has occurred in what is essentially the first full year of operation at Oroville.

Storage in the reservoir accomplishes many benefits for the State:

More than 1.116 million kilowatt hours of electrical energy have been generated during the first six months of this year—energy which is being sold on contract to private power utilities for use in Northern California homes and industries.

Water for agricultural use in Sutter and Butte counties.

Maintenance of a steady flow in the Feather River to sustain salmon and other fish life.

The addition of fresh water to combine with the flows of other streams in repulsing salt water intrusion into the Sacramento-San Joaquin Delta.

Water for the recreational uses of boating, swimming, water skiing and other water-oriented sports.

The storage behind Oroville Dam accomplishes another very important benefit: flood protection. Even though only six short

years have passed since construction began, the Big Dam has already met and conquered the challenge of severe flooding conditions on three different occasions.

During the 1964 flood, with only a half-built Oroville Dam in existence, inflow to the reservoir reached a peak of about 253,000 cfs, but the maximum flow in the stream below the dam was reduced to about 158,000 cfs.

Flows into the reservoir of about 50,000 cfs in January and March 1967, and about 30,000 cfs in May, 1967 were only partially controlled since all flows at the time were passing through an open diversion tunnel which contained no control valves or other means of regulation.

In January of this year, though, Oroville Dam once again passed the test created by heavy and sustained rain-falls which created a peak inflow into the reservoir of slightly over 413,000 cfs. Flows down-stream early this year were held to about 56,000 cfs—less than one-half of what they would have been without the Dam.

The American Society of Civil Engineers has awarded a bronze plaque identifying the Dam and the Hyatt Powerplant as the nation's most outstanding engineering achievement of 1969. Special public ceremonies were conducted on the crest of Oroville Dam.

PROJECTS FOR LAKE OROVILLE—State Director of Parks and Recreation William P. Mott Jr. has released details of a \$7.5 million concession development contract at Oroville Dam recreation area. This is the largest concession contract in the history of the Department of Parks and Recreation. It's a 40 year agreement calling for Southern California Financial Corp. to develop concession facilities. This firm has recently bought 500

acres of land bordering the state property at the lake and will develop mobile home sites, residential lots, a golf course, apartments and commercial sites.

Private homesite and recreation development is welcome but it must be tied to an easement permitting public access to lake-front facilities. The state owns a "buffer strip" around the entire lake behind Oroville Dam. Mott said that the state plans to spend \$5 million in the next three years developing roads, sewer and water and boat marina facilities and campsites in the Loafer Creek and Kelly Ridge areas adjacent to the dam. The Loafer Creek area will be state developed and devoted to day camping and mobile home sites, swimming and horseback riding.

Kelly Ridge—aside from the \$700,000 visitor center overlooking the dam and basic utilities—will be privately developed. More sophisticated facilities are proposed for the area including a lodge and cabins. Mott said the state expected to attract \$2 of private investment for every \$1 the state spends. He said he anticipated no problems in attracting private capital. The state will also work closely with local planning commissions and exert influence to keep the area from becoming a "honky tonk area."

SLOUGH PROJECT PROPOSED—A bill to provide construction of the Jack and Simmerly Sloughs protection project north of Marysville has been introduced in Congress. The legislation proposed building about six miles of levee, a bypass channel, a pumping plant and other works at an estimated cost of \$3,300,000. Of the total about \$1,570,000 will be needed for construction and \$1,730,000 for purchase of land, rights of way, easements and relocation of utilities.

Since there is presently little (See MARYSVILLE, Page 5)

Dear Sir:

I would like to take this opportunity to let known my feelings about Rancho Murieta. I am a former student, and after I left the school I realized how much it had helped me to be a more efficient journeyman. I received some personal instruction from my instructors and felt that in my case this was especially beneficial.

I also understand that you personally pushed this school into existence and no matter what the problems were, you were able to assign the most competent people to every phase of instruction to achieve such a fine school.

My instructors in the engineering department, Jim Lawson, Jack Shouffer, Bill Middleton, and Barney Phlen are of the highest professional quality in their field. Being a former college student studying Engineering, I feel that your instructors are equal to or better than any I was instructed by in college.

Thank you again for initiating this training program at Rancho Murieta and for all the brotherhood of the Local.

Sincerely,
Steven L. Fonseca

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Labor Looking Glass

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

Press Associates recently pointed out in their *Washington Window* column that pressure for new restriction on organized labor and collective bargaining is growing and that it is coming from all three branches of the government — executive, legislative and judicial.

Collective bargaining may be facing one of its major tests since 1947 when the Taft-Hartley Act was passed, but there is a significant difference between 1947 and 1970.

Twenty-three years ago the Congress—the infamous 80th Congress—was under conservative domination, but the trade union movement had a friend in the White House in Harry Truman and the Supreme Court was deeply committed to the concept of free bargaining.

Today some objectionable restrictions on labor are being proposed from the White House, the Supreme Court appears set for a shift to conservatism and the Congress—well, the 1970 congressional elections may well decide the whole ball game.

Here are some of the trends:

EXECUTIVE BRANCH — President Nixon has proposed the Emergency Public Interest Protection Act of 1970 which in effect provides final and binding arbitration by outside parties in five industries: railroads, airlines, maritime, long-shore and trucking.

For the first time it would place railroads and airlines under the Taft-Hartley Act with its 80-day "cooling off" period. There are many facets to the proposal but when the final crunch comes it means that an outside panel of three members, named by the President, would select the proposal of one of the two parties to the dispute.

Admittedly it has a new twist, this "final offer selection," but it is still compulsory arbitration.

This pressure for compulsory arbitration, not only in transportation, but in the Post Office Dept. and in government employment, has even brought forth a strong note of concern from the Chamber of Commerce as well as organized labor.

Organized labor has a crucial stake in the National Labor Relations Board. President Nixon has just named a management lawyer to the board who, if confirmed, will be its chariman, replacing Frank McCulloch.

The Labor Dept. has proposed a form of compulsory arbitration in agriculture which uses an involved final and binding mediation procedure to block strikes or lockouts during harvest time.

In one other area there is at least uncertainty. This is in the Labor Dept. seeking to set aside the United Mine Workers election. The Secretary of Labor has not yet revealed specific evidence of malpractices in the election that would justify upsetting a membership vote of almost two to one. The courts will resolve this dispute.

JUDICIAL—The fight and defeat of the nomination of Judge G. Harrold Carswell for the Supreme Court took on real meaning as a result of Chief Justice Warren Burger's minority opinion which favors giving states power in some picketing cases which they have not had before.

Joining Burger in his opinion were Justice Byron White and Potter Stewart. This indicates that a shift of one or two seats could switch the high court to a new position on picketing.

LEGISLATIVE—The 91st Congress has not been responsive to the anti-labor forces, but the pressures for such action are growing. The President has thrown the "hot potatoes" into the congressional lap.

The hoppers of both houses are filled with a wide assortment of proposals to hamstring the labor movement and while they have been contained this could all change if the 1970 elections were to go to labor's enemies.

The Senate subcommittee of the Separation of Powers of the Judiciary Committee, under the chairmanship of Sen. Sam Ervin (D-N.C.) has already issued a report calling for major changes in the NLRB which it calls too pro-labor.

For the immediate future, the hope of heading off a new anti-labor tide is a liberal, progressive 92nd Congress.

We would hope that most of our members have availed themselves of convenience of the voter registrars your union arranged for in each job placement center, and registered to vote prior to the April 9 deadline; however, if you failed to register for the primary election you still can register for the general election before becoming ineligible on September 10. We would also point out that those working away from their place of permanent residence should request ab-

(More in Cols. 4 & 5)

VOTE

(Continued from Page 1)

Prop. 6—Would eliminate the present provision requiring the State Board of Education to compile and adopt a uniform series of textbooks for elementary schools to be distributed free to school districts and provide instead that the board adopt textbooks "to be furnished without cost" for use in grades 1 through 8 throughout the state.

Among other things it would delete the specific provisions authorizing textbooks to be printed in the State Printing Office as well as the provision stipulating that textbooks selected by the board shall be used for a minimum of four years. It would also delete the provision that the Board of Education and County Superintendents of each county shall have control of the granting of certificates to, and control of examinations of, teachers within their jurisdiction. The additional cost resulting from the proposed changes in the selection and printing of textbooks is estimated at \$700,000.

(The California Labor Federation has historically supported the system of uniform adoption of textbooks at all grade levels and the utilization of the State Printing Office on grounds it cuts costs 25 to 30 per cent. Another factor in the Federation's position in favor of uniform adoption of textbooks is the great mobility of California workers. If texts are fairly uniform throughout the state, the education of the children of trade unionists or other workers required to move from one county or a section of the state to another suffers a minimal amount of disruption if the textbooks used in both areas are the same. Proponents argue that elimination of uniformity will improve the flexibility of teaching by permitting the use of texts best suited to the capability of particular classes of students.)

Prop. 7 is a Constitutional amendment that would raise the maximum rate of interest payable on all general obligation bonds authorized but not sold from 5 to 7 per cent now and eliminate any constitutional maximum on state bond interest rates by letting the legislature thereafter set the maximum rate by a two-thirds vote. Some \$1.3 billion in state bonds, including \$600 million in state water project bonds are presently in this category. It would also ratify the provisions of Senate Bill 763 of the 1969 regular session which authorizes an increase in the state general obligation bond maximum interest rate from five per cent to an amount not in excess of seven per cent and eliminates the maximum rate of interest payable on notes given in anticipation of the sale of such bonds.

(Opponents of Prop. 7 warn that by authorizing the state legislature instead of the people to determine the maximum interest rate on bonds, the general taxpayer will wind up paying many millions of dollars in additional interest costs. They compare Prop. 7 with the idea of borrowing money on a contract that provides that the interest rate can be increased without your approval.

(Proponents point to the \$1.3 billion of California bonds presently authorized but unsold and note that if these bonds are sold, they would create about 130,000 jobs, including 53,000 in the building trades and 79,000 in related industries. They also warn that if the state water project were to be forced to shut down for one year due to the inability to sell bonds, the result would be a loss of \$375 to \$400 million

(See STATE PROPS, Page 5)

Political Spread...

By ED PARK

Director of Education and Research, CSEOE

This is the first of a series of regular reports on political activities throughout the jurisdictional area of Operating Engineers Local Union No. 3.

Your union has decided to establish a grass roots unit dedicated to the principle that an informed and articulate member could provide a rallying point in his community for effective political action.

Since politicians make the laws and every law has a personal impact on the lives of each of us, it is becoming increasingly urgent that we no longer blindly accept party labels and personalities as the criteria for our support. We must not only carefully examine the candidates' credentials in the light of ability, past performance and personal philosophy, we must try to determine whether or not he will continue to be responsive once he is safely in office. Turncoats and bad legislators exist in both parties, and promises, many times broken, are the currency of the politician. It is incumbent on all of us to select the best available political representative and to continue to support and advise him of our interests during his political life.

Following a series of meetings at which a great number of brother engineers expressed not only interest, but enthusiasm, for the establishment of such a unit, the Voluntary Organization of Taxpaying Engineers (VOTE) was born.

Although a number of unions have political education and action arms, your union's concept for the guiding principles and organization of the Voluntary Organization of Taxpaying Engineers (VOTE) represents a radical departure from the ward and party politics of the past.

VOTE's primary concern will be with political education and activity at the city, county and state levels and with the establishment of strong and active local units throughout the jurisdiction. It is hoped that from such a base will come a healthy statewide organization.

Although "VOTE VIEWS" will report aims and progress to the general membership through the medium of the *Engineers News* each month, regional mailings of a VOTE Newsletter and other pertinent informational material will be mailed directly to VOTE members.

You can show your support and interest by filling out the form below and mailing it in as soon as possible.

In parting, we would point out to you that the next decade could be the most politically important in the history of this nation.

Clip

Mail to: Voluntary Organization of Taxpaying Engineers
276 Valencia Street
San Francisco, Ca. 94103

I wish to do my part as a citizen and unionist toward Building a Better America.

- I am interested in receiving informational material.
- Notify me of VOTE meetings in my area.
- Call on me to help in political campaigns in my area.

Name..... S.S. No.....

Street Address..... Phone No.....

City..... State..... Zip.....

Congressional District No.

Assembly District No. Senate District No.

More Looking Glass

sentee ballots and submit them between September 4 and October 27. Below are offices to be filled for California.

OFFICES TO BE FILLED	Term	Sponsors	Filing Fee	Annual Salary
Governor	4	65-100	\$982	\$49,100
Lieutenant Governor	4	65-100	700	35,000
Secretary of State	4	65-100	700	35,000
Controller	4	65-100	700	35,000
Treasurer	4	65-100	700	35,000
Attorney General	4	65-100	850	42,500
State Superintendent of Instruction	4	65-100	700	35,000
United States Senator	6	65-100	850	42,500
Members of the Board of Equalization	4	40-60	250	25,000
Representatives in Congress (38 dists.)	2	40-60	425	42,500
State Senator (even-numbered dist. 20)	4	40-60	192	19,200
Members of the Assembly (80 dists.)	2	40-60	192	19,200
Members of County Central Committees	2	20-30	none	none

Sacramento's Summer Sights Set

BY ROBERT E. MAYFIELD
District Representative

"TWIN HIGHWAY 50 BIDS FINALLY OPENED"—On February 25, A. Teichert & Son were the successful low bidders on the first segment of Highway 50 here in Sacramento. Their low bid total was approximately \$7,600,000.

At present this area is quite congested and this new eight lane freeway section should alleviate this condition completely. Those people who travel this section of road know just how long overdue updating this bottlenecked section of highway 50 has been.

This addition should mean a couple of fine seasons work for many of the Brothers in the Sacramento area.

A second and connecting stretch of highway 50 was let on March 11, with Guy F. Atkinson Company, low bidder. Their low bid was for just under eight million dollars.

These two jobs are going to be a real shot in the arm to the entire area in the immediate future. Neither of the jobs have had Pre-Job conferences as yet, but they are expected to get under way almost immediately after they are awarded. By the time this writing reaches the press, both should be under way.

I would like to mention a few items about a meeting I recently attended in Sacramento, along with other Building Trades Representatives and many other interested parties. It was a meeting of the Capital Outlay Committee, headed by State Water Director, William Granelli.

The main purpose of the meeting was to give an idea of what is happening concerning completion of State water projects now in progress. This project starts with the Oroville Dam and its water. Many canals, pumping plants, siphons, & power plants are interconnected to make everything possible. Portions of this water is to be used all along the canal routes. The final destination of water left will go up and over the Tehachape Mountains, and down into the Los Angeles area.

Over half of this project is now completed but many portions such as the Peripheral Canal, which starts in Sacramento County and ends at the Clifton Court Forebay in Contra Costa County is left. Over \$200 million dollars would be spent on this segment alone, which to us as Operating Engineers means a great deal of work and therefore a lot of bread and butter to a lot of families.

This canal might never happen if we as voters don't pass Proposition 7, which will be on the ballot in June. This allows the state to sell bonds that finance such projects at 7 per cent or more. At present the Law only allows such bonds to sell at a maximum of 5 per cent interest. With money being what it is today bonds won't sell at such low rates of interest.

If we are to keep a good work load it is almost essential that we go to the polls along with our wives, friends and neighbors and vote this proposition into Law.

In addition to these water bonds, we are told State Aid and bonds for school construction could be sold at these higher rates in the amount of 275 million dollars. Other bonds for financing such projects as recreation parks, beaches and education institutes total over 200 million dollars. These large figures used here mean large jobs, therefore I would urge everyone to

think strongly along these lines and vote the right way at election time.

I would like to take this opportunity to thank everyone who attended the Sacramento District meeting recently. Many good comments have come in about this meeting and the entire Grievance Committee was re-elected on a white ballot and they wished to express their thanks for the confidence placed in them by the rank and file membership of the Sacramento District.

On the more personal side, I received a nice letter from Doug Farley, the preceding District Representative in the Sacramento area who is now attending the Harvard Trade Union Program at the Harvard School of Business, in Boston, Mass. He, in his letter was quite impressed with the curriculum and the Professors at this fine school.

This is a wonderful opportunity for a deserving person and I'm sure Doug will come back a more rounded person and a little better qualified to do a job for the membership of Local No. 3.

Before ending this article I would like to extend an invitation to all members in the area to come in and get personally acquainted. Please take advantage of all the facilities of this office and to meet the office staff. Service is one of the biggest things we have to offer and service you will get, each and every one.

By AL DALTON

THE HIGH COUNTRY—Work on the Auburn Foresthill Bridge across the North Fork of the American River is starting to pick up after winter wet weather delays. The 2.9 million dollar contract held by Hensel Phelps Construction Company out of Burlingame, California, is for the construction of two abutments and two piers.

The main piers are massive structures, each standing 403 feet above their subfootings. Original plans called for slipforming these double tapered piers, an operation which would have been a first in the United States, but economics have influenced the company's decision to now use conventional steel cantilever forms.

Principal qualities of the contract are 51,000 cubic yards of concrete and 2.4 million pounds of reinforcing steel.

Excavation started last June with Pacific Excavators out of Albany, California handling this sub-contract. The original excavation quantity was estimated at 100,000 cubic yards, but unstable material conditions led the Bureau of Reclamation to re-design the slopes and increase the excavation quantity to over 220,000 cubic yards.

Pacific Excavators recently completed its work and now Hensel Phelps is gearing up its work.

The first of two Manitowoc Tower Cranes was erected during February and the second one will be going up shortly. The initial height of the crane is 105 feet and as the pier goes up the crane will be jumped 4 times, and will have a final height of over 400 feet.

Harold Rubke, of Yuba City, is the Engineer operating the all electric crane after thorough indoctrination by Manitowoc Representatives.

Another recent arrival on the job is Hensel Phelps, Manitowoc 2900 truck crane. The operator is Harry Binder of Alta, and the oiler is Leonard Sauer from Grass



CONGRESSMAN Harold T. "Bizz" Johnson representing California's 2nd Congressional District was a recent visitor to Local Union 3's Rancho Murietta Training Center at Sloughouse, Calif. Brother Bob Harris, shop instructor from Salt

Lake City, talks with his congressman about the training center. Congressman Johnson found the center "an outstanding effort on the part of both union and management to multiply the skills of the journeyman in the construction industry."

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Valley, California. After erection of the second tower crane the 2900 will work at the abutments, which will be 130 feet long and 80 feet high.

Completion of this sub-structure contract will be next fall. The steel superstructure will be a separate contract, which will be bid this summer.

Key personnel for Hensel Phelps include Merrill Bird, Project Manager, Frank McBride, Project Superintendent, and Barry Peterson, Office Engineer.

Safety wise the job is going well, Monday morning "tool box" safety meetings have proved effective, as to date only one lost time day has been charged to the Project.

By AL SWAN

WEST OF 99 AND NORTH OF INTERSTATE 80 — Sacramento has a perfect showcase in which to study the aesthetic development of California highway structures. Within a radius of fifteen miles there are numerous examples which illustrate the changes which have taken place over the past few years.

When the new depressed freeway along 2nd and 3rd streets is opened, be sure to pay attention to the abstract mural-like decorations which have been placed on the walls to break up the long plain face of concrete. Although you may not notice, those walls have also been sloped back ever so little to make the depressed slot seem opener and roomier.

