

Local Union 3 Marks 30th Year

"Serving the men who move the earth!"

ENGINEERS NEWS

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



Vol. 28—No. 5 SAN FRANCISCO, CALIFORNIA May, 1969



BERGLUND TRACTOR BROTHERS at the Willits facility pose for a picture following a recent meeting there. They include BA Bob Wagnon, Moose Karjala, Butch Nordin; Warner Carey; Local 3 Treasurer and Special Rep. Don Kinchloe; M. In-

ham (Steward); Clyde Bean (Super); Conny Nored, Jim Ronsse, Warren Heinback, Gayle Doty, Lloyd Hinton, Dave Motenson, Ed Workman and George Gregoff.

Crucial Election Year; All Members Should Participate

NOMINATIONS OF OFFICERS, DISTRICT EXECUTIVE BOARD MEMBERS & SUB-DISTRICT ADVISORS TO THE EXECUTIVE BOARD

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with the Local Union By-Laws Article XII—Election, (B) Nominations, nominations of Officers, District Executive Board Members and Sub-District Advisors to the Executive Board shall be made in the month of June, 1969, at the following Regularly Scheduled and Specially Called Meetings:

JUNE 1969—NOMINATING MEETINGS

District No.	Location	Month of 1969 DAY & DATE	Meeting Place Address
1	San Francisco Specially called	Monday 8:00 p.m.	2nd 474 Valencia St., San Francisco
1-D	Hilo, Island of Hawaii Specially called	Monday 7:30 p.m.	2nd Hawaii Technical School, 1175 Menoa, Hilo
1-D	Honolulu, Island of Oahu Specially called	Tuesday 7:00 p.m.	3rd YWCA Community Room, 1040 Richard Street, Honolulu, Haw.
5	Fresno Regular	Tuesday 8:00 p.m.	3rd Engineers Bldg., 3121 Olive St., Fresno
2	Oakland Specially called	Wednesday 8:00 p.m.	4th Labor Temple, 2315 Valdez St., Oakland
1-E	Guam Specially called	Thursday 7:30 p.m.	5th Panceteria, Far East Tamuning, Guam
4	Eureka Specially called	Thursday 8:00 p.m.	5th Engineers Bldg., 2806 Broadway Eureka
10	Santa Rosa Regular	Thursday 8:00 p.m.	5th Veterans Memorial Bldg., 1351 Bennett Ave., Santa Rosa
7	Redding Specially called	Friday 8:00 p.m.	6th Engineers Bldg., 100 Lake Blvd. Redding
12	Utah Regular	Friday 8:00 p.m.	6th 165 West 1st North Provo, Utah
11	Reno Regular	Saturday 8:00 p.m.	7th Musicians Bldg., 120 W. Taylor Reno, Nevada
9	San Jose Specially called	Monday 8:00 p.m.	9th Labor Temple, 2102 Almaden Road, San Jose
8	Sacramento Specially called	Tuesday 8:00 p.m.	10th C.E.L. & T. Bldg., 2525 Stockton Blvd., Sacramento
6	Marysville/Oroville Specially called	Wednesday 8:00 p.m.	11th Prospectors Village Motel Oroville
3	Stockton Specially called	Thursday 8:00 p.m.	12th Engineers Bldg., 2626 N. California, Stockton

Nominations shall be in writing in the form following, and shall be delivered by the nominator at the meeting when nominations are

called for by the Presiding Officer. The Presiding Officer when nominations are closed shall read the nominations to the meeting and

deliver them to the Recording-Corresponding Secretary.

NOMINATIONS

The undersigned hereby nominates

Register No.for.....

Signature

Register No.

Social Security No.

Print Name

(b) Notice: Notice of the right to nominate, or the form in which the nomination shall be made, and of the time and place of the regular and specially called district meetings at which nominations will be made, shall be given by publication in the May edition of the ENGINEERS NEWS not less than 15 days preceding the first of such meetings, and promptly posted in the District and Sub-district Employment Offices.

(c) All Members nominated, otherwise eligible, in order to continue to be eligible shall have filed with the Recording-Corresponding Secretary of the Local Union within ten (10) days after having been notified in writing by the Recording-Corresponding Secretary of his nomination to Local Union office, a Non-Communist Affidavit and Section 504 Labor-Management Reporting and Disclosure Act of 1959 Affidavit and a written acceptance of his nomination to office and, in addition, shall have been in regular attendance at all

See ELECTION YEAR page 16

From Tiny Acorn A Mighty Oak

By AL CLEM
International Vice President
Business Manager and Editor

In March of 1939 Operating Engineers Local Union No. 3 was formed, through the amalgamation of a group of small local unions in Northern California. The union then consisted of the following Locals: 22, 45, 59, 65, 165, 208, 210, 336, 508 and 842. Utah Local 354 joined Local 3 in January 1941, followed by Local 53 of Nevada in May 1943. Two years later Utah Locals 353 and 358 came into Local 3, followed by Local 635 of Hawaii in August 1948. Ten years later, San Francisco Local 731 (Mare Island) amalgamated with Local 3.

Thirty years after the less than 1,000 members started out, in debt, Local 3 now records a membership of more than 32,000 members in Northern California, Northern Nevada, Utah, Hawaii, Guam and Mid-Pacific Islands, and a record and reputation for unique service to its members and to the community at large.

The present widespread geographical jurisdiction allows members of Local 3 a wide variety of work opportunities and gives a better bargaining position at the negotiating table with various contractors and associations than a smaller territory would allow. During the last 30 years the construction industry has grown along with Local 3, and as the Local Union became more efficient in its operations, the employers have also benefitted. For instance, some 34,000 dispatches were issued in one year.

Local Union No. 3 now maintains 20 offices, rendering services to its members as well as to the contractors and to the construction industry. Including 68 business agents and officers, and 16 dispatchers, it employs 158 people, as well as an IBM 360-30 64K computer which processes dues payments and records, apprenticeship records, Credit Union accounts, billing of employers for their monthly payments to the various trust funds, and a large number of other record-keeping systems. The computer systems have kept operating costs down considerably.

Since 1960, when the present administration of Local 3 took office, the union local has grown by 53%. At the end of current construction contracts in Northern California, the income to the various trusts, based on the number of hours worked last year, will be in excess of \$55 million per year.

The officers, in addition to conducting meetings, negotiating contracts, settling grievances and organizing the unorganized, also serve on the Boards of Trustees of the Health and Welfare, Pension and Vacation Trusts. Since the start of the Health and Welfare Plan in 1953, there has been paid to the members and their dependents an amount in excess of \$35 million for hospital and medical claims. The plan has been improved considerably recently, and now furnishes hearing aids, dental care and an Out-of-Hospital drug program.

Benefits in the States of Nevada, Utah and Hawaii have increased rapidly in recent years. Contrasting the pension plan beginnings in these states will illustrate. In Utah when the pension plan first began payments to pensioners the maximum monthly reciprocity was \$109.50—now it is \$218.75 (eff. 8/69). The first hourly contributions from employers was 5¢—now it is 35¢ per hour. The same dramatic contract effected in Nevada—from 10¢ per hour in 1959 to a projected rate of 50¢ per hour in January 1970, and maximum monthly payments of \$60.00 in 1960 to \$237.50 to be effective August, 1969.

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that the Semi-Annual Meeting will take place on Saturday, July 12, 1969 at 1:00 p.m. in the Marine Cooks & Stewards Union Auditorium, 350 Fremont Street in San Francisco. All members are encouraged to attend this very important meeting.

Local 3's California Pension Plan first paid monthly benefits of \$60.00 per month maximum in 1960. Now the maximum is \$225 per month, in addition to the extensive medical care afforded pensioners and dependents which include reimbursements of their Medicare premium payments.

There is more than \$50 million in the Pension Plan, to purchase annuities for members who will be taking their pension in the future. The employer's contribution toward pension is now 50¢ per hour for each hour worked by a member. Contributions will be increased periodically, through collective bargaining agreements.

In 1964 a California Chapter was granted to Local 3's Credit Union in California and in Nevada. Assets of the Credit Union now exceed \$4½ million and are kept in a state of development by a unique system which helps members to save. The Vacation and Holiday Plan, negotiated with employers, provides presently contributions of 30¢ per hour for each hour worked by each employee. That contribution is deposited to the Bank behind the name of the employee. Those funds accumulated and not requested by the employees go directly to the Credit Union behind the name of each employee.

In 1960 a survey disclosed that equipment contractors were purchasing larger, faster and more complex equipment, bringing about a decision to embark upon an Apprentice Training Program.

See 30TH YEAR page 8

CREDIT UNION ANNUAL MEETING

Secretary T. J. "Tom" Stapleton has announced that the Annual Meeting of the Credit Union will take place on Saturday, July 12, 1969 one-half (½) hour after the end of the Local 3 Semi-Annual Meeting, in the Marine Cooks & Stewards Union Auditorium, 350 Fremont Street, San Francisco.



Collectively Speaking with Al Clem

In reviewing our calendar, we note that this year is the 30th year Local 3 has been in existence. To reminisce with you a bit and to inform the younger members, when Local 3 was first formed it was made up of several small local Unions throughout our present jurisdiction, and had less than 1500 members. It was formed by the amalgamation of these different Unions, of which none had many members to speak of. The record shows the International loaned us \$3000.00 to start with. In the first election, when we went out from under supervision in 1940, there were less than 1800 members. Now your local consists of approximately 34,000 members.

In looking back and reviewing the conditions under which we worked and the wages we received, it seems I can only say that our progress has been phenomenal. This could not have been achieved had we not had the full support and cooperation of all members of our Union, working together with their Officers to attain better wages, working conditions and fringe benefits as time went on. (See lead story page 1)

If you will recall, it wasn't too long ago there was no such thing as a Health & Welfare Program, Dental Program, Drug Program, Pension Plan and Vacation Pay. These are some of the things we have been able to achieve by working together. While some of us wonder if in the not-too-distant future we will be facing a recession—if not a depression—I feel confident that if we continue to work as a team, the Local Union will continue to prosper and grow.

During the past month, I attended the Western States Conference which was held in Las Vegas, Nevada. This Conference was one of the most interesting and informative conferences it has been my pleasure to attend. It was conducted along the line of a series of workshops where all the delegates and attendants could exchange ideas. It is this type of meeting that we are able to keep informed about what's happening in the other Local Unions in the 11 western States.

One of the most important acts concurred in by the delegates was the adoption of the Reciprocity Agreement with our Pension Plans for the Local Unions affiliated with the Western Conference, which most have ratified; however, there are two Local Unions in the process of ratifying same, which I am sure they will do. We urge those members who are anticipating taking their pension to read the rules of the Reciprocity Agreement as listed below, so they may become familiar with them, in order to receive the full benefit of all monies coming to them when they retire. The following are the conditions and some of the questions you may have in connection with this Reciprocity Agreement:

Reciprocity means that when a participant in the Operating Engineers Local #3 Pension Plan works under the jurisdiction of another Operating Engineers Union which has a reciprocity agreement with the Local #3 Plan, he will be given credit for that work when he retires.

It is important that you understand your rights under these reciprocal agreements. The following questions and answers encompass some of the situations that have been brought to the attention of your Union Representatives. When you have further questions, please contact the Fringe Benefit Center or the Administration Office.

Q. I have some pension credit in our Local #3 Plan but I'm going to work in the Los Angeles area for 3 years. Will I lose my credits in my home plan?

A. No. This is one of the primary reasons for a reciprocity agreement. Reciprocity will work to prevent a "break in service" in the industry and therefore save your accrued pension credits even though these credits are not yet vested. Also, the additional pension credits you earn in the travel area will be available to you at your retirement date. However, since the information regarding credits earned in a travel area is not available to your home area Fund until your retirement date, your quarterly pension information card may indicate a break in service because the travel area credit cannot be shown since it will not be known until your pension application is processed. Your credit will be reinstated at retirement date when notification is received of your travel area credits.

Q. What are my responsibilities if I leave my home local on a travel card? Do I have to file anything or advise anyone that I am leaving my home area?

A. No. The record keeping of your work in the industry is the responsibility of the Administrators and the Funds. If contributions are made in your behalf, they must keep track of them and compute the proper credits for you. If these credits are not continuously recorded in our record because they do not meet the minimum requirements of the travel area plan, they will be retrieved later when you return.

Q. How much pension credit do I receive for my work?

A. The credit you earn depends on the area of your work. The crediting system in effect in our work area during the period you are working there determines the amount of credit available to you at retirement date. Each area Fund determines Pension

See CLEM page 8

San Jose Projects

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

With the spotly rains beginning to taper off several big projects are getting started in this our Valley of Heart's Delight.

One big project to get the go ahead was construction of a 6.1 mile section of Interstate 680 freeway from the Jacklin Road interchange in Milpitas to two-tenths of a mile south of Mission Boulevard in Fremont. A Mountain View based paving combination of Freeman-Sondgroth, Raisch, Caputo submitted the low bid of \$5,126,132. Construction will include a full interchange at the future Paseo Parkway, Scott Creek Road), the northerly half of the Jacklin interchange, and two undercrossings of the South Bay Aqueduct.

Two shrub and tree planting contracts were let to alleviate dangerous headlight glare for Route 101 between Ford Road and Story Road crossing and for State Route 237 between the Bayshore and Lawrence Expressway in Sunnyvale.

Ground was broken this month for a \$2.5 million sanctuary for First Baptist Church on the 35 acre hillside southwest of Almaden. General contractors for the project is Oscar W. Meyer of San Jose.

Ground has been broken and foundations are being poured, and steel erected on the 18-story tower in Campbell's "Prune Yard." This is the joint venture of Pittsburgh-Des Moines Steel Company and Fred Sahadi a far seeing entrepreneur who expects to develop the 34 acre site into a \$10 million office and shopping complex.

Parking congestion at San Jose Municipal Airport will get better before it gets worse again. Construction will start next week on extending the main parking lot in order to relieve weekend parking congestion. The project will add 228 additional spaces to the lot which now holds 1,143 vehicles. The expansion will occur in a dirt field south of the paved lot. A

See SAN JOSE page 7

Local Union No. 3 Endorses Three

Rodney L. Cameron, an employee of Operating Engineers Local #3, is a candidate for the city council of Petaluma and has been endorsed by the local's executive board in the upcoming election.

Cameron is a native of Petaluma and attended public schools there.

After serving three years in the Marine Corps, with service in Korea, he worked for five years for the Post Office Department. Following this, he attended Heald's Business College and has been employed in Data Processing since 1962.

Cameron, 33, is married and the father of two sons and three daughters. He is active in local parent-teacher and scouting organizations.

In Executive Board action, the Local Union also endorsed Ernest LaCoste (D), for election to the 30th District Assembly and Walt Hays who is seeking election to Seat 5 on the San Jose City Council. Brother Engineers in their respective areas are asked to turn out and vote for these friends of the union.

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General President Talks Top Labor

(Ed's Note: Labor Editor Stanley Levey of the Scripps-Howard Newspapers broadcast the following interview with IUOE General President Hunter P. Wharton over a nation-wide radio network recently. Timeliness of the General President's remarks should be of vital interest to the membership at large.)

Announcer
Stanley Levey:

Every year American industries lose more production because of job accidents than because of strikes. This is Stanley Levey and I will be back in a moment with a union leader who is trying to do something about job safety.

Hunter Wharton, a non-stop worker who starts his day at six a.m. heads the International Union of Operating Engineers. His members man the fantastic equipment from steam rollers to helicopters found on construction sites. Like most serious labor leaders, Wharton is worried about safety. Not only the safety of his own members, but of all workers. I talked with him recently about this subject.

Wharton: A lot of people think our sole interest is that of looking after our own membership. It is far from that because, if you study the statistics, you will see that many of the people injured on construction work are not the operators of the equipment. But we have tried to instill in the minds of our membership that they have a responsibility for the other workmen on the job as well as looking after themselves. It is generally accepted that management is responsible for safety and providing a safe place for the workmen but we constantly preach the gospel of responsibility on the part of our membership.

Levey: In recent years organized labor has been trying to get Congress to enact a stiff industrial safety law. So far not much success. Hunter Wharton, head of the Operating Engineers, has been in the forefront in this fight. I asked him about the chances of getting such legislation.

Wharton: I don't know how to answer that. It is very difficult to prophesy what might come out of the legislation on any subject and certainly we are going to apply the pressure and talk to everybody we can to try to get them to see it as we see it. At the same time, there are the other people around, the lobbyists who preach the sermon of doing it voluntarily, that they do it voluntarily. But the facts are quite different. How to gauge what might come out of it is difficult. All we can see is that we are for better safety conditions, will work in that direction and we certainly have like forces going the other way.

Levey: Many Unions are reaching out to Negroes, to recruit them, to train them, make them members, involve them in the life of the organization.

The Operating Engineers was one of the first to set up such a program. Its doors have been open to Negroes for more than half a century but some unions do not have such good records.

I asked Hunter Wharton about this.

Wharton: The only answer I can give to that, as I see it today, is they have been so fooled by promises that they think that when they enter these things it is a paradise and there is no work and they are going to get paid and they don't realize there is a lot of work involved. They have to put themselves and their nose to the grindstone and prepare themselves. I think one of the biggest reasons is they have been disillusioned.

Levey: Who has made them these promises?

Wharton: Well, you can point your finger at all the do-gooders is all I can say.

Levey: What, I asked Wharton, has disillusioned young Negroes about the building industry?

Wharton: These fellows have had so many complaints registered against the building industry that we are doing everything to keep them out and that we make nothing but money. And when they get in they find they have to train themselves for these jobs, they have to do some work while training and after they are trained and have a job, it's not just a pleasure jaunt. It is a job of work.

Levey: Does Hunter Wharton think there is a future for Negroes and other minorities in the construction industry?

Wharton: I think there is a future for them if they try to adapt themselves and put forth some effort on their own part. It is not going to be there just for them.

Levey: What are the construction unions trying to do about recruiting Negroes, I asked Wharton?

Wharton: I would certainly agree that they are making an effort to do something about it. But if there are any road blocks in the way one is simply because some people want to do it over night and push everyone else aside and that is not going to cure the thing—try to

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Truth In Lending

By JAMES "RED" IVY

The new Federal Truth in Lending Law, Public Law 90-321 will go into effect July 1, 1969.

The primary purpose of this law is to give consumers a standard yard stick they can use in comparing the cost of credit. The need for this legislation is made apparent by the following example of a transaction that was brought to the attention of the Credit Union recently:

A member brought in a contract that had been negotiated with a dealer for the purchase of a new automobile. Having made a substantial down payment of approximately 1/4 of the purchase price, the member had a balance due on the vehicle of \$1,887.44. To this, the dealer had added an insurance premium of \$120.94 for Credit Life and Disability Insurance. This brought the total amount to be financed to \$2,008.38. The dealer agreed to arrange financing on this balance at 7% interest and drew up a contract scheduled for repayment in 30 equal installments of \$83.68 each and showing a total finance charge of \$502.02.

The member's 1/4 down payment on a new motor vehicle would have qualified the account for a Credit Union loan with interest at 1% per month on the declining unpaid balance. Credit Life and Total Permanent Disability Insurance would have been furnished by the Credit Union at no additional cost.

A little simple arithmetic will tell you that 1% per month—(1% x 12) is 12% interest. This is where the mystery begins and where the need for Truth in Lending Legislation becomes apparent.

Using the \$2,008.39 figure for an exact comparison, the loan would have been amortized with Credit Union financing of 1% per month in 30 equal installments of \$75.01 each and the total interest charge would have been \$241.89.

How do we account for the dealer's interest charge being more than twice the amount charged by the Credit Union when the rate was 2% less? Part of the answer is simple enough, the dealer while talking in terms of 7% had actually computed his interest charge at the rate of 10%. The difference between 9% and 10% still does not account for the big difference between the dollar amounts of the two finance charges? No, because the dealer used the add-on method of computing interest rather than the declining balance method used by the Credit Union. Using the add-on method, the dealer multiplies the annual rate by the number of years the contract is to run (in this instance, 2 and 1/2, adds this amount to the unpaid balance due on the car and pro-rates the total so it will be repaid in equal monthly installments during the term of the contract.

The next result of this type of financing is that the actual cost to the borrower and the actual return to the lender on his money is almost twice the rate used to compute the interest. The reason for this is that interest is charged on the original amount over the entire period of the contract while the borrower's average balance is only slightly more than half the original amount.

With the Truth in Lending Law in effect, the dealer involved in the above transaction would have been required to show in writing on the contract that his true annual interest rate was 18 and 66/100%. Some lenders and especially those who are advertising what sounds like highly competitive interest rates on new automobile financing use the discount method of computing interest which in the interest of conserving space, we won't go into here other than to make the statement that this gives them an even higher return on their money than the add-on method.

Credit Unions have traditionally practiced Truth in Lending, (after all, why shouldn't they, they are owned by the members) will welcome this new law coming into effect.

