Non-Unionists Hit In Iowa Rule

Firing Upheld in Walkout On Bullard's Bar Project

In a "precedent" decision the California Unemployment Insurance Appeals Board has ruled that workers who are fired for violation of a "no strike" clause in a collective bargaining agreement are considered "discharged for misconduct in their work and are disqualified from receiving unemployment insurance benefits."

The case involved twenty union pipelayers and plumbers who walked off their jobs at the $143,000,000 Bullard's Bar Dam Project last August 3 because of grievances involving work jurisdiction and safety measures.

The group set up picket lines which were respected by most of the 800 workers at the construction site.

Although the "wildcat" strike lasted but a single day, when the Area Trade Council refused to sanction the strike, the workers were discharged for misconduct when they returned to their duties the following day.

Commenting on the "precedent" ruling, International Vice President and Local 3 Business Manager Al Clem pointed out to the membership the importance of "resolving job, jurisdictional and safety problems within the framework of the organization."

"I have repeatedly pointed out to our membership the absolute necessity of staying on the job regardless of their individual or collective complaint until a just and official determination can be made by their local union, or, as regards jurisdictional problems, their international. I think this case makes very plain the reason for this advice," said Clem.

In making the announcement of the ruling, board chairman Robert W. Sigg said that the Unemployment Insurance Appeals Board was not shading its policy of neutrality in labor disputes but pointed out the strike was in violation of a contract which provided there would be no work stoppage by either management or the union.

The contract provides that disputes should be settled by arbitration. It was violation of this provision that constituted misconduct by the workers and made them ineligible for unemployment benefits after they were discharged, according to Sigg.

The Bullard's Bar project has a completion date of June 1, 1970. A spokesman for Bullard's Bar Associates, contractors on the dam, notified the construction firm faces a $250,000 per day penalty for late completion, and was several months behind schedule when the one-day walkout occurred.

California law provides that workers who are unemployable because of a labor dispute are not entitled to unemployment benefits while the dispute is in existence.

DES MOINES, I.A. — Workers who want true job security had better join a union rather than rely on so-called "no-strike" agreements.

That was the substance of a ruling by the Iowa Supreme Court as it rejected the argument of a group of non-union packhouse workers that Iowa's "work" law protected them against layoff due to "bumping" by union employees with seniority.

The only thing the state law does, the court observed, is to prohibit union shop agreements that would require workers to join a union to keep a job.

"It does not guarantee employees of a non-union plant the job security which might be obtained through legitimate collective bargaining," the Iowa Supreme Court unanimously upheld a decision in Woodbury County District Court at Sioux City dismissing a temporary injunction obtained by non-union workers at the Sioux Quality Packing plant of Armour & Co.

The decision was a major legal test of an "automation" agreement made by the Packhouse Workers and the Meat Cutters from the meat packing industry. Under the agreement, senior workers who lose their jobs in plant closings or work reductions have the right to transfer to a "replacement" plant.

Last year, Armour closed two plants in Omaha and West Point, Neb., where the UPWA had such an agreement. Armour then moved the Sioux City plant of Iowa Beef Packers, Inc., which was unionized, to the new location designated by the union-management automation committee as a "replacement" plant.

When men with top seniority at West Point were notified to report for work at the Sioux City plant Dec. 4, non-union employees at the latter installation obtained an injunction and took action on the ground that it would violate the state law barring union shop agreements. Judge D. M. Pendleton of the 9th Circuit Court dismissed the injunction ruling that the state law did not apply.

In their appeal, the plaintiffs argued that under the Iowa "work" law, they were specifically exempted from the burden of having to prove they are being fired or laid off because they were non-union workers. They had already been laid off pursuant to a contract between a company and a union.

The Supreme Court disagreed. It noted that even if there had been no contractual obligation, Armour could have applied seniority to the men to be laid off pursuant to a contract between a company and a union.

"The Supreme Court Order 4746, dated March 30, 1967, did establish a seniority schedule which the employees at the Sioux City plant used to transfer to the plant in Atlantic County, Iowa. The rights of employees to transfer were not affected by the Iowa law."
By the time you receive this issue of the paper, we are hopeful that the negotiations on the construction contract will be completed.

Your Negotiating Committee has been extremely busy the past three (3) weeks in meetings with the Negotiating Committee from the Employers endeavoring to arrive at a suitable agreement which will be submitted to you for ratification. We are hopeful that with these many long hours at the bargaining table that a just agreement will be arrived at.

There were several changes in the existing contract that we wish to make in order that a clearer understanding of what we desire to accomplish, it was necessary to explore all the avenues thoroughly.

A recent report from the Trust Fund for Northern California, Construction Division, Dredging Division and Universal Division shows that members under this fund have received some $3,582,000, or 92% of the premium paid to the CDI, in dental claim refunds. There were some 61,000 separate claim payments with an average refund of $53 per claim. This has been a great boon to our members who often don’t realize the high cost of dental care until they get their first bill.

We are happy to announce several major improvements in Trust Fund benefits for our members in Northern Nevada. Generally they include the addition of a Major Medical Plan; Life Insurance for dependents, wife and children and student dependents up to age 23, both welfare and dental plan; Dental Plan enlarged to include prosthetics; and out of hospital Drug Prescription Program. These new benefits will be effective September 1st. A detailed breakdown of the program will be published in the Engineers News at a later date.

On Saturday, May 25, we had an all day meeting with the District Representatives, Business Representative, Coordinators and Dispatchers discussing the problems that we encounter in the day to day operation of the Union in the various districts.

We were indeed fortunate to have the General President, Hunter P. Wharton and Executive Vice President, Dick Nolan in attendance. They both delivered very constructive and informative reports.

Our organizing efforts in Guam have begun to bear fruit at this time and we have recently succeeded in winning two (2) more elections there.

At the present time we are breaking ground for an addition to our present headquarters on Valencia Street in San Francisco, which will primarily house the coast section of our operation.

This paper will reach you prior to the Semi-Annual meeting on Saturday, June 16th and Capp Street.

Please use extreme caution with riding-type machines on slopes or uneven terrain. With a time it is running.

Do not try to unclog the mower with your hands, as you walk—never stop and clear out the blockage. Unless of course the discharge in the direction of your feet. Watch the path ahead for foreign objects. Keep a safe distance away from the discharge side of the mower and never "aim" the discharge in the direction of pets. Also, be careful about discharging against fences, hedges or walls from which debris might rebound after leaving the mower.

Stop engine or discharge blade clutch before pushing mower across walls, muds, curbs, gas or water valves or any object that might be above ground level. Be wary of holes or depressions that could allow a wheel to drop, putting the blade in contact with the ground.

Never leave the mower, even for a moment, without first stopping the engine.

With a walk-behind mower, always traverse an incline horizontally—never up and down. Use extreme caution with riding-type machines on slopes or uneven terrain. With a rider you do not have to start and down to prevent tipping.

Don’t allow children to operate the mower or be in its vicinity any time it is running.

Do not try to unplug the mower while it is running.

Never tip the mower for an inspection without first stopping the engine and disconnecting the spark plug.

You must work on the underside of a mower, first remove the spark plug after disconnecting it. So long as the spark plug remains installed, an engine can always fire one more time.

Gentlemen:

Recently our family was able to have eye examinations and other eye services provided to employees thru this Union. We are indeed very pleased with the service and courtesy received. We are happy to have this service. It would have caused us to have eye examinations because of exorbitant costs.

Thank you for your efforts in obtaining this service for Union members.

Sincerely,
Mr. & Mrs Charles Best
370 Santa Clara Ave.
Oakland, Calif. 94610

ENGINEERS NEWS

IUOE Talks On Safety

This is the time of your life when one of the usual weekend jobs is mowing the lawn. The annual accident tall for lawn mowers is tens of thousands of injuries, many of them quite serious. High are the variables and a few rules which will, if followed, ensure that you or any member of your family can do this chore safely.

Before You Mow

Learn your mower and its controls thoroughly; study the instructions carefully and stick by the guidelines set down by the manufacturer.

Fill the fuel tank before starting and never refill a hot or running engine.

Clear areas of children, adults and pets.

Pick up foreign objects that might be thrown by the blade.

While You Mow

Keep your feet close at all times. Push the path ahead of you as you walk—never step on the discharge. Start the mower only where your footing is firm and the machine is stable while you're adjusting its speed. Never use any mower where grass is wet.

While you are mowing the lawn.

A latest report has shown that there has been an increase in the educational area in recent years, kindergarten through college. The increase is due to a decrease in state, county and city civil service jobs.