As you ride down the South Sacramento Freeway, or along the Elvas Freeway to the North, the older structures are neat but square and conservatively uninteresting. Also much in evidence are the supporting columns near the right hand shoulders of the road. Notice the difference as you ride out toward the new airport, here are the longer spans, no dangerous columns on the right. Note also the supporting columns, the sloping sides of the girders and the sculptured slopes

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to give a wide open feeling to the Freeway.

There are other examples of new structure designs. The Pioneer Memorial Bridge won a national prize for good looks. Its trim clean lines rise high above the river to give traffic approaching the city a new look at the Sacramento skyline. The Elkhorn Ferry Bridge with its two-tone color scheme and sculptured piers, has attracted many compliments.

The new bridge at Bryte Bend also has sculptured piers and an attractive trapezoidal steel box superstructure which gives it a pleasing slim profile across the river.

Little touches, but they help to achieve a pleasing effect. All of them are put there to make driving our freeways a more pleasant and safer experience.

In the Roseville area, Campbell Construction Company, and Baldwin Contracting Company were apparent low bidders on Phase 2 of the city's \$6.5 million water project.

Campbell Construction Company will do the installation and construction of two 6-million gallon water storage tanks.

Baldwin Contracting will construct approximately 36,000 feet of 24-inch pipeline.

By MARTY COORPENDER

SURVEY NEWS — Surveyors are looking towards a good year, after checking around the Firms in this area, there is plenty of work on the table, both here and around Lake Tahoe.

Look for the East Shore, up from South Lake to really move in the next few months and with a couple weeks of good weather it should kick off real fast.

Have spent most of the past month or six weeks in the Bay Area with Mike Womack, on the election between Local No. 3 & Engineers & Scientists, on representation for the Soil Testers & Inspection Firms. We won this one kind of handily, and have

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been through several negotiation meetings with Employers and Employees. Should have it all wrapped up in the next week or so.

Mike and I need your help and cooperation in running down these other Trades and non-union engineers. We cannot be every place at once, so we would appreciate your help and a call anytime you spot some of these undesirables working, and I guarantee you it will be looked into. We have started them running and I would like to keep it that way.

By KEN ALLEN

With spring just around the corner the big story right now is the work that will be coming up this year.

Syblon Reid has been awarded the contract for the first reach of the Folsom South Canal. They should be starting up anytime now. The next 20 miles of the Canal which will extend from Highway 50 to the Consummes River will go to bid in July.

A. Teichert & Son is the apparent low bidder on the section of Highway 50 that runs from Watt Avenue to Manlove Road. The bids on the downtown section of Highway 50 that will tie into Interstate 80 at the interchange will be opened by the time this paper reaches you.

We hope that with this work picture for the year, most of the Brothers will stay busy.

The Rock, Sand and Gravel industry is moving quite well with P.C.A. on a two shift basis in their Fair Oaks Plant and Teichert Aggregates are just about in full swing again.

Our shops in the area are going strong, most looking forward to a banner year with Clark's Automatic Welding as busy as anybody. This is the oldest Union Shop in the Sacramento area. Curt Clark signed his first contract with Local No. 3 some 24 years ago, with Henry Greule, as

(See SACRAMENTO, Page 16)

Busy Marysville

(Continued from Page 2) development except for agriculture in the slough area, annual flood damages are estimated to be about \$86,000, and the frequent flooding of these areas virtually prohibits further growth. These proposed improvements would eliminate the flood threat on the sloughs allowing the area to develop. It is recognized that some wildfowl habitat would be lost, but this loss would be mitigated by acquiring land outside the area for wildlife purposes. The estimated ratio of annual benefits to annual charges is 1.8 to 1.

Marysville Levee Commissioners went on record favoring the requests for the State Department of Water of the U.S. Army Corps of Engineers for funds for flood control projects in California. Specifically the commissioners urged Congress to approve requests for \$2.1 million for the new Bullards Bar project, \$2 million for Marysville Dam and \$50,000 for the Simmerly-Jack Slough projects. Copies of the resolution adopted by the commissioner will be mailed to state and federal representatives and the appropriate state and federal agencies. The corps' funding requests are for fiscal year 1970-71.

I have been requested by several high schools in this district to speak to the students and have always considered it a pleasure to receive these invitations. The following is a letter I recently received from Barbara H. Lamm, Counselor for East Nicolaus Joint Union High School District.

EAST NICOLAUS
JOINT UNION HIGH SCHOOL
DISTRICT

P.O. Box 95 East
Nicolaus, Calif.

February 26, 1970

Mr. Harold Huston, District
Representative

Operating Engineers Local Union
No. 3

1010 Eye Street
Marysville, California

Dear Mr. Huston,

Thank you for taking time to discuss the Union's Apprentice Programs with the students at East Nicolaus High School.

They were very interested in what you had to say and I think the information will be rewarding for many of them.

I appreciate the amount of time you gave us and hope you will be able to put us on your calendar again next year.

Sincerely,

/s/ Barbara H. Lamm
Barbara H. Lamm
Counselor

By DAN SENECHAL

Business Representative

BUTTE COUNTY DECLARED DISASTER AREA—Relief programs of five federal agencies were activated by President Nixon who declared the counties suffering major damage from the January storms to be disaster areas.

The agencies involved are Office of Emergency Preparedness, the Corps of Engineers, the Small Business Administration, Farmers Home Administration and the Unemployment Compensation Fund. The presidential declaration includes federal assistance for the re-construction of roads, streets, water and sewer facilities damaged by the storms. Work by the Corps of Engineers will include debris removal, levee restoration and channel clearing.

PROJECT NO. 1—The huge slide that developed on Oroville-Quincy Road near the Canyon Creek Bridge during recent heavy rains will cost \$300,000 to remove—\$250,000 more than the county has available to pay for it. If aid can't be obtained the slide

may not be removed. "We may just have to live with it" was the county's answer to the problem. However, President Nixon's declaration of Butte and other Northern California Counties as a disaster area made the County eligible for at least 60 per cent assistance and the County may qualify for as much as 100% federal aid. We anticipate bids being called for the slide removal within the month of April. The slide material will either be trucked off, or conveyed into Lake Oroville.

MORE THAN \$15 MILLION WILL BE DISBURSED—During the 1970-71 fiscal year California Counties will combine Federal and State Funds to finance improvement projects on thoroughfares included in the Federal aid secondary county road system. The fiscal year begins July 1. Both the federal and state monies were derived from gasoline, diesel and other highway user taxes paid by California drivers.

ALASKA BOUND? HOLD IT!!—Many of the brothers are asking about prospects for Alaska work. I received a news clipping from the Alaska Herald dated early March.

The preliminary permits needed for initial work on trans Alaska pipeline system pipeline construction roads are to be issued soon. The permits are only for the segments of the road north of the Yukon River. Permits for the road south from the river to the Gulf of Alaska are not expected until Cooper River Basin permafrost studies are completed.

A T.A.P.S. spokesman in Anchorage said the permits are "good news," but that T.A.P.S. does not plan to issue any road construction contracts until it receives the actual pipeline right of way from the Department of Interior.

The potential road construction contractors are mobilizing equipment and making preliminary construction plans on the basis of "letters of intent from T.A.P.S."

By JOHN E. SMITH

Business Representative
Public Employees

In the heart of the Sierra lies the little county of Sierra. This county is loaded with history, in the fact that it is gold country. Downieville, which is the county seat, has a population of around 350 people. At one time there were over 20,000 people in Downieville alone during the gold rush.

We have represented county employees here for the last three years and have made some wonderful gains. This is a good group of people in Sierra County. Although it is fairly large in land area there are not very many people living in the county and not much room to grow. The reason for this is that most of the land is mountainous and owned by the forest service.

During the fellows' spare time at the main shop at Goodyears Bar, four miles west of Downieville, the county is going to restore a county owned 1917 Liberty Truck. This old truck still has the original wooden spoked wheels and rims. After it is completed it will be put on display in Downieville.

We have just started negotiations in the County and we hope to make some changes for the better, as to fringe benefits, wages and working conditions this year.

Also since last month we have added all the office personnel in the Olivehurst Public Utility District. We previously had represented all the fellows in the field only, now the district is 100% Local 3.

Spring could be . . .

A Little Later This Year

By BILL RELEFORD, BUD JACOBSEN & ED KNAPP

The Apprenticeship Program opened up on March 2, 1970 and we are now taking applications for apprenticeship. Approximately 7 applications have been given out as of this writing.

At the present time there are 12 apprentices working. There are still some openings left at Rancho Murietta for any apprentice or journeyman who wishes to go.

Russell Vanderhurst, James McMann, and Leslie Anderson have received their certificates of Journeymen and have completed their apprenticeship. We would like to congratulate these young men upon completing this course. This makes a total of 7 apprentices who have completed their apprenticeship and have become journeymen since the program was established in Nevada.

"Old Man" winter has just about ran out of breath in Northeastern Nevada and Spring should usher in a few construction jobs. Industrial Construction has an unfinished freeway job east of Elko and after having fled south for the winter, should be restarting operations very soon. Higgins Construction from Salt Lake City has a two year job at the Elko disposal plant. McWaters Construction and M & K Construction have completed contracts in the Carlin Canyon Area. T.A.B. Construction from Las Vegas will return to Elko this summer in order to complete an underground water line project started last Spring. Nevada mines are operating at peak production and those presently organized have about 500 brothers working around the clock producing; Copper, Gold, Lead, Iron, Silver, and Antimony. The Milchem Inc. a Barite mine in Battle Mountain is the latest addition to the Local No. 3 organization program.

Representatives from the Operating Engineers Local No. 3 met with representatives from the Anaconda Company at the Ponderosa Hotel, March 5th, in Reno. The meeting was scheduled in order to resolve the large differences which were

existing at the copper mine in Yerington, Nevada. The Reno Meeting resulted from an earlier meeting between Local No. 3 officers; Bros. Al Clem, Paul Edgecombe, and District Representative, Bill Relford, and sixty-three of the Brothers presently employed at the gigantic open pit mine. During the meeting the problems and workable solutions were discussed. Bro. Al Clem then arranged for the Reno meeting. Mr. John Wills from New York City, and Mr. LeGrand Young from Salt Lake City, were the officials representing Anaconda at the meeting. Bro. Al Clem outlined the problems to be discussed. He then offered probable solutions which would enhance the relationship between the management and the Anaconda personnel. After four hours of deliberation, agreements were arrived at and are presently being effected at the mine. Local No. 3 represents the largest percentage of workers at the huge site which netted over twelve million dollars during 1969.

The weather in the Silver State seems to be improving. Several of the jobs that have been shut down for the winter will soon be starting up in the near future.

The Tahoe Basin is going fairly well. Byars Construction has 5 spreads working on the export in and around Incline Village and on Highway 28 over Spooner Summit.

Highland Construction at Homewood, on the west side of the lake is keeping several Engineers working. Dorman Construction has started a small crew also Valley Engineers.

McKnight Construction should be starting the underground work fairly soon on their job at Brockway. A. Teichert & Son have started back after a winter shutdown in Gardnerville. R. Helms Construction will start very soon on their oiling job in Washoe Valley which should be finished in two months. C. T. Parker expects to start on their Sparks job on Interstate 80 in the near future.

Dravo Corporation going strong with stipping job at the Big Mine working 2 shifts, ap-

proximately 36 operators and mechanics. Brother Bill Zundel and Ray Purdom doing good job as Stewards. Babler Construction are getting along very good on the Orovida job, 16 Engineers on the dirt work. Should start the crushing crew in the near future.

State Props

(Continued from Page 3) coupled with an 18-month delay in water deliveries and a layoff of about 1,100 workers in the Department of Water Resources.)

Prop. 8—Is an Initiative Constitutional Amendment that would require the state to provide from sources other than property taxes not less than 50 per cent of the costs for public schools, exclusive of capital outlay and federal funds, and 90 per cent of the costs of social welfare services, exclusive of federal funds, and the costs for new county services required by state law. It would also increase the minimum homeowners' property tax exemption from \$750 to \$1,000. This initiative was sponsored by the California Teachers' Association and the County Supervisors Association of California.

(Proponents claim that passage of the measure would provide "immediate" property tax relief totaling about \$445 million by transferring 90 per cent of welfare costs to the state and another \$100 million in "immediate" relief by the boost in the homeowners' property tax exemption. They maintain that the total cost, estimated at \$1.13 billion for the first year, could be made up from existing state surpluses and "modest" increases in non-property taxes. But opponents, including Governor Reagan, who has said he will "actively oppose" Prop. 8, charge that it is "a snare and a delusion." They point out that the measure contains no guarantee that property taxes would stay reduced for any length of time and maintain that effective tax reform cannot be accomplished by this type of initiative.)

Go turn my horses free!

Brother Weeks Dies Suddenly

During the past month death has taken Brother W. R. "Bill" Weeks who was a Business Representative in the Marysville area for approximately thirteen years. Bill's death was the result of a heart attack.

Bill had just retired on a disability pension and was doing what he loved to do. His hobby and his second love, next to representing the Operating Engineers, was horses. Bill owned the Lazy "W" Ranch located at 3362 Warehouse Road in Arboga. He had 25 acres of permanent pasture and ten horses which were his pride and joy. At the time of death he was at Cal Expo in Sacramento training his quarter horse "Kenny Bar-Red" to qualify for future races.

Bill had lived in this area for the past thirty-three years and was a member of the Beckwourth Masonic Lodge. Brother Weeks was a real journeyman at the trade prior to taking a job as a Business Representative. His absence will be sorely felt by all of us.

In talking to his wife, Mrs. Lee Weeks, she felt Bill was doing what he wanted to do when he passed away. She asked us to print the following Ode to him.

*"Oh, put my spurs upon my breast,
My rope and saddle tree,
And while the boys lay me to rest,
Go turn my horses free."*



LOCAL UNION 3 members mourned the recent passing of Brother W. R. "Bill" Weeks shown here with his favorite horse "Old Ed." at his ranch in Arboga, California. A former district representative in Marysville, Brother Weeks made many friends during a lifetime of brotherhood work.

Dredging Planned

NCA Seeking Jenner Ok

By RUSS SWANSON and BOB WAGNON

KEEP THE PRESSURE ON—At this writing meetings are scheduled with the Board of Supervisors of Sonoma County where the Northern California Aggregates is seeking permission to start a dredging operation at the mouth of the Russian River near Jenner. (This is the same type of operation which was attempted in 1966 by the Utah Construction Co. but they did not meet with success.) They have now turned over their development to the new companies now known as Northern California Aggregates for the dredging operation and the American Leisure Land Co. who will take over the 8,000 acres of land development.

In general the company plans to have a gravel removal operation with barges entering the mouth of the Russian River and bringing the gravel for processing to the plant in Richmond. In order to keep the mouth of the river open it is necessary that a tower (about 200 feet high) be erected and with the aid of a drag bucket it is the company's hope that the barges will have no obstacles in entering or leaving the river. You have probably read or heard on the radio, mainly from the conservationists, the many objections regarding this operation, not only because they feel the gravel removal will cause the banks to cave in but also, because of the tower, the aesthetics of the area will be involved. There may be arguments against it but we feel the arguments for it far surpass the objections. To name just a few: 1. A harbor will be developed where-by both the fish and the fishermen will have a year round access between the river and the ocean — 2. Sonoma County will benefit in the tax revenue — 3. Work—yes, there will be a number of steady jobs created by both the dredge operation and the land development. We could go on and on but the main purpose for our writing this article is to request that pressure be kept on the Sonoma County Board of Supervisors, or for that matter on any of your friends at the

State level, to see that a favorable vote is obtained in granting the Northern California Aggregates the right to begin operations.

VOSS—Recently we wrote an article showing the many capacities along the educational line in which an Operating Engineers, employed by Basalt, could get involved. We will not repeat the titles reported before but James Voss, in a state wide conference, was recently elected as a Director of the California School Board. (Note: if Jim can find time to help the image of labor by becoming involved, isn't it possible that you also may find some area in the community in which you live to become involved? Think about it.)

JOBS—As of the last writing there has been very little change in the work picture, however, we are expecting a few jobs to break but have no definite bid dates on the following: in Lake County, near Lakeport, a six (6) million dollar highway project is supposed to be bid in April with work starting in May, according to the State Engineers. In Sonoma County the Skaggs Spring Road, which must be relocated because of the proposed Warm Springs Dam near Healdsburg, is to be built at a cost somewhere in the vicinity of nine (9) million dollars, but no exact date for bidding has been set as yet. (We hear a lot of rumors that bids for the dam will come out next year.) Also in Sonoma County the next couple of years should show quite a bit of action in the State Highway 101 work between Healdsburg and the Sonoma-Mendocino county line. Rumors have it that a portion near Lytton Home will be taken care of this year.

In Mendocino County we find the Brooktrails project to continue with another four (4) million dollars in work scheduled this year. Guy F. Atkinson, at their Leggett location, have lucked out again with 1,300,000 cubic yards more of slide removal work this season. We find Argonaut Construction with enough work to start in the spring as they were the low bid-

ders at one half (1/2) million on Highway 101 work at Cotati.

Also, Siri Construction has the River Road job and the Cloverdale job and in addition the shop has been going strong repairing much of their equipment, in anticipation of proceeding on another race track job similar to their Sears Point job, but this time near Sacramento.

UKIAH MEETING — Many thanks to the excellent participation and attendance at the last District Meeting. The evening went fast and was most constructive. We hope for your continued support.

NEW ADDRESS - SANTA ROSA OFFICE - 3900 MAYETTE AVE.—We are now directly across the street from our former location. It's great! So far nothing but good words from the Brothers, who all congratulate Bus. Mgr. Al Clem and the Officers for their foresight. To quote Jack Blakney "Now I am proud to bring my friends and family into our Union Hall."

E. Board OK

On April 12th the Executive Board concurred in the recommendation of the District No. 10 Grievance Committee that the Local Union support Brother Gary Pallavicini, Remco Hydraulics Employee in Willits, in his bid for a seat on the Willits City Council, and that the support of the Local Union be made known to the members residing in the City of Willits.

Plant Construction

Government studies indicate there must be \$10 billion in construction during the next five years to bring municipal wastewater treatment facilities to the point where they can keep even with the sewage pollution problem.

Under the present assistance program, at least \$5 billion of federal aid must be made available to be matched by cities and states—unless some other form of long term financing is acceptable to Congress.

The present Water Quality Act expires June 30, 1971.

A penny saved . . .

The Real Cost In Financing Your Auto

By JAMES "RED" IVY
Credit Union Treasurer

A motor vehicle is almost an absolute necessity to employees working in the construction industry and it is also the most expensive consumer item purchased by the majority of American families. With these facts in mind, the Operating Engineers Local Union No. 3 through the Credit Union has concentrated its efforts toward making it possible for the Membership to save money on:

1. PURCHASING YOUR MOTOR VEHICLE.

We have arrangements with automobile dealers that make it possible for Members to purchase new domestic motor vehicles (no imports) for as little as \$100.00 over the dealer's cost. This offers savings ranging from 14% to 18% of the manufacturer's suggested retail price (sticker price) which the dealers are required by Law to post on all new automobiles offered for sale.

The Loan Officer in each District Office of the Operating Engineers Local Union No. 3 has a new car price manual furnished by the Credit Union. This manual, which is provided for the convenience of the Membership, gives the exact dealer's cost as well as the suggested retail price on all new domestic motor vehicles (including pickups) and all factory options.