When all lenders are required to show their true annual interest rate on the fact of their contract, we believe that our rates which include Credit Life and Total Disability Insurance on all insurable members at no additional cost will prove to be highly competitive with other lenders.

ARE YOU BUYING A NEW AUTOMOBILE???

There are many dealers who have offered to sell new automobiles to members of the Operating Engineers Credit Union at their cost plus a minimum mark up varying between \$100.00 and \$250.00 depending on the make of the car and the location of the dealer.

The Credit Union loan officer in each District and Branch Office of the Operating Engineers Local Union No. 3 has been provided with a new car invoice book that will give you the dealer's cost on all domestic automobiles, pickups, and all accessories.

If you are thinking of buying a new car, we suggest you make use of this service to buy the car at the lowest possible price and then save on finance charges by paying for it with a Credit Union loan.

Key Safety Chief

A veteran state safety engineer and a well-known figure in the construction industry, Clifford W. Farmer, has been named supervising safety engineer in charge of safety standards in the California construction industry.

"Cliff Farmer is a top man in this field," said Local Union 3 Vice President and Safety Direc-

tor Dale Marr," and has worked hard with both the unions and the contractors to make safety a by-word in the industry."

Farmer will direct the activities of 51 engineers statewide. More than a quarter-million construction contractors operate under safety orders administered by the

See FARMER page 7

Ground Breaking for

Rancho Seco Nuclear Plant

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

Rancho Seco Nuclear-Powered Plant—The Sacramento Municipal Utility District is building an 800,000-kilowatt nuclear-powered steam generating plant in southeast Sacramento County. While ground was broken for this plant last month, a great deal of work has already been accomplished.

The construction permit from the U.S. Atomic Energy Commission was issued late last year. Approximately, the \$25 million dollar nuclear steam supply system has been ordered from The Babcock & Wilcox Company. Approximately, the \$20 million dollars turbine-generator has been ordered from Westinghouse Electric Corporation. Uranium fuel for the original core and three refills has been contracted for from Utah Construction & Mining Company.

Bids for the main building of the nuclear plant are due to be submitted April 22. The successful contractor will be starting work around the first of June.

In addition, contract has already been let for the construction of two 425-foot high hyperbolic natural draft cooling towers. Work on these towers will begin in August. During the height of construction in 1970-71-72, there will be from 500 to 600 men working at the site.

The plant, to be known as Rancho Seco (dry ranch), will be the first large nuclear generating plant in the United States not located on a body of water. Water for this plant will come from the Folsom South Canal and will be recirculated through the cooling towers with no discharge down existing streams.

The site is a 2400-acre section of land twenty-five miles from downtown Sacramento. The plant will occupy approximately one-third of the property with the other two-thirds expected to be developed for recreational purposes. There will be a 160-acre reservoir in the center of the recreational end of the property which, if necessary, would only be used for standby cooling water.

The plant is scheduled to go into commercial operation in May of 1973, producing electricity at a rate more favorable than any other presently available source. The plant will run 24 hours a day, 11 months of the year, and will be shut down for one month for refueling and maintenance. Sixty to seventy personnel will be required to run the plant. The Sacramento Municipal Utility District will have invested nearly \$200,000,000 in the plant.

Shops, Plants, and Central Sacramento Area—Teichert is building their new shops in what is known as the old Perkins Pit

and will be adjacent to their permanent Rock Plant.

This large repair facility will be the central headquarters for all repair work on their equipment making a place for about 50 mechanics to work along with a parts department.

Campbell Construction Company is building this project to be completed in June.

Most of the construction work is beginning to come to life around Sacramento with members working on many of the downtown streets. Several small pipeline jobs that were bid on during the winter months are beginning to show progress now. Frontier Construction has one on Franklin Blvd. Baldwin Construction is now working on a big underground job located on the Davis Campus. We have several Brothers working on the campus at this time. Pagni Construction has started their new building located on California Street on the campus and have two of Raymond Concrete Pile's rigs working with their own loaders now digging the basement.

C. K. Moseman will complete the Elkhorn Ferry Bridge about July; working on this job is J. W. Vickery Co., who was a sub-contractor for the on and off ramps. When completed, this will be a twin four-lane bridge that con-

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DON'T LAY YOUR LIFE ON THE LINE.



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

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

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

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

Spend More For Health

WASHINGTON — Public and private spending in the United States for health reached \$50.6 billion in 1967—an increase of over \$5.6 billion or 12 percent over the previous year, the Health, Education & Welfare Dept. reported.

The total outlay covers all types of health services, supplies, health research and medical facilities construction.

Most of the increase in total expenditures was attributed to an increase in federal government health expenditures by an article in the January issue of the Social Security Bulletin.

The article, "National Health Expenditures, 1950-1967," reported that the federal expenditure was \$11.8 billion in 1967, up about \$4.8 billion over the previous year.

Expenditures in the private sector and by state and local government were \$32.8 billion and \$6 billion respectively in 1967, up more than \$400 million in each case.

The first full-year coverage of health care benefits under Medicare for the aged and expansion of Medicare to the poor were "largely responsible for the growth of public expenditures," the article said.

Operations of the two programs, it added, led to the following developments:

- Health spending per person—\$251 in 1967—was more than 11 percent greater than the amount per person in the previous year.

- Intensified public spending for health brought the private share of the total outlay down from 75 percent in 1965 to 65 percent in 1967.

- The consumer paid out less for care in non-government hospitals in 1967 than he did in 1966, with his share of these expenditures dropping from 79 to 62 percent.

- Medicare took over a large part of the personal health care expenditures previously financed out of the aged persons' pocket-book.

Unions Join In Int. Hq.

WASHINGTON — Five international unions pooled their resources to find a site for a joint headquarters building in downtown Washington, and will erect an eight-story building at 18th St. and New York Ave., N.W., a block from the government's Executive Office Building.

The property, owned by the federal government, was obtained through the General Services Administration in an exchange of property plus an undisclosed amount of cash.

The five union landlords have incorporated themselves in the District of Columbia as United Unions, Inc. They are the Painters, Iron Workers, Fire Fighters, Bookbinders and Sheet Metal Workers. All now occupy rented quarters in Washington.

Corporation officers are three union presidents—S. Frank Raftery of the Painters, president; John H. Lyons, Jr., of the Iron Workers, treasurer, and William H. McClellan of the Fire Fighters, secretary.

Construction is expected to begin some time this year for occupancy in 1970. Raftery said the five unions will occupy approximately two-thirds of the 175,000 gross square feet in the new structure.

Fresh Water In Yuba City's Future

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

YUBA CITY WATER TREATMENT PLANT NEARS COMPLETION — It has been a long time since the city council in Yuba City decided to improve the water in the city, but if you've been patient and held on through odor and bad taste, you may get a chance to have fresh clear water soon. The fresh, clear water, will come from a \$2.4 million treatment facility under construction at the north edge of the city off Live Oak Highway. It's there and you can see it, but the modern treatment plant won't be pumping the odor-free water for awhile.

Automated Operation — The three story facility is an impressive, automated operation. The city has put \$3.25 million in bond funds into the entire project, which includes the treatment plant, facilities to draw water from the Feather River and a major distribution system looping the city. And it will cost the water users \$6.50 per month to pay off the bonds and keep the system operating. All water rates were raised January 1, 1965, from a previous base of \$3 for a residential user, to pay for the improvements. There is one thing you ought to know, when you get the new water, you may not just turn on the tap and get that clear, purer water at first. Scales and sludge from the water pipes probably will shock the water user.

The hard water from the city wells has been building up deposits in the pipes. The softer water from the river will kill the growths and they will have to be flushed out.

Main Flushing—The city will flush water mains throughout the system in an effort to eliminate as much of the deposits as possible. But the flushing will not remove sludge and scales in the residential and commercial lines to houses and buildings. They will have to be flushed out by the water user. It will take a month or so to clear the system out completely. The city expects a lot of complaints. That's the bad part of the change in the water. The good part is softer water, odorless, clear water and steadier water pressure during the long, hot months of summer. The river water is so soft, it may have to be hardened some to make it usable in the city water lines. The plant has special systems to feed chlorine, lime, alum and carbon into the water during the treatment procedure and chemists will have immediate ability to test water quality through special taps throughout the facility which feed to the large laboratory.

The water is fed through three large pumps from a station at the Feather River to the treatment plant. It is fed slowly into special tanks where chemicals are added and stirred to cause the dirt elements to settle. As the water drifts slowly through the long parallel tanks, the unwanted elements drift to the bottom and the clear water is skimmed off the top and run through sand filters before entering the complex transfer system in the plant.

Visitors to the plant can get an overall idea of the system from a lighted control panel in the main lobby. The entire system can be operated from the master control console in the lobby, although there are separate, semi-automatic control panels at certain points in the plant.

Big Storage Tank—The water, once treated, flows into a two-million gallon storage tank at the plant and is pumped from there into the city system. Pressure is



MULTI-MILLION DOLLAR water treatment plant in Yuba City (above) nears completion as workmen head for a "end of March" deadline. The entrance way of the three story structure is guarded by a pool with three fountains to spray water. The \$2.4 million plant is on a 20 acre parcel off Live Oak Highway north of the city and the project includes some streets, parking areas and land-

scaping to be completed later. The main control panel for the operation—which controls the inflow of water from the Feather River, the many treatment and distribution procedures and the water pressure at tanks in the center of the city—is shown (below) with workmen's equipment and parts to the front. It is expected to be tested with some other equipment soon.

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maintained through two aerial tanks in the central part of the city which contain a total of 250 million gallons. Those tanks can be controlled by special communication lines from the treatment plant. The interior of the building, aside from the basic treatment equipment, contains the main water lines which are painted colors to designate the type of water—whether untreated, treated or return water from the system.

Offices, Laboratory—The main part of the building includes offices, the laboratory, storage areas, a locker room, a day room and the lobby which has a control console. The building is three stories high to accommodate a large lime hopper. The building was constructed to allow space for expansion to three times the present capacity of the eight-million-gallon per day system. Two large treatment units can be added on either side of the existing tanks.

The plant's eight million gallon capacity is expected to be met next summer, but the system has an overload capacity of four million gallons per day. The eight million gallon consumption figure was met last summer for a short time. Water returning to the plant through the loop line is used to flush out the treatment facilities. The "backflush" clears out scum which has settled in the system and the residue—"clean mud"—because of the chemicals added—is pumped back into the Feather River.

Tours Planned—The entire operation can be viewed, after the system is in operation, through tours to be conducted by the plant staff. The staff is expected to total six persons. The plant will have a modern, efficient appearance when the final work is completed, the painting and landscaping done and the switch thrown to put the plant in operation. The main entry way to the east crosses a pool with fountains that face a parking area. The city plans to landscape the grounds which presently are fenced.

The new water treatment system has been a long time in planning and construction. Studies were conducted well in advance of the rate increase in 1965, and several delays have resulted since. Plans were held up when the council failed to purchase a plant site

in time. Construction was later held up when bids were ruled too high and the plans had to be revised to bring the cost within the finances available.

Equipment Delays — During construction, the project was slowed by the failure of equipment suppliers to provide the equipment at the times specified. Without any more delay, however, the system should be operating by March. The \$3.25 million project—which has been estimated in the past to exceed that figure—included the \$2,393,951 contract with Granite Construction Co. for the treatment plant. The other main section of the project, the trunk distribution system—cost \$567,000 in a contract with Lentz Construction Co. Other costs included \$144,049 for contingencies and incidentals, \$60,000 for testing and inspection, \$40,000 for final engineering and \$45,000 for legal assistance and financing.

FIRMS BID ON WORK ON CREST OF OROVILLE DAM — Oman Construction Co., Inc., of Oroville has submitted a low bid of \$394,628 for improvement work on the crest of Oroville Dam, according to the State Department of Water Resources.

Work on the contract includes earthwork, grading, paving and guard railing for two traffic lanes and one parallel parking lane across the dam crest and for 1,200 feet of access roads, furnishing and installing a power supply line and lighting facilities. Work is expected to be completed next June.

COLUSA, GLENN FREEWAY WORK BIDS RECEIVED—Early in February bids were opened for a major Interstate 5 freeway construction project in Colusa and Glenn Counties. A low bid of \$5,770,325 was submitted by Fredrickson & Watson Construction Co. of Oakland.

On Tuesday, March 11th we held a pre-job with this employer concerning the above job. They plan to commence work as soon as weather permits, and the freeway section with its six structures will require a year for construction.

Interchanges will be built at County Road 68 near the community of Norman in Glenn County and at Delevan Road in Colusa County. Bridges will be constructed to carry freeway lanes over two creeks which cross the

alignment and there will be two overcrossing of local roads.

Motorists will continue to use Temporary 1-5 without interruption during construction. The existing two lane highway will be retained for use as a frontage road after the freeway section is opened to traffic.

SOLON: CUT OUT HUB DAM—An Arizona congressman has suggested that the Marysville Reservoir in California, now in the planning stage, might be a good candidate for a budget cut. The suggestion was made by Rep. John J. Rhodes, a Republican member of the House Appropriations Committee, in testimony recently released.

Rhodes expressed the view that the \$147 million project might be "rather tailor-made for either a stretchout or postponement." The comment came during testimony by Brig. Gen. John A. B. Dillard, South Pacific Division engineer for the Corps of Engineers, who defended the project as "very important" because it would be integrated with a system of reservoirs to control floods on the Feather and Sacramento rivers.

The general also noted that the project was designed to prevent repetition of floods such as that of 1964 which did damage of \$1,735,000 in the area. "That was not an overwhelming damage when you consider the size of this project," Rhodes said.

The Arizona Republican also said the project was one he believed should be built by the Bureau of Reclamation rather than the Army Engineers. The budget for the 1968 fiscal year includes \$800,000 to continue planning.

Controlled Inflation

President Richard Nixon expressed the belief that the U. S. can control inflation without an increase in unemployment. In his first press conference, the President said his administration is weighing those actions to take which will not trigger an unacceptable rise in joblessness.

During 1968, the nonwhite jobless rate dropped more sharply than for whites. The nonwhite rate fell from 7.4 percent in 1967 to 6.7 percent in 1968. The white unemployment rate declined from 3.4 to 3.2 percent.

How to Lose Your Shirt!

Or, Good Money After Bad

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

How would you like to put out \$60,000 to repay a \$20,000 mortgage?

That's exactly what can happen to you as a result of the Nixon Administration's action in raising the interest rate on government-guaranteed FHA mortgages to 7½ per cent plus one-half of 1 per cent for the FHA premium. This makes a total of 8 per cent.

At the same time the Administration raised the rate on VA mortgages to 7½ per cent.

This was the first action of the new Administration directly affecting consumers. It took place less than a week after the Administration took office.

The increase follows by nine months the jump from 6 per cent to 6 and ¾ made by the previous Administration last May. In the last weeks of his Administration, however, former President Johnson had refused the request of VA Administrator William Driver to increase the rate again.

People were shocked enough when they learned that 6 per cent rates on mortgages usually doubled the amount they would pay back on a 30 or 35-year mortgage. The new rates for the first time actually can triple the amount a homeowner pays.

For example, on a 35-year mortgage the payment for inter-

est and principle at 7½ per cent comes to \$6.75 a month for each \$1000 of mortgage, plus 42 cents for the FHA premium insuring the lender against loss (not charged on VA mortgages). On a \$20,000 FHA mortgage, the payment would be \$143.31 a month, or a total of \$60,190 for 35 years. (These monthly figures do not, of course, include taxes or insurance often paid each month with the mortgage.)

That means a home buyer undertaking a mortgage on these terms would pay an incredible \$40,000 just in interest. This is more than the average industrial worker earns in six years at current wages.

Even on a 30-year mortgage for \$20,000, the home buyer would repay a total of \$53,387.

At last year's 6 per cent rate (plus one-half of 1 per cent) the family that took on a \$20,000, 30-year mortgage would pay back \$46,184, and for a 35-year term, \$51,450.

One of the most revealing aspects of the new increase is that for the first time, government-backed mortgages cost more than ordinary "conventional" mortgages. These are made by the lenders without any government guarantee against loss. The Federal Home Loan Bank reported that the effective rate on conventional mortgages on new houses averaged 7½ per cent in December throughout the country.

Rates on government-backed mortgages have risen gradually from the 5½ per cent of 1965 when the Vietnam war became intensified. Usually increases were about one-fourth of 1 per cent at a time. But the two increases of three-fourths of 1 per cent each in less than nine months are double the total increase of the previous three years.

The reason given for the latest increase was the need to encourage lenders to make mortgages since they can earn as much or more on commercial loans (to businessmen). But this reason was advanced every time rates were raised during the past three and a half years—and it obviously never worked. Each time lenders soon were charging additional "points" or discount for giving mortgages. (A "point" is an extra fee of 1 per cent of the amount of the mortgage loan.)

For example, in 1966 when mortgage rates were raised, readers wrote us that lenders still charged an additional 8 to 10 points (the equivalent of 8 to 10 per cent of the loan or \$1600 to \$2000 in the case of a \$20,000 mortgage). Thus, the mortgage-seeker who wants \$20,000 has to sign a mortgage for \$21,600 or \$22,000.

The leaping mortgage rates have been a main reason why home ownership has become the second fastest-rising item in the

See MARGOLIUS page 12

Walsh-Healey Act!

For Greater Safety

Washington—Revision of safety and health standards to provide greater protection for 46 million workers under the Walsh-Healey Act, has been announced by the Labor Dept.

The law sets basic labor standards for work done under federal contracts over \$10,000 in value. The revision, updating standards in effect since December 1960, was announced by outgoing Labor Sec. Willard Wirtz.

Changes in the standards, he pointed out, aim at reducing injuries from fire and accidents, and "the alarming number of cases" of impaired hearing and pneumoconiosis (a lung disease) caused by excessive noise and air contaminants.

In one area, the revision provides for the adoption of naturally recognized consensus standards, such as the National Fire Protection Association code and safety measures set up by the U. S. Standards Institute.

Also adopted are regulations established by federal agencies, including ordnance standards of the Defense Dept. and hazardous materials standards of the Transportation Dept.

The revision brings into the law an occupational noise standard to reduce the danger of loss of hearing from job noise. The standard sets a maximum acceptable sound-measure level of 85 decibels.

If a firm is unable to meet this level immediately, an interim level of 92 decibels is acceptable, provided an effective hearing conservation program is drawn up to protect employees and reduce the noise level to 85 decibels by Jan. 1, 1971.

The revision also spells out stricter standards to control air contaminants and adopts the Threshold Limit Values set forth by the American Conference of Governmental Industrial Hygienists with certain exceptions.

The exceptions include the current standards issued by USA Standards Institute in the field of air contaminants and the new standard of the U. S. Public Health Service for coal dust.

The coal dust standard, Wirtz said, "is designed to prevent coal miners' pneumoconiosis, which has resulted in serious illness among miners and an alarming number of deaths."

The revision was published in the Federal Register for Jan. 17 and becomes effective 30 days thereafter.

Republican Season!

Labor Now Fair Game

It didn't take anti-labor forces in the Congress long to get moving on legislation designed to curb the effectiveness of unions.

A handful of Senators who have experienced much frustration in their efforts to hamstring unions have introduced three key bills. One of the measures, (S. 424) introduced by Arizona's Rep. Sen. Fannin and co-sponsored by GOP Sens. Bennett, Utah; Curtis, Nebr.; and Williams, Del.; and Democrat Ervin of North Carolina would raise barriers to the fining of members by unions. The measure, if enacted, would prohibit a union from fining members for crossing union picket lines, filing decertification petitions, and for testifying in Board proceedings against a union.

Another Fannin proposal, (S. 425) with Bennett and Williams co-sponsoring, would prolong the present 80-day injunction in the national emergency section of the existing Act until a strike is settled.

A third bill (S. 426) would eliminate voluntary recognition of a union by an employer and require an NLRB-conducted election in all representation cases. Co-sponsors with Fannin of this measure are Bennett, Curtis, Ervin, Williams and Thurmond.

This would be a good time to take pen in hand and let your local congressman and senator know that you are against the passage of the above named bills. All three are aimed at weakening the union and the cause of organized labor.

We Get Letters . . .

Dear Brother Clem

We want to thank Local #3 for making it possible for us to get eye glasses in Sacramento. My wife & I were the first members to take advantage of this service. The glasses are excellent & a great savings.

If we can get car insurance comparable to the cost of the glasses, we will take advantage of the offer.

Our Sincere Thanks
Lloyd E. Kemp

Weather Still Boss

About one-fifth of all unemployment of American workers in 1968 was attributed to seasonal swings in employment in agriculture, construction, and other seasonal industries. The U. S. Department of Labor is seeking solutions to the problem of irregular employment, with the hope of progressing toward full employment and economic security for all workers.

Meanwhile, Back on the Reservation!