ENGINEERS NEWS

Washington News Desk
From the International Union of Operating Engineers

In his first message to the Congress after his State of the Union address early this year, President Johnson recommended a broad occupational safety program designed to protect workers in all fields. This would include construction workers.

Bills promptly were introduced in both the House of Representatives and the US Senate to implement the President’s recommendations.

The bill that went to the House, H.R. 14518, was introduced by Congressman O’Hara of Michigan.

Extensive hearings were held by the Select Subcommittee on Labor of the House Education and Labor Committee. These completed, the bill is being rewritten and right now, to update considerations raised during the testimony.

It is expected that the new bill will be presented to the full House Education and Labor Committee shortly after the Congress returns from its Memorial Day brief recess.

Therefore, this seems a most appropriate time to direct the attention of members of the International Union of Operating Engineers in particular and organized labor in general to the importance of the legislative action.

When the bill is being considered by the committee is a good time to start letting congressmen know that labor strongly desires passage of the measure. A letter or a telegram to your congressmen can have an important effect.

Secretary of Agriculture Orville Freeman made an interesting comment several days ago during a talk that praised the International Union of Operating Engineers and other internationals for the apprenticeship training programs being conducted at Job Corps Centers. The Operating Engineers’ program at Jacob’s Creek, Tenn., invariably is cited by federal government officials as a model.

Freeman turned from his main theme to observe: 

"The Secretary of Agriculture and for American farmers as well, we are most appreciative of the understanding and support which comes from the farmers organized labor."

"$3 in your pocket!"

A Credit Union Special!

Available at cost when you purchase your camper/truck through your Local #3 Credit Union. New cars as low as $100 above dealers cost are also available. Check with your credit union today, the $$$ you save are your own.

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DALE MABR, Business Manager and Editor
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A. J. HOPE, Financial Secretary
DON KINCHLOE, Treasurer
KEN E. WOLFE, Manager Editor
Everybody there...

**BA Meeting Hosts Top Politicians, IU Chief**

By FRAN WALKER, Trustee

One of the most productive and informative District Representa­tives and Business Agents meetings ever was held in San Francis­co last month. Also on hand for the session were Dispatchers and Apprenticeship Coordinators.

Discussions covered a broad spectrum of service to members, International Vice President and Business Manager Al Clem re­peatedly underscored the need for better communications from the field and pointed out that unity and service to membership was the underlying purpose of the entire organization. Clem also spoke of the current and projected work picture, pointing out that budget develop­ments in Washington and a cutback in Federal spending for new construction would hurt em­ployment this year.

President Paul Edgecomb chaired the meeting and other elected officers discussed specific areas of interest to the field re­presentatives.

Health and Welfare, Industrial Accidents, Job Stewards, Safety Commit­tees, Provo and Or­ganizing were topics for Trustee Fran Walker, Jim Jennings reported on Delegation Employees and Job Stewards.

The attendees drew two bonus­es when General President Hunt­er Wharton and Executive Vice President Dick Nolan, visiting fol­lowing their attendance at the National Safety Conference in Sea­attle, spoke briefly.

A second surprise came in the form of a handsome panel of guest speakers made up of key political friends of Local Union No. 3. Jim Meehan and Fran Walker brought the group together and members included U.S. Congressman Don H. Clowes (R), First District and co­chairman of the powerful Con­gressional Appropriations Com­mittee for Public Works. Clowes discussed his fight to keep funds committed to Northern California projects from being cut back. He pointed out the need for public and organizational support for the Big Steel Mill and other key sec­tions of the Federal-State Water Plan for the West Coast, particular­ly in California.

Sun Mateo’s freshman congress­man, Paul N. McClure (R), nominee of Shirley Temple and successful in his bid for nomination from the First District, pointed out that he would always remem­ber that as an underdog given lit­tle chance in his first election. Oppo­nents in his district were the first to labor to offer their support.

Assemblyman Don Mulford (R) from Alameda County’s 11th District said he was impressed that for the first time in eleven years that he had been in Sacra­mento, a labor organization had invited him to express his views this despite the fact he had worked closely with labor on many projects.

Berkeley Assemblyman Lew Sherman spoke briefly to the group, as did State Director of Indus­trial Relations Al Beeson and V. Wayne Kenaston, Supervisor of the State Conciliation Service.

Senator William Flores from Guan also was a guest of Local 3, and General President Hunter P. Wharton spoke briefly following the other speakers pointing out that Operating Engineers through­out the nation must, as Local 3 had demonstrated, be in contact with and support those in political life that were person friends of the construction workers.

**Big Steel Mill Start Due Soon**

By NORRIS A. CASEY, GUY JONES, TOM CARTER, ROBERT MAYFIELD, ALEX CELLINI, and JERRY ALLGOOD

Stahl Inc. of Oakland will build a $85 million, 14 story office building on a 40,000 square foot site at the corner of Shattuck Avenue and Cedar Street in Berkeley. The building will be opposite the Shat­tuck Avenue Rapid Transit Sta­tion and will provide parking for 200 cars. Site clearance will be­gin later this year with the com­pletion scheduled for 1971.

From and Colonial Construction was low bidder on 10,000 feet of BART work which will run from El Cerrito to Richmond. The bid was about $35 million and they are planning to start the job within the next month.

Work is well underway on the new $48 million sewage plant in Richmond. The contract for build­ing this plant was awarded to U. Norman Peterson and the job will run through this year and next.

Stockpiles are getting a little higher but at a very slow pace. This has been a short but sweet job as it has had a lot of overtime and we most cer­tainly hate to see this come to an end.

The actual building of the steel mill and other projects at Antioch should get started about June 1 of this year. Morrison Knudsen at the present time are in the finishing stages of the dirt work, paving, and related under­ground work. This has been a short but sweet job, as it has had a lot of overtime and we most cer­tainly hate to see this come to an end.

A proposal to develop a large motel and restaurant complex is planned, including a motel and restaurant to be built by the City of Antioch. The proposal was approved by the City Council and will be developed by the Hotel and Restaurant Owners Association.

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At Walnut Grove, Pacific-Bene­dict Corp. is under way in a big way and a good crew is now working at full force.

At Lafayette, Peter Kiely is working at full peak on their dirt work and also development work on all structures. Brother Jack Sved, the master mechanic on this job, has been running two shifts of his mechanics. This job site has at least six (6) subcontract­ors on the site and they are also at peak production.

At Orinda the Gordon Ball Company are well along with this Rapid Transit station. Several of the brothers on this project at the present time are working on a large slide that was extra work and are putting in long overtime hours to get this cleaned up.

The Gordon Ball Company was recently bought out by Dilling­ham Corporation but upon talking to several people we find out there will be no changes in job personnel, which we were glad to hear as this company in the past has run good jobs.

The yard industry in the Oakland area has picked up some­what we are not back to normal as yet.

The Equipment Dealers are moving along but with some lag of more work. With a lack of work in the area some of the dealers haven’t quite got back on their feet.

The Shops and Mills are moving along at a very slow pace.

Rock, Sand, and Gravel busi­ness is moving along very well.

Stockpiles are getting a little bigger.

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Local No. 3 Benefits Top National Average

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

According to a recently released study by the U.S. Department of Labor most members of Operating Engineers Local Union No. 3 have incomes in excess of that needed for a "moderate standard of living" even though many live in high cost urban areas.

Although the highest and third highest cost (Honolulu, $4,434, and San Francisco-Oakland, $4,171) fall within the jurisdiction of Local 3, engineers who receive maximum retirement and social security benefits average $5,059 per year which better by $1,097 that needed for moderate living in these areas.

The monthly income of retired Operating Engineers receiving maximum benefit under the Operating Engineers Pension Plan is $225, plus the maximum social security benefit of $159.02 plus the $80 for his spouse which add up to a monthly income of $454 per month or $5,456 per year. In addition he receives Health and Welfare benefits which supplement medicare and Medicare.

In addition to six areas in the Pacific Region, figures were also presented for 33 other U.S. cities, an average for urban U.S. metropolitan and nonmetropolitan areas for the country as a whole, and average figures for small cities in four broad regions: Northeast, North Central, South, and West. The West, as defined in the study, includes Colorado, New Mexico, Utah, Montana, and Wyoming in addition to the eight states in the Pacific Region.

The couple was defined in the Bureau's study as a husband, age 65 or over, and his wife. They are assumed to be self-supporting, living independently, enjoying fairly good health, receiving hospital and medical care protection under medicare, and occupying a mortgage-free home. The couple also possesses an average inventory of clothing, house furnishings, major durables, and other equipment.