Consulting this manual will enable you to determine which options you desire and the cost of the vehicle and equipment prior to contacting a dealer. The Loan Officer will direct you to the nearest dealer that has agreed to sell the type of vehicle you wish to purchase at a discount.

2. FINANCING YOUR MOTOR VEHICLE.

Despite the "tight money" situation you hear so much about these days, the Credit Union is still financing new motor vehicles for Members making a one-third down payment (or who have the difference in their Credit Union share account) for a TRUE ANNUAL PERCENTAGE RATE of 9%. The maximum ANNUAL PERCENTAGE RATE that would be charged Members with less than a one-third down payment is 12%.

If these rates sound high, we would like to remind you that:

(a) The ANNUAL PERCENTAGE RATES noted above are simple interest on the declining unpaid balance. They should not be confused with "Add-On" or "Discount" interest rates quoted by other lenders which actually cost the borrower in TRUE ANNUAL INTEREST approximately twice the quoted rate.

(b) The Credit Union provides and pays the premiums for Credit Life Insurance on all loans up to \$10,000 made to all insurable borrowers.

Not too many auto dealers advertise credit terms since the "Truth In Lending Act" went into effect (July 1, 1969) and the ones that do, usually range from 14% to 21% and higher. By the time they add the cost of Credit Life Insurance, they make even the Credit Union maximum rate of

12% (Credit Life Insurance included) look very attractive.

3. INSURING YOUR MOTOR VEHICLE.

The Credit Union, through the Insurance Brokerage Firm of Sitco, Inc., offers the Membership an opportunity to affect savings of approximately 20% on their motor vehicle insurance premiums. This Group Auto Insurance Program which was developed after lengthy negotiations, is underwritten by the Premier Insurance Company, a subsidiary of the Transamerica Corporation. They offer Nationwide Claim Service through their own adjusters and those of the General Adjustment Bureau, Inc., claiming 3,600 adjusters providing round-the-clock, 7-day-a-week claim service.

The Loan Officer in each District Office of the Operating Engineers Local Union No. 3 and the Credit Union Staff in the San Francisco Office will gladly assist you in taking advantage of any one or all of these three opportunities to save on your transportation cost. Credit Union telephone number (415) 431-5885.

NEW OFFICE HOURS:
Monday 8:00 a.m. to 6:00 p.m.
Tuesday through Friday
8:00 a.m. to 4:00 p.m.

E-Board Supports

At its meeting on the 12th, the Executive Board concurred in the recommendation of the District No. 7 Grievance Committee that the Local Union support the following candidates:

- (a) Pete Lambert for Coroner & Public Administrator
- (b) Biz Johnson for Congressman
- (c) John Balma for Sheriff
- (d) Henry Keefer for County Supervisor
- (e) Floyd Morgan for County Supervisor

Upside Down Welfare State

U.S. Senator James O. Eastland of Mississippi receives \$16,000 a month from the federal government for NOT planting certain crops. A child on welfare in Mississippi gets \$8 a month to live.

Supreme Court Justice William O. Douglas says in his new book, Points of Rebellion, that tax policies favoring the rich have created "an upside down welfare state." He adds, "Railroads, airlines, shipping, these are all subsidized; and those companies' doors are not kicked down by the police at night."

Social Security Benefit Schedule

This table shows examples of monthly cash social security payments. The amounts include the 15 percent increase recently signed into law. The new rates are effective Jan. 1, 1970. The first checks in the new amount will be sent out Apr. 3 covering payments for the months of March. A separate check in the amount of the benefit increase for the months of January and February will be sent out later in April. People who get benefits will get the increase automatically. They do not have to take any action themselves.

Average yearly earnings after 1950 ¹	\$923 or less	\$1800	\$3000	\$4200	\$5400	\$6600	\$7800
Retired worker—65 or older. Disabled worker—under 65	64.00	101.70	132.30	161.50	189.80	218.40	250.70
Wife 65 or older	32.00	50.90	66.20	80.80	94.90	109.20	125.40
Retired worker at 62	51.20	81.40	105.90	129.20	151.90	174.80	200.60
Wife at 62, no child	24.00	38.20	49.70	60.60	71.20	81.90	94.10
Widow at 62 or older	64.00	84.00	109.20	133.30	156.60	180.20	206.90
Widow at 60, no child	55.50	72.80	94.70	115.60	135.80	156.20	179.40
Disabled widow at 50, no child	38.90	51.00	66.30	80.90	95.00	109.30	125.50
Wife under 65 and one child	32.00	51.00	70.20	119.40	164.60	177.20	183.80
Widow under 62 and one child	96.00	152.60	198.60	242.40	284.80	327.60	376.20
Widow under 62 and two children	96.00	152.60	202.40	280.80	354.40	395.70	434.40
One child of retired or disabled worker	32.00	50.90	66.20	80.80	94.90	109.20	125.40
One surviving child	64.00	76.30	99.30	121.20	142.40	163.80	188.10
Maximum family payment	96.00	152.60	202.40	280.80	354.40	395.60	434.40

¹ Generally, average earnings are figured over the period from 1950 until the worker reaches retirement age, becomes disabled, or dies. Up to 5 years of low earnings or no earnings can be excluded. The maximum earnings creditable for social security are \$3,600 for 1951-1954; \$4,200 for 1955-1958; \$4,800 for 1959-1965; and \$6,600 for 1966-67. The maximum creditable in 1968 and after is \$7,800, but average earnings cannot reach this amount until later. Because of this, the benefits shown in the last column on the right generally will not be payable until later. When a person is entitled to more than one benefit, the amount actually payable is limited to the larger of the benefits. (Source: U. S. Dept. of Health, Education & Welfare.)

Credit Union Specials

For Sale: CASE TRACTOR-MODEL D530TC With Backhoe, Front Loader Model 32.

Operating Engineers Local No. 3 Credit Union
415-431-5885 or 415-431-1568 Ext. 68

For Sale: 1962 INTERNATIONAL—10-Yard Dump Truck.
1959 G.M.C.—10-Yard Dump Truck.

Operating Engineers Local No. 3 Credit Union
415-431-5885 or 415-431-1568 Ext. 68

On The Safety Side



By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

We have dwelled at length on the Stanford University-Operating Engineers safety study over the past several issues of the *Engineers News* emphasizing those areas we thought most critical in an effort to bring about new understanding and attitudes toward safety on the part of our brother engineers. In the next two issues of the paper we will submit the author's summary and would suggest that all those interested in safety should clip these two columns from the paper and keep them for future study and reference.

SUMMARY

PURPOSE

The basic purpose behind circulating a questionnaire to the members of Operating Engineers Local Union No. 3 was to obtain the employees' viewpoints on safety programs and attitudes in order to determine what correlations, if any, existed between these factors and injuries. Several findings are highly relevant to employers, employees, and unions alike.

SUMMARY OF FINDINGS

1. Employment trends.

a. **Length of Employment.** The results show that employees do stay with or return to individual employers for enough time to justify substantial expenditures for their training both in skills and in safety. Sixty-three per cent of all Operating Engineers worked longer than six months (1,056 hours based on a 40-hour week) with their present employer during the last year. Forty-nine per cent stayed with their present employer the entire year. Over the last five years the Operating Engineer has worked for a single employer (the present one) as follows:

- 1 year or longer—57%
- 2 years or longer—49%
- 3 years or longer—34%
- 4 years or longer—26%
- Entire 5 years—20%

These statistics provide a solid rebuttal to the statement made by many contractors that employees do not spend enough time on their payrolls to justify an investment in training to improve both their skills and accident records.

b. **Preference for a Specific Company.** It was found that employees do prefer specific companies and for specific reasons. Of the supervisory and non-supervisory personnel respectively 62 per cent and 50 per cent stated that they preferred to work for a specific company or specific companies. The factors considered to be most important to non-supervisory personnel include, in order of significance:

1. Pleasant conditions on the job and with supervisors.
2. Safe working conditions in actual practice and in the attitudes of supervisors.
3. Security measured by length of employment.
4. Greater monetary reward in overtime.

The supervisory sample attached basically the same importance to these items, but placed greater emphasis on job conditions, management's attitude toward them, and safety conditions.

c. **Age Distribution of Union Membership.** In comparing the age distribution of the membership of Operating Engineers Local Union No. 3 with that of all employed males in the State of California, it was found that Local No. 3 had 10 per cent fewer members under 30 years of age than the average for all industry ("hourly employed") in the state. Union membership in the over-45 age group was 51 per cent. This was 15 per cent higher than that for the state as a whole.

These facts raise some very important questions. One is, of course, why? But of more importance to management and union is the critical manpower situation that will develop 10 to 15 years from now, when the major portion of the over-45 age group has retired. These problems deserve industry and union consideration soon. Although data were not developed, it is probable that this age discrepancy exists throughout construction and therefore represents a problem of national concern.

2. Safety Policies and Programs

a. **Policies on Safety Instruction.** When a new employee is

(More SAFETY SIDE, Page 8)

Strike

(Continued from Page 1)

have avoided the last-minute deadlock which, if it did not make the strike inevitable, at least made it a good bet.

Under San Francisco's creaking wage-setting machinery, the Civil Service Commission initially had proposed a 7.5 per cent increase for the "miscellaneous" employees. Pay scales for skilled craftsmen, firemen, policemen, and municipal railway bus operators are set by other procedures and formulas.

Mayor Alioto promptly announced he would veto any such increase in the city's wage bill if it reached his desk. The supervisors, who had the next move, kept their views on the subject to themselves. For at least two weeks, the unions representing city employees were kept in the dark. Neither the mayor nor the supervisors were talking.

The increasingly agitated silence was broken when a supervisors' committee finally unveiled its proposals: wage increases worth an estimated \$6.2 million were coupled with a freeze on annual salary increments which would cost the employees \$2.4 million. Employees would also lose a number of other working conditions which had been established many years.

Transport Workers tied up the city's buses and streetcars when they refused to cross picket lines. Union teachers balked at the picket lines set up by school janitors, clerical workers, and other school district employees. By the end of the strike's first day, the city's public schools were closed.

San Francisco General Hospital and Laguna Honda Home, the two chief health institutions, were on an emergency-care-only basis. Only skeleton crews manned the emergency hospitals.

In city departments throughout the city—social services, probation, water and utilities, and scores more—union members showed the way out to other thousands of non-member employees.

City Hall itself was largely closed except for the core of employees in the mayor's and supervisors' offices.

"Labor rallied to our support like nothing the city has ever seen since the 1934 general strike," said John Jeffery, secretary of City & County Employees Local 400.

The walkout carried the endorsement of the San Francisco Labor Council which set up a six-man committee to mediate the dispute and to press for a settlement. It was headed by Sec. George W. Johns and Pres. Joe Belardi of the Labor Council.

Standing firm against pay raises for the city employees had been virtually all 11 members of the Board of Supervisors. They insisted their mail was running heavily against the strike and against granting the workers' pay demands. Some frankly said they intended to hold the line to protect the "small taxpayer."

Union officials saw their stand as an even stronger reflection of the hold-the-line attitudes of the Chamber of Commerce and Downtown Association, representing the city's major industrial financial, and commercial institutions and its most influential taxpayers.

In the end, with Alioto leading the city's negotiating team, joined from time to time by an assortment of supervisors, the settlement was pieced together in sessions that ate up most of four days.



By GUY JONES

Olympian Dredging, as a joint venture, with Healy Tibbetts, is on the Oakland Airport Dike Job. This job is to be worked with dredges, "Monarch" and "Neptune." Ed Parrish is Captain on "Monarch" for Olympian Dredging.

Shellmaker Dredging was low bidder for maintenance dredging at Santa Cruz Harbor. This will be six to eight weeks work.

Peter Kiewit Corp. was low bidder for the Lasher job at Pier 96. This job will run over 15 million dollars and there will be some 15 months clamshell dredging to be done on this job. Dredge "Thelma" will be doing this work.

LONG BEACH AWARDS BIG DREDGING JOB—One of the largest dredging contracts on the U.S. West Coast in recent years was awarded Connolly-Pacific Co. of Long Beach by the Long Beach Board of Harbor Commissioners.

Connolly-Pacific's bid of \$7,824,680, the lowest from a responsible bidder, was \$1.2 million below the estimates made by the Harbor Department engineers.

The award signaled the start of a \$50 million port expansion program, the most ambitious in the history of the port. The expansion program calls for the creation of 140 acres at Piers G and J.

The project will take two years to complete and the dredging and fill work will be done in at least two phases. The dredging will be done under subcontract by the "Franciscan," a 30-in. cutter suction dredge owned by the Utah Dredge Division of Utah Construction and Mining Co. Work is scheduled to begin in April.

The first phase calls for the construction of two layers at Piers G and J which will raise the ocean floor to within 18 feet of the surface of the harbor waters. In the next phase, two more layers of slurry will raise the filled in area to the above water level of the two piers.

Thomas J. Thorley, port general manager, stated, "The dredging project will not only provide the port with additional land for containers but the 11 million cu yd of fill needed to build the new land will deepen the main channel from the breakwater to the Inner Harbor to 62 ft. This will allow us to handle supertankers, displacing 200,000 tons.

"In addition, the Southeast basin will be dredged to a depth of 70 ft as part of the construction of the expanded piers," he said.

When the Pier G extension is completed, the Port of Long Beach will build a 120-acre container terminal for Sea-Land Services, Inc., the largest of its kind operated by a single tenant in the world.

The terminal will consist of 100 acres with eight container cranes. In addition, the present container freight station will be expanded by 20 acres with an office, warehouse, maintenance garage and an inspection station.

Robinson A. Reid, president of the board of harbor commissioners, said, "This new development emphasizes that Long Beach is one of the fastest growing ports in the world. The Sea-Land container terminal will make Long Beach the one-stop port on the West Coast for much

of the container cargo moving to and from the Far East."

Long Beach is now the largest dry cargo and foreign trade port on the U.S. West Coast. Total tonnage handled last year was 21.6 million, which was a 37 per cent increase over the previous year.

BIG DITCH NEEDS DIGGING—The "Big Ditch"—a \$61 million project to widen and deepen the ship channel from the Golden Gate to Stockton—is in serious need of digging if Northern California's vast petroleum and steel industries are to remain competitive in the world markets and also realize their potential for further growth.

Unless action is taken to soon fund the project authorized by Congress in 1965, a major segment of the North Bay's industrial development and the emergence of Solano County as a potential industrial giant literally "will miss the boat."

We refer to a whole new generation of super-tankers that now have been pressed into service and the hundreds more that either are under construction or programmed. Because of their deep draft, they cannot negotiate the trip to oil refinery docks in San Pablo Bay and the Carquinez Straits. The same restriction seriously could affect the new \$199 million Humble Oil Co. refinery at Benicia, stultify the Benicia Industrial Park and retard plans for the development of Vallejo and Benicia as deep water ports.

Unless these vessels are provided a channel deep enough to bring them directly to our inland shorelines, these industries will be placed at a serious competitive disadvantage and eventually may be forced to divert their production to alternate sites located in more accommodating deep water seaports. Any such diversion of basic industry would have a damaging impact on our industrial employment and economic well-being.

The "Big Ditch" clearly is the only way to combat such a trend and at the same time stimulate other commercial activities such as the growing steel industry now planned in the Collinsville area which will depend on bulk haul for ore and coal.

There is no question that the deep channel is a project essential not only to the national economy but that of the entire Bay Area. Its feasibility clearly was demonstrated by an engineering economic study financed by a \$360,000 appropriation obtained by the late Rep. John F. Baldwin, R. Martinez, 10 years ago.

But funds to implement the project since then have not been appropriated, although the new federal budget recommended by the outgoing Johnson administration included an appropriation of \$800,000 to begin work during fiscal 1969-79.

The sum is inadequate to permit any substantive effort and a number of agencies, such as the Northern California Marine Affairs Conference, Contra Costa County, the Contra Costa County Development Association and the Port of Stockton now are seeking an initial appropriation of \$1,200,000. Solano County groups would be wise to join this effort.

(More DREDGING, Page 11)

Jurisdiction Strife Hot In Oakland

By **NORRIS A. CASEY**,
District Representative
and Guard

Our work picture doesn't really look bad for this season. When it dries enough to put the dirt people back to work, everyone should be going. However, what will happen later in the season, as jobs come to an end, no one knows. There are many new jobs on the drawing board, but with a 75 per cent cut in Federal spending work will be started. We, of course, hear all the same rumors about all the refinery work coming up. However, I do not count those until they start.

We continue to have many problems with other crafts over jurisdiction. We again ask you, when you are working on a job and you see someone from another craft on a piece of equipment, please call the closest office and report it. It is quite important for two reasons: one, we are able to put another Brother Engineer to work; and two, we maintain our jurisdiction on the equipment. We always have too many people out of work to even let one days work get away. Plus the fact that once the jurisdiction is lost it takes, in most instances, months to get it back.

Our Blood Bank is also depleted. . . . We get calls for blood regularly which we cannot fill. It is not easy to have to refuse a Brother in need, when we have so many people around who could donate. Please help by donating to the Local 3 Blood Bank.

By **TOM CARTER**
Oakland-San Leandro Area

The work in the Oakland area has been moving along fairly well for this time of year.

The 28-story Ordway Building at the Kaiser Center is about two-thirds completed at this time. The crew on this job has worked through the winter without any lost time and they can expect to be there most of the year.

Dravo Corporation has a big crew working throughout the Oakland area installing the rails on the B.A.R.T. right-of-way. The rails are in from Fremont to the Grove Street Station in Oakland. They are now working on the section from the Grove Street Station to the tunnel through the Oakland hills.

Rothchild & Raffin Construction has started their re-alignment and underpass at the foot of 7th Street. This project consists of widening 7th Street from the new post office building to the end plus the underpass at the railroad.

Pomeroy Gerwick is working on the new container ship loading dock at the foot of 7th Street. At this time they are doing the preliminary work and getting ready to start driving the piling.

By **ALEX CELLINI**
Quarries, Equipment Dealers,
Plants, and Scrapyards

In Alameda and Contra Costa Counties the Rock, Sand and Gravel business is slow; but, with construction work at a very slow pace, the quarry business isn't moving the way it should be.

There are some bright lights shining in the Pacific Cement & Aggregates organization. At the 92nd Avenue batch plant they have installed a new Dryer. The change over started on the second of January and was back in operation again by the 20th of February. Work being done by P.C.A.'s new construction crew, which has six brother engineers working in it. Work that they have done includes sitting in a

new drying drum and closing in and repairing bunders. They also built a new elevator and put in conveyor belts to the bunkers and put in a new dust collectors system. When the dryer is in full operation, it should dry approximately 50 tons of sand and gravel per hour, which is about double drying tonnage compared to the old dryer. The operator for this operation is Brother Charles Crew, they have repairman Brother "Tiny" Dillingham working in the yard, he also does the repair work on the P.C.A. batch plants in the area. And from time to time they have pinch hitting Brother Charles Frager operating the Dryer.

P.C.A. Elliot plant has installed a new Rod Mill. Bigge Crane & Rigging picked out the old mill and set in a new mill. Our Brother Engineers working in the plant did all the other modifications on cat walks and revisions that had to be made for the new Rod Mill. It took approximately one month to complete this change and get the mill back in operation.