Pottery and peace pipes have been replaced by electronics assembly and food-processing on modern-day Indian reservations. The labor Department reports that by the end of Fiscal 1968, 137 manufacturing plants had been established on the reservations. Already employing 4,100, they will, when in full operation, employ 6,600 Indian workers.

San Quentin?

Quail Hill Plan Moves Ahead

By **AL HANSEN**

QUAIL HILL DEVELOPMENT BEGINS—The multi-million dollar planned development on Quail Hill, west of Northgate Shopping Center, got under way with bulldozers moving in to cut away 500,000 cubic yards of dirt and haul it across San Rafael to fill more than 50 acres between Highway 17 and Jacoby Street in the largest such project ever undertaken in San Rafael. Another 500,000 cubic yards will be excavated and left at the site. The earth moving project is expected to take about a year with the 82-acre development of townhouses, single family units, a conference center, office and commercial buildings to follow.

STATE PLANS 101 IMPROVEMENTS—Though it may be an added irritant during the rainy season, Highway 101 is getting a much needed face lifting in certain key areas. Road improvements, at a cost of \$92,000, include widening 101 from four to six lanes between the Forbes Overhead south of Terra Linda and Pacheco Creek Overcrossing north of Marinwood and improving the existing interchange at Lucas Valley Road. Work is now 60 percent done and completion is scheduled for next summer. Work in October on the first of three projects which will ease the congestion on 101 through San Rafael. The first contract, at a cost of \$1.9 million, is adding two lanes to the current four lane stretch between Third Street near the north end of the viaduct to North San Pedro Road, north of Puerto Suello Hill.

Additionally, a collector road will be constructed between Third Street and Mission Ave., a pedestrian overcrossing at Palmona near Coleman School and a partial interchange at San Pedro Road. This contract will take approximately a year.

Bids are open now for the sec-

ond project on 101 in San Rafael. This involves widening the existing northbound offramp to Irwin Street to two lanes to accommodate the additional traffic it will bear when the offramp at Belle Avenue is closed for work in the first contract.

A third improvement project of 101 through San Rafael will be advertised this Spring—construction of the new viaduct in San Rafael. The new structure will be located parallel to and west of the existing viaduct. Although it will be constructed as a four lane facility, the new viaduct will be used initially for three southbound lanes for northbound traffic. The tab for this is \$3,200,000.

A \$55,000 planting improvement is under way for 3.6 miles between Miller Creek Road and north of the Route 37/101 interchange. This includes median planting and landscaping at the Pacheco Creek and San Jose Road interchange. So, take heart, commuters, your daily travels will improve!

WASHINGTON STREET BRIDGE BID IN LINE—Petaluma City Council opened bids for construction of a new bridge at East Washington Street, and purchased a parcel of property for enlargement of the bridge Intersection at Washington Street and Petaluma Boulevard. Lowest apparent bidder being Future Construction Co. of Dublin. Construction costs include construction of a new five-lane bridge with pedestrian walkway and an improved entry intersection.

Engineering Field Services, San Rafael, has gone international in its operations. Leaving for Sewell, Chile, on a mine surveying job for Brandon Copper Co. and heavily loaded down with equipment will be Supervisor George P. Colson, Party Chief James Thompson, and Chairman Phillip Potter. They will be gone about six weeks.

HWY. 17 SLATED FOR RESURFACING JOB—The 2.3 mile section of Highway 17 between the Richmond-San Rafael Bridge and Highway 101 in San Rafael will be resurfaced. Bids to be opened March 26th—a total of \$260,000 is available for the project, which calls for resurfacing east and westbound lanes and revising signing and lighting.

A half-mile stretch of Shoreline Highway on a 200-foot bluff, just south of Stinson Beach, the site of many severe accidents, is to be widened. The work will include widening the roadway and installing guard railings, and adding left-turn storage lanes at Shoreline Highway's intersections with Panoramic Highway and at the main entrance to Stinson Beach State Park.

PUMPING STATION CONTRACT GIVEN—The Sausalito-Marin City Sanitary District board awarded \$10,499 contract for modifying the Princess Street pumping station, near Ondine's restaurant on Bridgeway, to Hayco, Inc. of Greenbrae.

Road damage suffered by Marin County during this winter's storms totals \$411,000, with another \$400,000 in damage to private property. Road damages totalled \$200,000, which would have to be let out to contractors, and the additional \$211,000 for patching of roads, and slide removal. Supervisor Chairman John F. McInnis wired Governor Reagan that a state of disaster be recognized in Marin.

MORE PROGRESS IN PETALUMA—The building that has housed the Petaluma Branch of Bank of America for many years is being leveled to make way for a 41-space parking lot beside the new \$600,000 Bank of America building. Ground has been broken for a branch in Washington Square east of the Freeway. Demolition of the old building is being done by Pacific Excavators of Albany.

Social Security Trust Funds Are Healthy

WASHINGTON—A report by the trustees of the Social Security Trust Funds shows the funds to be in sound, healthy condition and "clearly proves" that social security benefits can be increased without any boost in payroll taxes, AFL-CIO Social Security Dir. Bert Seidman has pointed out.

The report singled out by Seidman covers the two trust funds from which cash benefits are paid—one for old-age and survivors insurance and one for disability insurance.

The trustees state that new cost estimates show a favorable actuarial balance of 0.53 percent of taxable payroll compared with a previous estimated actuarial balance of 0.01 percent.

"This new balance," Seidman said, "means that Congress could grant 5 to 6 percent of a badly needed increase in benefits without any increase in the social security tax, shared equally by employer and employee."

Meanwhile, the trustees also submitted to Congress reports for fiscal 1969 covering Medicare hospital insurance and supplementary medical insurance (doctors' bills) under social security.

Trustees for the funds in this fiscal year are Social Security Commissioner Robert M. Ball and three members of the Johnson Cabinet: Treasury Sec. Joseph W. Barr, Labor Sec. Willard Wirtz and Health, Education & Welfare Sec. Wilbur J. Cohen.

In the report on the cash benefits trust funds, the trustees cited two factors accounting for the increase in the actuarial balance:

One, 1968 earnings levels were higher than the 1966 levels which were used as a base for estimating contributions in determining the previous estimated balance.

Two, use of an assumed 4.25 percent interest rate on trust fund investments instead of a 3.7 percent interest rate on which previous balance estimates have been based.

The trustees said that combined income into the old-age survivors and disability trust funds in fiscal 1968 exceeded outgo by \$2.6 billion. Assets of the two funds totaled \$28.1 billion at the end of the fiscal year.

In the five years ahead, the trustees foresaw income to the funds exceeding expenditures by about \$45 billion.

Based on the present tax schedule and taxable earnings level, they predicted that the funds will have sufficient income from contributions to meet the cost of benefits and administrative expenses "for the next 15 to 20 years and for the distant future."

In the report on the hospital insurance trust fund, the trustees said there would be an unfavorable actuarial balance—0.29 percent of taxable payroll—based on an assumption that the present taxable earnings base, \$7,800 a year, remains unchanged.

However, the trustees emphasized that if the earnings base is increased proportionately with increases in the general earnings level there will be an actuarial balance in the fund—about 0.07 percent of taxable payroll.

Total income to the hospital insurance trust fund in fiscal 1968 was reported at \$3.9 billion, about \$100 million in excess of outgo. The fund's total assets were \$1.4 billion, an increase of \$87 million over fiscal 1967.

Estimates for the three-fiscal year period of 1969-71 looked to

steady increases in both income and disbursements.

Income to the supplementary medical insurance trust fund in fiscal 1968 was \$1.4 billion, while outgo was \$1.5 billion, the trustees reported. But this high outgo, it was pointed out, was due to a big backlog of claims for services rendered in the early period of the program's operation.

While total assets of the fund decreased from \$486 million to \$307 million between June 30, 1967, and June 30, 1968, the report noted that assets were back up to an estimated \$446 million by Dec. 31, 1968, as the result of an increased premium rate and payment of some government contributions for past years.

The trustees indicated that the financial future of the supplementary medical insurance program depends upon rates of utilization of doctor's services and costs, particularly how much doctors' fees continue to increase in the future.

They noted that all estimates show that with a \$4 monthly premium rate for supplementary benefits through June 1970, the program will have sufficient funds, on a cash basis, to meet anticipated expenditures for benefits and administrative costs until that date.

If on an actuarial basis, experience exceeds the \$4 rate, there will be ample times for action necessary to assure the continuing soundness of the program, they concluded.

Western Construction

Expected To Show Gains

LOS ANGELES — After a banner year in 1968, the construction industry in the West will continue its upward movement this year with total contract values for future construction climbing to \$12,765,000,000, according to the F. W. Dodge Division of McGraw-Hill Information Systems Co.

The gain in construction activity in the Western region will represent a 17 per cent increase over 1968's contracts for future construction—estimated by F. W. Dodge at \$10,925,000,000, with eight months figures already tabulated. The anticipated 17 per cent rise in Western construction will be the largest in the country, and well above the national average gain of nine per cent.

The 1968 Dodge Index (1957-59 equals 100) of future construction contract values in the West is expected to climb to 147 from last year's 130.

This preview of next year's Western construction industry is being presented here today in the "F. W. Dodge Western Construction Outlook 1969" delivered by George A. Christie, the company's chief economist, at the Sheraton-Wilshire Hotel. The 11 states included in the Western region are: Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming.

"After lagging behind the rest of the nation for four years, Western construction activity rebounded sharply in 1968 due to a

reversal of the declining migration trends which were responsible largely for the drop in building activity," Christie explained. "Improved credit conditions and increased migration should stimulate continued gains in all major construction categories during 1969," he added.

According to its 1969 Western forecast, Dodge sees these improvements in the region's construction industry next year:

***Business construction will benefit from several large office building projects and a large new housing-oriented market for retail stores.

***Housing contracting will continue to rise sharply, reflecting the relatively low level of vacancy rates in the region and easier credit conditions. Both single-family and apartment house building will share in the gains.

***Institutional building contracts will rise about seven per cent, as educational and religious building move up from 1968's below normal level.

***Public facilities construction will increase substantially as the pace of road building picks up and sewer and water facilities are extended to new housing areas.

Christie forecast a nine per cent increase in the field of non-residential building in the West, with commercial building the leading category showing a 15 per cent gain to \$1,385,000,000. Religious building will rise about 14 per cent to \$120 million in 1969, and educational building

will climb six per cent to \$770 million. Contracts for industrial building will increase an anticipated one per cent to \$545 million, while contracts for public buildings are expected to drop three per cent.

A pickup in migration into the region since 1967, low vacancy rates and easier credit are the three factors that stimulated a healthy 32 per cent advance in Western contracting for all new housing in 1968, Christie reported. During the same period apartment construction jumped almost 75 per cent, the economist added.

In 1969 contracts for one- and two-family housing should continue to gain momentum climbing 27 per cent to \$4,065,000,000, and apartment contract values are expected to rise 26 per cent to \$1,610,000,000. Nonhousekeeping construction contract values are expected to decline about eight per cent to \$240,000,000.

On balance, the contract value of new residential building is expected to climb 25 per cent to \$5,915,000,000 in 1969—the largest increase in the nation.

Nonbuilding construction in the West will increase 13 per cent in 1969 to \$3,160,000,000, Christie said. Contracts for streets, highways and bridges will climb 16 per cent to \$1.45 billion; and contracts for sewer and water supply systems will increase seven per cent to \$530,000,000. Western utilities construction is expected to advance 16 per cent to \$520 million.

New Dispatch System

Hawaiian Brothers Please Note

By HAROLD J. LEWIS, Trustee and Sub-District Representative, and Business Representatives WALLACE LEAN, BERT NAKANO, WILFRED BROWN and KENNETH KAHOONEI

NEW HIRING PROCEDURE IN EFFECT IN HAWAII! Two plastic embossed cards are being sent to each member. The Green card is to be retained by you at all times and the White Card is to be deposited with the Dispatch Office where you are registered on the Out-of-Work List.

If you receive a card unclassified, contact the Dispatch Office and arrangements will be made to put the proper classification thereon (A Operator, B Operator, C Operator, A Oiler and B Oiler).

If you anticipate traveling from your district to another, it is suggested that you pick up the White Card where you have it deposited and deposit it in the hall where you are seeking employment. We request that you do this in order to facilitate the dispatch system, saving you time as well as the dispatcher.

It is of utmost importance that you check your Social Security Number embossed on your card. This card will be used on a machine to print out your dispatch slips and if you have an incorrect Social Security Number, it may result in your losing payments which are due you for Health & Welfare, Pension and Vacations. If your Social Security Number is incorrect, contact the Dispatch Office immediately.

In addition to your Social Security Number and hiring status, you must also check your Registration Number on the embossed card with the Registration Number on your Union Membership

I.D. card. Be certain that they both coincide.

This new Dispatch Procedure is another service being put into effect in order for members to derive all the benefits due them. You will note that when you sign the Out-of-Work List, you will receive a receipt setting forth the classifications which you are registering for—the date, the month, the hour and the minute which you register. All the Out-of-Work Lists will be printed by the computer and distributed to the various hiring halls. We know that with your co-operation, this dispatch system will assure all of you a fair share of your work opportunities. Let's make this procedure work by co-operating! Mahalo!

ISLAND OF KAUAI—On the Island of Kauai, Mark Construction, Inc. has recently started work on its pipeline project. They should be hiring more Engineers in the very near future. We are happy to report that 99% of our members who are Engineers are employed.

J. A. Thompson & Son, Inc. is now completing the final stage on the Kauai Belt Road project. Due to the rainy season the past months the project fell behind its completion date.

Also at its final stage is the Kauai Surf Hotel; an addition of a new wing and a larger parking lot. The contractor for this project is Hawaiian Dredging & Construction Co., Ltd.

Hawaiian Bitumuls & Paving Co., Ltd. is still doing a lot of paving work on the Island of Kauai and is definitely scheduled for a full work load this year.

E. F. Nilson, Inc., the largest contractor on the Island of Kauai, is doing extremely well. Steward Takeo Sakamoto informs us that work has picked up and looks bet-

ter than last year. This company presently employs approximately thirty-eight Engineers.

DOWNTOWN HONOLULU—We no doubt have witnessed many changes to our city and many new changes are yet to be outlined. We would like to point out the well-planned Fort Street Mall in Downtown Honolulu which was constructed by Hawaiian Dredging & Construction Co., Ltd. with a fine modern taste for facelifting.

The areas within and around the city have already begun to rip down the old structures and a magnitude of modern structures are making its way to stay. The program to remodel the entire city will take many years. The foresight of those who can see ahead must keep up with these modern times of ours.

Let's take a look at the Aala Park Triangle. This is where THOHT Construction Co., Ltd. is working hard to give a fine appearance to this area. Recently Hawaiian Dredging & Construction Co., Ltd. was the low bidder on the Liliha and Vineyard project. Work has already begun to construct another housing area. Yes, things are changing at a fast pace in many other sectors around our fair city and buzzing with activity. Reed & Martin, Inc. has a project on Bishop Street; a high-rise building is going up. The State Capitol is nearing its completion with other additional structures still in the drawing stages. When this particular site has been completed, the next stage will be to landscape the place grounds. There we have it, nothing but work, work, work.

More and more money will be spent as other construction sites become completed. Besides the

Highway Construction and subdivision projects going on, the city will have the major part of the work. We could at least estimate somewhere around \$230,000,000 in construction to our city alone.

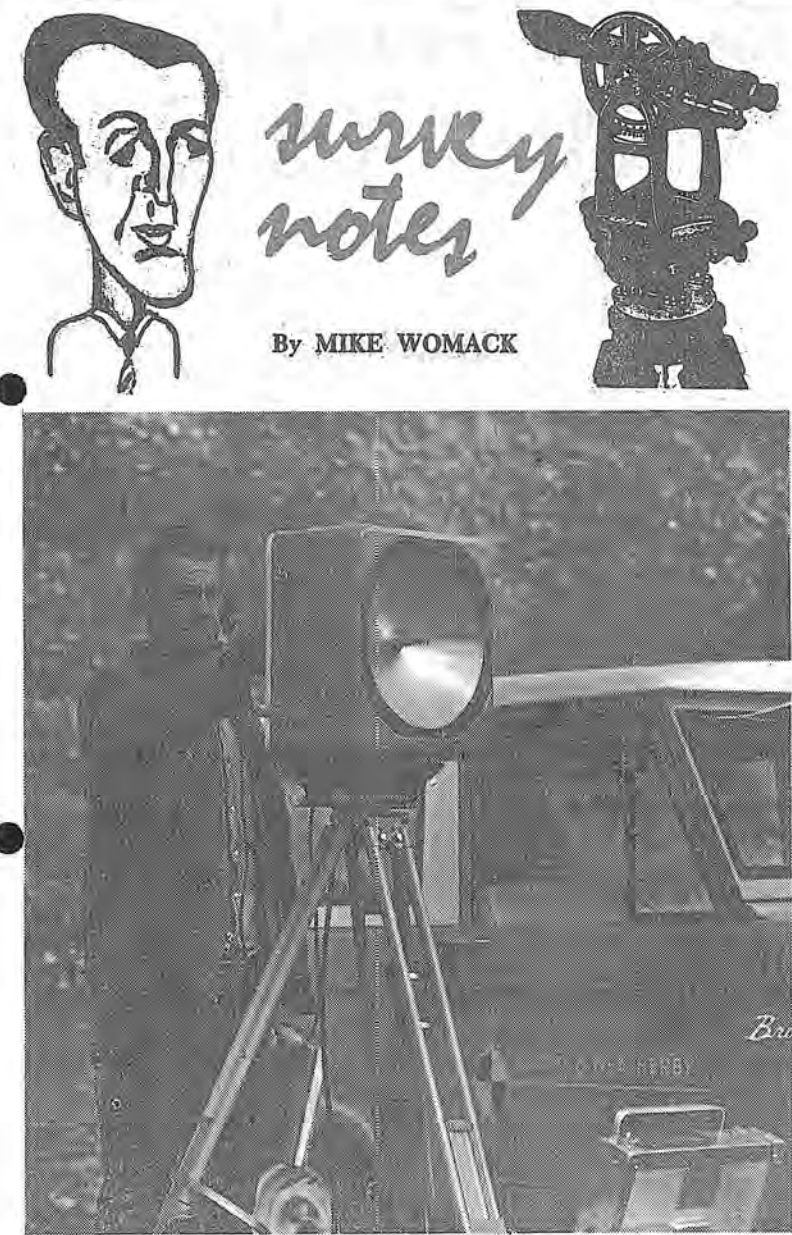
WAIKIKI—Ground breaking ceremonies were recently held for the \$45 million Sheraton Waikiki Hotel which will be located on the Beach of Waikiki alongside the famous Royal Hawaiian Hotel. This Hotel is slated to be the biggest of the Sheraton chain.

Thirty-one stories high, with 1,800 rooms, it is designed and slated to be a showplace among hotels here and elsewhere.

Since ground breaking, pile drivers are in and the giant hammers are already singing their tunes. First phase of this giant will be a six-story parking facility and is due to be completed by January, 1970. The final completion date is scheduled for January, 1971.

MAKINGS FOR A NEW WAIKIKI—To walk down Waikiki in search of the charm of "Old Hawaii" would almost be senseless. One would only find the smaller quaint buildings being torn down, the seemingly never ending sound of the piling hammers, the sky dotted with tower cranes and street congested with trucks busy hauling muck, concrete or building materials.

The State of Hawaii is going through a change not only in the Tourist Industry, but also an accelerated road program. It is not an uncommon sight to be out driving and come across a road or highway barricaded or lined with bright colored drums to warn drivers of the construction in the area. Just about wherever you go, you will be sure to run into a flagman where the machinery is crossing the road.



By MIKE WOMACK

NEW SURVEYING instruments are arriving on job sites more frequently than ever before. Above Job Steward Timothy J. Brune of Haight & Weatherby puts the new Electrotape through its paces at the new Black Creek Cove subdivision between Tulloch Lake and Copperopolis in Calaveras County. Brother Brune reports that he has measured distances varying from four hundred feet to over four and one-half miles and is well-satisfied with the accuracy and performance of the new device.

★ ★ ★

San Jose

Continued from page 2
similar size expansion is planned northward to Brokaw Road. A. J. Raisch Paving Co. has submitted the low bid of \$39,307 for the project. Because the additional 228 spaces are expected to fill rapidly, airport administrators are considering a multi-level parking facility that would accommodate 1,500 vehicles. Airport Planning Engineer Verne Troup said "hopefully it would be completed in a year and a half." He said it probably would be similar to the city's multi-level garage at North Market and West St. John streets which accommodates 225 vehicles.
L. C. Smith was low bidder on the Highway 17 between Scotts Valley and Los Gatos overpass at the Summit.
Granite Construction Company are busy in the Watsonville Area. They have started the Sand Dollars Beach Job. Heavy rains has done a lot of damage in all the Southern Areas. The coast highway is still closed with crews working trying to get it open for Summer traffic.

