

AGC Pay, Fringe Gains in Effect

A thirty-five cent (35c) an hour wage and fringe package pay increase for some 20,000 heavy equipment operators in Northern California's construction industry was announced today by Al Clem, executive of Local Union No. 3, International Union of Operating Engineers, AFL-CIO. The pay increase went into effect June 15.

In making the announcement, Clem, who is the Local 3 Business Manager and a seventh vice president of the parent international, said the increase in wages and fringes was part of three-year package gained in negotiations with the Northern California Chapter of Associated General Contractors of America, Inc. (AGCA), the California Contractors, Inc. and the Engineering and Grading Contractors Association in 1968.

Clem said the pay increase covered some 184 job classifications in the construction industry ranging from oiler to helicopter pilots engaged in construction work.

The union leader, who heads the world's largest construction local with 35,000 members and jurisdiction covering Northern California, Northern Nevada, Utah, Hawaii, Guam and the

Mid-Pacific Islands, said the increase, which averaged about 3½ per cent, "would barely keep working members in the economic ballpark as the result of rampant inflation."

"The high cost of services, goods and money to meet financial emergencies keeps wiping out the gains won by the blue collar worker at the bargaining table," said Clem.

Clem also pointed out that "the economic policies of the present administration, which singles out labor in general and the construction industry in particular, as counter-inflation whipping boys, has produced a runaway recession that threatens to become a black depression."

"In Northern California" said Clem, "some 27 per cent of our members are currently out of work and unless the Governor and the President make emergency efforts to put delayed monies for badly needed construction back into the mainstream of the economy, we face even bleaker days."

Clem added that "today's politicians are more concerned with attitudes than aptitudes and this is leading to economic neglect on the part of the nation's working people. This is the real concern of the

so-called hard-hat marchers in New York and St. Louis. They have a stake in this nation and they want to be heard along with the articulate and destructive minority that seems to dominate the attention of the mass media."

The institutions they built with their sweat and sacrifice may not be without reproach, nor entirely adequate to meet the idealistic demands of the present generation, but, build them they did and this while shouldering the burden of a great depression, two world wars, two minor wars and writing a blank check from their earnings so that three-quarters of the rest of the world could hope and work for their own freedom. So, you can't expect them to stand idly by while so-called revolutionaries and public parasites destroy what they themselves lack the ability

or discipline to restore," said Clem. "Let the now generation build a better mousetrap and then the forgotten generation will be the first to beat a path to their door."

Effective June 15, 1970 for wages and July 1, 1970 for increased fringes the employee members represented by twenty Associations have agreed to give Operating Engineers both wage and fringe increases. The following are the wage and fringe increases which will benefit Operating Engineers.

Engineers working for employers signatory to the AGC, EGCA, California Contractors Council Association, Industrial Contractors Association, Demolition and Wrecking Association, and the Home Builders Association of Contra Costa, the Greater East Bay, Peninsula, Sacra-

See PAY SCALE, Page 8

"Serving the men who move the earth!"

ENGINEERS NEWS

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



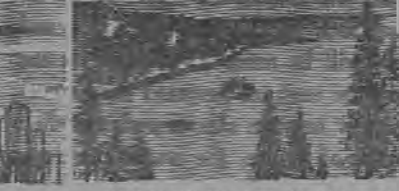
GUAM, WHERE AMERICA'S DAY BEGINS



HAWAII, THE 50TH STATE



NORTHERN CALIFORNIA, THE GOLDEN STATE



NORTHERN NEVADA, SILVER STATE



UTAH, HEART OF THE ROCKIES

Vol. 29, No. 6

SAN FRANCISCO, CALIFORNIA

June, 1970

2-Year Effort Pays Off!

NLRB Rules in Favor Of Local 3 at Masdelco

San Francisco—Some 1,500 Philippine nationals who are employed by the American-owned Marianas Stevedoring & Development Co., Inc. (Masdelco) will be allowed to choose between union and non-union membership as a result of a ruling by the National Labor Relations Board today.

The NLRB decision makes it mandatory that the giant stevedoring firm, under contract to the U.S. Navy to do production and maintenance work at the United States Naval Ship Repair Facility in the Territory of Guam, allow a secret ballot election to be conducted among its employees within the next thirty days.

Employees will have a choice of belonging to the International Union of Operating Engineers, Local Union No. 3 or, no-union. Local Union No. 3 has fought an uphill, two-year battle to gain organizing rights for Masdelco workers and IUOE 3 Business Manager Al Clem, who is also seventh vice-president of the parent international, was elated over the NLRB decision.