Scrapyard and Ship Repair business should pick up again with most of the Maritime and Tug Boat people back to work. Making it possible to get scrap ships into the docks and also get ships in for repairs.

Most other industrial plants

and Equipment Dealers are still holding up well.

By **HERMAN EPPLER**
Upper Contra Costa County

Work in the area has been slow this winter with the exception of a few major projects scattered over the county.

The freeway project located at Antioch is well underway. As the weather gets better, Perini Corp., the general contractor, is putting more effort on moving the dirt for some of the larger fills located at the Antioch Bridge. The pipe crews on the job are nearing completion of the underground portion of the job. There are about 30 brothers working there.

The Stauffer Chemical job is slowly grinding to a halt. Winston Brothers have employed several members through the winter months on that job at Martinez. About the only work left to be done is some cleanup and painting. This will probably be completed sometime in May.

There has been a lot of activity around Ygnacio Valley Road and Pine Street in Walnut Creek. Gallagher & Burk are removing a mountain at this corner that has been a familiar sight for years. This is providing material for their plant, also located at this site.

The Ernest Pestana job on

Escobar Street in Martinez is being finished in April. They have paving crews working there at this time.

The contractors working at the Steam Plant at Pittsburg have hired several brothers this last month. This is mostly crane and hoisting work connected with the boilers to be installed.

Work has begun to pick up around the town area. There will be some work in the Meridan Park area along with the new Concord Post Office.

By **PAT SHANKLIN**
West Contra Costa County

The work picture is up and down depending on the weather, as far as the dirt work goes.

Gordon H. Ball is working on their slide job near Pinole, with weather permitting.

Piombo has a job in El Sobrante on a housing tract. They said that they were going to stay down until it dries out.

Scrapyards are doing real well. Levin Metals Corporation, Richmond, is running ten hour shifts at this writing. Drew Sales, Richmond, is working nine hour shifts plus Saturdays.

According to figures provided by city and county departments, building activity in Contra Costa County slowed down last year.

A survey conducted by the De-

partment of Development Association revealed a total of 12,647 permits issued for construction valued at \$153,691,908. Compared to 1968 totals of 13,040 permits for construction, valued at \$163,376,925, showed a definite decline.

The decline primarily was attributed to a slackening of activity in construction of single family residences (down about one-third from the previous year); and industry, which was down about \$5.5 million. In addition, the do-it-yourselfer wasn't quite so busy either as the value of the type of construction was down \$4.7 million.

The bright spot of the year was in multiple dwelling (apartments) construction which showed an increase of about \$22 million over the previous year.

By **JACK OGDEN**
Southern Alameda County

At this writing I have not had the opportunity to meet everyone in the area. Even though I have worked with many of you on jobs before, I have not had the opportunity to contact you yet. But will as I get around the area.

Work in the area is starting to move somewhat. The weather has been the factor to date. But, as the ground dries out everyone

(See OAKLAND, Page 12)

On the safety side

Are Safety Meetings Important?

(Continued from Page 7)

hired, the introduction to his job and its surrounding conditions play an important role. Safety instruction is an important aspect of this introduction. Thus, the response from 40 per cent of the non-supervisory Operating Engineers that instructions were not given at all, or if they were given, they were not to the men's satisfaction, indicates that the situation is not good. The specific questions regarding safety instructions and the responses by non-supervisory personnel are as follows:

1. Instructions given on the safety policies and requirements of the company. Yes, satisfactory: 60 per cent; Yes, unsatisfactory: 12 per cent; No: 28 per cent.
2. Instructions on what to do in the case of an accident to yourself or fellow employees. Yes, satisfactory: 50 per cent; Yes, unsatisfactory: 8 per cent; No: 41 per cent.
3. Notice of danger areas on the job. Yes, satisfactory: 53 per cent; Yes, unsatisfactory: 9 per cent; No: 26 per cent.
4. Notice of health hazards. Yes, satisfactory, 33 per cent; Yes, unsatisfactory: 9 per cent; No: 41 per cent.

Dissatisfaction with instruction probably results from poor quality instruction, unsatisfactory instructional materials, or a lack of understanding on the part of the individual employee. The future trend may well be toward greater dissatisfaction with the quality of instruction. This results because of the rising education level of the younger Operating Engineers with an increasing number having high school and some college education.

The most significant finding, related to safety instruction, is that there is a direct relationship between minor and lost time accidents and the presence of absence of effective safety instruction at the time of initial employment. Those receiving instructions to their satisfaction have significantly better records than those who were not given instruction, or who did not understand or were not given effective instructions.

b. **Job Safety Meetings.** Job (tool box) safety meetings have been used for some time to provide safety education on the job. In a number of states they are required by law. For example, in California it is required that job safety meetings be held at least every 10 working days. The survey showed that employers of 40 per cent of the Operating Engineers violate the law, since they hold no job safety meetings.

Another disturbing finding was that having or not having safety meetings seems to have no marked effect on the

lost-time or minor accident rate. This is not to say that all job safety meetings are ineffective. But it does say that the presence or absence of safety meetings had no marked effect on accident experience. A possible explanation was brought out through the survey. It was that, although those conducting the safety meetings are considered as knowledgeable, the meetings are often so dull and for the most part the "same old stuff" that they have no effect on worker attitude or behavior.

Among contractor groups, those less likely to have job safety meetings were in sewer and pipeline, industrial, and heavy construction (excepting tunnel, dam, and highway). Tunnel and dam contractors showed the greatest use of the job safety meetings. Generally, the larger the contractor the higher the percentage that held meetings.

Safety meetings are most frequently held once a week, on Monday, usually at the start of the day's work, and for the greater part are conducted by the foreman, but sometimes by the superintendent. As noted above, the meetings are reported to be dull and impractical.

It would seem that to make job safety meetings more effective, there is a need for more practical and current subject material given by a variety of qualified speakers. These might come from outside, either from the union or the company itself. Smaller meetings for specific crafts also may be appropriate, with more discussion dealing with immediate problems. For crews which have a variety of work assignments, discussion of the safety aspects of each new assignment could be held before the task is begun. The real point is that changes must be made if job safety meetings are to be effective and productive to the employee and employer.

c. **Safety Equipment.** Responses on this subject showed that, except for the requirements for hard hats (60%), little else in the line of safety equipment is required by contractors. A good percentage used gloves (41%) and safety glasses or goggles (27%) on a voluntary basis. However, very few employers required that the workmen wear ear plugs or muffs, special clothing, steel toed boots, gloves, or safety glasses. In light of the problems of accident potential and increased health hazards from dust, noise, and noxious agents, such items as these should be required on all jobs.

In reference to equipment, 33 per cent of the equipment operators responded that roll bars were used; and 43 per cent stated they felt they should be used. In addition, 54 per cent of all equipment operators stated that they felt air-conditioned cabs should be used on construction equipment.

(Continued Next Month)

Eureka Work Still Slow

By RAY COOPER
and GENE LAKE

Earl Nally of Rio Dell has begun clearing on the recently awarded Stafford Freeway project. Ray Kizer Construction Company of Redding was low bidder at just over 3 million dollars. K. S. Mittry of Anderson will do the structure and rip-rap. Earl Nally also submitted the low bid for clearing and fencing on the McKinleyville-Fieldbrook road.

Bid opening on the Humboldt Bay jetty repair project has been postponed until June 4. This is a much needed project and we hope there will be no further delays.

In spite of all the rain we have had this winter J. F. Shea is moving along quite well on the Arcata Sewer project. This is a particularly tough one as some of this project is only 4 or 5 feet above sea-level. Williams Boring Service is doing the pipe jacking here.

Further west on the Samoa Road between rains Redwood Empire Agg. is busy putting down the base and blacktop. The Brothers employed on this project haven't lost too much time this past winter.

At the Crown Simpson Pulp-mill, Wright Schuchart & Harbor are getting started on the sawdust digester. This appears to be about a six-month job with possibly more expansion later. Rumors are that G. P. also plan some new work soon.

At the Blue Lake Salmon Hatchery the C. Norman Peterson Company keeps right on working rain or shine. This has been one for the Brothers the past winter. C. Norman Peterson recently finished their tank repair job at Crescent City.

Eastward on Hiway 299, Granite Construction Company is still completely shut down. Possibly next month we may see some activity here.

Further up the hill Ray Kizer Construction Company have recalled some of their operators. The cat and can spread is working again on the waste area. In talking to Superintendent, Red McCormick he thought some of the 631's might be rolling in a week or two. The weather of course is a big factor with the rubber-tired rigs.

Between Willow Creek and Hoopla Hughes & Ladd are still fighting the big slide at times. Its hard to tell whether they are making any head-way at all. Seems that the more material they dispose of the more there is to move. Further north on Hiway 96 the State of California will soon be calling for bids on a large paving job — approximately \$1,300,000 allocated. Also bids will soon be opened for levee repairs on Redwood Creek near Orick.

On Humboldt Bay Guy F. Atkinson will soon begin setting girders on their bridge job.

Western Pacific Dredging will soon be completed with their dredge work in Humboldt Bay and the Dredge "Polhemus" will be moving on down to the Bay area. Their smaller rig, the "Sand Hog" will remain here to complete the Bay dredging and do the Arcata Boat Basin dredging.

There is still time before the spring work load starts for those Brothers to consider up grading their skills and get in on the re-training program at Rancho Murieta. Those who have completed their training period have the highest of praise for this program.

Fresno Brothers Await Fund Ok

By CLAUDE ODOM, JERRY BENNETT and BOB MERRIOTT

ROAD FUNDS THAW STIRS VALLEY HOPE—There are four highway projects in the San Joaquin Valley which "might" qualify for reinstatement under an order issued by Gov. Ronald Reagan freeing some \$126 million in construction funds. Reagan asked State Public Works Director James A. Moe and the California Highway Commission to reinstate that much in state highway projects which had been deferred in a presidential anti-inflation request last September. President Nixon lifted his federal construction freeze.

Robert Adams, the acting district highway engineer in Fresno, lists these projects which might be reinstated:

In Kings County, a 16.6 mile section of future Interstate 5 (15), upon which nothing than rights-of-way purchases has been completed.

Two cooperative projects with the City of Fresno, one of which involves the construction of an overcrossing where Jensen Avenue intersects the future Route 41 Freeway, and a widening project for West Olive Avenue from Motel Drive to Freeway 99. The present overcrossing would be widened to four lanes by the state. The fourth is an intersection overcrossing at the junction of Routes 45 and 190 near Porterville.

Adams said the Interstate 5 project would cost about \$7.8 million. It is the only stretch of the future West Side Freeway in which no construction has been started. The entire route is scheduled to be opened by winter of 1971.

The Jensen Avenue overcrossing would cost the state \$460,000, the Olive Avenue widening would cost another \$200,000 and the job near Porterville is priced at about \$2 million. Adams says there is no assurance any of these projects will be reinstated, although all were ready to go when the deferment was asked. The highway commission is meeting this week and may take action on an early resumption of work.

A fifth project, the construction of a multilaned expressway into Mineral King, had been budgeted, then deferred. But this is stymied by a Superior Court injunction which has halted planning for an all-year resort in the Sierra bowl.

NEW LINK IS BEGUN ON LA-SF FREEWAY—Construction has started on a 17-mile, \$7.4 million section of Interstate 5—the Freeway which will open the West Side to new development and cut travel time between Los Angeles and San Francisco by more than an hour. The Division of Highways says the distance between the cities now is 351 miles by way of Highways 99, 120 and 50, and the trip takes six hours 50 minutes at speed averages of 50 and 60 miles per hour. However, engineers calculate the West Side Freeway, as Interstate 5 also is known, will shorten the distance by 21 miles and cut travel time by an hour and 10 minutes. Perhaps most surprising is that Los Banos now 70 miles northwest of Fresno, actually will be closer to Los Angeles than Fresno.

State figures show the distance from Fresno to Los Angeles by way of Highway 99 is 217 miles while the distance from Los Banos to Los Angeles by way of Merced Springs Road south to Interstate 5 will be 211 miles. The Merced Springs-West Side Freeway route will chop 33

miles off the present Los Banos to Los Angeles distance and engineers figure a total driving time of three hours and 40 minutes—an hour's reduction from the present schedule over Highways 152 and 99. State officials say completion is expected in the fall of 1972, weather permitting, for the new 17-mile section, being built by Dubach and Moseman Construction Co. The state says all sections of the freeway should be open south of Los Banos to Los Angeles in late 1972 or early 1973.

DAM RESOLUTION WINS ASSEMBLY UNIT BACKING—The Assembly Water Committee has given a "do pass" recommendation to AJR 15 by Assemblyman Ernest N. Mobley of Madera and Fresno Counties. Mobley's resolution memorializes the President and the Congress to provide sufficient funds in the next fiscal year to meet maximum Army Corps of Engineers capability in construction on Hidden and Buchanan Dams in Madera County. The measure calls for an appropriation of \$1.8 million for Hidden Dam and \$1.2 million for Buchanan Dam. Both dams are fully authorized and local repayment provision have been accepted by the Madera Irrigation District and the Chowchilla Water District who will pay for their share of the benefits of the flood control, reclamation, irrigation and recreation facilities integral to the dams and reservoirs.

The California Water Commission, which annually formulates its own recommendations to Congress on California water projects, is holding hearings in Sacramento to receive reports from local agencies interested in the various projects pending or under way in California which are dependent upon federal financing. A cutback of federal funds this fiscal year has affected the timetable for both dams, said Mobley, and his resolution calls for restoration of those funds in addition to new appropriations designed to return the timetable to its former schedule.

A building permit has been issued by the City of Fresno for the first construction phase of the \$4 million, 200-room Hilton Inn on Van Ness Avenue south of the Mariposa Mall. Construction is scheduled to get under way the first week of April. The joint contractors are Harris Construction Co. and Stephens Investments, both of Fresno. The nine-story facility will offer convention, banquet and meeting facilities on the second floor and a rooftop entertainment area. The ground floor will house hotel functions, including the main kitchen, coffee shop and cocktail lounge.

Haskell Construction Co. is still working at Firebaugh on Highway 33. Their contract is for widening and resurfacing about 12 miles from Firebaugh to south of Dos Palos. They started approximately six months ago and they have about half of the job completed. They have 3 blades, 2 loaders, 2 dozers and a small paddle wheel making grade behind twelve belly dumps. The job is running smooth with the start of good weather.

Haskell's job on Nees Avenue, west of Firebaugh, is just getting started and they plan on working five days a week, ten hours a day until they have the bulk of the dirt moved. W. Jaxon Baker & Baker has a job at Mariposa that has six miles of paving left to be done and

a three mile road job at Bear Valley. They should start their job at Bear Valley very soon and will get under way at Mariposa, with the paving, just as soon as weather permits.

The Martin Co. will be through with their job at Reef City by the end of March, then they will move to their new job approximately three miles south of Corcoran. They have 5 miles of county road to rebuild. The old road was used to build levees during last summer's flood crisis.

The W. M. Lyles Co. has approximately three months left on their freeway job in Porterville, mostly paving and a little dirt work. They have 5 miles of State highway, grading and paving, four miles south of Lemoore on Highway 41.

Fresno Paving and Frank Pozar were low bidders on the Lovers Lane job in Visalia and should be starting in the next couple of weeks. They also have 5 miles of County road on Road 156, three miles north of Ivanhoe to Seville. They still haven't started work on their Pierpoint Springs overlay.

The Griffith Co. will bring their batch plant and paving crews back the first part of April. They still have approximately one-

third of their 27 mile stretch of Interstate 5 to pave. They have kept approximately 10 to 15 members busy most of the winter on shoulder work and overcrossings. L. D. Folsom has the asphalt paving on the shoulders and overpasses.

Hunsaker Construction Co. is finishing up on their bridge job across the St. Johns River. This 11 miles of State highway from Visalia to Avenue 384 should be coming up for bid in late Spring or early Summer.

R & D Watson will be moving back into their Lloyd Meadows job. They have approximately two months left. They have kept three mechanics busy repairing and painting equipment since they finished their job 14 miles each of Madera.

A lot of the Engineers from this area have returned from Rancho Murieta where they have been training and up-grading their skills on the various pieces of equipment that the training center has to offer. They have all said that they were surprised to find as much diversification available. There are over 50 pieces-of equipment to up-grade your skills and a fully equipped shop to learn the latest techniques and systems.

Living Cost of Retirees Put at \$4,192 in 1969

A retired couple living in an urban area would have needed \$4,192 in the spring of 1969 to maintain a moderate standard of living, the Labor Dept. reported.

The department's Bureau of Labor Statistics estimated that the amount was about \$375-a-year more than the same family would have needed to maintain the same standard in the spring of 1967.

Since the Consumer Price Index moved up about 3 per cent in the last half of 1969, the moderate or "intermediate" budget would cost the retired couple about \$4,320 at the beginning of 1970.

BLS reported that budgets for a "lower" standard of living have required annual income of \$2,902 for the retired couple in the spring of 1969. A "higher" budget needed \$6,616 in annual income at that time.

Applying the increase in the CPI for the last half of last year, would price the lower budget at \$2,989 at the beginning of 1970. The higher budget would cost \$6,814.

The government for the purposes of the budgets described a retired couple as a husband age 65 or over, and his wife, who are able to support themselves, live independently and are in reasonably good health.

The provisions of the three budgets vary as to what expenditures are allowed and how much may be spent on various items.

"Personal taxes" are included in the higher budget but no provision is made for them in either the intermediate or "lower" budgets since both are below the level at which the retired couples are obligated to pay federal income taxes.

Life insurance costs are not included in any of the budgets on the assumption that most couples have completed payment on policies prior to their living in retirement.

These are annual allowances in the spring of 1969 on basic items in each budget:

Food—Lower budget, \$851; in-

termediate, \$1,131; higher budget, \$1,387.

Housing—Lower budget, \$1,010; intermediate budget, \$1,433; higher budget, \$2,247.

Clothing and personal care—Lower budget, \$240; intermediate budget, \$396; higher budget, \$608.

Medical care—Lower budget, \$334; intermediate budget, \$337; higher budget, \$339.

Transportation—Lower budget, \$205; intermediate budget, \$412; higher budget, \$735.

By region, the government's estimates of budget costs for an urban retired couple were generally higher in the Northeast and lowest in the South. Among major metropolitan areas, budgets were highest in Anchorage, Honolulu, San Francisco, and Hartford, Conn.

Bigger Paychecks For Working Poor

More than 2,100,000 of America's working poor will be bringing home larger paychecks this month. Increases are due to a Federal minimum wage boost from \$1.30 to \$1.45 an hour for workers who were first brought under coverage of the Fair Labor Standards Act in 1966.

The new rate applies chiefly to employees of small stores, laundries, hotels, motels, restaurants, schools, non-Federal hospitals and nursing homes. The minimum rate for workers covered by the Act before the 1966 amendment is \$1.60 an hour.

Prices Up Also!

About 7.8 million production and related workers in manufacturing industries received general wage increases during the first 9 months of 1969, according to preliminary estimates of the Bureau of Labor Statistics. Of this number, about 3.6 million workers received increases resulting from current decisions, and 4.2 million obtained deferred wage raises under earlier decisions or automatic cost-of-living escalator provisions, or both.

Raindrops Keep Falling Up North

By LAKE AUSTIN-
LOU BARNES

Much has been said about the weather, but here in Redding that is the only interesting thing we have to talk about to date. (It's still raining as of March 13th.)