Farmer

Continued from page 3
State Division of Industrial Safety, headed by Jack F. Hatton.
Farmer, 45 years old, first joined the division as a safety engineer in October, 1959, and has worked in offices of the construction section in San Francisco, San Jose, and Oakland. He began his state employment with the State Division of Highways, in 1953, and had been an assistant highway engineer since 1955 when he joined the state safety agency.
A native of Cottage Grove, Oregon, he was educated in schools there and in Eugene, and graduated from the University of Oregon. He is a veteran of World War II, serving with the U.S. Navy in the Pacific.

This month saw the resigning of the majority of the Fresno survey firms for another three years. We still have a number of potential 3-E Brothers who need to hear the message about the benefits that can be gained through organized labor.

The new firm of David Hagemeyer in Carmel has recently become signatory to an Independent agreement.

During the past weeks your local union has been extremely busy enforcing the conditions of your contracts. To cite some examples: \$2,078.71 from one employer and \$1,104.20 from another, all on delinquent fringes; \$752.46 back vacation pay for one member; \$5,350.90 in back wages for nine members all working for the same firm.

These examples just hint at the things that take place every day. This, and more of the same activity, is only accomplished with the cooperation and assistance of the Brothers working within the jurisdiction.

This also brings to mind that the post cards mailed to all 3-E members have not been completed and returned in as great a number as is needed. The cards are also available at all Job Placement Centers, and are entitled "Questionnaire to Determine Qualification for Registration." Approximately 430 cards have been returned out of the 1,500 expected. This is your work opportunity protection, negotiated by your union and ratified by the members. If you did not fill out and return one of these cards, please do so as soon as possible. Anyone not under the umbrella of this "grandfather clause" will be tested before being eligible to be dispatched from the job Placement Centers in the very near future, in any of the four Tech Classifications of Cert-Chief of Party, Chief of Party, Instrumentman or Chainman-Rodman.

Beware of Debt!

Spring Fever Can Be Costly

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

If you are a moderate-income working family, your financial horoscope for May says beware of debts.

This traditionally is a month families increase their installment debts, often for cars but also for spring clothing. If you do need to buy on time, we recommend you get a credit-union or bank loan rather than use stores' revolving charge accounts and coupon books. You will reduce your finance charges by one-third or more. (See Local No. 3 Credit Union feature by Jim "Red" Ivy on page 2).

You can expect relatively stable food prices this month. But this will provide only a brief respite before the cost of living starts racing upward again this summer.

We strongly advise selective buying and especially using those foods currently more plentiful and relatively reasonable this month (See Food Buying Calendar below). That is about the only immediate way to soften the damage done by rising prices to your family's standard of living.

Except for the temporary pause in food prices, all other family expenses are still going up, especially housing and health-care costs. Medical costs have gone up over 6 per cent this past year, and 50 per cent in the past 10 years, or about twice as much as the overall cost of living.

Here are tips on buying opportunities:

Double Knits, Bonded Linings:
Two important developments in women's clothing are the many dresses now made of double-knit fabrics, and dresses, and coats made with the sometimes-worrisome bonded linings.

Double knits seem about to become one of the most-widely used fabrics. Because they are manufactured with two sets of needles, they have a double thickness with a finished appearance on both face and back.

The double knits have the advantage of better shape retention, run resistance and longer wear. They won't stretch as easily as the older single-knit fabrics.

Knit dresses in general are wrinkle resistant and reasonable in price. Double knits of synthetic fibers like polyester (Dacron, etc.), are machine washable.

Often nowadays, fabrics of single-knit construction have the fabric bonded to the lining to help them hold their shape. Such bonded fabrics, have caused problems. When poorly constructed, they have tended to pucker and peel when dry cleaned. Sometimes the fabric stiffens or the adhesive comes through.

These failures occur when the fabric is not carefully laminated to the backing, or if the fabric is not shrink-resistant. Then the fabric shrinks, but not the backing, causing puckering. Some of the worst problems have occurred with bonded wool fabrics.

Now, U. S. Agriculture Department home economists say, more manufacturers are establishing performance standards for bonded

fabrics, and these otherwise desirable materials are improving. Still, it is safest to make sure that the store itself guarantees the fabric against disaster, and to follow the manufacturer's cleaning instructions carefully.

New Small Cars: Some models of new cars showed a greater than usual price decline during the winter as manufacturers and dealers sought to spur sales by offering larger discounts. The public is not buying cars as enthusiastically this year as last.

The big news is the arrival on the market this spring of the first of Detroit's new small cars. This is Ford's Maverick, several inches shorter than the "compact" models, and priced in the \$2000 price bracket, not much more than the small foreign cars.

The Maverick is a six-cylinder model. Other U.S. car manufacturers are planning to bring out even smaller four-cylinder models next year.

Food Buying Calendar: Pork and turkey are in abundant supply, with prices of hams lower in recent weeks. Stores also are offering specials on loin roasts. But smoked calis (pork shoulder) still are best buy.

Here is a table showing the cost of the lean meat in various pork cuts based on recent typical prices:

	% Lean	Price Lb.	Cost of Lean Lb.
Smoked calf	61%	.52	.85
Smoked ham			
Regular	63	.69	\$1.10
Ready-to-eat	63	.69	1.10
Loin roast	67	.69	1.03
Loin chops	67	\$1.14	1.70

Another outstanding food value this month is eggs, now approaching their flush season with prices tumbling. Use eggs in combination with meats to hold down meat costs.

THE JOURNEYMAN THE APPRENTICE

"How many stars in the sky,
my boy?"
The Old Hand asked, gently.
With never a pause, he asked again,
"How many fish in the sea?"
Young Johnny Green kept his lips shut tight,
For he knew the Old Hand's ploy
Was when you have a job for a man,
Never send for a boy!
"I've forgotten more," the Old Hand said,
"Than you could learn in a year,
But I'll show you the way to skill in your trade.
If you'll hold this one thing dear . . .
Remember, a book's just a password,
Like a blueprint, only a guide.
But experience is something quite different,
It's learned at an Old Timer's side."

It's a gift he may give of, freely
Or hold back, while you fall on your face.
He can lead you through problems, endless
Or let you drop out of the race.
So hold high this promise he proffers,
Have respect for his years at his trade,
And remember your debt to a youngster—
When you've finally made the grade.
—KSE.

Big Assumption!

Assuming an unemployment rate of 3 percent and armed forces of 2.7 million, the U. S. Department of Labor expects about 89 million persons to be at work in 1975—one-third more than the 67 million employed in 1960.

How many do you know?

The United States has around 300,000 millionaires. That's the estimate made by New York Times financial writer Albert L. Kraus.

He cites federal reserve board figures indicating that in 1965 there were 100,000 Americans worth \$1,000,000 or more, and he adds: "The inflation of the last three years may have doubled or tripled the number."

Kraus goes on to cite how easy it is for some persons to become millionaires. It all depends on making the right investments. Many would-be millionaires, he writes, have been able in recent years to average a 15% annual return on stocks they buy. Thus, at compound interest, it doesn't take many years for them to double their money.

Kraus calculates that a person investing only \$30,000 at age 40 in a fund that doubles in aggregate value every five years would become a millionaire by age 65.

Tech Job Stewards



Gilbert Rodriguez
Lawrence Brian Co.



Paul Bryan Wise
Bryan & Murphy



Glen Stone
Peters & Verdugo



Ronald Hochgraf
Geo. Bestor & Assoc.



Tim Bruner
Haight & Weatherby



Joseph Gress
Associated Professions, Inc.



Mildrad Boskovic
John Mancini



John Madsen
Frahm-Edler & Assoc.

Local 3 Marks 30th Year

Continued from page 1

Now the program exists, increasing earnings and skills of Operating Engineers. There have been 605 apprentices trained, and 800 Journeyman Trainees. This program has been singled out by Government and industry as one of the best Apprentice Training programs of any union in the United States. In conjunction with the Apprenticeship program there is also a program known as the Journeyman Trainees Program which upgrades the skills of those members who could previously operate just one piece of equipment. The Apprenticeship office is staffed by 20 people, including coordinators in key spots of the jurisdiction of Local 3. The Apprenticeship program exists in all areas of the jurisdiction except on the island of Guam.

Just recently the Pension Trust Funds of Local Union No. 3 purchased more than 3,000 acres of land about 20 miles outside of Sacramento, which has been leased to the Apprenticeship program, and which is called Rancho Murietta. Apprentices will build an entire town of 35,000 on this site. He will learn as he earns and builds, and that portion of the construction not coming within the jurisdiction of the Local Union will be contracted out.

The younger members of Local Union No. 3 are demanding a greater portion of the economic pie. While they have been trained well, so that they produce more per man-hour than they did 20 years ago—a training required

especially by the more complex and huge equipment—their contemporaries in other crafts in the building industry are making similar demands, without basis. Since the other crafts have not been trained to be more efficient, more up-to-date in their skills, the demands pose great problems for the Union and for the employers.

Latest developments in Local 3's history include the news that effective July 1, 1970 the fringe benefits in Northern California will be contributed at a rate of \$1.82 per hour, broken down as follows: Health & Welfare 45¢; Pensioned Health & Welfare 3¢; Pension 70¢; Vacation & Holiday Plan 50¢; Journeyman and Affirmative Action Training Fund 14¢. Compare this to the 7¼¢ per hour contributed for health and welfare in 1953.

Operating Engineers move earth for approximately the same prices per cubic yard as they did 20 years ago and place structural steel for 10-2/10 per pound as compared to 9-2/10 per pound twenty years ago.

There are predicted certain changes in our social environment affecting the work picture. One is that the use of the helicopter will become more prevalent in the construction industry. Another is that prefabrication of homes and buildings will increase. It is believed that homes will be assembled from component parts and it is expected that Operating Engineers will be hoisting in this line. It is felt that the big job, such as the moving of earth, will

be done using nuclear power, thus sending Engineers out on projects throughout the world. Digging tunnels has become more sophisticated by the use of such equipment as the Mole. There are experiments being conducted in this area now in mining rock with high pressure water and pumping the residue out. It looks likely that in the near future an Operating Engineer will control the movements of several pieces of earth moving equipment by remote control.

In addition to the new problems, the old situation of jurisdictional disputes will undoubtedly continue to occupy the time and thought of negotiators. This problem could be somewhat alleviated by members' acquainting themselves with the jurisdictional lines of different crafts and adhering to them. It is known that companies who have trained their supervision in the jurisdictional lines of the various crafts have very few work stoppages, and most generally, more satisfied employees.

We are placing more and more emphasis on safety problems, habits, measures and attitudes. Since Operating Engineers sit in seats of more powerful and complex equipment, above other workmen, and they control thousands of horsepower, they must be made more aware of the need to use all safety devices and procedures, to insure their own safety as well as their fellow men. Local 3 has gained national and local attention and praise for its strong safety programs and will continue to create new ways of protecting not only its members, but the public, from hazards that can be eliminated.

Also forecast are continued efforts to deal with politicians who try to funnel into the construction work forces people who have no construction experience, causing unemployment among the experienced engineers. The union as well as contractors face the problem of cities and counties wanting to enter the construction business using day labor to perform work that can be more economically and efficiently done by the contracting method.

The much discussed shorter work week is an educational problem to be concerned with, for as construction techniques become more sophisticated we must resort to the shorter work day or work week to provide job opportunities for the people coming into the work force.

The following comparison points up the progress made by Local 3 in the past 30 years in wage rate scales:

	1941	1969
Crane Operator	\$1.75	\$6.90
Oiler	\$1.33½	\$5.19
Dozer Operator	\$1.62½	\$6.46

These rates do not take into consideration the accompanying fringe benefits.

Other benefits to Local 3 members and their families gained throughout recent years have been pre-retirement death benefits, life insurance at maximums of \$2,000 to \$4,000 for accidental death from the health and welfare plans, as well as \$1,000 for Local 3 funds.

Now a part of Local 3's history are vigorous service programs fought for and made reality in recent years, such as contracts which call for away from home subsistence pay, safety measures, sanitary facilities, the crew concept, job stewards to maintain the conditions of the contract, in addition to the great gains in wages and fringe benefits. There are now more than 180 classifications in the master agreement. In 1940 the first agreement was signed. It was two pages in

See ANNIVERSARY page 16

General President

Continued from page 2

push one fellow out of a job to make a job for somebody else. I think that is the main road block if there is one.

Levey: Most of the publicity about training the hard core jobless has focused on American business. And it is true that the National Alliance of business men, with the cooperation of labor, has an excellent record in this area. Thousands of ghetto residents have found new lives and new hope because of that program. But it would be a mistake to overlook the union effort.

Levey: In hundreds of cities, labor working with groups like the Workers Defense League and the National Urban League has gone out for men and women to train. Has crammed them for apprenticeship tests and kept after them to stay on the job. Two university professors recently studied these programs. They are called Outreach Programs, and have come to the conclusion that such projects offer the best chance of bringing new growth into the employment mainstream in all fields, not just in the construction industry. Now the AFL-CIO is going at the problem from two other directions. First, the Federation has begun a drive to involve thousands of union members in manpower or training programs for hardcore jobless in 50 cities. As an initial step the Federation has assigned full time manpower representatives in ten cities. Atlanta, Boston, Cincinnati, Houston, Los Angeles, Pittsburgh, New York, New Orleans, St. Louis and St. Paul and Minneapolis.

For the time being these labor representatives will seek to involve local trade unions and city central bodies in assisting, recruiting, training and placement programs for unemployment slum dwellers. Some of these programs are under private auspices. Some are Government run. Ultimately, the AFL-CIO hopes to initiate its own project, to set up its own training schools, to run its own recruitment and placement services. When this happens it would be organized labor's first independent venture in this field. The whole scheme will be run by a new non-profit corporation set up by the AFL-CIO using Federal funds. It will be known as the Human Resources Development Institute.

The AFL-CIO's other idea for providing jobs concerns money. A billion dollars worth. The Federation is hoping to get its International and Local unions to invest that much of their substantial reserves in pension and welfare funds in low cost housing. The funds would be pooled in the AFL-CIO mortgage investment trust and it would be used to finance housing and other projects guaranteed by the Federal Housing and Veterans Administration. Labor has two main objectives, one is to provide decent housing for millions of Americans, the other is to provide thousands of construction jobs, including jobs for new union members who are being trained and placed by manpower programs. One hand washes the other.

While we are on the subject of construction let's back up and mention a development that got lost in the change over from the Johnson to the Nixon administration. In the last few weeks of his Presidency, Lyndon Johnson called on all Government Agencies and Departments to ignore the calendar when it comes to construction. In other words, he was saying that by building in all seasons, snow, cold and damp as well as warm and sunny, the Government which is the Nation's biggest builder would help lower construction costs and provide stable income and employment for thousands of workers. Naturally, the President's appeal has met with a sustained chorus of praise from organized labor in general and from the construction unions in particular. Labor has long maintained that recent technological advances, new methods, new materials, new machines have rendered obsolete the old practices of strictly seasonal construction. The question now is whether President Nixon will go along with the Johnson directive. The Construction Unions are praying that he will. Naturally they are doing more than praying, they are working to see that he does. With no fanfare, two million Americans recently got a raise. It wasn't much of a raise to be sure, \$.15 an hour at most and the new rates are not much to brag about, only \$1.30 an hour. But the figures would have been much lower if there hadn't been some changes in the Federal minimum wage law back in 1966. The new minimum rates that just went into effect are the third stage of the 1966 amendments to the law, it will cost employers about five hundred and five million dollars a year. Most of the workers affected are employed by small retail stores, restaurants, hotels, motels—even with their higher pay these workers still have incomes at the poverty level by official definition. The AFL-CIO thinks the minimum wage should be \$2.00 an hour not \$1.60 as it is for most workers now. It will be battering Congressional doors in the months ahead to see if it can't get our law makers to agree. Labor's biggest argument is that a higher minimum wage will go a long way to ending poverty which the unions contend is often incorrectly identified with unemployment. Not at all says labor citing the fact that while only two to three million Americans jobless are too many, twenty-two to twenty-six million can live under poverty conditions, because though employed they earn inadequate wages. Finally, a few notes, one of the first things the new Labor Secretary, George Shultz, did on taking office was to remove the picture of Arthur Goldberg, a Democratic predecessor from his office wall. In its place he hung the picture of a good Republican, former Labor Secretary, Jim Mitchell.

New York Congressman Otis Pike has proposed a bill that would make any contract agreement reached by union and management officials binding on the rank and file. Seems too many members have been overthrowing tentative settlements. Remember with law makers we were worried about too little union democracy rather than too much. It's been good looking at labor with you. This is Stanley Levey and I'll be back next week with another chapter on the State of the Union.

Special Effort

The U.S. Employment Service is making a concerted effort to help veterans of the military service become re-established in civilian jobs. Representatives of the local offices of the State Employment Services offered assistance to nearly 200,000 newly released veterans during the final six months of 1968.

Working Wives Rule

A working wife is today the rule rather than the exception. The Labor Department reports that about 60 percent of all women in the labor force are married. Twenty percent are widowed, separated, or divorced. The remaining 20 percent are single.

CLEM (continued)

Credits in a different manner. You can secure information regarding the earning of credit from the Administrator of the Fund in the various travel areas in which you work.

Q. If I don't have enough years in any one area to meet the minimum eligibility requirements for pension benefits, will I be able to collect benefits when I reach retirement age?

A. Yes you will—if your combined credits from all the areas of work meet the minimum requirements in any one area. For instance, if you have 9 years of credit in Local #3 Pension Fund and 4 years under another Local Union Area Fund, your combined credits are more than the 10 year minimum requirement of the Local #3 Plan, the Local #3 Fund will pay pension benefits to you. The monthly benefit Fund will be based on your 9 years of pension credit times the applicable dollar amount.

If your combined credit also meets the minimum eligibility requirement in the travel area, you will be entitled to pension benefits from that Fund based on your 4 years of credit in that area.

Q. How do I apply for pension benefits when I have credit in more than one area? Must a separate application be filed for each Fund?

A. No. When you retire it is necessary that you file only one application. Be sure to complete the forms in full, indicating all work in the industry. If your application form indicates possible credit in another area, the Administration Office where you file will request the information regarding possible credits from the other areas.

Q. If I have pension credit in two or more Funds, where should I file my application for benefits when I reach retirement date?

A. You may file for benefits, by mail or in person, at the office most convenient to you. Your records will be thoroughly researched so that you receive all of the credit that you have earned.

Q. When do the Reciprocity Agreements become effective?

A. The first date for such reciprocal credits is January 1, 1969. Any retirees after that date can request additional pension credits based on work performed in such reciprocal areas. No retirements approved prior to this date can qualify for these new credits.

Q. Will the Reciprocity Agreements require that any employer contributions made into a travel area plan be transferred to my home area plan?

A. No. Credits will only accrue to you at our time of retirement and will be paid by each home and travel area plan in which you earned credits.

Having been appointed by the General President to serve on a committee to discuss our jurisdictional problems with the International Brotherhood of Electrical Workers, I just spent two days in Washington. As we have said many times before, jurisdiction is the very lifeblood of our organization, which means jobs. We are endeavoring to resolve our differences with as many of the crafts as possible; for not only are jurisdictional disputes distasteful to the general public, they only cause us to lose work, which means money. Money that best belongs in the pocket of our hard-working Brotherhood.

Oakland BART Lays Permanent Rail

NORRIS CASEY
District Rep. & Guard

★ ★ ★

By **JERRY ALLGOOD**
Southern Alameda County

The Bay Area Rapid Transit District has put its first permanent length of rail into place and has had its first derailment. But the sun was shining and B.A.R.T. officials happy because the project's financial ills seem finally cured, posed for camera men and "autographed" the rail by signing their names on it with chalk.

Hard-hatted workmen waited impatiently for the festivities to end so they could get to work.

At once they repaired the broken axle under one of the flat-cars containing rail laying apparatus. It was the broken axle that caused the derailment.

Jerry Allgood, Business Representative for Local 3 and Maruin Hixson, Project Manager for Dravo Corporation, were also on hand to witness the historic occasion.

The Dravo Corporation of Pittsburgh, Pa., is laying the 23 route miles of track that will extend from near Whipple Road in Hayward to the MacArthur Station in Oakland at 40th and Grove Streets.

The \$8.7 million project calls for laying of 104.6 miles of rail, 48,000 concrete ties, 122,000 cubic yards of rock ballast, and 88,000 rail fasteners.

The rail is welded into 1,518 foot long pieces at the Southern Pacific rail shop at Tracy. It is brought on special trains to B.A.R.T.'s South Hayward yard and shop, where the rail-laying ceremony was held.

After it is loaded onto cars able to run over B.A.R.T.'s wide gauge tracks, the steel is shoved onto the waiting road bed by a special machine, then is bolted into position in a few strategic places. After the 1,518 foot long sections are welded together into longer pieces the final bolting is done.