For the U.S. as a whole, the retired couple's cost of living averaged $3,989. The survey also found that costs were significantly higher in metropolitan areas ($4,008) than in small cities ($3,460) and that average costs were highest ($4,434) in Honolulu and lowest ($3,246) in the small cities of the South. Costs of the budget in areas in the Pacific Region included in the study, in addition to those already mentioned, were: Los Angeles-Long Beach, $3,791; San Diego, $3,840; San Francisco-Oakland, $4,171, and Seattle-Everett, $4,200. The average for small cities in the 13 Western States was $3,075.

Although Honolulu costs were the highest for any city for which data were published, no information was available for Alaska. Other Bureau surveys suggest, however, that the cost of living in the four major Alaska cities may be as much as 10 to 15 percent higher than in Honolulu.

The Bureau emphasized that the budget was priced as of late 1966. As the all-items Consumer Price Index for the larger cities in the Region has risen 4.0 to 5.5 percent since that date, the increase in prices probably added about 4.5 percent on the average to the 1968 cost of the budget in the areas in the Region.

Shelter costs for a couple maintaining a 5- or 6-room mortgage-free house came to a U.S. urban average of $1,571 for insurance, taxes, repair and replacement expenses, food and utilities. Seattle was high in the Pacific Region with an average of $319, but even this was 40 percent less than in the New York-Northeastern New Jersey area. Comparable rental housing costs averaged $950 for the urban United States. In Honolulu, rental housing averaged $1,426, the highest in the nation.

Annual U.S. urban food costs averaged $1,072, with the Honolulu metropolitan area averaging $1,286, and Seattle-Everett, $1,133. Lowest of the six areas surveyed in the Pacific Region was San Diego with food costs of just over $1,000.

Food-at-home costs were roughly $100 higher in the Northeastern cities than in the North Central and Western cities. Costs in the latter two regions run about $15 above the costs in the Southeast.

The medical care budget, $284 for urban U.S., $288 for metropolitan areas, and $274 for nonmetropolitan areas, included the couple's out-of-pocket expenses for hospital and medical care costs as well as the premium cost for medical insurance, and the costs of other medical services and supplies not covered by medicare. Pacific Regional cities had the highest medical care costs —only one, Honolulu, averaged less than $300.

Out-of-packet costs under medicare comprised 52 percent of the total medical care component at the urban U.S. level. The largest part of these costs was the same in all cities: $72 premium cost for medical insurance, plus an estimated average charge of about $18 per couple for hospital services.

Clothing and personal care costs averaged $346. These costs were lowest in the South as a result of variations in the kinds and quantities of clothing required by climate as well as price differentials. Within the Pacific Region, costs ranged from $376 in San Francisco-Oakland (highest in the nation) to a low of $335 in Bakersfield.

Availability of public transportation affected the proportion of retired couples owning automobiles. Thus, in the New York metropolitan area, 35 percent of the couples were assumed to own automobiles; in Boston, Chicago, and Philadelphia, 40 percent; in all other metropolitan areas, 60 percent; and in small cities, 68 percent.

Transportation costs for auto owners and those who rely on public transportation were high in Honolulu and San Francisco, and lowest in the New York area. For auto owners alone, however, costs were as high in New York as in San Francisco.

The list of goods and services making up the Retired Couple's Budget is based on criteria of adequacy translated into pricing lists for buying practices of retired couples.

Where such criteria has not been developed, the budget reflects the collective judgment of retired couples as to what is necessary for a healthful, self-supporting mode of living that allows participation in the life of the community in accordance with current American standards.

The budget figure is above the subsistence level, or what would be necessary to carry families through a limited period of stringency. On the other hand, it is not a luxury budget, and does not represent an "ideal" way of living.

Detailed budget cost estimates for urban United States, 39 metropolitan areas, and nonmetropolitan areas in four regions are available in Bulletin No. 1176-4, "Retired Couple's Budget for a Moderate Living Standard, Autumn 1969." The 44-page bulletin may be purchased from the Pacific Regional Office of the U.S. Department of Labor's Bureau of Labor Statistics, 450 Golden Gate Avenue, Box 30017, San Francisco, California 94102. Price, 35 cents.

Employment Low

The unemployment rate for the state as a whole dropped to its lowest level in ten years during 1967—4.5%. Highest percentage of unemployment was to be found in the lumber and lumber areas of Northern California where it stood at 13.0%.

COMPARATIVE LIVING COSTS

MEASURED BY RETIRED COUPLE'S BUDGET (Moderate Living Standard, Autumn 1966)

<table>
<thead>
<tr>
<th>U.S. Urban Average</th>
<th>108%</th>
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<tbody>
<tr>
<td>Detroit, Mich.</td>
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<tr>
<td>New York-Autobahn, N.J.</td>
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<td>Boston, Mass.</td>
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<td>Baltimore, Md.</td>
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<td>Cleveland, Ohio</td>
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<td>Chicago, Ill.</td>
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<td>Philadelphia, Pa</td>
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<td>Los Angeles, Calif.</td>
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<td>Minneapolis, Minn.</td>
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<td>Chicago, Ill.</td>
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<td>St. Louis, Mo.</td>
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<td>Kansas City, Mo.</td>
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<td>Milwaukee, Wis.</td>
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<td>San Antonio, Tex.</td>
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<td>Houston, Tex.</td>
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<td>San Diego, Calif.</td>
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<td>Sacramento, Calif.</td>
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WHERE THE BUDGET DOLLAR GOES

RETIRED COUPLE'S BUDGET (Moderate Living Standard, Autumn 1966)

<table>
<thead>
<tr>
<th>U.S. Average</th>
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<tr>
<td>Food</td>
<td>27.2%</td>
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<tr>
<td>Housing</td>
<td>32.6%</td>
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<tr>
<td>Transportation</td>
<td>8.6%</td>
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<tr>
<td>Clothing and Personal Care</td>
<td>8.5%</td>
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<tr>
<td>Medical Care</td>
<td>7.3%</td>
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<tr>
<td>Gifts and Contributions</td>
<td>6.6%</td>
</tr>
<tr>
<td>Other Family Consumption</td>
<td>7.4%</td>
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Two new cranes—the 45-C, which is rated at 30 tons capacity and which can also be furnished in a 60-ton version, and the 45-SC, which is rated at 50 tons—incorporate features not usual in similar machines in these ratings, including ball-bearing swing circles and hand-type hoists which hold directly to the controls for better control and safety.

Both machines provide new, custom-designed environmental cabins for the operators.

Baldwin-Lima-Hamilton are to be congratulated for being the first to design and build a crane which is furnished with manufacturers to listen and act on the environmental needs of the operators, and whose design has made a really valuable contribution to the development of safety for our brother engineers.

The 45-30-50-ton crane (Class 10-133) is designed primarily for general construction use. This crane is equipped with a reversible crane/excavator service, for hook, dredge, clamshell, magnet, or bucket application. Basic boom for the crane is 30 feet, maximum boom 100 feet, maximum boom condition 110 feet. Crawler strength is 15 feet 2 inches, tread width is 30 inches. The 45-C is available with choice of diesel engines, and with power loader lowering, power lowering boom, third hoist drum, swing hoist, automatic boom hoist cutoff, torque converter and simultaneous swing and travel.

Rotating base and truck base are of fabricated construction. Deck gears are all enclosed and run in oil, for ease of maintenance.

At a load hook, the 45-C can handle 50 tons load at 240-foot boom. Digging radius is 37 feet 9 inches, bucket sweep is 11 feet 6 inches. Digger depth is 23 to 38 feet, depending upon load.

The wide-track 45-SC, 50-ton machine (Class 10-133) is designed primarily for general construction use on hook, clamshell, dredge, or magnet work. Basic boom for the crane is 30 feet, maximum boom is 100 feet, and maximum boom and jib combination is 100 feet.

Sideframes on the 45-SC extend and retract hydraulically, from 11 feet 7 inches retracted to 13 feet 4 inches extended when equipped with 30-ton treads. With 36-ton treads, spread is from 11 feet 11 inches retracted to 13 feet 8 inches extended. Crawler length is 15 feet 6 inches.

From low loading, third hoist drum, swing snubber, automatic boom hoist cutoff, torque converter and simultaneous swing and travel are available.

Environmental cais which were custom-built especially for these machines are lined with sound barrier and sound-damping material; to cut noise level by an estimated 50 percent. Cabins can be heated or air conditioned. Operators are grouped for maximum operator convenience, comfort, and efficiency. Sidetracks are extended, and front windshields slide down for breezeway ventilation.