Hughes & Ladd Company of Redding again scored a coup on the others, they were low bidders on a stretch of road about 10 miles north of Coffee Creek in Trinity County. This job was District No. 7's big one of the year as highway budget stands and only went for slightly more than \$1.6 million. Hughes & Ladd are getting to where they can see daylight on some of their other jobs, so they are transferring men and equipment to this new job as fast as they come free.

The Gordon Ball Company of Yreka on interstate 5 freeway project has most of the rock moved and have shipped out all of their rubber to other projects. However, old man winter played a dirty trick, one of the cuts cracked with all the rain and started to slide—so the company had 4 pieces of rubber shipped back to the project and are now moving 250,000 yards on force account which was a break for a few brothers.

Gordon Ball Company of Yreka will start to make C.T.B. the be-



JACK HENNING

Henning Replaces Tom Pitts

San Francisco—John F. Henning has been named executive secretary-treasurer of the California State AFL-CIO, succeeding Thomas L. Pitts, who retired after 10 years in the state federation's top post.

Henning recently returned to the State AFL-CIO staff after having served for five years as Under Secretary of Labor and two years as Ambassador to New Zealand. He had previously been director of the California State Dept. of Industrial Relations.

Before his appointment as California's industrial relations director in 1959, Henning had served for 10 years as research director of the California AFL-CIO and administrative assistant to C. J. Haggerty, then the state federation's secretary-treasurer and now president of the AFL-CIO Building & Construction Trades Dept.

Commenting on Henning's new position Business Manager Al Clem stated, "We've known Jack for many years and have a very high regard for his ability. I think the State Fed will now be given firm direction and purpose."

ginning of May and will complete the paving and cleanup in October of 1970.

At the south end of District No. 7 (Red Bluff area), the two major jobs going here are currently shut down after two or three false starts since the first of the year. They finally decided that old man winter is just not going to cooperate at all this year and probably won't do anything more until. We do give a lot of "good-try" kudos to the contractors around here, because they have certainly been trying some different approaches to working during the winter. We read with great interest the article about the government's good attempt to help develop technology to improve winter work.

Siskiyou, Modoc and Shasta counties being declared disaster areas and federal monies coming in—it is reasonable to assume that we will get some projects started in the near future. Siskiyou County was hit rather hard with quite a bit of bridges and road damage.

The majority of the jobs in the area are still shut down, but some of the rock plants are doing a little running and also doing some production work when the weather permits.

The jobs in the eastern portion of District No. 7 hasn't begun as yet—in fact it hasn't even been advertised for bidding. The only major exception to this is the Lassen Junior College building project for which bids were opened February 26th. Low bidder was Roebelen Construction of Sacramento who bid approximately \$2.6 million. We hope that this will take some of the brothers off of the long "Out of Work" list.

The Apprenticeship Program is again open—and this year the applications are available during normal working hours. If any of you know of someone that is interested in applying for the Apprenticeship Program, please have them contact the hiring hall in their area for further information. There has been some changes in the eligibility requirements so even if they weren't able to apply before, have them re-check the new entrance requirements if they are still interested.

Helping Veterans

The Labor Department is providing valuable assistance in helping returning veterans switch from military to civilian occupations. From October 1967 to October 1969, 52,500 veterans have participated in apprenticeship programs. As of October 15, 1969, 47,750 of them were still enrolled as apprentices—29,388 in the building and construction trades, 17,019 in the metal-working trades, and 1,343 in the service trades.

Hilo Elects Grievance Team

On January 29, 1970, at its membership meeting the Hilo Sub-District elected the following to serve as Grievance Committee members for the current term:

CLYDE OMIJA, S.S. #576-26-3778 (New Member); AKIRA WATANABE, #576-05-3960 (New Member); VALENTINE K. WESSEL, #576-24-9587 (Incumbent); and IC-HIRO MATSUI, #575-18-0200 (Incumbent).

Al Boardman stays on

Veteran Local 3 Member Reappointed To CSIAC

★ ★ ★

A 22-year member of Operating Engineers Local Union No. 3, Brother Albert G. Boardman, Sr., has been reappointed by Governor Ronald Reagan to the California State Industrial Accident Commission. Boardman was first appointed to the commission by Governor Edmund G. "Pat" Brown in 1965.

A construction engineer, Brother Boardman was at one time president of Technical Engineers Union, Local 89, a group he organized, and headed that union when it joined the International Union of Operating Engineers Local Union No. 3 in 1948.

Boardman, who served as a Local 3 Trustee and as a member of the union Executive Board for four years, was appointed Director of Education and Research of the California Conference of Operating Engineers in 1961.

In 1962, Brother Boardman was appointed to the State Industrial Safety Board.

The sixty-eight year old Boardman was born in Portland, Oregon and matriculated at Willamette University in Salem, Oregon. Brother and Mrs. Boardman (Monica) have three children, Mark, Albert, Jr., and Maryann and currently reside at 200 East 12th Street in San Mateo.



VETERAN LOCAL UNION 3 MEMBER Al Boardman is sworn in as a member of the State Industrial Accident Commission by Superior Court Judge Harry Low.

Dear Mr. Clem:

I would like to take this opportunity to thank you for your support on my behalf. As you must know, I have been reappointed Commissioner of the Workmen's Compensation Appeals Board by Governor Ronald Reagan.

I deeply appreciate all that you did to make this possible and

your expression of confidence in me.

As in the past, I will do all in my power to serve the people of this State to the best of my ability.

Again, many thanks.

Sincerely,

Albert G. Boardman
Commissioner

\$11.5 million contract

Stockton Freeway Starts

By WALTER TALBOT,
AL McNAMARA and
KEN GREEN

The weather is brighter, and so is the work picture for the ensuing year in this district.

Murphy Pacific Corp. and Murphy Pacific Marine Salvage Co. of Oakland have commenced construction of their \$11½ million freeway contract on Interstate 5 in San Joaquin County. The borrow material will be dredged from the San Joaquin River to the job site by Matson General Dredging Co. The contract entails ten structures with two new bridges to be constructed over the San Joaquin River at the Mossdale Wye and two new overpasses at the Southern Pacific railroad crossing.

The State Division of Highways has called for bids on the third and final stage of the Interstate 5 and Crosstown Freeway interchange between Charter Way and Columbia Avenue in Stockton. Bids on the project are to be opened April 8, 1970.

Eight and one-fourth million dollars has been allocated for this project, which will complete Interstate 5 from the Stanislaus County line to Hammer Lane in North Stockton. Additional contracts will be forthcoming to complete this all new freeway from Hammer Lane to the Sacramento County line, a distance of approximately 15 miles. With the new contract to be let and Teichert's, Granite-Stolte's, Murphy Pacific's, Gordon H. Balls' and Polich & Benedict's projects now in progress, Interstate 5 has been a boon to this district.

Hertel Corporation Co. of Sacramento was awarded the con-

tract to construct a bridge over the Stanislaus River on Route 120 near Oakdale. Company's bid price was \$423,000.00.

Construction is scheduled to start this summer on realignment of the intersection of Highway 49 and Mountain Ranch Road in San Andreas. Bids on this project will be advertised this month.

Land leveling and agriculture ditch cleaning has provided some employment during the rainy season. David T. Price, Ferini & Gomes, Larry Aksland, John Scheurer & Son and Harry Costa have been the principal employers in this field.

W. M. Lyles Co. of Stockton and Fresno has a \$2 million contract with Great Lakes Development Co. to construct streets, underground utilities, etc. for a housing project at Copper Cove at Tullock Reservoir. Lyles Co. also has contracts in Stockton and Tracy that keep several engineers employed.

Great Lakes Development Co. should be starting soon to construct a new town, Camanche Village, in Calaveras and Amador Counties, where they have 4500 acres adjacent to Camanche Reservoir.

Kaiser Steel has moved into the district to erect the bridge across the channel at the Turning Basin for Granite-Stolte on their Interstate 5 contract.

MODESTO NEWS: The city of Ceres is calling for bids to resurface several streets in and around the city. Estimates for upgrading the streets will be approximately \$45,000. Funds for the project were transferred from those earmarked for the Whitmore Ave. and drainage project,

which has been stalled for lack of right-of-way dedications.

A federal grant for the construction of an estimated \$2.6 million library building on "I" St. between 15th and 16th, has been obtained and bids have been called for. Construction should begin in the very near future.

The price for building new Melones Dam on the Stanislaus River has risen to \$154 million in federal estimates. A substantial amount of work has been completed at the dam site, which is in Iron Canyon upstream from Knights Ferry and immediately downstream from the present Melones Dam. So far work has been devoted to site preparations. After the tunnel contract is let, it is hopeful that Congress will fund the project to completion without further difficulties. The dam will be 625 feet high and will impound a 25-mile long reservoir with a 150-mile shoreline.

The remaining half of the old Orange Blossom road bridge across the Stanislaus River will be moved to Coopers Town road to span what now is a bridgeless creek north of LaGrange. Part of the old bridge was moved last year to Orestimba Creek to replace the washed out Sycamore bridge near the California Aqueduct.

Some Changes!

U.S. Department of Labor regulations require employers of migrant farm workers to provide housing that, among other things, has a refrigerator, grocery storage space, a fire extinguisher, and an emergency first aid kit.

Kaiser To Enlarge San Tomas Park

By **BOB SKIDGEL, HARLEY DAVIDSON, MIKE KRAYNICK & JACK CURTIS**

Business Representatives

Construction has picked up considerably due to the favorite weather conditions we are now having.

Kaiser-Aetna Corporation has purchased 38 acres of the famed Weston Ranch pear orchards to enlarge its San Tomas Industrial Park here. Located on the Northwest corner of the industrial development where San Tomas and Central Expressways intersect, the present land will be cut by an extension of Scott Boulevard to a new terminus with Coffin Road. In Cupertino the famed Mariani family fruit processing complex on the East side of Saratoga-Sunnyvale Road between the freeway and Homestead Road will give way to a huge regional shopping center. It will include four major department stores, hotels, and a heliport—actual construction probably will not be underway for several months. Already underway in that same area, Barnhart Const. Co. is clearing the pad for a huge new restaurant in the Rancho de Anza development. The builders will invest \$875,000 in the 14,000 sq. ft. restaurant building. It will be leased by former Stanford Basketball Coach Robert Burnett and will probably open in the Fall.

Kresge Co., major mass merchandising chain, is building four large K-Mart stores in Santa Clara County, at the same time, slated for completion next summer are stores at McKee Road and Jackson Ave. and at Southwest Expressway and Fruitdale Ave. Stores at Bollinger and Saratoga and at El Camino Real and Lawrence Station Road. Willard Chotiner of Chotiner and Gumbriner has the contract for construction.

Just getting underway is the big spread for the Southwest YMCA building by James Const. Co. of Mt. View. The contract calls for a 150 days construction period at a cost of \$186,000. There will be parking for 60 cars.

In Milpitas, Parktown Plaza Center will have a new branch of Wells Fargo Bank to be built by A. J. Sassone. Downtown at Park Center Plaza "topping out" ceremonies highlight the completion of Wells Fargo's new nine-story building. E. A. Hathaway will complete its work as general contractor about August. By early Fall, Wells Fargo will move into the first five levels—this includes a parking garage level.

Leo Piazza Paving Co. was awarded a contract for almost \$1 million for a short link in Santa Clara County's longest expressway, Santa Teresa to South County line. The long range expressway program funded by \$70 million was approved by the public in a 1961 bond issue.

Construction permits have fallen far below those issued by this time last year.

Work has started to pick up in the Santa Cruz area due to the weather. Most of Granite Const. Co., Santa Cruz, is working at this time.

Murphy Pacific Corp is getting underway at the Southern Pacific Railroad Bridge in Santa Cruz.

Santa Cruz County Supervisors approved construction of the two-lane road, which will skirt the Mt. Hermon Christian Conference grounds. This road job should get underway this Spring. It is close to a \$3 million project.

The new Sears store, which is located on 41st St., Santa Cruz should be starting very soon.

Madonna Const Co. were low bidders on the last remaining stretch of 101 between San Lucas and San Ardo in Southern Monterey County. The new Freeway, which ties to the west of the existing road is expected to be completed in 1972. This project was \$9.34 million for the 12.8 mile stretch.

Huettig & Schromm were low bidders on the Robinson Canyon Road Bridge, located 0.5 miles south of intersection W. Carmel Valley Road.

G. W. Davis of Watsonville were low bidders on the Green Valley Apartments. This project will get underway in 60 days.

Sailor From Millbrae Awarded Purple Heart

The son of a Local Union 3 member from Millbrae is playing a significant role in the battle in South Viet Nam's Mekong Delta as a member of the Navy's River Assault Flotilla One.

Engineman Third Class Larry L. Smith, 22, son of Brother and Mrs. Kelly J. Smith of 430 Laurel Ave., is one of two 20-mm cannon gunners aboard Armored Troop Carrier (ATC) 152-5, a powerful 56-foot gunboat fitted with a special postage-stamp-sized flight deck for helicopter operations.

The roving flotilla is the naval element of the unique Army-Navy Mobile Riverine Force (MRF) which is challenging the Viet Cong for control of the 26,000-square-mile Delta.

Smith's boat and other assault craft in the MRF transport soldiers of the U. S. Army's Ninth Infantry Division and Marines of the 6th Battalion, Vietnamese Marine Corps, from a mobile base composed of Navy ships to a predetermined landing site deep in Viet Cong territory.

Frequently, the heavily armed and armored boats are ambushed at point blank range from well-hidden enemy bunkers while navigating the narrow streams and channels that snake across the Delta swamplands.

To protect against the enemy onslaughts, ATC 152-5 and her sister craft have been equipped with a layer of specially hardened steel and bar-trigger shield. These defensive measures, coupled with the boat's own potent firepower, allow it to turn back all but the most vicious enemy attacks.

Petty Officer Smith, a veteran of eight months in the steamy Delta, vividly recalls the twilight engagement of New Year's Eve along one of the treacherous waterways in the U Minh Forest, a traditional VC stronghold near the Gulf of Thailand.

"We were third in a column of boats taking Vietnamese Marines to an area of operation along the Kinh Can Gao. Earlier, we had noticed a large white sheet hung on a tree with Vietnamese writing on it—one of the Marines aboard translated it to read: 'American Boats Will Not Leave.'

"The stream had become so narrow that the barrels of our .50-caliber machine guns were nearly brushing against the jungle lines on each bank. Our boats had been hit here before, so we were ready for a fight," the 22-year-old combat sailor explained.

"It was just after sunset and everything seemed quiet. Suddenly, enemy rockets were coming at us from both banks. Sev-



FIGHTING SON of an Operating Engineer is Engineman Third Class Larry Smith of Millbrae who recently received the Purple Heart Medal from Commander Divilbliss, commander of the Navy's River Assault Squadron 15. Petty Officer Smith is the son of Brother Kelly J. Smith, a 27-year veteran of Local No. 3 who works for Healy-Tibbitts in South City. Young Smith attended Mills High School and the College of San Mateo.

eral ripped by inches over my gunmount. I opened up with my weapon, as did all the other gunners on the boat. Up ahead you could see tracer rounds streaming across the canal and illumination flares were everywhere. What a deadly New Year's celebration," Smith recalled matter-of-factly.

"We continued up the river and experienced scattered contact with the enemy the rest of the night. Once at our objective, we debarked the troops and bedded down for the night," he concluded.

Some of the other boats in the

column were not so fortunate as Smith's boat. Several took direct rocket hits resulting in moderate casualties. But the Viet Cong suffered too. During the two days of intensive operations, the combined forces killed 47 Viet Cong.

When he is not in the field, Petty Officer Smith lives aboard one of the barracks ships that act as a traveling home for the force's infantrymen and boat crewmen.

Petty Officer Smith was graduated from Mills High School and attended the College of San Mateo.

Solano Engineers Record Breaking Blood Drive

The Solano Engineers recently participated in an Irwin Memorial Blood Bank drive in which the Operating Engineers broke all recent organized labor records per capita.

We would like to thank all the brothers who participated in this very worthy cause. The brother participants were:

Henry W. Franz, Laurence Morrison, Arthur W. Anderson, Jimmy Salaces, Leonard Hall, Frank Britz, William Krajcirik, Tommy Stover, Carl Eichenhofer, David Walker, Nadine Cowan, William Forsythe, Phillip Bullard, Dewie Dabbs, James Clark, and Donald Draper;

James Greenseth, Marvin Dorman, Joseph White, William Thomas, Larry T. Bubak, Bobby Earls, Thurie Lawson, Larry McNeil, Daniel Keck, Dale Gueths, William A. LaCasse, Russell Halcro, Kenneth R. Cline, Dennis Wright, Aaron S. Smith, and Dudley P. Western.

OE Golf Club's First Tourney

The San Jose Operating Engineers Golf Club held their first tournament March 21st at the San Jose Municipal Golf Course. Twenty-four Engineers turned out for the event in which everyone had a good time.

Our next tournament will be April 18th at 12:00 noon at Riverside. Any Engineer interested in playing please contact Harvey Pabel, 264-7334, or George Curtis, 258-2628.

Dredging

(Continued from Page 7)

We feel Congress has delayed long enough. The "Big Ditch" is too vital to be neglected further in congressional appropriations and we'd better start digging now before opportunity slips away forever on the ebb tide of procrastination.

STEWARDS'S SPOTLIGHT
J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending March 6, 1970		Week ending March 13, 1970	
Dist. Name	Agent	Dist. Name	Agent
20 Elbert H. Mendenhall	J. Allgood	1C Louie Masagali	D. Western
20 Rolan Williams	Guy Jones	1C Louis Ortega	D. Western
1 Jack Riley	Don Luba	1C Leroy A. Patton	D. Western
02 Gerald Eibenberger	Al Hansen	1C John F. Pyle	D. Western
02 Woodie White	Al Hansen	1C Murray Rogers	D. Western
03 W. C. Shinn	Bill Raney	11 Ted F. Curtis	Ed Knapp
80 Joseph F. Ansbro	M. Coopender	11 Donald Douglass	Ed Knapp
80 George Elmore	Al Swan	12 Byron DeLeeuw	I. J. Neeley
80 George D. Murdoch	Al Swan	9 Charles Barker	M. Kraynick
80 Jos. A. Puliz	Al Swan	9 Dave Huntington	M. Kraynick
11 Junior B. Arnett	Ed Knapp	Week Ending March 20, 1970	
11 Glenn Holley	Ed Knapp	Dist. Name	Agent
11 D. B. McWhirter	Ed Knapp	20 Charles W. Fish	P. Shanklin
11 Larue E. Melick	Ed Knapp	8 Frank Bateman	A. Dalton
11 Junior Williams	Ed Knapp	8 Ben Hutcheson	Al Swan
12 Lynn Checketts	W. Lassiter	8 Henry F. Marsh	A. Dalton
12 Steven A. Hancock	E. Roderick	10 Cliff Cole	R. Swanson
12 Phil Nay	E. Roderick	10 R. Huffman	R. Wagnon
12 E. B. Sabey	E. Roderick	Week Ending March 27, 1970	
Week Ending March 13, 1970		Dist. Name	Agent
1C Dick Bishop	A. Smith	01 Domenic Pitto	W. Sprinkle
1C Oscar Cameron	D. Western	02 S. F. Orchard	Al Hansen
1C Roger L. Cypher	D. Western	05 Stanley K. Kaasanui	W. Brown
1C Dick Farm	D. Western	05 Ralph C. Martin	W. Brown
1C Robert Johns	D. Western	05 Reynolds K. Matsukawa	W. Brown

SAFETY COMMITTEEMEN APPOINTED

Week Ending March 20, 1970		Week Ending March 27, 1970	
Dist. Name	Agent	Dist. Name	Agent
9 Nick Pisanò	M. Kraynick	8 Harold Rubke	A. Dalton
Week Ending March 27, 1970		12 John Hair	I. J. Neeley
8 George Greb	A. Dalton	12 Elden Schurtz	W. Lassiter

Health Insurance Big Family Worry

By **SIDNEY MARGOLIUS**
Consumer Expert for
Engineer News

At the request of a trend-conscious editor, we have just made an analysis of the questions readers ask. It's useful to know what worries other families. You might encounter these problems yourself.