"Although we represent some twenty-three major firms, including the Government of Guam, in our Mid-Pacific Island jurisdiction, the worker's plight at Masdelco was unique because they were recruited and hired in the Philippines as contract labor and their work performed through Masdelco for the U.S. Navy," said Clem. "Nobody wanted to fight for their right to organize and bargain collectively because of international and governmental complications.

The union leader said that the more he delved into the "rightless condition" of the employees at Masdelco, the more determined he became "that somebody had to win justice for these fine workers who seemed

to be mere chattels for exploitation in the eyes of everyone except Local Union 3."

"Everytime we got shot down by red tape or legal niceties in one place, we would try another tack and with this ruling by the NLRB the door is open to what we believe will be a successful election and the winning of collective bargaining rights for this group of fine employees," said Clem.

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 11, 1970 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.

DEMOCRACY WORKS WHEN YOU PARTICIPATE ATTEND YOUR UNION MEETINGS

SEMI-ANNUAL MEETING

Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that the Semi-Annual Meeting will take place on Saturday, July 11, 1970, 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.

Computer Prod Speeds Disability Pay for Many

A computer-based monitoring system will recover more than \$80,000 annually in benefits for injured workmen. Roy J. Bell, Administrative Director of the Division of Industrial Accidents announced this week.

The computer monitors compliance with a recent court decision requiring benefit payments for the first week of disability if the employee is hospitalized or disabled more than 49 days. A 90-day trial has shown more than 95 per cent of employers paid promptly when notified that the computer had detected their failure to comply with the decision.

The computer also monitors employers' reports of payments for promptness and for errors in arithmetic.

"This is one of our most successful programs," Bell said. "It secures benefits to which the employees may not know he is entitled and assists employers and insurance carriers by providing them with information that helps them in discharging their obligations promptly and accurately.

Will Help Some!

North Cal Pipeliners New Fringe, Pay Scale

The union chairman of the National Pipe Line Committee, Al Clem, said today that wage and fringe increases for equipment operators working for signatories to the National Pipe Line Agreement in Zone 2 (Northern California) would become effective in mid-June and July 1, 1970.

Clem, Business Manager of Local Union No. 3 and seventh vice president of the parent International Union of Operating Engineers, said that previous negotiations provided for the following wage increases effective June 15, 1970:

	Old	New
Group 1	\$7.02	\$7.28
Group 2	\$6.18½	\$6.41½
Group 3	\$5.35	\$5.55
Welfare	\$0.40	\$0.47½
Pension	\$0.60	\$0.62½
Apprenticeship	\$0.09	\$0.14

Group 1 includes Back Hoe, Drag Line, Clam, Crane, Ditching Machine, Side Booms (except those in Group 2), Mechanic, Operator on Dredges, Bulldozer, Cleaning Machine, Coating Machine, Back Filler, Motor Grader, End Loader—3 yd. and over, Bending Machine, Water Kote Machine, Shot Blast Machine, Equipment Welder.

Group 2 includes Pipe Dream, Gin Truck or Winch Truck with Poles when used for hoisting, Side Boom (cradling rock drill) Tow Tractor, Farm Tractor, Road Boring Machine, Tack Tractor (if operator services and operates welding machines, then Group 1 rate applies), End Loader under 3 yd., Fork Lift, industrial type, Pot Fireman (power agitated), Straightening Machine, Boring Machine, Bombardier (tack or tow rig.)

Group 3 includes Greaser, Mechanic Helper, Fuel Man, Oiler or Swamper (on trenching machines or shovel-type equipment.)

The labor leader noted that fringes would increase on July 1, 1970 and would be as follows:

Clem said that other independent pipeliners and pipelining maintenance companies were in the main tied to the Associated General Contractors agreement on wages and fringes and members working for these companies would gain increases effective through that agreement in mid-June and July 1, 1970.

The union executive urged members working on pipe line jobs to be sure and check with their business representatives on the new wage scale and fringes to assure proper payment of fringes and wage increases.

"We sit by and watch the barbarian, we tolerate him; in the long stretches of peace we are not afraid. We are tickled by his irreverence, his cosmic inversion of our old certitudes and our fixed creeds refreshes us; we laugh. But as we laugh we are watched by large and awful faces from beyond; and on those faces there is no smile."—Hilaire Belloc.



Collectively Speaking with Al Cern

The primary elections are now over, and I am sure some of us voted for losers but we have the big picture coming up in November and at that time we will make decisions that will have an impact on our future for many years to come.