Some of the lengths of rail will be five miles long without a joint. B.A.R.T. trains will speed along the tracks at 80 miles an hour with no click-clack, except where switches are necessary to change routes.

The rail is bolted to special concrete ties where the trains will run on the surface. It is bolted to the deck of elevated structures and to the floors of tunnels. Wood ties used on conventional railroads will be rare on B.A.R.T.

A mile of double-track railroad will be laid per day. Within three months the rails should have reached North Oakland.

As camera-men moved in for pictures, a hard-hatted worker sitting on a machine shouted to his friend, who was in camera range: "Hey! Smile, Nick, it will be the only time!" and with that B.A.R.T. became a real railroad.

By **TOM CARTER**
Richmond Area

Now that the weather has taken a turn for the better, the work in the area has done the same.

A. Turrin & Sons has started the excavation work on the Argyle Reservoir in El Sobrante. There is about 60,000 yards of dirt to be moved before Elmer J. Freethy Construction can start on the concrete and structure work.

Syar & Harms Construction has a crew finishing the underground, house pads making curb and subgrade on a large unit for Silver Construction Company in Pinole. The same Company is scheduled to start another 200,000 yard unit this spring for the same developer.

Ernest Pestana has started their aqueduct job from Rodeo to Pinole. This is a thirty-six (36) inch water line that will take about four (4) months to complete.

The industrial jobs in the refineries have been increasing this spring since the strike has been settled. At this time there are several large maintenance shut-downs in progress at Standard Oil Refinery in Richmond. One of these jobs involves the repairing of the Isomachs unit. This unit has seven vessels 200 feet high, 15 feet in diameter with 4 inch walls. These vessels operate under 3,000 pounds per square in. pressure. Over a period of time they develop cracks and have to be welded from the inside. Each vessel requires three months to repair.

At this time Pierose Maintenance Company is working on a large shut down at the Sequoia Refinery in Rodeo. Schmidt & Son Crane Service is doing the hoisting on the job.

A pre-job conference with Bechtel Corporation was held last month in regard to the 60 million dollar job they were low bidder on at Union Oil in Rodeo. This job will consist of 200,000 cubic yards for site preparation. There will be approximately 13,000 yards of concrete, 800 tons of re-inforced steel, and 1,800 tons of structural steel. There will be 20,000 feet of underground piping and approximately 105 vessels of various sizes. This job will get started about July and will take a year and a half to complete, employing about 30 engineers.

By **ALEX CELLINI—SHOPS**
and **QUARRIES**

Rock, Sand and Gravel in Contra Costa and Alameda Counties are just about back to normal. Rhodes & Jamieson in Pleasanton are getting a new area stripped off. Last year the area was a tomato patch. But this year it will become part of the pit area. A tunnel was put under Jamieson Road so that scrapers can haul material to the plant and aggregate trucks can haul out of the plant without any traffic problems.

There is also stripping work being done at the Kaiser Radium operation with Gallagher & Burk doing that work. California Rock is also stripping new ground with Turrentine Equipment crew getting the work done.

Equipment Dealers are doing well with some of the construction jobs starting to open up a little. The Parts Department Brothers are very busy in most of the shops.

The Scrap Iron Industry in the area is still about the same—up and down. There is either a number of ships waiting . . . or none at all.

By **DON LUBA**
Oakland Area

At the time of this writing we have had approximately six weeks of fair weather interrupted by only three short lived rain squalls. The work orders are coming in steadily, and our members are again being dispatched after one of the wettest winters in California history. In this past winter we have seen some contractors shop mechanics laid off who have never known a lay off before. This would give us an indication of the severity of this past winter.

The Oakland Wye Constructors holed through Friday, April 11, 1969. This has been a real good job for approximately thirty-five (35) of the Brothers. This job started in November 1967 with a



ARCHITECT'S SKETCH depicts one view of Diablo Keys, a \$15 million adult community of 800 luxury apartments which Systech Financial Corporation of Walnut Creek proposes to build in a 20-plus acre lakeside park setting in the heart of Walnut Creek. Designed for "total living" the proposed community, on Civic Drive between Ygnacio Valley Road and Deodora Way, is to include extensive recreation and social activity facilities, with daily activities supervised by a professional recreational director. A man-made lake, an acre and a half in size and complete with landscaped island, will

dominate a central park area which will meander through the development and be completely visible to the public. Fountains, bridges, pedestrian pathways and garden courts will be featured in the park landscaping. Diablo Keys was designed by the award winning architectural firm of Wurster, Bernardi and Emmons, whose design of Woodlake Community in San Mateo inspired the Walnut Creek project. Diablo Keys has received the unanimous approval of both the Walnut Creek Planning Commission and the Walnut Creek City Council.

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few of the Brothers employed on the preliminary excavations, drilling and under-pinning work, then going to three shifts on the actual tunnel boring in September 1968. They bored a total of 4,874 feet on five different tunnels in excellent time. These were all 18 foot bores performed with a mechanical shield and Emco mucking machines, and the use of steel liners. The last 77½ feet bored in the record time of 24 hours. We still have several Brothers remaining on the job to finish up the pouring of the inverts and walkways.

Pomeroy is going strong on their middle harbor job for Sea Train Lines. Oakland now ranks second among container ports in the world in terms of tonnage of cargo moved and facilities available. Robert Mortensen, President of the Board of Port Commissioners, revealed this to a group of 25 representatives of investment and brokerage houses who toured the port facilities. The Port of New York operation in New York and New Jersey is tops in the world with approximately 3 million tons of container cargo handled during 1968. Next comes Oakland with 1.4 million tons while Rotterdam, the leading European facility, handled 1.2 million tons.

We look forward here to the continuance of the port development which means additional jobs for the Brothers.

By **BOB MAYFIELD**
Upper Contra Costa County

At last spring has sprung in this area. Equipment that had set and grown quite rusty from a long wet winter can now be seen kicking up dust with black smoke rolling out their stacks. This is a most welcome sight to the dirt stiff. When the first warm and sunny days of early spring comes this is when

they yearn to get back in the saddle the greatest. A living testimony to the amount of this type work that has happened pretty much all at once is the fact that already there are fifteen (15) journeymen Trainees and Apprentices under the Manning Provision now on dirt spreads in Eastern Contra Costa County. A very good year is anticipated between now and next winter as already brand new Cat 630 Scrapers have been purchased by both the Gallagher & Burke and Winton Jones Companies of Walnut Creek and Concord.

A pre-job conference will be held and the job should be in progress by the time this article reaches the press with the Elmco-Swinerton-Walbert Companies. This is a multi-million dollar job and will be a large addition to the Dow Chemical Plant in Pittsburg. We are told this is only the first phase of several to be let and hopefully these phases will provide excellent jobs for quite sometime.

Morrison-Knudsen Company at Antioch is still quite a long way from completion on their freeway section and has a good crew working. In addition sub-contractors R.

E. Jones, Antioch Paving Co. and C. Harper Co. are keeping crews busy on this project. Al Seeno who owns and develops a large portion of the area between Pittsburg and Antioch has a large crew working and expects to stay this way until rain comes.

Fredrickson & Watson are once again back at Roosmoor in Walnut Creek doing the grading, paving, excavation, and underground work. This project is never ending as new homes are built and filled new sections are developed. Retired couples are the buyers for this whole project and consequently the whole set-up is to provide relaxation and comfort for our senior citizens. A large golf and driving range plus swimming facilities and other outdoor recreation is a feature of Roosmoor.

All sections of the rapid transit have once again received the green light to go. These sections should provide work all this year for the Brothers. Gordon Ball in Orinda and Price & Harris, Walnut Creek are about 70 per cent complete with their respective sections. Peter Kiewit at Lafayette are only about 50 per cent complete.

IMPORTANT NOTICE for Credit Union Members

The Supervisory Committee has retained the firm of Ernst and Ernst to conduct the annual audit of the Operating Engineers Local Union No. 3 Credit Union.

This audit requires a positive confirmation of each member's account.

Audit statements showing share and loan balance as of March 31, 1969, have been mailed.

These statements include vacation pay as follows:

- Members employed under California and Utah Agreements—for hours worked through October 31, 1968.
- Members employed under Nevada and Hawaii Agreements—for hours worked through May 31, 1968.

Vacation pay earned after the above dates will be transferred in July and August as stipulated in the respective Agreements.

Your cooperation in returning these confirmations is necessary to allow the completion of this audit.

Ode to a Cat Man . . .

Wants Equal Time

Dear Brother Clem,

112 Clearbrook Road
Antioch, California

I have read with interest some of the poems in the recent issues of The Engineer's News. I have enjoyed them but it seems that all of these poems have been submitted by the fair sex.

I think that it is only fair that the men be granted equal time. I submit this for your consideration and hope that my brother operators will know what I am trying to say.

Faternally yours,
M. N. "Marsh" Marchal
(Card No. 615232)

THE TREE

The mighty tree, so tall and regal.
Stands in the way of progress, legal.
Tear it up. Knock it down.
We need this land to build our town.
Cut it up, carry it away.
We need this land beside the bay.

Call the man with the yellow cat.
Call the man with the metal hat.
His powerful machine with muscles of steel
Works all day with fantastic zeal.
Bring him up in the early morning.
Oh mighty tree—now hear this warning.

You have stood in place these many years,
Tall and straight and void of fears.
But your life ends on the morrow,
Your life ends without our sorrow.
We need your place, so down you go
We need your place—this is so.

The yellow cat with the diesel roar
Rumbles up to start the war.
To the noble tree, 'twas a terrible sight.
Dig and tear—push with might.
Rip the roots and tear the bark
The hellish machine leaves its mark.
The man is tired and must have rest
The mighty tree has stood the test.
The powerful cat just idles away
But will try again, this terrible day.
Now the man has smoked and had his rest

He'll try again to see who's best.
Build a ramp and push it high
Reach the dozer toward the sky
Push the tree and make it sway,
Push the tree out towards the bay.
Now it moves, this giant tall
It leans away—and starts to fall

With a cry of pain and a scream of fear
Oh noble giant, the end is near.
It hits the earth with a terrible crunch
The cat man stops—to eat his lunch
The tree is dead, we do not mourn,
Where it stood—a town is born.

M. N. "Marsh" Marchal
(Card No. 615232)

Court Upholds NLRB Right In Card Case

WASHINGTON—The right of the National Labor Relations Board to order a "flagrantly unfair" employer to recognize a union on the basis of cards signed by employees was upheld by the 6th U. S. Circuit Court of Appeals, Cincinnati.

A three-judge appeals panel enforced a 1966 NLRB order compelling Priced-Less Discount Foods, Inc., doing business in Springfield, O., as Pay Less to bargain on contract terms with Retail Clerks Local 1552.

The issue before the court was whether an NLRB bargaining order is the "proper remedy . . . for law violations which had the effect of dissipating the union's card majority and which destroyed the conditions for a fair election."

"In this case the usual cease and desist order could hardly be truly remedial," the judges said in a decision noting that the employer solicited his employees to withdraw their authorizations, helped them to prepare the letters, got their signatures in company offices and mailed the letters to the union after claiming to have a good faith doubt that Local 1552 had a majority.

The judges declared that "when an employer resorts to such flagrant unfair practices," the board acts within its authority

in ordering the unfair employer to recognize the union even though no election has been held.

The decision related that on Jan. 20, 1965, RCIA had 23 valid cards signed by employees and offered to prove its majority status by a cardcheck through an impartial third party.

The company refused, claiming it had a sincere doubt that the union had a majority. In the meanwhile it prevailed on 12 workers to repudiate their signatures, the record showed. The judges said:

"Although the letters contained language that the request . . . was made of the employees' own free will and with no outside pressure, the evidence to the contrary is substantial. Solicitation, pressure and coercion are proved by convincing evidence."

The judges added that, while they consider an election a better procedure for employees under normal circumstances, they had no choice but to enforce the bargaining order in a case where the employer has destroyed the union's majority by coercive methods.

The court granted enforcement but remanded the case to the NLRB for the drafting of a notice reminding employees of rights, including the right of petition for a decertification election.

Your Personal Views

Can Have Great Impact

HOW TO WRITE

To Your Congressman . . .

Many people think any letter to Washington is just a waste of time, but nothing could be further from the truth. Congressmen pay attention to their mail. They have to, because the writers' views form a major listening post for voter sentiment on pending legislation.

Who reads them? A surprising amount of the letters to congressional offices are read carefully by the congressmen themselves. Those that aren't are handled by key staff personnel who notify their bosses of the contents.

Form letters and petitions: Form letters with identical wording, long telegrams signed by lists of people, mimeographed petitions and other "bulk" entreaties carry little or no weight in Washington. The legislators know from experience that sudden outpourings, with suspicious similarity, are largely from disinterested persons who were goaded into signing a form letter or petition by some lobbyist or political action group.

Be yourself and write your own letter. It is the carefully thought-out, individual letter that a lawmaker appreciates. Write to your Senator or Representative just as you would write to anyone else. The influence of your communication depends upon the point you make and the clarity with which you make it. Set forth exactly why you consider a bill good or bad, how you feel that it would affect you and your community.

Courtesy always: Threats, warnings, and abuse merely antagonize Congressmen. Effective mail is courteous and the Congressman is well aware, without reminding him in a letter, that he may be your "second favorite" candidate in the next election if he lets you down. Nor does he need to be wooed with a promise of "all-out" support at the polls if he votes the "right way." If you or your organization can muster votes at election time, he knows that, too. If you are pleased with the Congressman's position on a bill or with his vote, write to thank and compliment him on his stand. This is important. Letters to a congressman for a job well done are altogether too rare.

Follow through: Almost all Congressmen answer their mail, but if your reply is just a brief acknowledgement, write again to ask for more specific information, e.g., precisely how he stands on the issue, how he feels toward its success, and if he proposes to support or oppose it. It is highly unlikely that he will ignore your second "follow-up" request, and he will appreciate your proven interest in the bill. In short, persistence pays.

Timing: Another important factor is when you send your letter. A deluge of mail just as a measure is about to be voted on is much less effective than a single intelligent letter months before while the legislator is still formulating his opinions. When the bill is introduced, send a copy of your letter (or a separate one) to the chairman of the committee to which it was referred. Sometimes a bill may never get out of committee for a floor vote. When possible, always refer to the bill under discussion by its name and number.

Address your letters:

Senators: The Honorable John S. Doe
Senate Office Building
Washington, D. C. 20510
(Dear Senate Doe)

Representatives: The Honorable James K. Roe
House Office Building
Washington, D. C. 20515
(Dear Mr. Roe)

To Your Editor . . .

When you write to a newspaper or other publication. KEEP IT . . .

Brief: Most letters should be no more than 200 or 300 words, as space is limited. You will be sharing the "Letters to the Editor" column with other correspondents on a variety of subjects. Most likely, your letter be triggered by a recent news story or editorial, and it is not necessary to restate the entire premise before launching your views. Of course, limit the subject of your letter to just one topic, news story, or editorial; make your points quickly and cogently.

Pointed: If you don't have well-developed, firm opinions on an issue, don't bother to write. Both editors and their readers enjoy and react to a letter that has fact, feeling, and direction. Unless you have something positive to suggest or correct, something informative and useful for the readers, your letter will accomplish little. Be direct, to the point, and above all, be sure of your facts.

Timely: First impressions are the strongest, and so is the first impact of the news. Particularly, if the original news story is erroneous or misleading, corrections should be made immediately because readers are apt to "digest" fallacy if the facts come too late. How often have you heard, "Of course it's true, I read it in the paper just this morning"? Editors give priority to letters commenting on a story while it is still news; next week may be too late. Write your letter the same day you read or hear the editorial or news story.

Conciliatory: Even though a news story or editorial may malign one of your pet programs or seem unduly opinionated, do not respond with a sarcastic combative letter. Emotionally charged letters get high readership but at the expense of the writer's embarrassment when he sees his hot temper in cold print. If the editorial writer or reporter has been unreasonably critical, point out his errors as factually and politely as possible, correct or amend them, and extend the offer of your services or more information if desired. Above all, you can't intimidate an editor by threatening to cancel your subscription; torrid letters only help increase his circulation. On the other hand, don't feel that an untruth is too gross to be dignified by an answer; silence is sometimes the severest indictment, and an unchallenged fallacy always carries more weight with those who wish to believe it.

Identified: Always sign your letter with your full name and address; also your professional title if it is pertinent to the subject. Anonymous letters lack courage and conviction, and editors seldom print them. Letters with pseudonyms are usually discarded because editors check on the authenticity of both content and correspondent; however, your name may be withheld upon request if circumstances warrant, but these occasions are rare. Do not ask the editor to reply to your letter or to return your manuscript.

Address your letter:

Letters to the Editor
Name of Newspaper or Magazine
City, State (Dear Sir:)

or

Mr. John S. Doe
Managing Editor
Name of Magazine
Address (Dear Mr. Doe:)

ROSTER OF THE 91ST CONGRESS

California: Alan M. Cranston, George L. Murphy (R)

Hawaii: Daniel K. Inouye, Hiram L. Fong (R)

Nevada: Alan Bible, Howard W. Cannon

Utah: Frank E. Moss, Wallace F. Bennett (R)

HOUSE OF REPRESENTATIVES

California:

- 1 Don H. Clausen (R)
- 2 Harlod T. Johnson
- 3 John E. Moss
- 4 Robert L. Leggett
- 5 Phillip Burton
- 6 William S. Maillard (R)
- 7 Jeffrey Cohelan
- 8 George P. Miller
- 9 Don Edwards
- 10 Charles S. Gubser (R)
- 11 Paul N. McCloskey (R)
- 12 Burt L. Talcott (R)
- 13 Charles M. Teague (R)
- 14 Jerome R. Waldie
- 15 John J. McFall
- 16 B. F. Sisk

Hawaii:

AL Patsy T. Mink
AL Spark Matsunaga

Nevada:

AL Walter S. Baring

Utah:

1. Laurence J. Burton (R)
2. Sherman P. Lloyd (R)

A Fast-Changing World--and You!

By AL HANSEN

Space research is "a powerful means for combatting many of the problems plaguing our planet," according to the rocket scientist, Dr. Wernher Von Braun.

Unprecedented scientific changes are now taking place. Space research is only one of them. Each new breakthrough increases man's responsibility to use his power so as to benefit—not harm—humanity. Dr. Von Braun predicted that mankind could save tens of billions of dollars a year by the application of space technology.

Photographic satellites, for instance, have already, or could: detect dust storms, forest fires and pollution in the air and water . . . spot mineral deposits and belts of crop fertility and disease . . . assist in map-making . . . and aid in weather control.

"Regular orbital surveys," he explained "would furnish us with the first ingredient of a meaningful worldwide resources management system."

Rapid changes are all around us; e.g., The Store of man's knowledge is increasing, at the explosive rate of 500,000 pages a minute.

Air travel has accelerated since man's first flight in 1903 from 6 m.p.h. to 25,000 m.p.h. By the year 2000, difficult moral judgments will have to be made concerning the power of biological science to predict and affect the genetic make-up of unborn babies.

There are times when all of us feel overwhelmed by the speed and complexity of modern developments. But we should remind ourselves and others that:

Change is a healthy, necessary condition for all living things. It provides the opportunity for man to grow spiritually as well as materially and intellectually.

Man's unique God-given powers have made it possible for him to discover and utilize the wonders of the universe. With his help, each of us can do something—large or small—to harness the forces of change so that the good things of creation can serve all mankind without exception.

Advancement—or Destruction? Scientific progress can be employed to feed the hungry, widen job opportunities and reduce ignorance and poverty. Whether or not it will do so is a human, rather than a scientific, question.

It is put to each of us to help decide whether the forces of change will be used for the advancement of human dignity—or be misused for a man's ultimate destruction.

The challenge of the future was clearly stated by Bentley Glass, professor of biology at the State University of New York:

"Only a prolonged and profound attention by many of the wisest men of our time, men of philosophy and religion, students of society and of government, and representatives of the common interests of men throughout the world, together with school administrators and scientists, may achieve a wise and sober solution of the crisis evoked in our world by scientific discoveries and their applications."

SOME FACTS AND INSIGHTS—In order to "retool his mental apparatus," the average scientist or engineer will soon have to devote one day per week to formal education.

A device called an optical scanner can do 100 days' work in 8 hours. It processes quarterly earnings reports sent in by 3.5 million employers.

A "computer for peace," modeled on one already used by U.S. lawyers, could absorb and give back all the world's codes and international agreements. Such instant recall among millions of items could smooth settlement of some disputes.

Within the next ten years, nuclear power plants will fill the electrical needs of 70 million people in this country.

An experimental washing machine takes 45 seconds to wash, dry and iron a sheet.

All of Shakespeare's plays can be printed in little more than a minute—60,000 letters per second—by an experimental machine at a British research laboratory.

80 per cent of all the scientists who ever lived are living now.