Judging from letters received in the past 12 months, the No. 1 worry is health insurance—the cost, what to buy, whether to trust various ads. One out of every nine letters asks about health insurance, about twice as many as we found in a 1962 analysis of reader questions.

Second most frequent inquiries are about drug prices—where to buy at reduced rates, and how to buy under generic names. Third largest category is complaints about the high cost of living.

The reader letters, of course, reflect the impact of economic trends and government actions. Eight years ago readers asked more questions about life insurance. But while life insurance is still a frequent question, the jump in medical expenses has become a greater concern.

Medical costs have gone up more than any other item. The 59 per cent rise in 11 years is almost twice as much as the overall rise in living costs. Primarily responsible are runaway hospital fees—up 168 per cent.

The steady increases in hospital rates often are attributed to higher pay for hospital workers. This must be one of the biggest current evasions of the truth. Hospital pay certainly has not increased 168 per cent.

What the letters in effect are saying is that moderate-income families are frightened by the huge increases in hospital and doctor fees (these are up 60 per cent). They especially ask about policies promising to pay "\$100 a week." But while the premiums seem low, \$100 a week is only \$14 a day in comparison to average national hospital rates of \$65. We advise getting into a full-service group plan.

One change in the trend of inquiries is encouraging. In 1962, complaints about credit gouges, finance charges and referral schemes accounted for one out of 12 letters. Now they are about one out of 50.

In the intervening years the number of credit deceptions apparently has been reduced by the wide publicity during the campaign to enact "truth in lending," plus more active policing by state and local authorities; and intensified educational efforts by labor unions, credit unions, anti-poverty organizations and other community groups. Complaints about home-improvement frauds also have decreased.

The many letters complaining about food prices and asking about food values (one of every 14 letters) reflect the 7 per cent jump in food prices this year. We're getting about 30 per cent more letters about food prices even though such letters also were a leading classification in '62.

Interestingly, the sixth leading type of inquiry concerns savings, investments and mutual funds. Middle-aged families especially, are interested in trying to make even relatively modest savings earn extra income. We'd like to see a little more attention among younger families too, to this phase of money handling.

There also is an increase in letters from women asking about

possibilities of earning money to help with family expenses, through franchises, distributorships and work-at-home plans. This trend is confirmed by the Labor Department report showing a large increase in working women last year.

In addition to the six leading areas—health insurance, drugs, living costs, food, life insurance and savings—here are the problems cited most often by our readers in order of frequency:

1—Deceptive food packaging, quality and supermarket practices (in addition to the price complaints).

2—Appliances and TV sets (especially about buying refrigerators).

3—Complaints about mortgage rates, points charged for mortgages, practice of not paying interest on payments held in escrow.

4—Repair problems, including cars, appliances and TV sets.

5—Complaints about deceptive food packages, food quality and supermarket practices (in addition to price complaints).

6—Questions and complaints about auto insurance.

7—Demands for consumer action and organization (including recommendations for fewer conferences and more action).

8—Social security, medicare and retirement in general.

9—High tax rates and complaints.

10—Credit frauds and finance charges.

11—Home repairs (especially siding).

12—Money management and budgets.

13—Hearing aids and eyeglasses.

14—Multilevel distributorships, franchises and pyramid schemes.

15—Gasoline-selling practices, gas-saving gadgets and tires.

16—Questions about rugs and furniture.

17—Funeral costs, especially co-ops and memorial societies.

18—Real-estate and land-sale promotions.

19—Complaints about correspondence schools.

20—High medical costs (general complaints).

21—High-pressure advertising, especially TV commercials.

A recurring note in letters is surprise that "the government permits such things." While businessmen insist that government not interfere, the public has exactly the opposite attitude.

People obviously feel that some agency is supposed to protect the public against sharp practices or high prices; for example, that the Federal Trade Commission will intervene if a family selling a house is charged nine points so that the buyer can get a mortgage. (To give the FTC office in Los Angeles credit, it did at least indicate to the mortgage company its displeasure that this extra charge was not made sufficiently clear in advance, although there was nothing the FTC really could do).

In general, people do not know where to write. Government services are dreadfully fragmented among hundreds of federal, state and local agencies, with varying powers and attitudes toward consumer problems. Some aggrieved consumers find they are shifted from one agency to the other.

So they often pick out a name in a newspaper to write to. Some now report that they write to the new "action line" or "action reporters" on newspaper

(See LETTER, Page 16)



OUTSTANDING APPRENTICE for 1969 from the state of Utah is Local Union No. 3's Asa Draney (center) shown receiving a \$50 Savings Bond and trophy from Business Manager Al

Clem and Chairman Howard Baggett, Utah Joint Apprenticeship Committee. Brother Draney is an apprentice at Hockett Engineering Company in Provo, Utah.

Early Spring Brings Out Builders In Salt Lake

By **TOM BILLS, JAY NEELEY,
WAYNE LASSITER,
KAY LEISHMAN and
ROD RODERICK**

Spring-like weather is contributing to some construction activity in downtown Salt Lake City. The L.D.S. Church office building on North Temple, between Main Street and State Street, is beginning to show above the ground. The prime contractor on this 24-plus story building is a joint venture by W. W. Clyde Company and Christianson Brothers. The steel erection will be by Steel Erection & Rigging Company. Brother Ossie Iverson is the operator on the company's big rig and his son Warren is doing the oiling. Brothers Dan Cameron and Swen Ronnig are manning the Christianson machine. They have a man hoist and a concrete material hoist to erect and in the future a stiff leg derrick will also be used. This building will be Salt Lake City's tallest, and will noticeably change the profile of downtown Salt Lake City.

Construction recently began on the interchange on I-80 at 2nd South and Redwood Road. Gibbons & Reed Company is moving the sur-charge material and M. Morris & Sons are doing the structures. Western Piling & Sheeting Company are driving piling with Brothers Paul Brown and Ken Hayes on the driving rig and Ferris Holmes on the A-Frame.

Work in the Rock, Sand & Gravel plants has started to pick up and they are looking forward to a good year. Many of the companies are revamping their belts and changing their operations to insure more economy. For the most part this winter has not been as severe as previous ones which has allowed these preparations for the summer work load.

Water Hollow Constructors are all but "holed through" on the Strawberry Reservoir tunnel. This is the first leg of a series of four tunnels for diverting water to Strawberry Reservoir. Lining

of this tunnel will require the balance of the summer to complete.

Jack Parson Construction is well into the Gunlock Dam job just south of St. George. Approximately 20 brothers are working on this job. Lynn Checketts is Stewart and Elden Shurtz is Safety Committeeman.

The work for Provo and southern Utah looks very good for the coming Summer. Strong Construction at Ferron Dam is going real well, working about 22 men. Lowdermilk Construction is going strong on I-70. They are setting up a crusher and getting ready to go full bore, working about 25 men. Strong Construction at the Ghost Rock job on I-70 is working about 23 men.

About 25 men are working for Corn Construction on I-70, setting up a crusher and getting ready to go full blast on their stretch of paving.

On I-70, L. A. Young Construction is finishing up with their dirt work and will be getting ready for rock on their sub-grade. W. W. Clyde is working two jobs at Cisco with about 50 Brothers on the payroll.

In Fry Canyon Fife Construction is working about 35 Brothers. They have about three months of dirt work left.

Strong Construction is just starting their new job at Halls Crossing. This job consists of about 10 miles and will be working about 20 Brothers in the near future.

We just had a visitor in our Provo office. Brother Kent Lee just returned home from Vietnam where he is General Foreman for Raymond Bros., Morrison-Knudsen. Brother Lee has been in Vietnam for 18 months and is returning for another six months. Brother Lee was working in the shop for W. W. Clyde before going to Vietnam. We all wish him lots of luck on his next trip.

The Utah State Highway Department has advertised for bids

on the largest single project—in dollars—ever to be contracted at one time. Bids on the project, expected to take three years to complete, were opened on March 24th.

Construction plans call for a divided highway with three lanes of traffic northbound and southbound, nine structures, lighting, signing and delineation. Three major interchanges—at Parish Lane, Walker Lane and Burke's Lane at Lagoon will be included on the project.

The present highway was completed in 1950, marking the last time concrete was used in Utah until new construction methods were adopted on interstates in recent years.

Preliminary work now in progress will provide frontage roads and detours to facilitate traffic movement during peak construction periods. When the main project begins, traffic will be rerouted to the frontage road located east of the present alignment.

Oakland

(Continued from Page 8)

will be back to work. L. C. Smith still has a full seasons work on Highway 50 by Dublin.

Gallagher and Burk has stripping operations for Kaiser and Rhodes and Jamieson to complete. Freeman Sondgrath will wind up their \$12,000,000 freeway job in Fremont and Missior. San Jose. So all should start up pretty good.

There is strong talk that Western Electric Company has purchased the 1,700 acre Bishop Ranch near Alamo and is going to build a new manufacturing complex. This is a multi-million dollar installation. If built, it will employ up to 8,500 people they claim. A big boom to the area. Of course, this will make much work for our craft when it starts.

Two Big Political Meetings For Labor

Two major political events for California labor are coming up this spring—the California Council of Political Education's April 8 pre-primary endorsing convention and national COPE's four-state conference May 2.

Both will be held in San Francisco, the state COPE convention at the civic auditorium and the national COPE event at the Sheraton-Palace Hotel.

The regional meeting is one of a series by national COPE in centers throughout the country.

Main event at both meetings is the crucial 1970 election when Republicans hope to grab control of Congress and Californians have a chance to unseat high-tax anti-labor Governor Reagan and reactionary U.S. Senator George Murphy, along with electing Congressmen and state legislators.

Senator Seeks Freeze On Medicare Fee

U.S. Sen. Walter F. Mondale of Minnesota has introduced a bill to freeze the current \$4 monthly Medicare Part B premium at that level through June, 1971. Thereafter, the fee would revert to \$3 a month, the amount set when the program started in 1966.

If passed, Medicare's measure would nullify the \$1.30 a month increase which the Nixon Administration recently announced would go into effect July 1.

Mondale said the 33 per cent increase in the premium for the doctor bill insurance, \$5.30 monthly would be "intolerable" for a large number of the 20,000,000 Medicare beneficiaries.

The Department of Labor reports that 426,628 persons were enrolled in the various manpower work and training programs at the end of Jan. 1970.

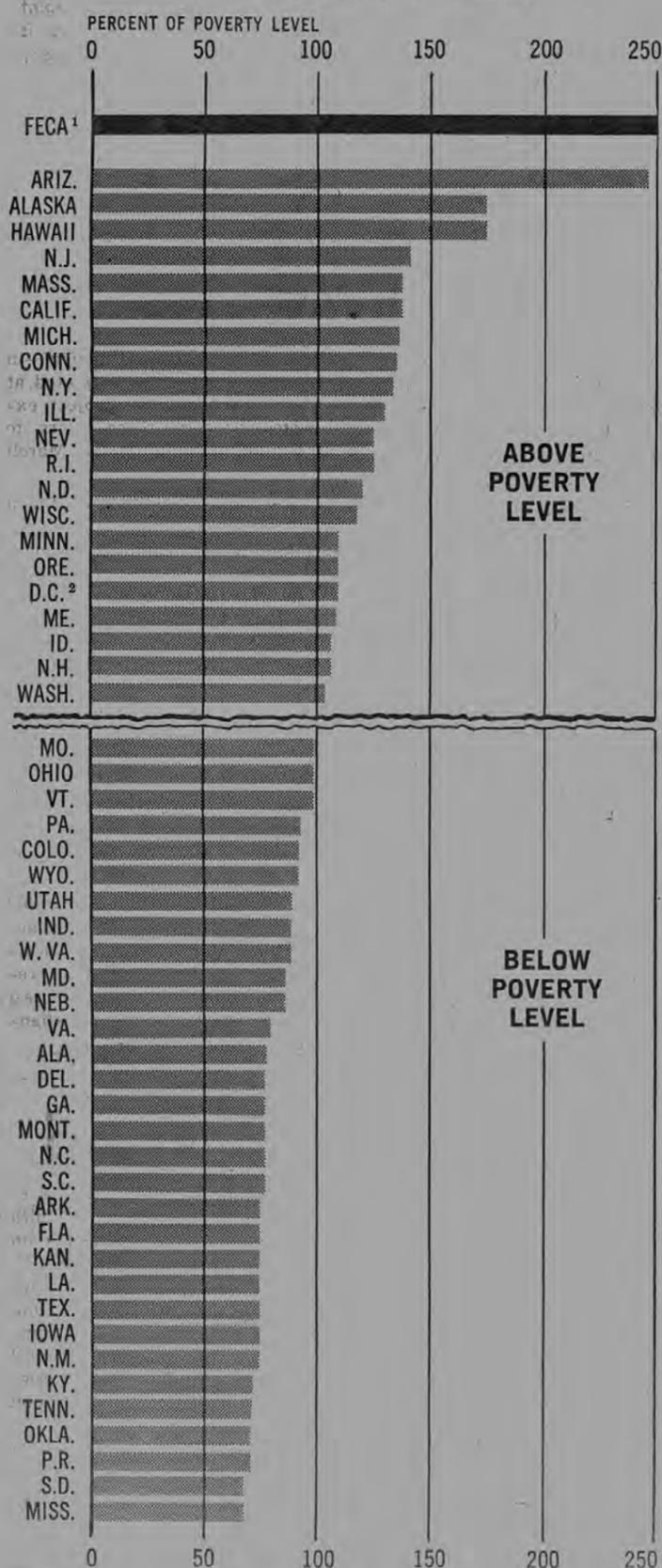


SURROUNDED BY SMILING EMPLOYEES, Ricky Bordallo, owner of Ricky's Auto Company in Anigua and Jim Mills, Representative of Operating Engineers Local Union No. 3, close negotia-

tions on a contract that will provide the employees of Ricky's with not only higher wages, but numerous other fringe benefits. (Pacific Daily News Photo by Jerry Alvarez)

WORKMEN'S COMPENSATION BENEFITS IN RELATION TO POVERTY LEVEL*

Maximum Weekly Benefits as a percent of Poverty Level (Income for a Four Member Family**)



¹ FECA maximum benefit equals 633 percent of poverty index.
² Longshoremen's and Harbor Workers' Act covers workers in private industry in the D.C.
 * Includes dependent allowances where payable.
 ** 1966 U.S. Department of Health, Education and Welfare Poverty Index for a four member family is \$3,335 per year; on a weekly basis this equals \$64.14.
 Source: U.S. Department of Health, Education, and Welfare, Social Security Administration: "Social Security Bulletin," March 1968.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

"Hafa Adai" it really was!

Mills Said Union Would Stay!

GUAM—"The union is here to stay." So says Jim Mills District Representative for Operating Engineers Local No. 3, which has been on Guam for almost five years now.

"The people who work for the union live here, and they are going to stay here whether big business likes it or not," said Mills.

To further emphasize his point, Mills said that the plans are now on the drawing board for a new office building to be constructed in the Barrigada area.

Local No. 3, which represents over 1,000 workers on Guam, this week negotiated a new contract with Ricky's Auto Shop which not only substantially raises the wages of all employees but offers them fringe benefits so far offered only in rare cases on Guam, fringe benefits such as the forty-hour week, coffeebreaks, overtime pay, nine paid holidays a year, sick leave, vacations with pay, and other goodies that most workers in the states take for granted but which are the rare exception on Guam.

The contract insures that the employer and the union will settle all questions, disputes and controversies which arise by grievance and arbitration procedures rather than by strikes or lock-outs.

It provides that a union representative be permitted to talk on the job to assist in adjusting grievances and to ensure that the terms of the contract are being carried out.

The contract was signed by Mr. Ricky Bordallo, owner and manager of Ricky's Auto Company.

In an interview, Mills explained that Local Union No. 3 which is affiliated with AFL-CIO, represent all the trades. He gave as examples, carpenters, electricians, mechanics, construction workers, etc.

He stated that it is a non-profit organization whose function is only to help labor. "It exists to raise the living standards of the worker," he said.

"Its function is to pry loose some of the profits of big business to pay the workers a decent wage and provide that they have decent working conditions and hours," he continued.

Mills feels that the workers on Guam have been and are being exploited in too many cases. He especially feels that the alien laborer is being taken. He stated that the aliens, as long as they work on U. S. soil are eligible to belong to the union and receive the benefits of collective bargaining.

He used as an example, the aliens employed by Dillingham Corporation. "Dillingham employs both Filipinos and Koreans he said, "and they suffer no discrimination by being union members."

He also said that there is to be an election on Friday at Central Mill. "Enough of the people there have signed authorization cards," he said, to authorize us to hold the election."

He explained that if 30 per cent of the employees of a business sign authorization cards this employer is directed by the National Labor Relations Board to hold an election. The employees do not even have to belong to the union to sign the cards and the cards are kept strictly secret so that the employer cannot know who signed them.

This is to protect the employee from repercussions from the employer.

The 30 per cent enables them to call for an election.

The union must obtain 51 per cent of the vote in order to win the election. "But," said Mills, "if we get that 51 per cent then the employer is directed by the NLRB to negotiate a contract with the union."

"When the employees have union representation," he said, they have bargaining power, and that's the only thing that can improve their conditions and wages.

"What we want them to know," he continued, "is that once he belongs to the union, the company can no longer threaten or coerce him, it can no longer underpay him or force him to work under unfair conditions."

Local No. 3, he said, "has funds set aside for organizing new companies and also strike funds in the event that one becomes necessary. The dues on Guam are only six dollars a month as compared to the 10 dollars that the union member in the states pays.

"The workers on Guam, both

alien and citizens have nothing to lose by electing to belong to the union," said Mills, but as they can see from the contract negotiated with Ricky's that they have everything to gain."

GREETINGS FROM GUAM!!!

By JIM MILLS

Since this is our first column in the Engineers News, please allow me to introduce our staff. There are five of us assigned to the Guam office. Jim Mills, Bill Flores, Mike Pope, Yong Hae Jun, in the field and Jeri takes care of the office.

The Guam office is unique in that many of our members are aliens, mainly from the Philippines and Korea.

Guam construction is non-seasonal. This is because the basic building material is coral and not rock and sand. Top soil is thin and hard to find and the rain runs right back into the ocean and work continues year 'round. The temperature is in the eighty's and only varies three or four degrees day or night. The humidity is quite high (in the ninety's) but the weather is really quite comfortable.

Guam is experiencing a boom decade and construction is really going strong. Wages are lower here than stateside and we have more jobs than people to fill them.