The work picture as it now stands does not look too favorable. We hope that some of the politicians will remedy this.

During the past month another engineers local in Mare Island voted to return the charter to the International and join Local 3. I think this speaks well for our Union for we know that in number there is strength. We are hopeful that we will be able to improve the wages and working conditions for these members now that they are part of our organization.

We have been extremely busy during the month of May. We attended the State Building Trades Legislative Conference in Sacramento, and while there we were able to attend a meeting of the old timers which was well attended. Discussions revolved around improvements in the benefits for those members of ours who are on pension.

In addition to this we have held a number of negotiating meetings with the different employer associations.

We held our initial meeting with the employers representing the AGC in the State of Nevada. Inasmuch as this contract is opened in its entirety, it will mean that there will be many hours spent at the bargaining table. We hope to improve the contract language immeasurably in this agreement as well as endeavor to get a clearer understanding of some of the working conditions and, of course, the wages there are behind those in California at the present time. We are hopeful of making an adjustment in the wages and the fringe benefits.

We have held a couple of meetings with the Rock, Sand and Gravel employers in California, however, it seems like some of these employers have read about wage control and no doubt will want to drag their feet hoping that there will be some kind of wage control put into effect. It is our considered opinion that as they get wage control they will also get profit and price control.

You read about the lack of productivity in the construction industry. We wonder if these people who write these articles actually know what they are talking about. On one hand the politicians are insisting that people be brought into the work force in the construction industry who have had absolutely no experience in the trade. They are endeavoring to circumvent our apprenticeship program and retraining programs.

We held a negotiating meeting with the GCA in Honolulu. The Hawaii agreement is open this year for the negotiations of wages and fringes.

From Honolulu I went to Guam with President Paul Edgecombe and Business Representative Bob Mayfield. Bob is now heading up the Guam office. We have a very important election scheduled there after having worked on this project for over two (2) years. We hope that we will be successful in securing the bargaining rights for these workers.

There is a tremendous amount of work in Guam but the wages are such that no one here would be interested in going there at the present time. We are looking forward to the time through negotiations that we can secure sufficient wages where members will be interested in filling these jobs. The living conditions are really brutal and the rents are completely out of reason for the wage scale. This is one part of the United States where the economy is completely lopsided.

We are extremely proud of the members of Local 3 and the record shows that our rate of productivity has not decreased primarily due to the fact that the employers have been farsighted enough to avail themselves of the use of improved machinery as well as cooperating with the union to upgrade the skills of our members and bring into the main stream of the construction industry young qualified apprentices who are able to keep pace and operate this faster and more complex equipment.

Having been assigned by the General President to the position of chairman of the National Pipe Line Committee, we will be holding meetings in the near future looking forward to improving this agreement. This I am sure will be of interest to many of the brothers who are members of Local 3 and working throughout the United States on pipeline work.

We also attended the district meetings in Stockton, Oakland and Fresno. These meetings were well attended and we are always pleased to be able to attend and visit the engineers and discuss the working conditions in their district.

In talking to Vice-President Russ Conlon, who is also Business Manager of Local 302, Seattle with jurisdiction in Alaska, he informs me that the so-much publicized pipeline project in Alaska is at a complete standstill. It is our considered opinion that this again is another

See More COLLECTIVELY SPEAKING, Page 16

Casey Scores 'Selfish Politics' Members' Jobs More 'Vital'

By NORRIS A. CASEY

There is little sense at this time to spend much time talking about the work picture in this area. Everyone knows it is rough and is no doubt going to get much worse. We do have some pretty good jobs going but, nothing new being let, so how long will it last? In the past few days the following excerpts have come out of articles in the newspapers.

"The number of jobless Americans climbed 300,000 to a total of nearly 5 million in April, pushing the nations rate from 4.4 to 4.8 per cent of the labor force."

"Employment gains have come to a virtual standstill and unemployment increased substantially, we have had no gain in employment since December, while the total unemployed has climbed by 1.1 million. The four months increase in unemployment was the steepest since early 1958."

The jobless rate for men rose from 2.9 to 3.2 per cent to a total of 1.5 million, the rate for women edged down one-tenth to 4.4 per cent for a total of 1.2 million and the rate for teenagers rose from 13.9 to 15.7 per cent for a total of 883,000, the report said.

This made a total of 3,552,000 down 181,000 in actual numbers from March but figured as a seasonally adjusted rise of 291,000 because unemployment normally drops much more sharply in April as construction, agriculture and other seasonal industries pick up.