Bill Would Give FTC Big Stick

Senator Warren D. Magnuson (D., Wash.) is sponsoring an amendment to the FTC Act which would enable FTC to move faster. This amendment, as explained by Michael Pertschuk, Senate Commerce Committee General Counsel, would permit FTC to get a preliminary injunction if the Commission can show that there is a threat of injury to the public if the activity were allowed to continue pending appeal.

The Magnuson amendment passed the Senate last year but died in the House of Representatives Commerce Committee for lack of interest. The public, and so the members of the House committee, apparently did not realize until recently how seriously consumers are affected when the FTC has to hop after advertisers on just one leg.

Pertschuk reports that the Johnson Administration had recommended this bill for passage just before it left office. Senator Magnuson plans to reintroduce the bill this spring.

Of course, authority to issue preliminary injunctions would be significant only if the FTC uses it with determination to protect American families against deception. But passage of the Magnuson bill would be one of the most immediately practical actions Congress can take to help protect you from misleading selling.

The last thing we want is the notion one newspaper has suggested, that FTC may not be worth saving.

At least now, when you feel a seller is making misleading claims for a product or for the guarantee, you can still call the FTC if there is an office in your city. Or you can write to the Federal Trade Commission, Washington, D.C.

\$2.00 Minimum Wage

Secretary of Labor Willard Wirtz has recommended that every worker in the U. S. receive a minimum wage of at least \$2.00 per hour. The recommendation was contained in the Labor Secretary's final report to Congress.

Denver to Host Union-Industries Show

Denver—The 1969 Union-Industries Show, the annual exhibition of union-made products and services, will open here May 16 for a six-day stay in this city's new exhibition hall.

The hall, now under construction, will be dedicated by city officials during the show at the multi-million dollar Denver Convention Center.

More exhibits than ever and the largest attendance ever are expected by show director Joseph Lewis on the basis of exhibitor reservations to date, and past performance in a series stretching back to 1938. Lewis is secretary-treasurer of the AFL-CIO Union Label & Service Trades Dept.

Show preparations enter their final stage with the arrival here this month of department staff members in charge of show arrangements.

So far in this series we have discussed what social security can do for you when you retire. This article will describe what you can expect when you do go to the social security office to apply for payment, and what you should take with you.

A social security office is a busy place. When you go there you will find that quite a number of other people decided to come in at the same time you did. Be prepared to wait. You should plan on spending at least an hour there, including waiting time.

If you want to cut your waiting time to a minimum, do not go in on Monday, Tuesday or during the first week of a month. Those are the busiest times at social security. Your best bets for quick service are Thursday and Friday mornings.

For those of you who can't take time off from work, most social security offices are open late one evening a week, or on Saturday mornings. Call the office to find out what their schedule is.

There are three things you should take with you when you go to the social security office: 1) Your social security card; 2) A record of your earnings for last year (you should also know about how much you have made so far this year); and 3) Your birth certificate, or other proof of age.

The last item on this list is the one that causes most of the trouble. Social security has very strict rules about what they need to prove your age. These rules are not intended to prevent you from getting the money that is rightfully yours. Rather, they are to protect your rights, to insure that your tax money is paid out only to those who are legally entitled to it.

If a birth certificate was recorded at the time you were born, then you must get a certified copy of it to show social security. If you don't know whether or not a birth certificate is available, call your local social security office. They will tell you where to send to find out if you have a birth certificate.

If you don't have a birth certificate, don't worry. There are many records which can be used instead of a birth certificate. The preferred substitute is a baptismal certificate, provided you were baptized as a child. In any case, the people at the social security office will help you find the evidence you need. Most often used are school records, census records, old insurance policies, and marriage certificates.

It is important that you remember to contact your nearest social security office two or three months before you become 65 or retire, whichever comes first. They will then be able to advise you on when you should apply for social security benefits, and what documents you should bring with you.

Don't ever hesitate to contact your social security office when you have a question or a problem concerning social security. The only job of the people who work at these offices is to help you. They will always do their best to give you the individual attention and service you need.

Purchasing Power

The purchasing power of the nation's rank and file workers declined sharply in November, the U. S. Department of Labor reports. A reduction in average weekly hours and the continued rise in consumer prices accounted for the decrease.

Permanent Injunction For Workers

A significant victory for California farm workers in general and the California Labor Federation, AFL-CIO, in particular, was scored recently when San Francisco Superior Court Judge William A. O'Brien issued an order for a permanent injunction to bar the use of convict labor in California fields.

In authorizing the permanent injunction, Judge O'Brien said he was doing so "for all the reasons fully set forth in support of the issuance" of the preliminary injunction won by the State Labor Federation on November 14, 1967.

The preliminary injunction, issued by San Francisco Superior Court Judge Robert J. Drewes, had upheld the State AFL-CIO's contention that Governor Reagan's authorization of the use of convicts to harvest private grape and fig crops in San Bernardino and Merced Counties was both illegal under the State Constitution and in gross violation of the rules of the Work Furlough Program for prisoners.

Peralta JC Trustees OK Contract

Peralta Junior College District trustees approved a \$10,920,000 base bid for construction of a new Merritt College at Redwood Road and Skyline Boulevard.

The figure is about 20 per cent over the architect's original estimate that was revised after the project went to bid.

Robert E. McKee General Contractor, Inc. submitted the low bid of three entered. Others were Pacific-Oakland Construction Company, \$11,175,000, and Engstrom & Nourse and Stolte Inc., \$11,562,000.

Chancellor John Dunn told trustees that "the only way that we could accept any of the alternates beyond the base bid (which provides facilities to accommodate about 60 per cent of Merritt's current 9,000 enrollment) would be to abandon acquisition of the Berkeley site."

Trustees did not discuss the potential cost of the Berkeley site because the court has not set a price on the land, and because any public discussion might affect condemnation proceedings. A Feb. 17 court date has been set for condemnation proceedings on land owned by George Murphy.

Dr. Dunn indicated that if the court sets too high a price on the land, planning for the Berkeley campus would be postponed, not canceled, and funds reserved for site acquisition "would be applied to needed facilities at the other three colleges, primarily Merritt."

The board's acceptance of the McKee bid (actually a resolution of intent, subject to approval of various agencies including the county counsel of Alameda County) will buy these facilities:

A trade-technical building including some classrooms; two portions of a student center complex, considered separately because of a \$500,000 government loan for one section; a large science building including classrooms; a gym locker room and boiler room and a college store and library.

Not acted on were bids for several alternate buildings. These include an administration building, business education building, trade technology classrooms and a gymnasium.

Dr. Dunn described the situation as "not a hungry time for contractors, but a very hungry time in terms of need."

He said that in other circum-

stances "bids of this kind should be rejected and the architects directed to redesign . . . any significant redesign would call for another year's delay, and in the face of escalating costs, it is doubtful that we could improve much on the current bid."

In moving to accept the bid, trustee Stanley McCaffrey said he felt the board had a moral obligation to the district to "do what we can with the bond money" in at least acquiring sites for four campuses.

He was referring to the \$47 million bond issue passed by voters in 1965, and said that "in the not too distant future it might be necessary to go to the voters again with a bond issue."

Dr. Peter Jurs, Merritt Faculty Senate president, told trustees: "We will be most interested at any attempt to give us more than an emasculated campus."

Greener Fields

The demand for professional and technical workers continues to increase at a rapid pace. The Labor Department projects a requirement of 13 million workers in these occupational groups by 1975, up 45 percent from the 9 million working in professional and technical jobs in 1965, and 73 percent from the 1960 level.

Dr. Dunn said it might be necessary to temporarily use some portable buildings the district already owns at the new Merritt site.

Trustees also officially approved appointment of Burton W. Lewis as new director of the East Bay Skills Center. Lewis replaces Henry C. Casanave, whose resignation to enter a Washington, D.C., firm becomes effective Feb. 1.

Formal board approval was given to the establishment of an Afro-American Studies Department at Merritt College with William Haralson as department head.

Merritt President Norvel Smith told trustees that interest in such a program on the high school level leads him to believe that the 600-700 enrollment in black studies may double by next year.

Local 12 Will Support Watts Minority College

LOS ANGELES — Poverty-stricken youths from the Watts area are going to receive education and job-training at their own residential "college" under a program operated by a union-backed community group.

But unlike institutions of higher learning which require high school degrees and academic achievements, the Saugus, Calif., Rehabilitation Center will recruit high school dropouts from one of the nation's worst ghettos.

The program, supported by a \$2 million Labor Dept. grant, is the latest in a series of projects being carried out by the Watts Labor Community Action Committee, organized by area trade unionists in 1965. The committee has conducted job counseling, voter registration and remedial education classes for the poor. It sponsors an economic development center, agriculture and conservation projects and on-the-job training sites.

The latest program, announced by the Labor Dept. and WLCAC, will provide 40 weeks of remedial education and occupational training for about 500 youths 16 years old and up over the next year.

They will live and train at the center, 30 miles north of here, five days a week and will be taken home on weekends. The 580-acre site is a former rehabilitation center for alcoholics, leased by the City of Los Angeles to WLCAC at \$1 a year.

An integral part of the training

program at Saugus will be conducted by instructors furnished by the Operating Engineers and the Marine Cooks & Stewards Union. They will train youths in their crafts.

The Rockefeller and Ford Foundations will provide advisers, training materials and equipment. Each has made initial grants of \$25,000 for the program.

The Urban League and the U.S. Employment Service will help the committee recruit the youths, both young men and young women. About three-quarters of the group will be men.

The first six months will be devoted to improving the skills of trainees in basic arithmetic, reading and writing. They will also explore career possibilities and work in a number of jobs.

In the second half of the year, the trainees will be geared toward specialized training in a variety of jobs — maintenance of plant equipment, construction, cooking, animal husbandry, nurses' aides, office and laboratory work.

The youths will receive \$1.50 an hour during their training period. Some permanent jobs already have been lined up for graduates of the program. "When they come back to Watts at the end of the year, we will find them jobs and even help set some of them up in their own businesses," Ted Watkins, WLCAC director, said.

The combination of five days a week at the center and two days at home will allow the youths to receive training without distraction and still maintain contacts with families and friends, WLCAC stressed.

While the program will concentrate on the Watts area in recruiting trainees, "we won't turn down others from the Los Angeles area who meet the poverty criteria," Watkins said.

Meantime, the center's facilities also will be used on weekends to train 50 other young men who have already been through WLCAC's conservation corps program. These youths, attending high school during the week, will be paid \$12 a weekend. The Labor Dept. has allotted \$119,000 for this project.

Black Businessmen

Black Americans who want to set themselves up in business are getting a boost from the Department of Labor. In Fiscal '69, the Labor Department will provide the Small Business Administration with at least \$2 million to provide management training for minority members who wish to become group entrepreneurs.

The Labor Department reports that more than one out of every three workers is a woman, with a total of 29 million women 16 years of age and over in the labor force. Projections through the 1980's indicate that women and youth will provide the largest source of new workers.

Employment Rates

For the fifth consecutive month, 144 out of 150 manpower centers maintained unemployment classifications of less than six percent. The classifications were announced by the U. S. Department of Labor.

Job Survey

The Labor Department will be launching a regular monthly survey of job opportunities in 50 metropolitan areas. The job opportunity information will be used in planning training and job placement programs.

Overtime Ruled Out In Disability

Under Senate Bill No. 73, enacted by the 1968 Regular Session, overtime pay is now excluded from the wages earned in the week immediately prior to disability in determining the amount of disability benefits payable when a worker receives any form of compensation from his employer, such as sick leave, vacation and holiday pay, during a period of disability.

Benefit payments and compensation from the employer for the same period cannot exceed the worker's weekly wage, exclusive of wages paid for overtime work, in the last full week of work. This legislation became effective for periods of disability commencing on and after November 13, 1968.

The "Notice of State Disability Claim Filed," mailed by the department to the last employer of a disabled worker, formerly required the employer to report the total amount the claimant earned during his last full week of work, if the employer also reported compensation would be paid during the period of disability.

The "Notice of State Disability Claim Filed" now requests the employer to report the amount earned during the last full week of work *excluding wages paid for overtime work*, if compensation will be paid during the period of disability. Wages paid for premium work, incentive, shift differential, and for any other reason, must be included as in the past in reporting the amount earned in the last full week of work.

Margolius

Continued from page 5
cost of living (next to medical costs). Homeowner costs have jumped 31 per cent in the past decade compared to an overall rise in living costs of 23 per cent.

What can you do about this, outside of just buying a tent? Obviously you have to shop interest without a severe penalty written into your contract (in case rates come down later).

Note that conventional mortgages are a little cheaper now than FHA or VA. You do have to make a larger down payment for a "conventional", and you won't get as long to pay off. The more you can put down, the better your chances of getting a lower rate.

Avoid very long terms. A 35-year mortgage instead of 30 will reduce your payments only about \$5 a month. But you'll pay \$7000 more in total interest.

Also avoid including in the mortgage appliances, carpeting, other equipment the builder might offer. If you pay for such items over the length of the mortgage, you'll wind up paying three times as much.

A house with a lower-rate mortgage which you can take over now takes on additional value if the seller will let you take over the old mortgage.

On the other hand, if you are selling, you should know that you are still liable if the buyer takes over your mortgage. So be sure he signs a bond which makes him fully liable to the lender, and check his credit to make sure he is a good risk.

One thing Congress could do to help some young families and restrain rates in general, would be to give the VA more authority to make direct loans to vets at a lower rate than the present impossible 7% per cent.

Rank-and-File Buying Power Shows Gains

WASHINGTON — The purchasing power of rank-and-file workers' pay checks rose by a mere six-tenths of 1 percent during 1968 even though the gain in take-home pay averaged nearly 5 percent, the Labor Department reported.

The difference, the department's Bureau of Labor Statistics pointed out, was accounted for by the sharpest annual price increase in 17 years. Prices in 1968 rose 4.2 percent above the level at the end of 1967.

The BLS analysis of prices and earnings over the year was combined with monthly reports for December.

Prices rose by two-tenths of 1 percent in December, sending the Consumer Price Index to 123.7 percent of the 1957-59 average. It was the smallest monthly increase since September.

The index figure means that it would cost the average city family \$12.37 to buy goods and services that would have cost \$10 in the 1957-59 base period.

Weekly take-home pay for the worker with three dependents averaged \$97.50 in December, a gain of 95 cents over the month. For the worker with no dependents, the increase was 93 cents to an average of \$88.57.

Real spendable earnings—take-home pay adjusted to take account of price rises since 1957-59 — averaged \$78.82 for the worker with three dependents in December and \$71.60 for the worker with no dependents. These figures were up 58 cents over the month in each case.

The gains in real spendable earnings for the month were attributed to an increase in average weekly hours of work, which more than offset the moderate rise in prices.

For the year as a whole, take-home pay for the worker with three dependents averaged \$95.28 a week compared to \$90.86 in 1967. His real spendable earnings averaged \$78.61, compared to \$78.13 in 1967.

Thus, while his take-home pay averaged \$4.42 a week higher in 1968 than in 1967, his buying power was up only 48 cents.

The 4.2 percent increase in the average for the price index in 1968 compared to a 3.1 percent increase in 1967, and a 3.3 percent increase in 1966. The highest previous increase for a single year since 1951 was 3.5 percent in 1956.

Most of the December price increase was attributed to higher food and housing costs, higher charges for public transportation and medical care services.

Over the past 12 months, medical care costs led all major items on the index with an increase of 7.3 percent.

Clothing prices increased an average of 6.7 percent over the year, while consumer services climbed by 6.1 percent. Grocery store food prices rose by 4 percent. Average prices of restaurant meals were up 5.7 percent.

Cal Exec Is Named FM Chief

WASHINGTON—A California aerospace executive J. Curtis Counts, has been nominated by Pres. Nixon to head the Federal Mediation & Conciliation Service.

The appointment of Counts was announced by Labor Sec. George P. Shultz at an outdoor news conference on the grounds of the White House.

Shultz indicated that the unusual setting for the announcement was "to build up the importance of the service." Shultz said he hopes most major disputes will be settled by the government's professional mediation staff—and that fewer will end up on the desk of the Secretary of Labor.

Counts, 53, has been with the Douglas Aircraft Corp. and its successor McDonnell Douglas Corp. since 1941. He became the company's industrial relations director in 1960 and its vice president for employee relations in 1964.

Counts served from 1962-68 on the national labor-management advisory panel to the Federal Mediation & Conciliation Service and his work there was praised by the retiring FMCS director, William E. Simkin.

Simkin is leaving to join the arbitration panel in the steel industry.

Unemployment Protection Is Lowest Ever

WASHINGTON—Workers and their families have less real protection against "temporary" unemployment today than when the nation's unemployment insurance system began more than 30 years ago, an AFL-CIO spokesman reported.

The federation's call for nationwide standards for unemployment compensation benefit levels, duration and eligibility was renewed by James O'Brien, an assistant director of the AFL-CIO Dept. of Social Security, on Labor News Conference. The public affairs interview is broadcast Tuesdays at 7:35 P.M., EST, on the Mutual Radio Network.

O'Brien emphasized that the lack of federal standards for unemployment insurance has led to "serious deterioration" of the system. He pointed out that:

- Maximum benefits have fallen from 65 percent of the average weekly wage in covered employment in 1938, to about 30 percent today.

- Some 18 million workers, many of them public employees, farm workers and domestics, are still denied protection of the insurance that "stands out like Pikes Peak in our present system of income maintenance."

- Harsh disqualifications that rule out protection for many who would otherwise be eligible for temporary help while looking for work.

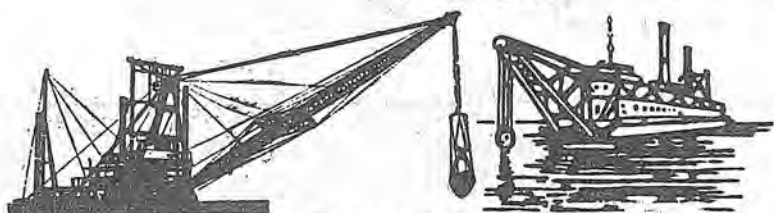
He also pointed out that of 11 million people out of work at some time during 1966, only three in 10 drew even the "benefits that allow less than poverty level subsistence."

The union spokesman said that the long-sustained growth of the nation's economy and relatively low unemployment levels tend to lessen the sense of urgency to modernize and update the unemployment compensation system. But, he urged, "this would be the most opportune time" to make long-overdue improvements.

"Refusal to improve the system at this time is like the position of a farmer who refuses to fix his tractor in the wintertime because he will not need it until spring," he stressed.

Reporters questioning O'Brien were Sam Sharkey of the New-

Dredging



By GUY JONES



JOB STEWARD and Leverman on the Shellmaker Dredge VanGard is Brother Oran Center.

Cleaning a bay is somewhat like cleaning a house. You vacuum a lot and pick up the mess scattered around. And it's a full-time job.

Maintaining San Francisco Bay, however, is a much bigger job than just keeping an average three bedroom home clean and the equipment used to accomplish the task is a great deal larger.

For example, the bay's vacuum is a 308 foot hopper dredge with a maximum 24-hour capacity of more than 48,000 cubic yards of mud. And to pick up the daily quota of debris floating in bay waters, the cleaning men use two 100-foot diesel barges equipped with huge cranes as well as two smaller tug boats.

The Army Corps of Engineers, the bay's official janitor, has an entire operations section devoted to bay maintenance and in addition maintains a small fleet manned by the Merchant Marine to accomplish the sometimes overwhelming task.

Tackling the deep down dirt is the chore of the hopper dredge, the Harding, which can be seen out on the bay at least six months of the year literally vacuuming the deep water channels so that small boats and large ships can continue to go in and out of the bay without running aground.

The mud sucker, as it is more aptly known, sports two 78-foot tubes resembling vacuum cleaner hoses, each capped by a large clawlike shoe similar to a carpet sweeper head. These tubes are lowered into the dirty, muddy channels and they suck up more than 2,000 cubic yards of mud an hour, depositing it and accompanying water in two large holds inside the dredge.

Each hour the Harding fills its innards with the black bay mud and then spits it back into the bay only a short distance from where it has just been sweeping.

Although some 30 per cent of the mud resettles in the channels just dredged, Army engineers maintain this process is much cheaper than barging the mud out to sea for dumping. The other 70 per cent of the spoils redistributes itself over the bay floor, settling in areas not disturbed by deep sea craft.

During the course of the year, the Harding sucks up some eight million cubic yards (or 10 million tons) of bay mud from major channels at Mare Island, Oakland, Richmond, Redwood City and Alameda.

Corps engineers estimate some 12 million tons of silt are washed into the bay each year from the Sacramento, Petaluma, San Joaquin, Napa and other major rivers and creeks which empty into the bay.

The Biddle, an even larger hopper dredge, sweeps the bay's front door, keeping the sand bar directly outside the Golden Gate at a minimum depth of 55 feet.