Additional features include:
- Operator controls his environment with optional air conditioning and heating systems.
- Unrestricted visibility for safety and load spotting. Top window has sliding sun/safety shield.
- Cab出es out heat, cold, noise and dirt.
- 5-way adjustable upholstered seat.

Safety features include:
- Cab comfort and health features that have been used by union leaders for the past few years.

UNRESTRICTED VISIBILITY is another one of the safety-health features built into the new 45-SC for safety and load spotting. The top window has a sliding sun/safety shield.

Oberall Shot of new 45-SC Crawler Crane built by Baldwin-Lima-Hamilton and boasting a number of outstanding new safety and environmental features for the operator. New crane is one of two that offers a breakein up in pre-engineered safety and environmental health features that have been sponsored by union leaders for the past few years.

**By DALE MARR**

**Vice President and Safety Director Local Union 3**

The Labor Conference of the National Safety Council that met recently in Seattle, Washington, was a success; it was informative and helpful to all of the 100 or so union and government experts on industrial safety, occupational health and Traffic Safety.

I was proud to represent Local 3 along with our General President Hunter P. Wharton, Executive President for our International Nolan and Alan Burch, Safety Director for our International. Of course, all major unions had top representatives on hand.

General President Wharton was enthusiastic in his praise for the number of Operating Engineers that sent representatives to the conference. This was the highest percentage of any of the nation’s Operating Engineers in the history of the conference.

Environmental safety was much in discussion and we have high hopes that with the breakthroughs in custom-designed environmental cais on the two new crane crawlers (see pictures) from Baldwin-Lima-Hamilton, we have laid the groundwork for great advances in this area.

Two of these new cais—the 45-C, which is rated at 30 tons capacity and which can also be furnished in a 60-ton version, and the 45-SC, which is rated at 50 tons—are incorporated features not usual in similar machines in these ratings, including ball-bearing swing circles and hand-type hoists which hold directly to the controls for better control and safety.

Both machines provide new, custom-designed environmental cabins for the operators.

Baldwin-Lima-Hamilton are to be congratulated for being the first to design and build a crane which is furnished with manufacturers to listen and act on the environmental needs of the operators, and whose design has made a really valuable contribution to the development of safety for our brother engineers.

The 45-30-50-ton crane (Class 10-133) is designed primarily for general construction use. This crane is equipped with a reversible crane/excavator service, for hook, dredge, clamshell, magnet, or bucket application. Basic boom for the crane is 30 feet, maximum boom 100 feet, maximum boom condition 110 feet. Crawler strength is 15 feet 2 inches, tread width is 30 inches. The 45-C is available with choice of diesel engines, and with power loader lowering, power lowering boom, third hoist drum, swing snubber, automatic boom hoist cutoff, torque converter and simultaneous swing and travel.

Rotating base and truck base are of fabricated construction. Deck gears are all enclosed and run in oil, for ease of maintenance.

At a load hook, the 45-C can handle 50 tons load at 240-foot boom. Digging radius is 37 feet 9 inches, bucket sweep is 11 feet 6 inches. Digger depth is 23 to 38 feet, depending upon load.

The wide-track 45-SC, 50-ton machine (Class 10-133) is designed primarily for general construction use on hook, clamshell, dredge, or magnet work. Basic boom for the crane is 30 feet, maximum boom is 100 feet, and maximum boom and jib combination is 100 feet.

Sideframes on the 45-SC extend and retract hydraulically, from 11 feet 7 inches retracted to 13 feet 4 inches extended when equipped with 30-ton treads. With 36-ton treads, spread is from 11 feet 11 inches retracted to 13 feet 8 inches extended. Crawler length is 15 feet 6 inches.

From low loading, third hoist drum, swing snubber, automatic boom hoist cutoff, torque converter and simultaneous swing and travel are available.

Environmental cais which were custom-built especially for these machines are lined with sound barrier and sound-damping material; to cut noise level by an estimated 50 percent. Cabins can be heated or air conditioned. Operators are grouped for maximum operator convenience, comfort, and efficiency. Sidetracks are extended, and front windshields slide down for breezeway ventilation.

Additional features include:
- Operator controls his environment with optional air conditioning and heating systems.
- Unrestricted visibility for safety and load spotting. Top window has sliding sun/safety shield.
- Cab out heat, cold, noise and dirt.
- 5-way adjustable upholstered seat.

Safety features include:
- Cab comfort and health features that have been used by union leaders for the past few years.

**NEVADA**

Continued from Page 16

highline going and have started to pour concrete—they are going to try and make the pour on one shift basis. We have 36 Brothers working at various phases of the project.

The City of Yreka has advertised for bids on the Fall Creek Water Project—bids are to be opened June 4th. The project will include 24 miles of water mains from Fall Creek to Yreka. Included in the project will be new fire stations, treatment plant, a collection area and distribution lines throughout the city.

The cost of the project is approximately $480,000—being financed by the Davis Guinnolky Act through the state over a fifty year span. The City is publishing a weekly leaflet to get started as soon as time will permit—this should be going around the first of July.

Kirkwood and Bly have started their sewer project at Dunsmuir and are moving along very well considering the rocky terrain they have to go thru.

By WALTER TALBOT, AL MCNEARMAR and JIM GENTRY

The work picture has brightened in the Stockton-Modesto area as the placement of Engineers to the various jobs has steadily improved. However, the work lists are still large in both towns due to the slow start and the lack of large construction projects.

Polich & Benedict, successful bidders of the West Side Freeway in Stockton, are now moving dirt on the various city streets that have to be relocated because of the freeway. All the freeway fill material will be hauled in by Tom M. Hess, Inc., either by barge from Rio Vista or by truck. At this time we are involved in a jurisdictional dispute with the Local 45-SC extend to great hope that our brother engineers will be able to work longer, with more efficiency and a result the 6-day week established by employer and orcas.

Let's keep up the fight!
Minirail System
For Fair

By DAVE REA, AL DALTON,
ART CARFALO AND
HERMAN EPPLEK
Now being erected at the California Exposition and Fair in Sacramentio is a transportation system unique in the ground level through and around the various buildings and uses. The system will be owned and operated by the California Exposition and Fair Corporation and represents the first private investment in the Exposition.

Passengers on the system will be riding from 10 to 35 feet above the ground level through and around the various buildings and areas. Full time service is anticipated. The system will be equipped with 8 single cars coupled together to provide a total passenger capacity of 160 people.

The system is designed to accommodate all common vehicles being used. Spans between the columns average 70 feet and the profile of the track section is relatively shallow, allowing the structure a light appearance.

The system, which has been designed and engineered by a team of architects and engineers, will be constructed over the next several months. The first section of the system, which is relatively shallow, yet durable units. These trains will consist of 8 individual cars coupled together and will be used in the track construction of the system.

A total of about 900 feet of track will be constructed. The trains will be constructed with a steel frame and with fiberglass surfaces and interior equipment to provide modern, light and durable units. These trains have been especially designed for the Exposition to carry out the modern theme of the Exposition and the need for the galvanized and metallic color scheme. Each train will consist of 8 individual cars coupled together and will have a length of about 115 feet in length and capable of carrying 90 adults.

The system is unique in the United States in that it is fully automatic. Trains will be dispatched automatically according to a predetermined timetable. Operations will be synchronized to permit the system to operate without operator intervention on the trains. The control system has been designed to operate in full trains in operations during the last two years at the Montréal Expo '67.

JAC Administrator Danny O. Davis has announced that the first class organized to meet registration requirements for the Apprentice and Journeyman Trainers in the Central Valley has been set for Saturday, July 7, at 7 p.m. in the American River College, 4700 College Dr., Sacramento.

Assistant Administrator Art Pennebaker emphasized that those wishing to attend the first class should make it a point to attend the special meeting which will be held as a joint meeting with the Union Hall, 2525 Stockton Blvd., Sacramento. The meeting has been called to determine the interest and support for the new program.

A meeting to demonstrate the need for, and interest in, a proposed new Jail Training and Job Placement Program has been called by Interim-1, I-V. Heled, President, Business Manager Al Clem, Operating Engineers Local Union No. 3, 10 a.m., Saturday, Aug. 22, 2525 Stockton Blvd., in Sacramento.

In announcing the meeting, Business Manager Clem pointed out that "this proposed 6-month pilot program" at serving apprentices and journeyman trainees in the greater portion of the Sacramento and San Joaquin valley areas still has to be certified by the state and a demonstrated interest by them. general interest in the program has never served to claim that we are to get the state to act.