We have many companies here that are non-Union, but we are busy organizing them.

Many names here are familiar to you, Kaiser, Dillingham, Hood Corp., Amelco, D. R. Kincaid, Hawaiian Rock, Vinnell, Kaiser Cement and Gypsum.

Guam is rapidly expanding, following Hawaii as a tourist attraction. With Japan in need of low-cost vacation land we see a great many Japanese tourists. Hotels are springing up all around and there is serious talk of legalizing gambling, so there will probably be casinos coming along soon. The 747 jets will be flying into Guam soon.

What with our clean sandy beaches, warm clear waters and record-breaking marlin fishing (world's record 1,153 lbs. caught off Guam) waiting here for you, who knows? Maybe your next vacation will bring you to Guam! Hafa Adai...

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 Social Security No.	Deceased
Barber, Roland Elaine—Wife 1154-91st Ave. Oakland, Calif.	3 SS #573-16-8864	1312762	1-26-70
Benjamin, Lloyd C. Ronald C.—Son Box 674 Danville, Calif.	3 SS #525-10-8972	0369881	2-22-70
Bryant, Lauren Winifred—Wife 1538 E 7th St. Stockton, Calif.	3D SS #559-20-1409	1362853	2-8-70
Cademartari, Fred Ray, Emilio & John Brothers 1500 Hillside Blvd. Colma, Calif.	3 SS #550-60-6565	1079708	2-18-70
Fountain, C. A. Betty Erickson—Daughter 2806 Broadway Eureka, Calif.	3 SS #444-10-8342	0339903	2-19-70
French, Virgil Kenneth, Ronald—Sons Joan Philo—Daughter 1236 Grand Avenue Oroville, Calif.	3 SS #556-09-5910	0619089	12-22-69
Glass, Albert Vera—Wife 545 Main St. Sacramento, Calif.	3 SS #548-18-2471	0835670	1-31-70
Griffin, William Hazel—Wife P.O. Box 147 Olivehurst, Calif.	3D SS #546-09-6450	1058683	2-27-70
Griffith, Ken Edith—Wife 2144 Emerson Berkeley, Calif.	3E SS #030-01-3190	0707385	2-14-70
Hosino, Manuel Theresa—Wife 2635 Kamaikai Honolulu, Hawaii	3 SS #576-01-4449	1143102	2-22-70
Hitchings, Walton June—Wife 3701 Trinity St. Eureka, Calif.	3 SS #547-10-0156	402440	2-13-70
Hubbard, Chester Grace—Wife 24 Curtis St. San Francisco, Calif.	3 SS #547-05-0947	0394329	2-16-70
Jones, Miles Albina—Wife 1701 So. State Sp #37 Ukiah, Calif.	3 SS #563-38-3622	0634647	2-21-70
Loftis, James Oneida—Wife 1716-40th St. Sacramento, Calif.	3 SS #551-24-5574	0711823	2-22-70
Mack, Earl C. Dorothy—Wife 12656-2nd St. Yucaipa, Calif.	3 SS #557-03-4061	0246684	1-29-70
Martin, John Donald—Son 946 El Winant St. Honolulu, Hawaii	3 SS #575-05-0465	1374958	1-14-69
Mendiola, Aurelio Bijida—Wife P.O. Box 220 Agana, Guam	3D SS #586-01-8254	1392176	2-19-70
Nelson, Orton Laura—Wife 143 E. Center Cedar City, Utah	3 SS #529-36-9471	0595224	2-24-70
Parker, James Emily—Wife 420 N. Kingston St. San Mateo, Calif.	3 SS #411-18-0848	623305	2-16-70
Rice, Dan Bessie—Wife 27 Hoover St. Oroville, Calif.	3 SS #523-07-2384	037554	2-28-70
Rubarts, Buford Patricia—Wife Star Rt. Kaunahakai Molokai, Hawaii	3 SS #403-18-9164		1-18-70
Weeks, W. R. Lena—Wife 3362 Warehouse Rd. Marysville, Calif.	3 SS #560-07-6978	0289231	2-28-70
Williams, Thomas Lucille—Wife 1014 Pierce Dr. Fresno, Calif.	3 SS #480-18-3080	141936	2-15-70
Yeager, O. F. F. Cummings—Dtr. 1386 Vernon St. San Jose, Calif.	3 SS #565-10-6785	0231297	2-11-70
Yovanovich, Anthony Carolina Kombal 23 Central Ave. Salinas, Calif.	3D SS #347-09-9976	0671521	2-23-70

The Bomb . . . The Dream:

Anarchism Breeds Repression

The following commentary by Eric Sevareid was broadcast over CBS radio and television March 12, 1970:

PART OF THE PROTEST movement in this country is going back to the bomb and the dream. We are seeing a replay of the anarchist movement that periodically terrified Europe and parts of America before and after the turn of the century.

The weapons are the same: the assassin's bullet and the homemade bomb. The dream is the same: life without authorities or classes. The phraseology is much the same, and the theory of violence is the same—the propaganda of the dead.

As historian Barbara Tuchman points out, in the 20 years before World War I, six heads of state were assassinated, including the American Pres. McKinley, besides scores of less important leaders.

Now police are called pigs; then they were called dogs. Now we have the Chicago Seven, their passionate courtroom speeches of martyrdom reprinted around the world. In '86 it was the Chicago Eight, sentenced to death for the Haymarket Square bombing that killed several policemen.

Miss Tuchman wrote the following lines about that first anarchist period: "Thinkers in press and pamphlet constructed marvelous paper models of the anarchist millenium, poured out tirades of hate and invective upon the ruling class and its despised ally, the

bourgeoisie. They issued trumpet calls for action. Whom were they calling? What deed were they asking for? They did not say precisely. Unknown to them, down in the lower depths of society, lonely men were listening. They caught a glimpse of the shining millenium that promised a life without hunger and without a boss. Suddenly one of them would rise up, go out and kill, and sacrifice his own life on the altar of the idea."

THE NOTE presumably sent by today's bombers of three New York company buildings is in the pure anarchist spirit. "There is only one way to a life of love and freedom," it said, "to attack and destroy the forces of death and exploitation and to build a just society—revolution."

And the basic flaws in anarchist assumptions and strategy also remain unchanged: their idea that man is naturally good in spite of his bad institutions; their failure to understand that in this country working people are not revolutionary in spirit or even very class conscious; their failure to accept the fact, in spite of all the evidence, that what even a successful revolution does is to increase the power of the state, a power they detest.

Anarchist violence persisted in will bring neither revolution nor a life of love and freedom. It will simply bring counter-revolution, hatred and repression. The freedoms we have will be restricted, for everyone.

Obituaries continued

Zusman, Robert H. . . . 3 . . . 0644318 . . . 1-24-70
Colleen—Wife . . . SS #466-26-7452
16 Zephyr Circle
Carson City, Nev.

91 Deceased Members—December 1969 thru February 1970
3 Industrial Accidents

DECEASED DEPENDENTS

February 1970

Barbre, Helen—Deceased January 5, 1970
Deceased Wife of Othmar M. Barbre
Bedal, Veala—Deceased January 29, 1970
Deceased Wife of Howard Bedal
Donovan, Pamela Ann—Deceased January 23, 1970
Deceased daughter of George Donovan
Haase, Edna—Deceased February 20, 1970
Deceased Wife of G. W. Haase
Holt, Eva—Deceased March 1, 1970
Deceased Wife of Paul Holt
Lacy, Stanley—Deceased January 24, 1970
Deceased Son of Robert Lacy
Mohrmann, Philip Jr.—Deceased November 6, 1969
Deceased Son of Philip Mohrmann
Stoner, Leroy R.—Deceased December 17, 1969
Deceased Son of William Stoner
Struble, Elizabeth—Deceased February 10, 1970
Deceased Wife of Leon Struble
Townley, Ida—Deceased September 23, 1969
Deceased Wife of Jessie Townley

MORE PERSONALS

OAKLAND

Roy Henderson, who has recently undergone surgery is now convalescing in the Veterans' Administration Hospital in Livermore.

Brother Henderson was wounded by shrapnel in his right hip during the invasion of France . . . World War II . . . on June 10, 1944. After landing on the beach and making his way inland he was hit by shrapnel. They returned him to England where the doctors removed most of the fragments. Four months later Brother Henderson went back into action.

During the following months, of the 26 months he was to stay in Europe, he was struck by rifle fire in Rhineland and by shrapnel once again, from a Buss Bomb in Belgium while on a limited assignment. Both of these injuries were treated by the Army Medics at Field Aid Stations therefore, he did not receive the Purple Heart or Cloister since no time was spent in the hospital.

Approximately two years ago he started to feel numbness in his right leg and hip, he was running a dozer, he was operated on during March and a piece of shrapnel about the size of a .45 slug was removed (there is still another piece to be removed). These World War II souvenirs are now 26 years old.

(See MORE PERSONALS, Page 16)

Bill to Protect Wage-Hour Agents Urged

The Wage-Hour division of the Labor Dept. has asked Congress to pass a law protecting its inspectors from assaults by employers and others who resent their reporting violations of the minimum wage and overtime laws.

The department said 52 compliance officers have been attacked since 1949—one in 1970, nine in 1969, the highest on record.

A bill has been introduced to give wage-hour compliance officers the protection of a law covering other federal personnel. It would make it a federal crime to assault, impede, oppose, resist, intimidate or interfere with investigators.

Already protected are federal judges, U.S. attorneys, Federal Bureau of Investigation agents and federal marshals.

No inspectors have been murdered but some have been beaten and a few have collected damages after in suits against their assailants. They have usually been employers or their relatives aroused by charges of failing to pay minimum wages, overtime rates or prevailing rates under the Walsh-Healey Public Contracts Act.

The wage-hour administration listed these incidents among others:

- A compliance officer was hit on the head, knocked to the basement, pummeled and choked with his own necktie.

- Shots were fired through the window at the home of an investigator, who reported seeing the auto of a plant owner drive past his home shortly before.

- An employer tried to run down an officer with a truck.

Other investigators were threatened with shotguns, pistols, rifles, a knife and a double-bladed ax; dragged out of an office, and threatened with being stomped to death.

Personal Notes

MARYSVILLE

Brothers Art Huff and Al Lyness have been in Fremont Hospital in Yuba City. We wish them a speedy recovery.

The following brothers have passed away in the Marysville District during the past month. Our heartfelt sympathies to their families: Dan Rice, William Griffin and Bert Manson.

Our condolences also to Brothers G. W. Haase and Paul Holt, both of whom lost their wives this past month.

REDDING

Our deepest sympathy to the family and many friends of our deceased Brother Ellis "Blackie" Boger. Blackie passed away March 9th after a short illness.

Best wishes for a speedy recovery to: Brothers Jewell Williams, Eddie Stone and Gene Smith. Also a fast recovery to the wives of Ward Fisher and Chuck Elrod, both are still in the hospital but hope to be released before long.

Once again we want to thank the many Brothers and their wives that turned out for the Annual Blood Drive. Willie and his wife Ruby Vardanega are still runner ups for the number of pints donated in the Redding area. The donors were:

Ron Andrus, Roy Anderson, Herbert Aldridge, Lou Barnes, Dennis Bartels, William Baumann, Edward Benz, Beverly Bertram, Noel Blessing, Geo. Bowen, James Bowen, Russell Burchett, Irwin Clifton, Glenn Copher, Jake F. Cramer, Steven Cramer, John DeJong, Robert Felsner, Ward Fisher, Ira Goins, Maudie Gregory, Lester Griffith, Jack Griner,

Richard Harison, Robert Johnston, Doug Kuykendall, Ralph LaMar, James Melby, L. A. McCormick "Luke", Russel McConnell, Alfred Mellow, Lawrence Michaels, John Nash, Frances O'Neil, Jack O'Neil, Donald Norred, Lois Pace, Jeanne Parrish, Chas. Potter, Carl Powell, Richard Prewett, Walt Proebstel, John Reynolds, Cliff Robinson,

Evelyn Sargent, Anthony Serpa, Duane Schoniger, Susan Schoniger, Steve Schwilling, Bernard Sirokman, John Steel, Shirlee Stockton, James Thomas, Betty Thompson, Howard Thompson, Leona Trublood, Elmer Utley, Ruby Vardanega, Willie Vardanega, Lonnie Waits, Wesley West, Christine Wilson, Oliver Wilson Jr., Woodrow Wilson, Barney Word.

SANTA ROSA

We need blood. "PLEASE, PLEASE, PLEASE"—our supply is low. Dick Hoenig, one of our first graduating Apprentices, is now the proud papa of a baby boy—congrats! Another generation of Apprentices started?

Our deepest sympathy to the family and friends of our departed Brother, Miles Jones. For those of you in the Ukiah area he was always at our Wednesday morning get-together and he will certainly be missed. Our kindest thoughts and wishes go to the family and friends of Brother Wm. Murray of Santa Rosa, who was killed in an auto accident in Southern California.

RENO

Brother Al Cromwell entered Washoe Medical the latter part of February for surgery on a perforated ulcer. He is recuperating at home.

Brother Ed DuBos has been ill for about 4 weeks. He is recuperating at home and would appreciate cards and visits from the brothers.

Brother P. Burger had minor surgery at St. Mary's Hospital on March 5, 1970 and is now at home.

At this time we would like to wish a speedy recovery to the above Brothers and hope to see them up and around shortly.

We wish to extend our deepest sympathies to the families and friends of the following Brothers: Curtis Leroy Pilcher who passed away March 11, 1970. Ron Andrus, Dispatcher in Redding, whose brother passed away as a result of an accident. Brother Bob Rogne, whose son was killed in Viet Nam.

Congratulations to Brother Charles Trautman and his wife on the birth of a future Operating Engineer on March 10, 1970 by the name of Carl Trautman.

Wedding Bells have sounded for two of the Brothers. Brother Robert Amundson married Shirley Stalhos March 7, 1970. Brother Woodrow "Woody" Behank was married to Vera Wilson in Virginia City on February 20, 1970. Congratulations to these two Brothers and many, many years of happiness.

SACRAMENTO

"Thanks" to all those who gave blood last month to help build up our Blood Bank supply, we now have a Brother member's wife who needs 32 units of blood the 18th of March for open heart surgery, so we are once again calling upon you for your help.

(See MORE PERSONALS, Page 16)

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

1969 BILTMORE-FURN. 1 BR 12 x 43 trailer in park S.R. cooler, shed, T.V., porch \$1,500 down or take over payments \$62.42 mo. or \$5,600. 415/924-3087 after 6 P.M. Reg. No. 0679071. 2-1.

FOR SALE DOUBLE HORSE trailer single axle all metal with tack room. \$550. J. L. Bledsoe, 1942-14th Street, San Pablo, Ca. 94806, or call 415/233-8199. Reg. No. 1025214. 2-1.

FOR SALE OR TRADE one Eska motor, used four times. Sacrifice for \$100 or trade for power saw. George J. Stryker, P. O. Box 33, Pine Grove, Ca. 95665. 209/296-7275. Reg. No. 1115488. 2-1.

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

FOR SALE MERCEDES-BENZ Diesel 1959 model 180 rood engine, paint, tires, body. Some recent work done. \$575. Call 415/661-8979 Carl Sanlines. Reg. No. 758388. 2-1.

BRITANY PUPPIES, AKC registered 860-75. Proven dogs. 916/877-6817. Reg. No. 1095824. 2-1.

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

ONE GENERAL EAGER BEAVER 6 ton trailer for sale. Also Ford F600 flatbed, Ford F200 dump, John Deere 350 with 95 backhoe. Case 580 backhoe. Must sell. Call after 6 P.M. 415/994-0078. Reg. No. 1164979. 2-1.

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

SMALL 3 BEDROOM home 3 years old, w/w garage, refrigerator, stove, dishwasher, garbage disposal. Ideal for small family or couple, above smog, below snow line. \$19,950. Phone 916/885-8179. J. E. Ostberg, 170 Ginger Drive, Auburn, Ca. 95603. Reg. No. 832326. 2-1.

MUST SELL 1959 Empire Mobile Home, 8' x 45' completely furnished. Awning, skirting, porch with storage, 7' x 8' storage shed. \$2,500 or make offer at 6435 Granada Avenue No. 265, Sacramento, 916/421-3345 or call R. L. Briggs, 37 Marigold, Salinas, Ca. 93901, 408/422-4710. Reg. No. 0908510. 2-1.

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

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

GRADALL WITH 10 BUCKETS, blade, smog, at \$12,500. Phone 916/363-1076. Reg. No. 0586548. 2-1.

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

1968 MERCURY MONTEREY 4-door hardtop. Blue w/white top, best interior, carpets, all accessories, like new. It's no longer needed as third car. E. P. Selim, Menlo Park. Phone 323-6773 evenings & weekends. Reg. No. 977680. 2-1.

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

1963 MERCURY MONTEREY 4-dr. hardtop w/bryz. window. Factory Air, Rad., Htr. P. Steering, Cruise-TR eng. 330-2 bbl. Comb. interior, upholst. hd. liner, carpets, g/w & all access. like new & absol. orig. No longer needed as 3rd car. E. P. Selim, Menlo Park. Phone 323-6773 evens. & weekends. Reg. No. 977680. 2-1.

FOR SALE BACKHOE SERVICE established 10 years, gross \$28,000 av. per year, at Williams in Colusa County. Includes beautiful spacious 4 BR home on 3 acres, equipment yard, 2 shop bldgs. 60 x 40, 50 x 80, fenced in, located 1/2 mi. from home. Owner selling for health reasons, selling all or part. Lawrence's Backhoe Svc., P.O. Box 636, Williams, Ca. or phone 916/473-2252. Reg. No. 1281288. 3-1.

SKI BOAT FOR SALE. Sangle hull, 16'6". Eng. Olds 38 just overhauled. Single axle trailer 1970 Lic. Very good condition. \$1,450. Phone 415/689-4622 Pleasant Hill, Ca. after 7:00 evenings, or Sundays. Reg. No. 780286. 3-1.

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

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

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

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

FOR SALE: MEMBERSHIP in Royal Pines Lake Club, hunting, fishing, camping, etc. near Marysville. 3 acres with building site near Santa Cruz. Arnold Rush, 1802 Story Road, San Jose, Ca. 95122. Phone 259-1182. Reg. No. 519755. 3-1.

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

MASSEY FERGUSON BACKHOE 220 diesel, 7 buckets, new tires w/optional 181 ft trailed w/hy. brakes. Ramon Hernandez, 1943 San Luis Ave., Mountain View, Ca. phone 961-9230. Reg. No. 789052. 3-1.

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

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

FOR SALE: INSLAY MODEL 560 crawler backhoe, boom extension, four buckets. \$18,000 for all. E. Paxton, 1169 Sonuca Ave., Campbell, phone 378-0856. Reg. No. 1043707. 3-1.

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

1964 SQUAREBK VW driven only by careful school teacher on weekdays. Good tires, new brake shoes. Quick low price \$925 or \$600 cash. Kenneth Mahoney, 455-41st Ave., San Francisco. 386-6543. Reg. No. 883769. 3-1.

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

FOR SALE: 3-SPEED SPICER Trans. w/shift lever & flanges 200 RPM split under, direct over. Excellent condition. Edward Clester, 152 Sp. 1220 N. Lawrence Exps., Sunnyvale, Ca. Phone 408/734-2093. Reg. No. 991004. 3-1.