The cost of all this cleaning averages \$1.5 to \$2 million a year in dredging work alone.

To keep the Harding moving over the bay floor at a rate of more than 300 feet a minute, the crew of 65 men works 24 hours a day on three shifts. Heading the operation is Capt. Martin Jarvis of Portland, the Harding's home port, assisted by Chief Engineer Ernest Hartl of San Francisco, who operates the big ship's four diesel engines, two of which devote their energy solely to sucking mud.

Dredging the deep channels is usually a routine job except when an occasional discarded tire is sucked up and jams the works.

And, according to Jarvis, the only other major hazard of the job, sewage odor, has been eliminated now that many bay cities have installed primary sewage treatment plants.

West Coast Dredging was low bidder on a small job for Marineland in Redwood City. This job will take some eight weeks to finish.

Olympian Dredging are working their dredges "Neptune," "Monarch" and "Holland" in the Delta area in and around Stockton.

Utah Dredging have a small job at the Port of Stockton. When this job is finished they will use these same facilities to dredge their own yard, where they will be storing their equipment.

Transbay Tube Job is slowly coming to a finish. This has been a good long job and has kept a number of brothers busy for the past three years.

Dutra Dredging have kept their four Clamshell Dredges working steady—such jobs as Leslie Salt Flats in and around Napa. Liberty Island has been an extensive job and the Fourteen Mile Slough also has been quite extensive.

Hydraulic Dredging have had a small job at Bell Marina Keys in

See DREDGING columns 4 & 5

San Mateo Picks Up

By BILL RANEY and DICK BELL

Spring has at long last made its appearance in San Mateo County although at times it seems questionable. The routine seems to be four days of sun, two days of rain and round we go again. It's very discouraging to say the least, especially after one of the wettest, and I repeat WETTEST!!! winters in anyone's memory. So wet in fact, that quite understandably, a Japan Air Lines pilot mistook San Francisco Bay for San Francisco International Airport; well maybe that's a little far fetched, but just a little.

In point of fact, I am told that at times during this past winter, the runways at the airport were actually floating and for awhile, all flights were grounded until the airlines could find pilots with navy aircraft carrier experience. Well, enough of rumors. The fact remains that some of the good Brothers put in considerable overtime excavating and backfilling wet spots on the runways at the San Francisco Airport to enable the planes to keep flying. It seems the biggest problem was pumping rainwater out of the excavations prior to backfilling.

Also at the airport, United Airlines is well along with their Paul Bunyan size, new 747 jetliner repair hangar and also for the same company (United Airlines) a remodeled and enlarged jet engine testing facility and a new administration and engineering building with, I understand, more buildings to come.

In the same vein and in anticipation of the 747 jet passenger plane, American Airlines has begun their new repair facility at the airport. The main building will be one of the largest in the United States with an abnormally thick apron of concrete over the parking and taxi area.

Dirt jobs in the area have been on a hit and/or miss basis so far this spring, with the miss side the winner thus far. Piombo Const. Co.'s runway fill job at the airport has begun to roll again after a lay-off of nearly four months. The new excavation and fill job at the airport for the City of San Francisco, by the same company, has begun; this will be a dragline excavation and truck import fill job which should keep several of the good Brothers busy this summer.

L. C. Smith Co.'s job on Junipero Serra Interstate No. 280 Freeway through San Bruno has been at a standstill for several months due to wet weather. If the present good weather holds, the project should get rolling again by the middle of April.

Piombo Const. Co.'s job on Sneath Lane in San Bruno and also their job on No. 280 Freeway through Millbrae and Burlingame have been at a standstill except for some drainage work on the No. 280 Freeway but it should also start up again by the middle of April.

The remodeling job on the approach to the passenger terminal at the airport has been awarded to Oscar C. Holmes, Inc. & Holmes-Clair, Inc. in the amount of \$2,920,000. This should be a very frantic job to say the very least, with the amount of traffic coming and going constantly. At the last reporting there were two over-underpasses planned but I understand that plans are subject to modification to correspond with money available.

I hear on good authority that two more of the major airlines are asking for space to build repair hangars and related buildings to handle the new "super jets." It seems to be a question of too many buildings and not enough runways



By DOUG EMMANS

After months of delay federal officials have unveiled a series of recommendations on Labor-Management Relations in Government Service keyed to the strengthening of bargaining rights for Civil Service Employees. The recommendations were made public by the outgoing labor secretary Mr. W. Willard Wirtz, leaving the question of whether the proposed changes in executive order 10988 would be implemented or altered by the new administration. The highlights of Mr. Wirtz' recommendations are as follows:

The establishment of a central unit in Government to operate the labor-management program. It would be called the Federal Labor Relations Panel, and it would decide major policy issues, interpret and rule on provisions of the Executive Order, and review and act on impasses.

Extension of Federal Mediation and Conciliation Service activities to the Federal employee arena, doing fact-finding in impasse situations.

Creation of a panel of outside experts to pass on disputes not resolved through other machinery, with its decisions binding on both parties.

Abolition of informal recognition on the basis of less than 10 percent of membership.

Tightening of the present formal type of recognition to require 30 percent membership to qualify and abolition of formal recognition on a national basis.

Easing of exclusive recognition requirements so that this recognition would be granted if a majority of employees voting pick the union, instead of the present requirement that at least 60 percent of eligible employees in the unit must participate in the election.

Barring recognition to supervisory employee unions, with supervisory groups to be dealt with in a system outside the regular labor-management program.

UNIONISM IN ACTION, can best be described by the actions of your business manager Mr. Al Clem. The Ingalls Ship Building Corporation of Alabama wanted to sub-let a portion of their contracts to a Canadian firm. Realizing that the workload picture at Mare Island predicted a future lay-off, Mr. Clem contacted the local congressmen and senators namely Congressman Leggett describing the situation and requesting answers as to why the potential condition would be allowed to exist. As a result government officials as well as officials of the Ingalls Ship Building Corporation are in negotiations with Mare Island Personnel and a major portion of the work to be transferred will be brought to Mare Island.

ANOTHER LOOMING PROBLEM, to be contended with is the amount of repair and construction work done by Japan. This work is causing great concern by labor organizations throughout the 12th Naval District. After the Midway Project is completed, the workload at Hunters Point will begin to decline.

There is a tremendous effort by all Labor Organizations today to curb the growth of the workload shortage on our shipyards, and in the near future stabilize and improve this situation.

Dredging (continued)

the San Rafael area. They have been in and out on this project over the past several months.

Shellmaker Dredge have been in the Santa Cruz area doing a job for Corp. of Engineers. They have run this job three shifts—seven day week.

Smith & Rice are working two shifts on their San Mateo Bridge Job. This job is close to being finished.

Healy & Tibbet are keeping two Clamshell Dredges working on small jobs throughout the area.

COMMERCIAL SEA FARM PERMIT SOUGHT—

A proposal to create a commercial farming-of-the-sea operation west of Mare Island will be considered by the San Francisco Bay Conservation and Development Commission meeting at 2 p.m. tomorrow at the State Office Building, 455 Golden Gate Ave.

The request for a permit, filed by I. R. Goodman, calls for construction of 61 ponds for "commercial marine life propagation" covering 305 acres, plus filling of 155 acres south of Sears Point Road and west of Mare Island.

Also on the agenda is an application by Schnitzer Steel Products of California, Inc. to fill 5½ acres of the Oakland Estuary water at the foot of Adeline Street for a marine import and export facility.

or vice-versa, anyway all things considered, it looks like the old airport will be a busy and crowded place for some time to come. I'm keeping my fingers crossed that it just doesn't sink into the bay.

The various quarries and plants are starting to get busy again with the P.C.A. Rock Plant at Brisbane going two shifts since about the first of April and their hot plant at the same location pretty busy of late.

Lowrie Paving Co. is installing a big new hot plant at their yard in South San Francisco which I

understand will be a pip of a plant when completed. This company and also Fisk, Firenze & McLean have kept quite a few of the Brothers busy thru the wet weather, patching runways at the Airport.

May we wish all of you the best year ever! !

Most Covered

Nearly 45 million workers throughout the Nation are now covered by the Fair Labor Standards Act—the Federal minimum wage and overtime law.

Obituaries

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

Name — City	Local Social Security No.	Register	Deceased
Barnett, Calvin	3	566408	3/20/69
Hester Barnett—Wife	SS#459-30-4060		
6676 Ave. 416 Space 20			
Dinuba, California			
Bartley, Joe S.	3	0817550	2/16/69
Eula—Wife	SS#463-12-5405		
P. O. Box 1			
Hickman, California			
Bentley, John	3	0598296	3/1/69
Lucille—Wife	SS#458-12-4533		
1118 San Anselmo			
Millbrae, California			
Furnish, Pat	3	0251023	3/16/69
Sarah—Wife	SS#564-05-9703		
1700 El Camino Real			
South San Francisco, California			
Gano, Walter	3	687337	2/28/69
Lillian—Wife	SS#539-03-4873		
7530 Hucklebury Lane			
Sacramento, California			
Hartsaw, Leroy	3	574327	3/24/69
Ena Gould—Mother	SS#560-30-8739		
629 Kearney Street			
El Cerrito, California			
Hass, Paul	3B	1281328	3/21/69
Leslie Amundsen	SS#541-01-9954		
P. O. Box 341			
Sausalito, California			
Hogan, Bill	3	0908707	3/9/69
Patricia—Wife	SS#573-44-8123		
654 Riverdale Avenue			
Laton, California			
Holman, Jack E.	3D	1362973	3/17/69
Margaret—Wife	SS#491-01-6090		
2126 E. Marsh Street			
Stockton, California			
Houser, Emil	3	1235169	3/16/69
Wilma—Wife	SS#505-20-1825		
16070 Cazadero Highway			
Cazadero, California			
Lareva, Bert	3	0899389	3/7/69
Delbert—Son	SS#518-03-1989		
P. O. Box 93			
Dayton, Nevada			
Long, W. T.	3	322362	2/27/69
Flora—Wife	SS#547-26-3059		
225 Almond Avenue			
Manteca, California			
Love, Harry	3	0459226	3/1/69
Marie—Wife	SS#560-10-8134		
260 Abbott Avenue, Apt. 2			
Daly City, California			
Mantanona, Jose T.	SD	1335147	1/31/69
Matilde T.—Wife	SS#100-00-0448		
Inarajan, Guam			
Mathis, H. D.	3	0754177	3/15/69
Margaret L.—Wife	SS#572-01-5690		
3418 - 18th Street			
Eureka, California			
Meyer, Arthur	3	918877	2/27/69
Alice Meyer—Sister	SS#547-38-1606		
150 Tait Avenue			
Los Gatos, California			
Mitchell, Robert	3	820968	3/28/69
Eleanor—Wife	SS#432-52-7154		
1397 Buhne Drive			
Eureka, California			
Naylor, Raymond	3	0279673	3/11/69
Zella—Wife	SS#483-05-7160		
P. O. Box 223			
Central Valley, California			
Potter, Charles	3	1171852	3/4/69
Helen Potter—Mother	SS#723-03-0965		
100 South Oak Street			
Lakehead, California			
Reed, John	3	371619	2/17/69
Wally V.—Son	SS#566-09-9332		
820 O'Farrell			
San Francisco, California			
Shellabarger, Richard	3	686227	3/5/69
Lynn & Forrest—Brothers	SS#479-07-1960		
3390 - 18th Street			
San Francisco, California			
Smith, George	3	657725	3/2/69
Marie—Wife	SS#566-09-2476		
1471 Leonard Drive			
San Leandro, California			

See OBITUARIES columns 4 & 5

Congressmen Visit

Flood Control Inspection

By CLAUDE ODOM,
KENNETH GREEN,
BILL RELERFORD

Democratic Reps. B. F. Sisk of Fresno and John V. Tunney of Riverside returned from a 2½ hour air tour of San Joaquin Valley flood areas more convinced than ever of the need for additional flood control measures.

Commenting on reports President Nixon may slash millions of dollars from California public work projects, Sisk said, "I would be very concerned if cutbacks occurred in flood control." "And reclamation too," said Tunney, who is a member of the House irrigation and reclamation subcommittee.

Sisk said indications are that Nixon will attempt public works budget reductions and added he will resist them. "But I won't indict anybody until I know more," he said.

Tunney, seen as a 1970 contender for Republican George Murphy's seat, said he is traveling around California to determine support for his possible candidacy. "I am very encouraged," he said.

During the Chandler Field interview Sisk said the tour with Army Corps of Engineers and water association officials clearly indicates the necessity for passage of the California disaster flood bill. The bill, introduced six weeks ago with broad support, would provide for emergency aid to victims of spring floods and slides. Up to \$100 million could be appropriated, Sisk said. I think we can safely say that by the time you are reading this, the rains will be over and the work season off to a real good start.

A \$122,784 contract was awarded to Thomas Construction Co. of Fresno for the replacement of a Highway 40 wooden trestle bridge across the Mud Slough Overflow Channel 4½ miles east of Gustine. A \$14,840 contract was awarded to Gene Richards of Fresno for widening Highway 33 to provide for left turn lanes at the intersection with Midway Road near Fellows.

Gordon Ball was low bidder on the last section of the San Luis Drain but the State threw the bid out and it will probably be re-bid shortly.

A Pre-Job was held April 15th with Griffith Company who was low with a bid of \$6,367,040.73 for paving 30½ miles of Interstate 5 in Fresno and Kings Counties. The stretch of freeway involved already has been graded and 16 of the necessary 18 structures, such as overcrossings, have been built. The strip extends from the intersection with Highway 33 to a point .1 of a mile south of Lassen Avenue, 8 miles south of Huron. When the job is completed early next year, the freeway will be "useable" for a stretch of about 40 miles in Fresno and Kings Counties.

The Kelly Moore Paint Company and the Gulf Oil Company have announced plans to build new facilities fronting on Cedar Avenue north of Gettysburg Avenue. Construction will begin as soon as the ground is dry.

The State Division of Highways has started pushing a new road toward Big Sandy Bluff west of Tollhouse. The section being built by the Darkenwald Construction Company is a link with the new unpaved section from Pine Ridge School westerly to a point near the bottom of the bluff. The nearly two miles of new highway now under construction by the Darkenwald Construction Company starts at Lodge Road some 5 miles west of its junction with the present Route 168 and eventually

ends with the recently roughed-in sections that have been completed up to Pine Ridge School. Darkenwald Construction was the low bidder on the job at \$922,000 and hopes to have it completed by next December. Some time this summer the USBPR will have to move crews onto the 7 miles of highway already graded to make repairs to winter damage of slides and washouts. It has been estimated that about 40,000 cubic yards of rock and earth were washed out in that one section. It is possible that in 1972 or later, the State may have money enough to push the construction of the express-type of highway from Lodge Road southwest toward Millerton Road, thus providing motorists bound for Shaver and Huntington Lakes with better access to the new approach.

The Carl W. Olson Company is having trouble with their share of the water and mud in trying to get started on the San Luis Drain. The company moved B-70's onto the project in an effort to get the ground opened up but found with the added weight they were spending more time pulling the rigs out than they were hauling material.

The American Paving and Fresno Paving Companies of Fresno are starting to open up their projects in and around Fresno. Fresno Paving has decided to give the Fashion Fair another try. A low bid of \$323,244 was received from L. D. Folsom, Inc., of Coalinga for construction of 4½ miles of Lassen Avenue about three miles north of Huron. The project was extended northerly from the intersection with Highway 198. Interior Secretary Walter J. Hickel, in San Francisco to address the

Commonwealth Club, said that plans for construction of an all-weather road into the proposed Mineral King Resort area are "practically set in concrete." He said the Interior Department's National Park Service has reached an agreement with the California Division of Highways. He added, "the plans would be difficult to undo."

Frederick & Watson have moved in on their paving job at Lemoore Naval Air Station. They will be paving the parking area for the hangar that is being built by Continental-Heller Corp.

Granite Construction Co. has set up their office on their \$7 million pipeline job at Lassen and Oakland Avenue. Jim Malone will run this job and he hopes to be laying pipe by the latter part of May.

Wm. Lyles Company is running one spread on their Westland Pipe job when the weather permits. This will be a good job if the sun will only shine. They have a top notch crew with good supervision.

The asbestos mines are going strong with Atlas Asbestos on 3 shifts and Coalina Asbestos running 2 shifts. There are approximately 60 members on the payroll of these two outfits. Clyde Woods has their trimmer and liner ready to go on the Pleasant Valley Canal. Weather permitting, they will kick-off April 14th.

Fresno Paving Co. has completed their Highway 33 job from Coalinga to Reef City and they are getting lined out on their widening and overlay project from Gale Avenue north of Coalinga to the Coalinga-Fresno Road.

Obituaries (continued)

Solt, Milton	3	409019	3/26/69
Grace—Wife	SS#560-01-4510		
2132 Prime Street			
Berkeley, California			
Stark, John E.	3D	1351736	2/28/69
Bernice—Wife	SS#431-44-2303		
5033 E. Lamona			
Fresno, California			
Strealy, Ted	3	845555	3/22/69
Hazel—Wife	SS#447-05-1796		
489 E. Olive Avenue			
Merced, California			
Tani, Hiroshi	3C	1052421	2/14/69
Chiyoko—Mother	SS#576-22-5787		
337 Ululani Street			
Hilo, Hawaii			
Vance, O. W.	3	0808176	2/23/69
Jane Silver—Friend	SS#552-01-1206		
330 "I" Street			
Marysville, California			
Williges, Nick	3	0279665	3/17/69
Clifford—Son	SS#565-01-6028		
Rt. 1, Box 535			
Esparto, California			
Wilson, Herb	3	0808177	3/21/69
Hazel—Wife	SS#558-28-2336		
1241 Monroe Street			
Salinas, California			
Young, Louis	3E	612839	3/26/69
Ann O'Brien—Sister	SS#078-01-5803		
31 Pearl Street			
Gloversville, New York			
87 Deceased Members January 1969 through March 1969			
2 Industrial Accidents			

DECEASED DEPENDENTS

Fern Greathouse—Deceased 2/6/69. Deceased wife of Fred F. Greathouse.
Alice Lawson—Deceased 6/27/68. Deceased wife of William Lawson.
Millie Mae Mancebo—Deceased 2/22/69. Deceased wife of Frank Mancebo.
Dorathea Teeslink—Deceased 2/6/69. Deceased wife of Garrett H. Teeslink.
Gyneth M. White—Deceased 2/11/69. Deceased wife of Clarence White.

Personal Notes

MARYSVILLE

Home from the hospital, recuperating after surgery are Opal Johnson and Roy Hilbert. Hope to see you both up and around very shortly.

We have received news of an accident in Saigon on the RMK-BRJ job. Our information is very sparse but it is our understanding Brother Clifford Hauck was injured and his right leg was amputated. He is to be transferred to Clark Air Force Base in the Philippines. Good luck and a very speedy recovery, Cliff.

As most of you know the winter months sickness and various other accidents have seriously depleted our Blood Bank in this district. We are very happy to be able to help any of you should the occasion arise where you need the blood. However, this cannot continue if we do not have a constant supply of donors giving the blood. We urge you to take the time to stop at the Blood Bank Center in Chico and at the Mobile Blood Bank in Marysville and give a pint of blood. **YOU NEVER KNOW WHEN YOU MAY BE THE NEXT ONE TO NEED THE BLOOD.**

STOCKTON

Apprentice Steve Bowen was seriously injured in a motorcycle accident.

Brothers Lewis Gillum, W. W. Edwards and Henry Simonis were hospitalized since our last report. A speedy recovery is hoped for all.

Our deepest sympathies are extended to the Oral Conger family on the loss of their son Randy and to the family and friends of Brothers Robert E. Walters and Jack E. Holman, who recently passed away.

EUREKA

It is with great sorrow we send our deepest sympathy to the family of Brother Robert E. Mitchell, who passed away March 28, 1969.

SAN RAFAEL

Best wishes to following members who have been hospitalized: Brothers Gene Spagnoli at Ross General; Dick Irwin at Hillcrest Hospital in Petaluma; Cal Hall—short stay at Ross General—and to the wife of Brother Guy Slack who was recently hospitalized due to car accident.

FRESNO

We received the following note from Mrs. Hester Barnett, wife of deceased Brother Calvin Barnett:

"I would like to thank you for this beautiful Bible and to thank all the brothers and families for the flowers and cards. We deeply appreciate all of you so very much. May God Bless you all."

Mrs. Calvin Barnett and Family

Our thanks to Brother Denton Hollifield for his donation to our Blood Bank. We want to urge you to visit our Blood Bank as our supply is very low.

RENO

Brother Daniel Menessini, who was hurt in an industrial accident at The Anaconda Company, is still on the sick list. Visits and cards would be appreciated.

Brother John Baxter is recuperating at home after a lengthy illness. He also works at Anaconda and would appreciate cards and visits.

Brother J. C. Stevens in Veterans Hospital, Reno, Nevada for treatment and observation. Approximately for one month.