Full time classes in the greater Bay Area have been maintained by grouping enrollment into general areas and as a result sufficient students to meet the demands of the local school districts have been established in San Jose, Oakland and Berkeley.

It is expected that the pilot program will begin next month and Art Pennebaker, Assistant Director of the Joint Apprenticeship Council, has slated that continuing research and development of the program into an additional center on a regular basis will depend on the need and efficiency of the existing trainees and journeymen trainees.

Applications for apprenticeship and journeyman training are available at the Union Employment Office near the area of your legal residence.

Brother Pennebaker also pointed out that the first regular class to start was in the San Andreas area, a special meeting was recently called to discuss the Apprentice and Journeyman Trainer Program. Twenty-eight members attended, mostly for the Engineering/Land Survey firm of Haight and Weatherby, Inc.

As a consequence of this meeting the Northern California Surveyors Joint Apprenticeship Committee has established a related training class to begin immediately at the Calaveras High School. Haight & Weatherby, Inc., is currently doing Engineering Studies and Land Surveying in the foothills of California's historic gold country, Both Mr. Haight and Mr. Weatherby, longtime advocates of upgrading and training, have indicated enthusiasm for the Labor-Management joint Training Program made possible through the Collective Bargaining Agreement.

We are informed that this is the first Labor, Management, School District cooperative effort toward formal apprenticeship and journeyman training in this area, and we are proud to be a part of this truly community effort for the betterment of the area. Roland Casey of Haight & Weatherby, Inc., will teach the class. Mr. Casey has a lengthy background in surveying and is currently a supervisor of several survey crews doing diverse types of field surveys.

John Evers, principal of the school; Mike Womack, Tech Engineer Business Representative for Local Union No. 3; Gene Weatherby, vice president of Haight & Weatherby, Inc., on request of Technical Engineer Members working in the San Andreas area, a special meeting was recently called to discuss the Apprentice and Journeyman Trainer Program. Twenty-eight members attended, mostly for the Engineering/Land Survey firm of Haight & Weatherby, Inc.

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John Evers, principal of Calaveras High School, stated that the training course has every indication of being a "great success." He said that next year the school planned to expand it by adding a natural resources program. This would provide the basic training for the entire course.

Don Cuneo, Supervisor of the 1st District, Calaveras County, speaking for his fellow board members, said that "the entire county is proud of this apprentice program." He added that, "due to the response to it, the county schools were seriously considering expanding its program next year."

Summer classes are not the general rule, but in this instance it was requested--the need demonstrated--and the enthusiasm overwhelming.

NEGOTIATIONS PROGRESS
Bay Counties negotiations are under way and are progressing as expected. The survey firm of Raymond Vall and Assoc. of Tahoe have become signatory to Operating Engineers Local Union No. 3 Tech Agreement. This is one of the more progressive firms in Northern California and we are happy to welcome them to the ever growing team.
SS Assist To Many Students

WASHINGTON—Nearly a half-million students are able to pay their own way through college because of social security benefits. These benefits amount to more than the scholarships at all colleges and universities, according to Sec. Wilbur J. Cohen of the Department of Health, Education and Welfare.

The program will pay about $479 million during the 1968-69 school year to about 400,000 students in the 15-22 age bracket who are entitled to the benefits because of a disabled, retired or deceased parent, Cohen reported.

The coming school year is the fourth the program has been in effect since the law was changed in 1965 to provide for children's benefits beyond age 18. Before the change, Cohen pointed out, a young beneficiary's payments ceased when he turned 18, unless he was totally disabled.

Students receiving social security payments also may receive scholarship funds. It is also allowable for them to earn up to $1,680 each year at summer or off-hour jobs. But if earnings top this amount, they must return part or all of their benefits.

Expect Utah Weather Break Soon

BY ASTER WHITAKER, JAY NERLEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER AND DEL HOTT

The work situation in the Ogden area is getting to look much brighter at the weather continues to improve and our out-of-work list is down forty percent of the peak winter months.

A $3 million dollar low bid by Northwestern Engineering Construction of South Dakota seems to be the lucky one for surfacing and some structures on 10 miles of Interstate 15 between 31st and Hot Springs. The project is expected to be completed in about 250 working days, after the contract is awarded.

The Utah State Department of Highways is asking for bids to rebuild the approach to the 24th Street Viaduct, which will cost an estimated $415,000. This has been a high-priority project because of the lack of clearance where the approach passes beneath the structure. About 470 feet of the present viaduct over Wall and the railroad yards will be removed and replaced with a steel and concrete span.

Construction of a new $8.2 million hospital to replace the St. Benedict's Hospital in Ogden has been announced. The contract is expected to be awarded in June with construction getting underway sometime in the fall, with completion expected sometime in 1972.

Jack Parmuns Construction Company, with a low bid of $174,002, will probably be awarded the contract on the improvement of 0.8 miles of Riverdale Road, where it joins Interstate 80. The contractor will have 120 working days to complete the project.

$1,189,800 is the apparent low bid by MacConstruction Company of Salt Lake City on the Ogden-Weber Educational Center, a school for the county's mentally handicapped trainable children. Federal participation in the cost will be about 45 percent of the construction price.

Arthur Higgins Construction Company has been awarded a flood control project in the Jones Hole area amounting to approximately $100,000. Whiting and Hayden will sub-contract the road work for around $50,000. The job is expected to start just as soon as the weather permits the contractors to get to the Jones Hole area.

There is still no work as to when the mine at Vernal will open up again. We hope that it will be very soon as our Brother members can get back on the job. With the work picking up in this area, we hope to be able to get some of these employes on some construction jobs.

We would also like to remind the employees at San Francisco Chemical, who have been paying their dues by check-off, that while they are not working at the mine to be sure and send in their dues in keeping with our benefits.

Brush Beryllium's mill at Delta is finally getting started, but at this time only a few holes in the ground are being dug by Stearns Roger Corp. and their sub-contractor for excavating, Paul Theobald, who just recently signed an agreement with Local #43. At present, 16 Operating Engineers are employed on the project, including the subs.

Stearns-Roger Corp., General Contractors for the mill, hire all their engineers through the hiring hall in Provo.

Already housing is getting tight in Delta, much the same as when the uranium and Potash mills came to Moab. Ross Hodgson is construction superintendent and he anticipates that there will be approximately 150 various craftsmen working at the peak of the job along in October of this year.

As the new buildings rise close to the railroad tracks north of Delta, activity moves ahead in the Topaz and Spur mountain areas where vast reserves of beryllium-bearing ores were discovered. Beryllium is a metal vital to the nation's space and aircraft program.

According to Brush Berylliums representative, several contractors have been invited to bid on striping amounting to 10 to 6 million yards. At this time the bids have not been awarded.

Meetings for members of the following companies will be as listed below:

Oct. 7, 7:00 p.m.; Salt Lake Office, Ogden, Aug. 9, 9:00 a.m.; Cedar City, Salt Lake Office, Ogden, July 2, 8:00 p.m., Provo, 8:00 p.m.; Clark Eng. Co., Provo, Aug. 1, 7:00 p.m.; Provo Area Meeting, Provo, Aug. 15, 7:00 p.m.; Cedar City Area Meeting, Cedar City, Aug. 25, 7:00 p.m.; Vernal Area Meeting, Vernal, Sept. 1, 7:00 p.m.; Topaz Area Meeting, Topaz, Sept. 3, 7:00 p.m.; Vernal City, Sept. 9, 7:00 p.m.; Cedar City, Sept. 16, 7:00 p.m.; Cedar City Office, Provo, Sept. 22, 7:00 p.m.; Cedar City Office, Provo, Oct. 1, 7:00 p.m.; Salt Lake Office, Provo, Oct. 3, 7:00 p.m.; Cedar City Office, Provo, Oct. 22, 7:00 p.m.;

Nolan and General President Hunter P. Wharton shown with International Vice President and Business Manager Al Clem of Local 3 and Local's President Paul Edgecombe.
Wirtz tightens
Rules Governing EEO
Contract Compliance

WASHINGTON—In a move to extend coverage and tighten administrative and enforcement procedures of the equal employment opportunity provisions of Executive Order 11246, Labor Secretary Willard Wirtz has announced that new regulations will go into effect July 1.

Under the new regulations all government contract activities are covered except when the dollar amount is less than $10,000 or the work is performed outside the United States.