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

1968 DATSUN P.U. in good condition. Radio & heater, bordon bumper, trailer hitch, plywood bed, gun rack, economical, best offer. Jim Atkinson, 5050 Jarvis Rd., San Jose, Ca. 95118. Call 284-9800. Reg. No. 1014520. 3-1.

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

WANTED: OLD BOTTLES (before 1900). Beers, bitters, whiskeys, sodas, black glass bottles, etc. Send description, price to Ted Siri, Jr., 205 Sanford Lane, Ukiah, Ca. 95482. Reg. No. 1155494. 3-1.

TWO BOATBAILS FOR SALE or will trade for 10 wheeler—will assume. Phone 408/269-8542. John Brown. Reg. No. 0434969. 3-1.

FOR SALE: PONIES, all sizes, colors and prices. Phone 209/872-3530. Ben Stoner, Box 91, Dogtown Rd., Colusa, Ca. 95311. Reg. No. 0892600. 3-1.

FOR SALE, TWO 2-BR HOUSES on one lot in Vacaville, each house furnished, very easy to keep rented. Also, 13 acres on Winters Freeway fenced and good road on 3 sides. New well, pump house. Will sell all or part. R. Woody, 460 J. Jefferson St., Dixon, or phone 678-3288. Reg. No. 347177. 3-1.

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

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

TO LEASE: 80 ACRES planted to perm. pasture, 1,800 sq ft. living area. 3 BR 2 bath, large liv. room w/firepl. Oil furnace w/forced air. Lots of water from springs. \$3,000/yr. Located at 13A-N. Renben Rd., Glendale, Oregon. L. H. Freeman owner to be contacted at 1010 Atlantic St., Salinas, Ca. 93901. Phone 422-3347. Reg. No. 0512523. 3-1.

FOR SALE: ONE 30 TON LOW-BED Kenworth tractor, 300 diesel engine, dual drive, good condition, reasonable. Owner retiring. Phone 209/826-2356 (Los Banos). Reg. No. 500939. 3-1.

REGISTERED QUARTER HORSE for sale, stallion. Berts Day No. P-90, S.L.R. grandson of Bert P. 227. Phone 209/878-3530. Ben Stoner, Box 91, Dogtown Rd., Colusa, Ca. 95311. Reg. No. 0892600. 3-1.

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

FOR SALE: 2160 GRADALL BUCKETS 16", 48" and 48" pavement bucket with H&L shanks and points. \$550. 24" Hop to bucket \$125. 916/447-1650 or 916/383-1661. Reg. No. 1152683. 3-1.

FOR SALE: LARGE LEVEL LOT near Sonoma, live, yr. round stream, trees, on new paved road, water & electricity on property, swimming, boating, horseback riding & golf. C.M. Orr, Rt. 2, Box 974-No. 39, Sonoma, Ca. 95370. Phone 209/532-3871. Reg. No. 987249. 4-1.

WANTED: 35 ft. boom & shives for AC350 Shield Bantam Crawler, also a Fairlead. Want to buy a Crawler Crane 1/2 or 3/4 yd. good cond. H. G. Hinks, 504 Forrest Ave., Lodi, Ca. 95240. Reg. No. 0883761. 4-1.

FOR SALE: P&H SHOVEL Serial No. 11376, 855B. Steel shod wood heel boom, 2 yd. shovel front, 671 GMC engine. Good cond. Ralls poor, Lyle D. Wiggins, 1290 Lincoln Ave., Arcata, Ca. 95521. Telephone 822-3552. Reg. No. 1193065. 4-1.

BOAT FOR SALE: Howard 427 Ford, Velvet drive, 18 ft. Make offer. Phone Silva, 415/278-1957. Reg. No. 0976224. 4-1.

FOR SALE: MOTOGRADER, 1957 Model 8T19409, licensed, very gd. condition. Used only two weeks since 1966. Illness forced owner's retirement. \$5,800 cash. James L. Williams, Rt. 1, Box 251, Bliggs, Ca. 95917, No. 4th St., N. of city limits. 916/868-5786. Reg. No. 0294598. 4-1.

FOR SALE OR TRADE FOR BACKHOE, 5-acre lot in Topas Ranch Estates, Nevada. On Hwy. No. 3, 3 mi. E. of 395. Overlooks future Hoyer Canyon Dam. Panoramic view. \$4,400. 344 Beale Dr., Hayward, Ca. Phone 881-4640. Reg. No. 0541036. 4-1.

JEEP 1955 V8 ENGINE, Winch front hubs dual rear wheels, large brakes, seat tanks chains front & rear, towbar, 100 AMP alternator, two wheel sleeping trailer. 1875-25th Ave. San Francisco. W. Thorman, Phone: 664-7707. Reg. No. 1094417. 4-1.

FOR SALE: 2 1/2 TON COMPRESSOR UNIT for central air conditioner with precharged coil. Wayne M. Staaleson, 216 Bancroft Rd., Concord, Ca. 933-6576. Reg. No. 1181890. 4-1.

19 FT. CABIN CRUISER for sale, Larson Lap line 75 H. P. Evinrude engine, trailer. \$1,700. H. Hamilton, 22406 Victory Dr., Hayward, Ca. Reg. No. 1196348. 4-1.

THREE BEDROOM TWO BATH house for sale includes 1 bedroom duplex furnished. Large lot five hundred income incl. sewer, lights and gas. Box 53, Kings Beach, Ca. Phone 916/546-3360. Reg. No. 419387. 4-1.

BACKHOE M/F DIESEL, 4 Buckets, loader & scraper w/International dump & tilt trailer plus soiling business. All for \$6,500. 415/388-6844. Reg. No. 0987276. 4-1.

FOR SALE: 1964 CHEV. El Camino V8 3 speed stick shift, excellent condition. 55,000 mi. Phone 969-9033. Roy Tillman, 1075 Space Park Way, Mt. View, Ca. 94040. Reg. No. 0996036. 4-1.

COVERALLS FOR SALE, Several hundred pairs, freshly laundered, all sizes, \$2.00/pr. 4634 E. Tyler Ave., Fresno. Phone 251-7720. Reg. No. 297439. 4-1.

FOR SALE: LORAIN TRUCK CRANE, 35 ton Model 535 W. Serial No. 29029, 4-axle, 10 ft. wide, 105 ft. boom, 25 ft. jib. Phone 662-2093 or write Don Lambert, P.O. Box 401, Woodland, Ca. 95695. Reg. No. 313329. 4-1.

MODEL 8000 HO-PAK FOR SALE with hoses & quick connectors. \$900 for quick sale. Phone 707/448-6319 after 6 P.M. Troy L. Roulund, 354 Buck Ave., Vacaville, Ca. 95688. Reg. No. 0845466. 4-1.

FOR SALE OR TRADE FOR BACKHOE: One 1958 GMC 3-axle 160 Cummins diesel engine. Allison auto. trans. 10 yd. dump. Phone 415/223-0985. Reg. No. 094431. 4-1.

FOR SALE: TWO BUCKETS to fit Case 530 Backhoe 18", 24", both in good shape. Call 415/588-8326. Reg. No. 1087495. 4-1.

JOHN DEERE 450 DOZER & RIPPERS, Perfect condition. 415/837-4587. Reg. No. 1231353. 4-1.

FOR SALE: ENCYCLOPEDIA AMERICANA, Like new. 30 Volumes & 7 yearbooks. Never used. 1108 - 107th Ave., Oakland, Calif. 94603. Phone: 569-0699. Reg. No. 0469307. 4-1.

FOR SALE: 1964 OLDS-F85-4-dr. H.T. R & H; P.S., A.T. and Factory Air. Excellent 2nd car. After 5:00 p.m. J. Hartman, 2509 Alhambra Dr., Santa Clara, Calif. Phone: 241-6280. Reg. No. 1369424. 4-1.

FOR SALE: 1965 FORD FALCON-2-dr. H.T. R & H; A.T. Good condition. New paint, new tires—\$750.00—After 5:00 p.m. J. Hartman, 2509 Alhambra Dr., Santa Clara, Calif. Phone: 241-6280. Reg. No. 1369424. 4-1.

TANKS (Galvanized) 19 1/2 gals. Good for Aux. tanks (gas, oil, or water) 28 1/2" x 18" x 9 3/4", \$5.00 each. L. Davidson, 8920 Leatham Ave., Fair Oaks, Calif. 95628. Phone: 916/966-1502. Reg. No. 0711792. 4-1.

FOR SALE: Retirement home above smog & fog; close to fishing; fireplace; custom built cabinets. 4 yrs. old on 3 acres; fenced & cross-fenced. \$17,000. Phone: (916) 639-2318. Reg. No. 050939. 4-1.

BUNGALOW: 5-rm. furnished, garage, 2 other buildings. Berries, fruit, garden; ample water. One acre, \$10,500. No. 26 Canyon Rd., off Doris Drive, Grass Valley, Calif. Dr. J. McGeever. Reg. No. 463019. 4-1.

FOR SALE: D8 1953 MODEL, Late 2U serial 21950, with angle dozer, canopy, Cat 25 rear unit, motor transmission, rear end excellent condition. Oil rear end needs tracks & some rollers. \$3,500.00. J. Hust, Star Route, Banker, Calif. Phone: (916) 679-2406. Reg. No. 580098. 4-1.

FOR SALE OR TRADE: 18 ACRES PASTURE LAND, HOUSE, BARN. 2 bdrm, hardwood flrs., fireplace plus 45 olive trees & fruit trees, barn (28x80), garage, stg. sheds and water, \$30,000. Star route, Banker, Calif. Phone (916) 679-2406. J. Hust, Reg. No. 580098. 4-1.

FOR SALE: TWO LEVELS 5 ac. parcels \$6,700 each. Terms. Galt-Elk Grove area. Joe Landis, Rt. 2, Box 831, Galt, Ca. 95632. Phone 209/745-1725. Reg. No. 0317668. 4-1.

FOR SALE: 25 ACRES, all or part. Above the smog, below the snow. East of Lake Folsom. James Livie, Star Rt. Box 23, Rescue, Ca. 95672. Phone 877-2673. Reg. No. 0593086. 4-1.

PACIFIC CAMPER FOR SALE, 8 ft., large windows, ice box, storage space, ins. w/knotty pine, 2 jacks. \$550. A. Andreini, Jr., Rt. 1 Box 334, Half Moon Bay, Ca. 94019. Call 726-4735 after 7 PM, before 7:30 AM. Reg. No. 1006579. 4-1.

T

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MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

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

SEMI-ANNUAL MEETINGS		AUGUST	
JULY		5	San Francisco, Wed., 8:00 p.m.
11	San Francisco, Sat., 1:00 p.m.	11	Stockton, Tues., 8:00 p.m.
DISTRICT & SUB-DISTRICT MEETINGS		13	Oakland, Thurs., 8:00 p.m.
APRIL		25	Sacramento, Tues., 8:00 p.m.
2	Marysville, Thurs., 8:00 p.m.	27	San Jose, Thurs., 8:00 p.m.
7	Eureka, Tues., 8:00 p.m.	SEPTEMBER	
8	Redding, Wed., 8:00 p.m.	1	Fresno, Tues., 8:00 p.m.
22	Honolulu, Wed., 7:00 p.m.	3	Ukiah, Thurs., 8:00 p.m.
23	Hilo, Thurs., 7:30 p.m.	11	Salt Lake City, Fri., 8:00 p.m.
MAY		12	Reno, Sat., 8:00 p.m.
5	Sacramento, Tues., 8:00 p.m.	OCTOBER	
12	Stockton, Tues., 8:00 p.m.	6	Eureka, Tues., 8:00 p.m.
14	Watsonville, Thurs., 8:00 p.m.	7	Redding, Wed., 8:00 p.m.
21	Oakland, Thurs., 8:00 p.m.	8	Marysville, Thurs., 8:00 p.m.
27	San Francisco, Wed., 8:00 p.m.	14	Kauai, Tues., 7:30 p.m.
JUNE		28	Honolulu, Wed., 7:00 p.m.
2	Fresno, Tues., 8:00 p.m.	29	Hilo, Thurs., 7:30 p.m.
5	Provo, Fri., 8:00 p.m.	NOVEMBER	
6	Reno, Sat., 8:00 p.m.	3	Sacramento, Tues., 8:00 p.m.
11	Santa Rosa, Thurs., 8:00 p.m.	5	Watsonville, Thurs., 8:00 p.m.
JULY		10	Stockton, Tues., 8:00 p.m.
21	Eureka, Tues., 8:00 p.m.	12	Oakland, Thurs., 8:00 p.m.
22	Redding, Wed., 8:00 p.m.	18	San Francisco, Wed., 8:00 p.m.
23	Oroville, Thurs., 8:00 p.m.	DECEMBER	
29	Honolulu, Wed., 7:00 p.m.	1	Fresno, Tues., 8:00 p.m.
30	Hilo, Thurs., 7:30 p.m.	4	Ogden, Fri., 8:00 p.m.
		5	Reno, Sat., 8:00 p.m.
		10	Santa Rosa, Thurs., 8:00 p.m.

DISTRICT & 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 Almaden Road.	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.

STOCKTON

Our deepest sympathies are extended to retired Brother Ed Vargas on the loss of his wife, Athea, and to the family and friends of Brother Lauren Bryant, who passed away this past month.

Brothers Emil Loeffelbein, Vollie Watts, Floyd Harper, O. D. Morris, Marlin Stephenson, John L. Sullivan, T. D. Shanklin and Dennis Eveleth are recuperating from recent illnesses and accidents. A speedy recovery is wished for all.

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Joint Board More Personals ... Now Back To Duties

Washington — The National Joint Board of the AFL-CIO Building & Construction Trades Dept. and the National Participating Contractors Employers' Associations has resumed processing of jurisdictional disputes.

In a joint statement by the labor and employer organizations, it was noted that negotiations will begin soon on improvements in the procedural rules under which the board operates. Deadline for the talks were set for next Feb. 28 under an interim agreement.

William J. Cour will continue as chairman of the National Joint Board and Richard J. Mitchell as chairman of the appeals board.

Labor representatives on the Joint Board are Frank X. Hanley of the Operating Engineers, Maurice Fancher of the Laborers, James J. O'Toole of the Sheet Metal Workers and Robert A. Georgine of the Lathers.

The appeals board representatives from labor are William Sidell of the Carpenters, John L. McCarthy of the Iron Workers, Andrew B. Haas of the Asbestos Workers and William T. Todd of the Plumbers & Pipe Fitters.

Price Rises Erode Gains

Department of Labor has noted that for 1969 as a whole, increases in consumer prices eroded all of the gain in earnings. The weekly take-home pay for workers with three dependents averaged \$99.99 in 1969, 4.9 per cent higher than in 1968. After adjustment for price increases, however, real net spendable earnings averaged \$78.30, 0.4 per cent lower than 1968's record and also below the 1965 and 1966 levels. Over-the-year declines occurred in manufacturing, trade, and finance, insurance, and real estate, while gains were noted in contract construction and mining.

Letters

(Continued from Page 12) and radio stations, but not always with successful results.

What is certain is that the public is writing more letters and not suffering in silence as much as it used to.

READER LETTERS GUIDE OUR ARTICLES

Write and tell us, care of this publication, what your own consumer problems and questions are. We can't answer letters individually, but will try to answer the questions they raise through our consumer articles.—S. M.

Sacramento

(Continued from Page 4) Manager (a 30-year member). They manufacture asphalt paver feeders and conveyors. They have just filled an order for 200 portable lite plants for Viet Nam. These were completely designed and built at the shop.

Larry Stokley, our Job Steward, has been working there for fifteen years.

Don't forget our Blood Bank, its getting low again so come on in on those rainy days and let's build it up again.

(Continued from Page 15)

We wish to take this opportunity to wish Mrs. R. R. Qualls who is the one having the surgery, a speedy recovery.

SAN RAFAEL

WE WISH THE FOLLOWING BROTHERS THE BEST OF EVERYTHING FOR A SPEEDY RECOVERY:

Bob Bowyer—recently confined at Hillcrest Hospital, Petaluma, but who is convalescing at present.

Brother A. M. Dewey who is at Kaiser Hospital in Terra Linda—hurry and get well!

Karl Wolff, recent surgery at Marin General Hospital—now recuperating at home.

Brother Charles James, Job Steward at Basalt Rock Plant in San Rafael—confined at Marin General—after recent surgery.

Carman Bradford who was at Marin General but now at home.

Bill Dean who was also at Marin General Hospital—also out of the hospital and recuperating nicely.

Brother "Woody Lievsay" is now at home, recovering from his illness. We are sure happy to hear this!

Brother Henry Hahne, from last reports—is recovering well from his accident he had on Murphy-Pacific job in San Rafael. Expected his cast to be changed—so maybe he will be able to hobble around a little better.

We received a letter from Brother George Milliken who is employed with Arabian-Bechtel Corporation in Tripoli, Libya. Working 12 and 14 hours a day—seven days a week—they have quite a spread of equipment—48 pieces in all—and going like hell! He and fellow bros. wish to be remembered to all the brothers here. Signed, "Old Skin Head Desert Rat" George Milliken.

SAN JOSE

We would like to take this opportunity to express our sympathy to the family of Brother A. D. Ostrom, who passed away on March 4th.

Our thanks to the following who recently donated blood to the Operating Engineers Blood Bank: George V. Logan, Margy Logan, Wilfred Sarazen, Mrs. Adelene Elliott, and Robert E. Sandow. Brother Sandow has at this writing donated his 38th pint of blood.

Dear Sir:

I am writing to tell you how much I appreciate the opportunity of receiving six weeks of training at the Rancho Murieta Training Center.

I feel that I have benefited greatly by this program. All the instructors are not only helpful but extremely patient in their teaching of the trainees. The instructors are, in my book, tops in their fields. You are to be congratulated in your choice of such competent men to staff the training center.

Thank you, too, for your personal efforts in making this excellent program available to me and to the other members of Local 3.

I think that all the other members should avail themselves of the training that can be had at Rancho Murieta Training Center.

Fraternally yours,
Earl Leon Harmon
Anderson, California

CLEM continued

(Continued from Page 2)

not travel to the mountains they now enjoy and the beauties of California. Now, it seems like they want to make this more difficult. They want to stop the types of jobs and progress which not only builds our country greater, but furnishes job opportunities for many Americans. If you will read the record of many of these Congressmen, you will note they are screaming about the job opportunities for the minority groups, but on the other hand are voting against the appropriations to furnish these job opportunities. Or, to be more specific, introducing legislation to stop studies of building of dams and highways, and stop the improvement of the waterways. Some are even objecting to the demolishing of the ghettos in our cities. Therefore, I say to you, in my humble opinion, that this coming election is one of the most important that we have ever faced for a long period of time. Let's support the politicians who leave the work of the building of America to the engineers and take their advice, and let them stick to being politicians.

Those of you who go to Sacramento should avail yourselves of the opportunity of visiting our new headquarters there, where you will find sufficient parking space in the Dispatch Hall area for the Engineers.

I was able to attend the District meetings in Eureka and Redding, and it is always a pleasure to visit and exchange ideas with the members in these areas.

The work continues to be slow in most of our jurisdiction except Honolulu, and, therefore, we would like to remind you again that it would be an excellent time to avail yourselves of the opportunity of going up to the Training Center at Rancho Murieta.