We wish all these Brothers a speedy recovery.

REDDING

It is with great sorrow we send our deepest sympathy to the family and many friends of our Brothers that passed away in March.

Brother Raymond "Red" Naylor; Brother Charles Potter; Brother Charles Hodges and Brother Oliver Chatfield.

Next edition will run the Blood Donors for the month which are many. Our bank is still opened and we are short a little in getting our 100 pints.

Community Highlights—Jay and Theora Wilson caught salmon limits north of Balls Ferry. Theora's prizes scaled at 20 and 16 pounds—Jay's prize weighed in at a whopping 50 pounds.

SACRAMENTO

The Sacramento Office would like to congratulate Edward and Shirley Oxford on the birth of their son, born 3-31-69, at 3:55 p.m. Mother and son doing fine.

SAN JOSE

We wish to express our condolences to the families of the following Brothers who recently passed away: Herb Wilson and Leroy Hartsaw.

We would like to take this opportunity to thank the following Brothers for their donations to the Blood Bank: Dean Brumfield, Anthony Aiello, Bob Long, Ken Bolton, Phillip Angelus, Al Lange, Bill Dalton, Bob Gagan, Doug Farley, Bob Skidgel, Mrs. Bonnie J. Sinnott, and C. H. McKeag. Brother Bill Dalton received a gold medal from the Blood Bank commending him for his donations which have amounted to Four (4) Gallons.

ALL ENGINEERS WHO ARE INTERESTED IN FORMING A GOLF CLUB PLEASE CONTACT ME BY CARD OR LETTER NOT LATER THAN MAY 30, 1969. JACK WASSON, 1350 OAKLAND ROAD, SPACE 67, San Jose 95112.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

WOODWORKING EQUIPMENT: 8' air-operated automatic lathe; one pattern lathe; one 8' x 36' boring machine; one roof exhaust fan w/cyclone and piping. Approximate investment \$10,000. Will sell or trade for best offer. Phone 408-356-5884 evenings and weekends. Reg. No. 1051279. 3-1.

JEEP 1953—Four-wheel converted military, body fair, running gear. Very good. \$700. Phone 437-0419, Livermore. Reg. No. 1219581. 3-1.

FOR SALE—2 1/2 acres North Sacramento. Contact owner Ray Robles, 2240 Elkhorn Boulevard, Rio Linda, Calif. 95673. Telephone 991-3233. Reg. No. 0707358. 3-1.

1966 CHEVELLE, 2-door, super sport, 427 engine, 425 HP, 4.88 gears. Never raced since rebuilt. Legal street or strip. \$2,000. 534-3556. Evenings 562-1547. A. C. Bashnick. Reg. No. 309521. 3-1.

1967 CORVETTE, marina blue, 2 tops, 390 HP, 427 cu. in., 4-speed, positraction, power steer and brakes (disc), AM-FM radio, new tires, 20,000 mi. only. R. F. Invaldi, 4387 Romilly Way, Fremont, Ca. 94538. 415-797-4567. Reg. No. 931050. 3-1.

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

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

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

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

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

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

FOR SALE—24" Huffy Riding Lawn Mower \$50.00. One spare wheel tire and tube size 480/400 x 8" for boat trailer or luggage \$12.00. Fits 1" axle. C. J. Daigh, 2320 Ocean Dr., Pinole, Calif. or phone 415-758-0765. Reg. No. 394870. 3-1.

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

FOR SALE—Racine Rapack Compactor, 1 yr. old, used very little. 4-cyl Briggs & Stratton eng. 995.00 new. sale price \$750. Cecil W. Shelley, Rt. 1, Box 123J, Yreka, Calif., phone 842-3409. Reg. No. 1284794. 3-1.

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

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

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

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

FOR SALE—1/2 acre lot in Santa Cruz nr. Scotts Valley. Redwood grove and well. Phone 415-758-0765. Reg. No. 394870. 3-1.

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

CHARACTER improvement while you sleep. Ben Sweetland Nocturnal Education set-up. Includes recorder with timer, plus recorded course, printed course. Used, will sell for half original price. Call 233-3272, write 544-39th St., Richmond, Calif. 94804. Reg. No. 1219576. 3-1.

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

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

CLEAR LAKE income property 150 ft lake front, hill area. Two homes with two bedrooms each, one more possible home. Pier, boat ramp, float. Retire with income \$39,500. John Kraft, P.O. Box 6886, Clearlake Highlands, Calif. 95422. Phone 707/994-2693. Reg. No. 1351457. 4-1.

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

FOR SALE—2 1/2 yard Westinghouse La Turnip with cable dozer on front in very good condition, \$1,500. H. L. Carter, Orland, Cal. 865-3948. Reg. No. 931004. 4-1.

FOR SALE: 2 1/2 acres, California Valley, San Luis Obispo County, on Eastern foothills, good view, save over \$300. Larry Walker, 5747 Pearl Drive, Paradise, Cal. 95969. Reg. No. 181352. 4-1.

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

FOR SALE: 1940 Ford Pick-up. Everitt Trenching Machine attachment for For Misc. air hose, trench jacks and spreaders. Telephone 582-3722, Hayward. Reg. No. 267678. 4-1.

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

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

BACKHOE, Hopto "200" S.P.R., 180 deg. swing, G.M.C. diesel, 4WD, cab, licensed, \$6,750. Pickup, 1955 Ford F250, 3/4 ton, 6 cyl. \$400. Robert Wing, 870 Birdhaven Court, Lafayette, Cal. 94549. Reg. No. 830853. 4-1.

FOR SALE: 1953 Military jeep, Roll bar, newly painted, good condition. \$975. 1960 26-foot Chris Craft cruiser, two-way radio, Depth Finder. Very good condition. \$3,950. Telephone 707/374-2740. Jim Halloran, 780 Rolling Green Drive, Rio Vista, Cal. 94571. Reg. No. 1107400. 4-1.

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

FOR SALE: 1947 G.M.C. truck tractor, 5th wheel, good condition. 270 gas engine, \$390.00. Phone 363-4322, 422-2823 or 487-2972, Sacramento. John Wise, Reg. No. 486298. 4-1.

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

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

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

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

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

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

FOR SALE: 1/2 acre view lot Calaveras Big Trees, 5000' elev. Ideal hunting, fishing, 22 mi. to Mt. Rainier ski-lift. Paved roads. Utilities underground. No assessments. \$9,250. R. Lanzendorfer, 32 William Ct., Danville, Calif. (415) 837-5405. Reg. No. 838956. 4-1.

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

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

FOR SALE: 80A Irrg. Perm. Pasture. Two wells, 30 H.P. pump, 3/4 H.P. pump. Good fence, hayshed, corrals. 12 mi. from Oroville. Dam. \$50,000. \$10,000 down. Herman C. Shields, 523 Nelson Avenue, Oroville, Calif. Reg. No. 863930. 4-1.

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

STEEL DRILL, 100 ft. heavy duty, 3/4 kwt. Onan light plant, 1-2 inch Berkeley pump. 1-final drive bull gear for 14A. 1-new track grease gun. John Escover, 5736 Drysdale Ct., San Jose, Calif. 264-0885. Reg. No. 0408040. 4-1.

TOOLS FOR SALE: 20 1/4" drive sockets, ratchet, etc. Cornwell Long Ends 15/16 to 1 1/8. Call 835-3585. Come see. T. R. Young, 810 Athol Avenue, Oakland 94606. Reg. No. 408158. 4-1.

D-7 DOZER—17A. Good shape. 1960 Cook Bros. Dump. 1950 John Deere Scraper, good shape. E. Zanon, 368-2246, or 3154 Oak Knoll Drive, Redwood City, Calif. Reg. No. 912086. 4-1.

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

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

CLEVELAND MODEL 95" with Jiffy shovel nose buckets. Digs 22" wide 5 1/2" deep. Phone 209/274-2798 or write Jim Greer, Ione, California. Reg. No. 838948. 5-1.

674-FT. elev. 3 BR home with 2 BR apt. on west side of Mt. Sutro Woods. Panoramic view, sunken liv. room, sun porches, fire places, W/W carpeting, drapes, 2 car garage, washer & dryer upstairs. Each has 2 bathrooms, all electric kitchens. Top rents \$350, bottom \$260. Built in 1964. \$82,500. Call Kenneth Mahoney, 415/866-6543, 455 41st Avenue, San Francisco. Reg. No. 883769. 5-1.

MOTORCYCLES FOR SALE, 1966 Harley Davidson Sprint SS Black w/luggage carrier. Excellent condition \$475. 1964 Honda Super Hawk 305 CC, scrambler bars. Larry McNeil, 1018 A Taylor Avenue, Vallejo, Calif., phone 707/644-8258. Reg. No. 1251275. 5-1.

MODERN new six room house, electricity, aluminum barn bldg., milk house, other buildings. Approx. 50 acres fenced and cross fenced. Permanent pasture, sprinkling and pressure system, patented State Water Right, 2 irrigation ponds. Tractors, farm equip. Price and particulars, Noel F. Dennis, 7000 Lower Wyandotte Road, Oroville, Calif. 95955, phone 916/533-0972. Reg. No. 354842. 5-1.

FOR SALE: one console B&W television set. Needs switch. As is \$20.00. One Underwood typewriter, does good job. \$20.00. Frank Meacham, 1108 107th Avenue, Oakland, Calif. 415/569-0699. Reg. No. 0469307. 5-1.

FOR SALE: Level Lot at Lowerlake, Calif. zoned Mobile or Conventional Home. Close to shopping, bank, P.O., bus lines, hospital and schools. Low down payment, \$30 per month. Ted Harris, 28797 Venus Street, Hayward, Calif. 94544. Phone 415/782-7274. Reg. No. 543470. 5-1.

FOR SALE one acre. City water, electricity, natural gas. 5 miles north of Reno. Good for Mobile Home retirement. Can have horse. Call 358-9327 or write to: C. N. Prince, 265 East 8th Avenue, Sun Valley, Nevada 89431. Reg. No. 567405. 5-1.

FOR SALE: Wheel Trencher, Parson's 200. \$4,500. Ken Gerlack, 401 Key Boulevard, Richmond, Calif. 232-9331, or 235-6715. Reg. No. 1051292. 5-1.

FOR SALE: Level, wooded land with domestic and irrigation water. 8 miles from Redding. 20 acres at \$800 per acre. 5 acres at \$1,000 per acre. Terms to suit. A. L. Krone, 9410 Girvan Road, Redding, Calif. phone 241-1373. Reg. No. 572721. 5-1.

LAND FOR SALE: 10 acres, 5 or 2, 2 1/2 acres two miles north Redding on Churn Creek, just off Hwy. 99. Acreage 1 to 9, four miles West of Auburn off Hwy. 80. Near Auburn Dam, John Hinote, Box 417, Meadow Vista, Calif. 916/878-1203. Reg. No. 367892. 5-1.

FOR SALE: 1919 Model T. Roadster, immaculate upholstery, top, boot, paint, etc. Mechanically perf. has Ruxtell. 415/931-3269, Lyvie E. Atkinson. 98 Cervantes Blvd., San Francisco 94123. Reg. No. 198587. 5-1.

WANTED TO BUY: Farmall Cub or similar cultivating tractor, preferably with cultivating bars. Any condition. Jim Ronse, 470 East San Francisco Avenue, Willits, Calif. 95490. Phone 459-2645. Reg. No. 1271053. 5-1.

FOR SALE: 1951 SPARTAN MOBILE 8' x 35' excellent condition, furnished, new bed, highway couch, 1948 one-ton International panel truck, 4-speed. Both \$2,250. Ted Harris, 28797 Venus Street, Hayward, Calif. 94544. Phone 415/782-7274. Reg. No. 543470. 5-1.

1961 T-BIRD, needs trans. work, good cond. otherwise. P.S. P.B. P.W. \$500. D. E. Henderson, 1558 Siesta Drive, Los Altos, Calif. 94022. Reg. No. 870942. 5-1.

LAKEMONT PINES, Lot 84, Calaveras Co., Ebbetts Pass Hwy, 4,000 ft. elev., 200 ft. to private lake, clubhouse, paved Co. Maint. Rds., utilities, \$7,500. terms. Mark Hammer, 235 Oak Rd., Danville, Calif. 94526. Phone 837-9335. Reg. No. 650623. 5-1.

CENTRIFUGAL PUMP, \$250; Compressor \$375; 1964 Dodge Pickup Bed \$25; Hand Winch \$75; Catlift Backhoe for Pickup \$30; 24" Fanline Pipe 30' long \$200 per ft.; Used 2" black iron pipe 25c per ft.; galvanized 35c per ft.; New 1 1/4" black iron pipe 25c per ft.; 8" spiral weld pipe 50c per ft., 4" at 35c per ft. Vincent P. Harris, Rt. 1, Box 809, Jamestown, Calif. 95327. Phone 209/984-5343. Reg. No. 693648. 5-1.

SKILL SAW genuine model No. 77, 1 1/4" worm drive used approx. 100 hours. 3 blades, case. Lists at \$163, sell for \$85. David Dickinson, 282-3190. Reg. No. 239514. 5-1.

ATTACHMENTS FOR SALE: price reduced, Erie 3/4 clam bucket, Page 3 automatic dragline bucket, one HD 5 angle dozer blade and arms, all for \$700. Good condition. T. E. Nissen, 19365 Western Blvd., Hayward, Calif. Phone 276-2984. Reg. No. 1321427. 5-1.

FOR SALE: three acres near Grizzey Flats, fronts on paved highway, electricity, small lake with running stream, big trees. \$9,000. Call Vaughn. 415/228-2661. Reg. No. 53202. 5-1.

FOR SALE: 2 or 4 burial plots, Fresno Memorial Gardens, Acacia Section. Reasonable. Good condition. Vernon D. Osborn, 3750 East El Monteway, Fresno, Calif. 93702. Reg. No. 263380. 5-1.

13 ACRES, Calveras Co. one mile to Commanche South Shore, gentle rolling, oak trees. D. E. Henderson, 1558 Siesta Drive, Los Altos, Calif. 94022. Reg. No. 870942. 5-1.

Clip & Save

MEETINGS SCHEDULE

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

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

District & Sub-District Meeting Places

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

Work Support \$\$\$

Budget allocations for disadvantaged workers have risen sharply since the mid-sixties, according to the U. S. Department of Labor. Allocations for work support programs, notably for youth and for welfare recipients, increased from zero in 1964 to 22 percent of the total manpower budget in 1968.

UI Hits Record High

The Labor Department reports that Unemployment Insurance reserve funds of the 50 states, the District of Columbia, and Puerto Rico reached a record high of \$11.1 billion by June 30, 1968. They rose from \$10.2 billion a year earlier, an increase of 8.7 percent during the fiscal year.

No Mexican Nationals

In 1968, for the first time since 1942, no Mexican contract workers were brought into this country as temporary agricultural workers. In 1959, more than 290,000 such workers were admitted to the U.S. for temporary employment on American farms.

CREDIT UNION

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

FRINGE BENEFIT SERVICE CENTER

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

IMPORTANT

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

REG. NO. _____
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SOC. SECURITY NO. _____
NAME _____
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CITY _____
STATE _____ ZIP _____

Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103
Incomplete forms will not be processed.



ENGINEERS NEWS

ELECTION COMMITTEE NOTICE OF ELECTION

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

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

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

Anniversary

Continued from page 8 length. The current contracts number some 90 pages in length.

There were plans created to assist in education of members and families, such as the On-the-Job Training Program held at Camp Roberts in 1964 and again in 1965 which was recognized in the Congressional Record as outstanding; safety seminars, Red Cross First Aid Training Courses, Scholarship competition and awards to children of Engineers, a monthly newspaper that gives practical and meaningful news to Engineers, a Good Standing Fund to assist those members who are temporarily disabled, blood banks, non-discriminatory hiring procedures, Old Timers meetings to help the brothers who have retired to gain the most from the pensioned benefits and government programs; a San Francisco headquarters where members may come in and get any of the problems straightened out, where the most modern facilities keep their union operating in tempo with current methods and procedures; officers who are not only dedicated to furthering unionism and their members' interests, but who are among the ablest, well-trained union officers in the country, who are in a constant state of training and education, aware of the past, present and future social and economical trends, leading leaders.

Urban Poverty

Unemployment rates in poverty neighborhoods of the nation's 100 largest metropolitan areas declined sharply between the fourth quarters of 1967 and 1968. The rate dropped from 6.9 percent in 1967 to 5.2 percent recorded last year.

Election Year

Continued from page 1 regularly scheduled Local Union Membership meetings and home district membership meetings held after nomination and before elections, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, and death in family. Within five (5) days after the nominations have been concluded the Recording-Corresponding Secretary shall mail to each Member nominated, at his last known home address, notice of his nomination and the office to which he has been nominated and shall read or cause to be read the name of each nominee and identify the office to which such nominees seeks election at each regularly scheduled Local Union membership meeting held after receipt of the nominee's Non-Communist Affidavit and Section 504 Labor-Management Reporting and Disclosure Act of 1959 Affidavit and written acceptance of nomination.

DECLINATION OF NOMINEE

The undersigned states that he declines all nominations:

.....
(Name) (Signature)
.....
(Register No.) (Soc. Sec. No.)
.....
(Date)

ACCEPTANCE OF NOMINEE

The undersigned states that he will accept nomination only for

.....
(Office or Position)

and hereby declines all other nominations if nominated for more than one office or position.

I desire my name and (if not the incumbent) one occupational classification as set forth in collective bargaining agreement entered into by the Local Union to appear on the ballot as follows:

.....
(Name) (Collective Bargaining Agreement Classification)
.....
(Signature)
.....
(Register No.) (Soc. Sec. No.)
.....
(Date) (Print Name)

In the event no statement is received by the Recording-Corresponding Secretary on or before twenty (20) days from the date of mailing of the notice provided for in XII (B) 1(c), the nominee shall be deemed for all purposes to have declined all nominations for the offices or positions for which he has been nominated.

(d) All Members nominated who are more than one hundred (100) miles from San Francisco on the day prior to and the day of the Semi-Annual Meeting in San Francisco are excused from attending for good cause, as are all who are more than one hundred (100) miles from their Regular District Meetings the day before and the day of the meeting. However, a Member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary in writing, by letter or telegram, not later than 5 P.M., Local San Francisco Time, within five (5) days after such meeting.

(e) Eligibility of Members to Nominate: Every Member of the Parent Local Union and its Sub-division, except Registered Apprentice Sub-division who is not suspended for non-payment of dues preceding the first nominating meeting shall have the right to nominate.

(f) In the event of the death, between nomination and the time of the last meeting preceding the election, of any constitutional officer who has been nominated to office in the forthcoming election, any Member of the Local Union, who is otherwise eligible, shall be eligible to be nominated and upon his filing with the Recording-Corresponding Secretary of a Non-Communist Affidavit and an Affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and his acceptance of such nomination shall be eligible to be elected to, and, if elected, to hold, the office to which the deceased officer had been nominated. If the death occurs after the last meeting preceding the election, nomination shall be effected by filing the Non-Communist Affidavit, affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and a statement of candidacy with the Recording-Corresponding Secretary prior to the election but in no event more than five (5) days after the deceased officer's death.

Nuclear Power Plant

Continued from page 3 nects Woodland area with North Sacramento and the new airport.

P.M.I. Corp. has been awarded a contract to expand the southwest sewage plant. This will be a large job, and was a necessity due to the growth of the south area. Along with the new college being built by the Los Rios School District, Gentz Constr. Co. is working on the college site now laying pipe and building sites.

Granite Constr. has started their job inside the port of Sacramento. This is to be an underground conveyor system for moving wood chips and loading vessels in the port.

Campbell Soup Co. is planning an expansion to their facilities located on 47th Ave. This job will probably begin sometime this summer.

Pollock Pines—Dravo Constr. Co. at the Brush Creek Dam job is about to get underground. This company has been working on the roads all winter long and have them in good shape at this time. They are starting to cut the keyway for the dam site. They also

have a shop put up at the dam site area. The company has put on a safetyman. There will be meetings every Monday morning and also will teach a class on the job site. Howard Sanders is the only one that has had an accident, injuring his arm.

Granite Constr. Co. of Watsonville, Calif., just picked off a job in the Fair Oaks area for \$356,835 for construction and improvement to Winding Way from Valhalla Drive to San Juan Avenue.

The TAB Constr. Co. at the El Dorado Hills are starting up their pipeline job after a long wet winter. Also, Charles Dorfman and Frontier Constr. Co. are all working underground around the Orangevale and Fair Oaks area.

Vinnell on Highway 50, west of Placerville, is beginning their job along with Harms Bros. and D. J. Miller. This should make a beautiful Highway when completed from El Dorado Hills to 9 miles east of Pollock Pines.

Walsh Constr. Co. had a tough winter trying to keep the road open from Ice House to Loon Lake Tunnel.