Secretary Wirtz said that the new regulations "for all practical purposes" will extend coverage to all employees of firms doing contract work with the Federal Government.

The extended coverage, contained in new regulations issued by the Secretary to implement the Executive Order, requires that both private and subcontractors on all federally financed work have affirmative action programs. Under the old regulations no contractors were required to keep on file a written affirmative action program.

Under the new regulations all contractors doing government work will be required to have written affirmative action programs verified by a senior company official, establish timetables and set target dates to correct deficiencies in minority employment. These programs must be updated annually.

The new regulations also require that government contractors take whatever action is necessary to prevent their employees from intimidation including when they are away from company property.

Other highlights of the new regulations include:

- Coverage of employees of any unit of State or Local Government participating in work on a Federal contract or subcontract.
- A new appointment by each Federal agency of an officer of subchancellor rank at Contract Compliance Office unless specifically waived by the Director of the Office of Contract Compliance.
- Continuation of the preaward review of the nondiscrimination of policies of contractors with greater emphasis on the agencies making certain that the new review works successfully.
- Provide unions the opportunity to put forth their views when it is necessary to change a collective bargaining agreement to provide equal employment opportunities.
- Present rules give the union and others the "right" to participate in any formal proceedings that could lead to a contract termination.

Experts have predicted that personal income in California will increase by some $5 million during 1968. This would bring personal income to a total of $75,000,000.

By BOB SKIDGEL, HARLEY DAVIDSON, ED MIDDLETON and MIKE KRAYNICK

The South Santa Clara Valley is buzzing with activity as work gets back into full swing. The State Department of Public Works has called for bids to be opened June 12, 1968, on the $177,000 project of widening a half mile of route 880 from two to four lanes between Curtis and Capital Avenue in Milpitas. A $500,000 Federal Grant for completion of final engineering planning for the San Jose Waukegan project is being sought. Congress authorized the project, which will bring water from San Luis Reservoir via Pacheco Tunnel to Santa Clara, San Benito, Monterey and San Cruz Counties. Although construction is under way on the tunnel, final planning is necessary so it can be completed and water can be transported to the western end of the tunnel, from where it will be distributed to the four counties.

Among projects already under way, Dan Caputo Construction Company has completed a 15 foot, nonstop pier on the Air Force Overcrossing of Highway 280. Bill Humphrey is construction superintendent on this job. Work on the new 225 bed addition to San Jose Hospital, an extended care facility called The Oaks, will close 13th Street between Santa Clara and John Street as C. N. Swenson Company moves in its big rigs. Another Swenson project right on schedule is the Main Library at San Carlos and Almaden.

Workmen are pouring massive concrete arches using 18 foot wooden forms to house the first floor windows. Frank Murrow replaces Phil Miranda as project manager for this job. Phil has moved to the Swenson job at Lockheed. Another branch library building is completed and will be dedicated at the end of the month. Berryessa Branch is the $176,000 structure built by Ray Elliott & Associates of Redwood City. The 8,900 square feet structure on Noble Avenue is the first branch to be built under 1966 Capital Improvement Bonds by the City of San Jose.

Kester & Sons low bidders on the Mahler Road Connection to Edco Valley Road, the bid went for $85,574. Their school job at Bishop Juarez last year and earned more than $7,400 you may rate a return.

Some of the Ashworth Brothers Conveyor Belt Plant south of Salinas is expected to get under way within a month. First phase construction is for a $2,000 square foot building.

Frank F. Decovin was low bidder of $44,160 on applying seal coat and A.C. concrete on 5 miles north of Prunedale between Monterey County line and San Benito County.

K. J. McGuireman are under way at the Army Presidio in Monterey Moss Hall and Barnacks, which was awarded to them for $1,000,000.

Norman Engineering and Lathrop have completed their portions of the exterior on the building at Lockheed. Huber, Hunt & Nichols have completed the steel erection and are now working on the decks. L. C. Smith is doing the paving; they have the rock in and are doing the finish work off this week.

Fresno-Sandgren is showing good progress on their Central Expressway job. Fiesano Brothers are putting the drums in to this job and are just about completed on this project.

Fresno-Sandgren have been awarded a contract for $158,262 for reconstruction and surfacing in Palo Alto.

McGuire & Hester were low bidders of $443,280 for City Improvement Project on Whitman Road, Mountain View.

Just a reminder that the deadline for Disability Insurance Premium refunds is July 1, 1968. If you worked for two or more employers last year and earned more than $7,400 you may rate a refund. If your total Disability Insurance deductions added up to more than $74 for 1967, you are probably entitled to a refund of the excess. Claims forms may be obtained from any State Department of Employment Office. Look into it pronto—all you have to gain is MONEY!
BART: Catalyst For Bay Area Planning

Furnished by
A. J. HOPE & WARREN LEMAINE
A report compiled by BART's Community Relations staff at the request of the U.S. Department of Housing and Urban Development.

BART, alone among the world's transit systems, was created by vote of the people it was designed to serve. The successful 1962 referendum approved property tax levies in three counties to provide the money needed for BART construction.

The vote mirrored the desire of the electorate for retention of a distinctive quality of daily life which has always characterized the San Francisco Bay Area. In part, the decision of the people was a response to a surging population explosion to which an end is not yet in sight—a regional problem not duplicated in intensity in the older American cities on the Eastern Seashore.

"If you would make your city loved," said an ancient Greek proverb, "you must first make her lovable." San Francisco, of all American cities, best evokes the humanistic concern for physical as well as human scale in urban life. Arnold Toynbee as recently as last October, sadly observed that the automobile had destroyed much of the Bay Area's potential, but that community effort, including more rapid transit, could make up for past neglect.

The key to the area's uniqueness and scale lies in the Bay Area's topography and the contrasting patterns of high downtown densities and low suburban densities—produced in large part by the Bay, hills and valleys. These centralized high densities promote multiple uses of urban land. They shrink social distances, including "interaxial" distances of a metropolitan area, and it was this very pattern of urban life which the housing policy of the Department of Housing and Urban Development's Woods Hole conference of 1966 urged upon the nation.

BART as a planning magnet first attracted the interest and then the active support of the area's commercial and industrial leaders—support even more widespread now than in 1962. Planners in the 'fifties had visualized BART principally as a spur to the growth of downtown San Francisco, Oakland and Berkeley; the three-city "core" would be accessible and attractive to the many economic functions that rely upon densities, pedestrians and vertical transportation.

The San Francisco Boom

Three land use objectives are being met fully three years before BART trains run between the three central cities. San Francisco has undergone the most startling and massive change, one which presages a renaissance of and along Market Street, making it one of the world's outstanding thoroughfares. The Housing and Urban Development Department's support of San Francisco's municipal plan for transit co-ordination, plaza development and street restoration has played an important role in this renaissance.

The advent of BART has triggered a building boom exceeding all voter expectations. In all, over 400 stories of new office space in the vicinity of Market Street are planned, under construction or now leasing and operating... all within a few pedestrian minutes of BART turnstiles. The most recent, massive addition to this roll call of handsome new buildings is the lower Market Street $250 million Embarcadero Center plan officially adopted by the municipality this summer. Officials of the Center already have joined with neighboring corporate interests to raise $500,000 for design of a completely new BART regional station to serve lower Market Street.

Along Market Street, BART subway stations are being extended literally into two brand new skyscrapers by means of private access entrances 25 feet beneath the sidewalks. The newly completed 43-story Wells Fargo Building, tallest west of Chicago, will provide a pedestrian passageway for thousands of white-collar workers passing between transit trains and the bustling Montgomery Street financial district. Across the street, foundations were laid in November for the handsome Crocker Building, with its 400,000 square feet of office space as well as its delightful plaza designed for mid-way between the BART and street levels.

A $92 million Bank of America headquarters building will be completed in two years—52 floors with 1.5 million square feet of office space just minutes from BART turnstiles. Mutual Benefit Life Insurance is erecting a 32-story structure on the north side of Market Street, one block from the Bechtel Corporation's current 23-story construction south of Market and the proposed 30-story PG&E expansion. "South-of-Market," an area virtually untouched for decades and officially designated as "blighted," will also be the site of a major redevelopment project featuring a sports arena and convention center located equidistant from two BART stations.

Broadened Tax Base

The advent of rapid transit and the retention of high residential and commercial densities has underwritten the community's tax base. The Los Angeles City Council's Advisory Council on Public Transportation stressed this point in its 1967 report titled "Improving Public Transportation in Los Angeles." The blue ribbon study unit concluded:

"By expanding the capacity of urban areas to absorb greater levels of residential and commercial development, rapid transit contributes directly to a larger, broader tax base. Expansion in the tax base reduces the pressure on existing property tax rates. Property owners throughout the county thereby benefit indirectly from the introduction of rapid transit."