It was reported that average hourly earnings for some 45 million rank-and-file workers rose one cent to \$3.18 in April, up 20 cents or 6.7 per cent above a year ago. However, inflation has wiped out the wage gains.

AFL-CIO President George Meany of the 13.6 million member AFL-CIO said the sharp jobless slump meant the nation is entering a recession.

"The economic deterioration is so substantial that it is obvious we have already crossed the threshold or recession. Only prompt, effective, sensible action by the White House can prevent it from getting worse."

So Brothers you can see from this what we are facing, a real tough future. Your Union may be criticized by some do-gooders because of our stand against some phoney politicians but, we are doing our best to get more work for you people.

By ALEX CELLINI
EQUIPMENT DEALERS,
SCRAPYARDS, PLANTS
AND QUARRIES

Take those rugged cowhands who fly through the air with the greatest of ease with an assist from an angry brone or bull . . . easy as falling off a log, that is, if you don't mind a few broken bones.

Some of them aren't really rugged cowhands at all. During the week you won't find them riding in a rodeo. They are busy working at their regular jobs the same as you and I. However, some of them have

broken bones to their credit, just like those professionals who are or have been in the championship standings. Needless to say, they land as hard as the professionals and it sometimes hurt.

The Sunday Cowboy we found is our own Brother Paul Santos, who is a crane operator at Pacific States Steel in Union City.

Paul has champion knowledge of the bone-shattering ways of the rodeo. Two years ago he broke his wrist during a bareback riding session. So he switched to saddle brone riding, which he is still doing, despite the fact that last year at the Petaluma Rodeo he was thrown from the horse he was riding . . . his foot caught in the stirrup . . . as he fell to the ground, the horse got his kicks in . . . cracking Brother Paul's back vertebra. This resulted in his spending four days in the hospital. A couple of other injuries from the wild excitement of rodeos include a banged up knee from the Napa Rodeo and a broken rib.

Paul figures he made \$200 last year clinging to saddle brones. Not really a worthwhile living, but Paul says the rodeo "is in my blood" and he never considers leaving it.

Paul left us with a lingering thought when he said, "Once that gate opens you forget about everything else except riding that horse. You're giving it everything you got in eight or ten seconds." This is the rugged individualism of rodeo spirit.

By HERMAN EPPLER
EASTERN CONTRA COSTA

Work in this area is about as good as it will get this season. Most of the brothers out here are employed at this time although the jobs are small and short, there is quite a bit of work in the Concord-Walnut Creek area.

Oliver DeSilva have moved a portable crusher into the pit area at Ygnacio Valley Road and Civic Drive in Walnut Creek. They are stockpiling material for use later this year.

Gallagher and Burk's plant is running steady at the same location. Between these two plants the material remaining will be finished in about six weeks.

C. R. Fedrick Company of Navoto were low bidders on the Walnut Creek lining job which will start where Dan Caputo finished last year.

They are to line the floor and walls of Walnut Creek with concrete slabs for approximately 2,200 feet into downtown Walnut Creek.

The City of Concord has let a couple of small street projects, one on Concord Blvd., which Gallagher and Burk got and one on Clayton Road to widen it to a four lane, Eugene Alves got this one.

Diablo Valley College still has a lot of construction being done out there. The Library is about complete now and two new buildings have started up.

C. Norman Peterson are still working in Shell Refinery at Martinez and have several brothers working there on maintenance; also, at Avon, Phillips 66 have several of our members working on new construction in their plant.

The dirt is being moved at Livorna Estates by Gallagher and Burk, this will be an addition to the housing tract there now, located on Livorna Road in Walnut Creek.

This is part of what's going on in Contra Costa, of course, most of these are small jobs but all employ several Operating Engineers and all put together has most of our brothers working at this time.

By BOB HAVENHILL
OAKLAND-SAN LEANDRO
AREA

The downtown area is going fair at this writing. We are hoping things will pickup in the near future. Guy F. Atkinson's Broadway Freeway job, up near the Caldecott Tunnel, was opened May 15, 1970, and has really helped the commute traffic situation.

Utah Construction Company has a good job, enlarging the Port of Oakland facilities and is employing around 30 members.

Dillingham is chaffing at the bit, waiting for the go-ahead sign to start their big downtown Oakland redevelopment job.

We have three new colleges nearing completion in the Oakland Metropolitan area but, at the rate the so-called disident students are wrecking the existing ones. Perhaps we should invest the next allocation of monies, earmarked for higher education, into building more court houses and bigger jails.