The Los Angeles report, interesting enough, goes on to say that large corporate headquarters "which would locate in the central area and require efficient transportation to suburban residential areas" are particularly benefited, and that "an attractive office campus like San Francisco might have as a result of the inauguration of BART" would be offset by installing rapid transit in Los Angeles.

The Retail Renaissance

The strength of retail establishments in downtown San Francisco continues undiminished, unlike typical suburban areas in the United States where densities are being whittled away by the automobile culture. Roos Atkins, a major clothing...
Suburban Planning

Investors also have been drawn to BART station sites outside of the higher-density central business districts. They, like their downtown counterparts, have spent thousands on proposals which will cost millions of dollars. The City of El Cerrito was the first to take note of the impact of BART stations on a municipal marketplace. The City hired a consultant to advise on land use projections and needs. Simultaneously, El Cerrito agreed to join with the neighboring City of Albany and with BART in development of a Rapid Transit Parkway along BART’s serial right-of-way.

The Social Thrust

The advent of BART will inexorably and positively broaden and create new choices in employment, housing, recreation and education. The new horizons opening to Bay Area residents of every economic level, when rapid transit comes in 1970 represent dividends to the bold investment in the future of at least one metropolitan area.

For the poor of all races and nationalities—and the Bay Area has many ethnic minorities—availability of and accessibility to employment centers, housing opportunities and recreation will be improved markedly. Many will no longer depend solely upon the auto with its costly insurance, maintenance and purchase requirements. BART planners long before the successful 1962 referendum acknowledged and undertook this social planning component. The import of locating station sites in low-income neighborhoods was recognized then as it has been recognized more recently in national commentary on problems of "the ghetto."

The non-white clearly needs mobility: for some, the freedom to move out of ghetto life on a daily basis; for others, on a lifetime basis; for all, ultimately, a choice between the two.

Elderly persons with fixed incomes and children excluded from driving privileges are similarly isolated from the "majority" community by the automobile culture. There are also the many health-minded commuters who will discard their autos for bicycles when BART stations begin receiving patrons.

BART stations at 10th and 24th Streets in the Mission District of San Francisco, plus BART's Fruitvale and Union City stations across the Bay, are within easy walking distance of major residential centers of Spanish-speaking minorities. The Montgomery Street Station in downtown San Francisco is three blocks from Chinatown, whose residents refer to it as "our station." BART trains will penetrate the West Oakland, South Berkeley and East Oakland "flatslands" of the East Bay, where Negro ghetto neighborhoods are within easy walking or bus-feeder distance of several BART stations. The Bay Area's large American Indian minority enclaves in the Mission District and south along

See BART on Page 11

The Oakland Development

Oakland political and civic leaders have designated a three-block area adjoining BART's 12th Street Station site as an urban renewal project area, and a multimillion dollar project plan incorporating a 700-acre site will be noted, a convention center and other downtown amenities is now being reviewed by the Oakland Redevelopment Agency.

BART's two downtown Oakland stations were deliberately placed close together—one centered on 12th Street and one centered on 20th Street—to knit together the disparate elements of a spread-out downtown shopping and business area. Oakland planners, in this fashion, have seized upon BART to provide the missing downtown focus. In Oakland, too, post-construction street restoration will bring sidewalk beautification to its wake.

New commercial and industrial development also has sprung up rapidly in recent months in the vicinity of BART's Coliseum Station, a few miles south of downtown Oakland. Deliberately located near the site of the new and highly successful Oakland-Alameda County Sports Arena and convention center, the Coliseum Station also will serve rapidly growing demands of the Oakland International Airport.

In Berkeley, three new office buildings now in design will add 50 percent to downtown office space. All three are within walking distance of the BART station.

The central Berkeley BART station thereby means new densities as well as handling for students of University of California student subway traffic, downtown shoppers and municipal employees from the nearby Berkeley civic center. These many BART users will meet on and under a handsome central plaza which, when BART construction ends, will in fact be the pulsing heart of the city.

The Mayor of Berkeley has frequently declared that this new era in city history
BART's Alameda County line is also close-in to the social and geographic mobility offered by BART stations. Governmental centers are identified with individual BART stations. City halls and county seats historically remote from each other now will be merely minutes away by BART trains which should shrink the psychological and chauvinistic distances prevalent in any metropolitan area. The regional Federal center in San Francisco adjoins State and municipal office buildings within hailing distance of the Civic Center Station on Market Street. Such offices are also close to the vicinities of the Lake Merritt and central Berkeley BART stations. Oakland's 12th Street Station is a few steps away from City Hall, while Alameda County Government operates from offices two and three blocks away from the BART tunnels under the BART administration building planned at the Lake Merritt Station site. The civic centers of several other BART-served communities are similarly well-placed in proximity to BART.

The Student Choice

Educational centers, previously accessible only by auto or by intricate and time-consuming bus travel, are also strategically located close to BART facilities. The University of California at Berkeley is the largest, but huge junior college student populations in San Francisco and Oakland will attend campuses immediately adjacent to the Balboa Park and Lake Merritt Stations. Two high-enrollment educational centers in San Francisco and in Hayward, are within a mile of BART stations. The "regional" U. C. Extension Center in San Francisco is only three blocks from two local transit subway stations to be built by BART on upper Market Street, Mills College in Oakland and the San Francisco College for Women, two prominent women's institutions of higher learning, are within easy "feeder-bus" range of BART.

This accessibility to sources of training and learning is of particular value to those caught in the net of stagnation and immobility in the ghettos.

The Diversion Potential

Recreational and cultural opportunities are similarly made available and accessible with the advent of BART. Being physically present in previously unknown neighborhoods constitutes a major step in creating higher levels of expectations leading to social and economic status. "Travel is broadening" states the case succinctly. The value of all elements of a regional community being able to see and experience the extraordinarily diverse neighborhoods to be served by BART can not be underestimated. The Secretary of the U. S. Department of Housing & Urban Development six months ago reminded the nation that: "A transit system has to be more than vehicles and tracks. There are also social dimensions and political dimensions. A forward-looking transportation system can inject new economic vitality into a falling and deteriorating isolated area. It can be the means of directing and encouraging new and untried areas of metropolitan growth. In short, it can give the city a new image for urban design."

The 1967 legislation creating the Bay Area Rapid Transit District did not phrase the task of BART in such broad terms. Technically, the objective of the District is to alleviate traffic congestion, minimize the need for massive freeways and establish a "balanced" transportation network. But clearly, forces for social metropolitan development recognize more in rapid transit than a mere offset to the automobile culture.

Among the other concerns are those expressed by Professor Tobey in his classic search for symmetry, by the Woods Hole conference endorsing centrality city high densities, and in the writings of thoughtful humanists the world over. These components—esthetic considerations for the region—were discussed in a recent letter to BART from the general secretary of the Europe dominated international federation of transit systems:

"We have had a memorable occasion visiting BART and we return impressed with the technical advances portrayed in the installations and equipment. We are also impressed by the effort not only to provide an efficient and swift movement of transport of a very high standard, but to build a facility of which the structure and design will enhance the role of BART as a contributing to the general harmony and beauty of the area, and in this you are obviously successful. These are the qualities which will, I think, make your system a model for other cities for many years to come."

Tomorrow's BART

Bay Area leaders are deeply involved in discussions of regional transportation needs, regional approaches to land use controls and other aspects of regional handling of regional problems. The issues of transportation policies are in particular, for communities not now embraced by the BART system reach out for a more "balanced" pattern of transport than has previously been available. BART's initial extensions into other communities may occur within the present three-county region. Or they may be to the north, under or over the historic straits of the Golden Gate. Or they may be to the south, into the populous commuter areas and industrial zones of the San Francisco Peninsula. Or all the several corridors may develop simultaneously. By the mid-point of the next century, if not sooner, the capacity of the Trans-Bay Tube itself will probably be reached—creating pressure for extra bay crossings for rapid transit using technology not now known to man.

For the next four years, however, the BART system is being planned in 15 miles of travel to be used in the past has enhanced the good and the bad byproducts of an automobile civilization. With the "balancing" of transit and automobile, the unhealthy trend toward more decentralized communities of man—each isolated from each other—will have been halted.

Tackle BART Aid

A bill—AB 239—introduced by Assemblyman Don Mulford, R., would allow the use of certain tax monies now employed for state highway purposes in Alameda, Contra Costa and San Francisco counties to make up the difference in what is needed to complete the Bay Area Rapid Transit System. An emergency letter authorizing the legislature to consider the bill has been signed by Lt. Governor Robert Finch.
Santa Rosa Is Moving Toward Full Work Load

BY RUS SWANSON and BOB WAGNON

Although the weather is beatuiful, with the first snow of the year a reminder that the season is changing, most of what anyone is doing is fishing, as the contractors just haven’t got to the real business of work yet.

Our work outlook in and around Santa Rosa is still looking up. Braggio Paving just got another job, which is the one million dollar highway 12 extension through the town of Santa Rosa. Not only do they have this job, they have also got the River Road job which is also a large job, plus all the other work that is going on throughout the area.

We know when this company goes back to work it should help our “out of work” situation. The brothers who were working for the Bennett Valley road job, which was awarded to Huntington Harbor. This work should be letting off on the streets as soon as the weather permits. There is no doubt that we will have our two big highway jobs just outside of the town of Sonoma. These jobs will be starting any time now. Further up the country in Mendocino County, the Brooktrails job has really started off nice. Elder-Spartan Co. have a good crew of engineers working on the upper section and will be putting a second crew to work very shortly. Thomas Co. have their roadscape job and if the sun keeps shining this should be a good one throughout 1968. The August Co. have almost finished up their clearing on this contract and will be moving out. Lead and Eul Fuchler Co. will be coming in to do the grading and paving on the streets as soon as the sun has been around long enough ahead so they can get a start.

Further up the country on 101 one job has been given to Arthur B. Siri & Co. for a new highway job. This work will be starting this spring, but due to the heavy rain this year it looks like the dirt will drop down to more than two and some good working season for the Santa Rosa-Ukiah district, but as of this writing it seems the contracts are just not being let as quickly as hoped. The out-of-work list is long and we are sure some use could be made of the forthcoming contracts at the present time. The job listed that we have in this area is the Guy F. Atkinson job at Cammings on Highway 101. At present they are employing, on a two shift basis, around 500 men. However, since this is the year they will be moving most of the dirt, it will drop down to more or less a full job next year.

Just before this, on the Moor­­sos-Knudsen job it has already gone into a finish spread, and certainly isn’t helping our out-of-work list nearly as much as it did last year. But, all in all, Mendocino County is by far the largest work area of the four counties in the Santa Rosa district, at least for now.

The Brooktrails Development job just north of Middle­­ton, Butte Cascade Development Co. are working up a design for a big development project there. Pitcher Drilling Co. is core drilling for a dam site while Raymond Murphy Associates are doing the engineering. It has been said that they will begin the dam this year plus 53 miles of streets and roads. This project will eventually have an 18 hole golf course, shopping center, and becomes developed. This included in the planning it is an airport. We are hoping this job will eventually get under way this year. Right now all we can say is time will tell.

On June 25, 1968, there is to be a highway job between Middle­­ton and Lower Lake, let by the State road. Also on this day, the State highway job between St. Helena and Calistoga is let to be in Napa County. Napa County is real light on work at the present time. In fact, of the four counties in Dis­­trict 10, it is presently the lightest on work. In Sonoma County, which is usually the hub of activity, we have numerous small jobs but nothing of real consequence except Braggio Paving’s freeway jobs, and they are slow in getting started.

Granite Construction Co. were successful bidders on the intercep­­tor sewer job at Glen Ellen. This bid was $820,000, which should provide work for a few of the brothers in that area. But, as of this writing, there is no activity on this new project. Our plants and shops are not real busy this year as they depend on construction to provide them with work. Berg­­land Tractor Co., in both their shops in Napa and Ukiah, are just about holding even. At Beno Hydraulics in Willits, they have been forced to cut back. However, after speaking with management, we feel the situation will change as they are con­tinually bidding for new work.

The Kaiser Co., who bought out Windsor Sand and Gravel business, have completely rebuilt their plant 2 operations and now all they have to do is get the con­tacts, as they have the facilities for making rock. Also another news flash from the Kaiser Company that they will be starting to put in their new 6000 pound standard hot plant at the Redwood Springs site early next year. This right away. This will be strictly a push-button air conditioned plant. Since we know that the workers work long and hard this will surely be greatly appreciated.

The first national political con­­vention in the United States was held in 1831 by the short-lived Anti-Masons Party.
Obituaries

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Yuba City Awaits New Freeway Construction

By HAROLD HUSTON, W. R. WEESES, DAN CARPENTER and DOUG FARLEY

Construction of a $3.7 million freeway is scheduled to begin later this month. From North Yuba Road to Lorna Crossing, which is currently bumpy and narrow, the freeway, running to the west side of the Feather River, will not be constructed for about eight years. It is expected to cost around $21 million.

FUND DELAYED

Financing of the Butte House section has been expected during the 1968-67 year, but construction of the new $2.3 million freeway, from Franklin Avenue to the Thermalito area, will be delayed until 1969.

Some money now available to cost $2.5 million sewer bonds will be used for the job. The state is spending $3 million to acquire land for the freeway, and the area is now a new alignment and a move to Colusa Avenue and Butte House Road. In addition to the traffic lanes, two truck stop lanes will be added at the same time to accommodate the additional traffic in addition to the valley road.

AVOID LOMBARD

In the second portion of the project, the freeway will cross over the road and go underground in the proposed sections of Colusa Avenue and Butte House Road. The state has ordered the city to put the vote on the primary election.

The state has suggested that the new freeway will be constructed in two stages. Construction will begin with the first stage of the freeway, which will be constructed in the vicinity of Colusa Avenue and Butte House Road. The second stage of the freeway will be constructed in the vicinity of Franklin Avenue and the Thermalito area.

The new freeway will be a part of the development of a primary treatment facility in the area. The project will be completed in the vicinity of the project in the northwest area of the city.

The project will eliminate the ability to control the flow of the Feather River, and the new freeway will be constructed to accommodate the increased traffic.

The new freeway will be constructed in two stages. The first stage will be constructed in the vicinity of Colusa Avenue and Butte House Road, and the second stage will be constructed in the vicinity of Franklin Avenue and the Thermalito area.

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Early Work Peak In Redding Area

By LAKE AUSTIN and LOU BARNES

Work in the southern area of District #7 seems to be reaching the peak of employment early this season. Many of the jobs are working long hours and one job has already started two shifts. There are two major jobs to let later in the year provided the money is still available.

Hughes and Ladd Construction job near Benbow is increasing the number of Operating Engineers on the payroll and it looks like this project will be a full season work. The cut and spread area is being manned on a two shift operating and at this writing the checks are a welcome sight after a long winter.

W. E. Baker and W. Jaxon Baker (J. V.) job at Coffee Creek has a medium size cut and can spread working on the rock cut and some of the work is testing the skill of the operators. Later in the year the rubber tired spread will move in to do the long haul part of the dirt. Linderman and Bue are on the bridge structures.

This road job is a big improvement on the highways systems in that part of the country.

Rivera-Wesco is almost finished with the dirt moving on the canal job near Gerber and the trimmer spread is starting to be moved in to the project. The big dragline was on a two shift operation but it has been cut back to a single shift. It will take time to assemble the equipment before the finished canal can be started, but once it gets going it should provide full employment for the brothers working on this job.

Purcell and Dutton's project is in need of very hard work. The dirt spread is starting to move on the project. It is going to pay off for them now. With the new bridge over the Sacramento River and the new auditorium complex we hope that this part of the construction industry will get back to level of business that they are used to. With these jobs, the brothers that have

Keep your money in a safe place.

There are lots of places to keep your money. Places that are safe. And places that are not so safe. When it's the money you've set aside for your savings, you want to keep it where you know it's safe. Where you know it's earning a profitable return. And where you know it's available when you need it. That's the kind of money to keep in the world's largest bank. You can't find any safer place than that.

Bank of America
WORLD'S LARGEST BANK

Dillingham Corporation have started 3 shifts on the slipform pouring the columns on the first bridge. They are working 2 shifts on the drilling and hope to run an excellent 60 days. On this basis these two structures involve three million dollars of concrete and approaches.

A. A. Baxter Corporation at Grenada are in full swing with approximately 30 Brothers working at present. This project is 5.8 miles in length with some very rough and rocky terrain to go thru. This project has 350 working days to completion—they are working 1 shift but because of the short time limit we suspect that they will have to go long hours or go two shifts.

Vinnell Corporation working on the Box Canyon Dam have the Continued on Page 5