It appears, to this writer, our illustrious President Nixon's plan to combat inflation by the cutting back, to the

See More OAKLAND, Page 4

ENGINEERS NEWS

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NLRB Upholds Local Union In Hallelujah Junction Siege

By Harold Huston, District Representative and Auditor

On December 12, 1967 the Operating Engineers Local Union No. 3 filed unfair labor practice charges against Cherokee-Lassenite, Inc. and upon a second amended charge filed on April 16, 1968 against Cherokee Industries, Inc.; Mose Mastelotto, d/b/a Mastelotto Enterprises; and Cherokee-Lassenite, Inc., alleging violations of Section 8(a) (1), (2), (3) and (5) of the National Labor Relations Act. The reason these charges were filed against the above employers was that in 1967 the employees working at their pozzolan plant at Hallelujah Junction near Doyle, California, had requested the Operating Engineers represent them and the Employers refused to give these employees their rights which they have according to the law.

The Marysville District Representative with the excellent guidance of our Business Manager and International Vice President Brother Al Clem saw to it that these employees' rights were protected to the fullest extent. The employers had agreed to an independent third party checking the signed authorization cards against the office payroll records of the employees employed at that time. This was done on October 5, 1967, and the employers signed a form of recognition agreement, naming Mastelotto Enterprises as the employer after it was proven by the card check that the union represented the majority of the employees.

The employer representatives later met with us a few times to negotiate a collective bargaining agreement for this bargaining unit. After several sessions of negotiating the employer refused to continue further negotiations. The plant was shut down for some necessary repairs, and many of the employees were temporarily laid off. During this time the employer representatives contacted the Cement, Lime and Gypsum Workers International Union to represent their employees. The employees were told when the plant started back into operation they could come back to work if they withdrew from the Operating Engineers or signed authorization cards with the Cement, Lime and Gypsum Workers International Union. The employer wanted to sign a sweetheart agreement with Cement, Lime and Gypsum Workers International even though the employees did not want this union to represent them!

These are some of the reasons why we filed unfair labor practice charges against these employers to protect each and every employees' rights. We are very proud of our organization and always try to give the employees we represent the best representation possible.

The National Labor Relations Board assigned Mr. James R. Hemingway as Trial Examiner to hear this case in Courtroom 4040, Federal Building, Reno, Nevada. The hearing lasted for approximately one week, with the employees, Business Representatives and employer representatives having an opportunity to submit all the facts pertaining to this case. On March 12, 1969 Trial Examiner James R. Hemingway issued his decision in the above entitled proceeding, finding that the respondent Employer had engaged in and were engaging in certain unfair labor practices and recommending that they cease therefrom and take certain affirmative action. The following is the Recommended Order of the Trial Examiner James R. Hemingway.

RECOMMENDED ORDER

Respondent Mose Mastelotto, d/b/a Mastelotto Enterprises, its partners, both individually and as partners, its agents, successors, and assigns; Respondent Cherokee Industries, its officers, agents, successors, and assigns; and Respondent Cherokee-Lassenite, Inc., its officers, agents, successors, and assigns shall:

1: Cease and desist from:

(a) Interrogating employees in violation of the Act, with respect to their signing authorization cards for any union.

(b) Telling employees that they will not be hired or rehired if they have signed authorization cards for the Union or any other labor organization or if they will not sign an authorization card for the Cement Workers or any other labor organization.

(c) Recognizing any labor organization as the collective bargaining representative of their employees where such labor organization has not been designated by their employees in a manner sanctioned by the Act.

(d) Assisting any labor organization in respect to organization of their employees in violation of Section 8(a)(2) of the Act.

(e) Giving effect to an agreement with any labor organization not designated by a majority of their employees as their exclusive collective bargaining representative in a manner approved by the Act.

(f) Refusing to bargain collectively with the Union as the exclusive collective bargaining representative of their employees in the following unit, which, it has been found, is appropriate for the purposes of collective bargaining:

All employees working at the Respondents' pozzolan plant near Doyle, California, excluding office clerical employees, guards and supervisors as defined in the Act.

(g) In any other manner interfering with, restraining, or coercing employees in the exercise of the rights guaranteed in Section 7 of the Act, except to the extent that such rights may be affected by an agreement requiring membership in a labor organization, as authorized in Section 8(a)(3) of the Act.

2. Jointly and severally take the following affirmative action, unless already previously taken, which, it is found, will effectuate the policies of the Act:

(a) Withdraw and withhold all recognition from the Cement, Lime and Gypsum Workers International Union, AFL-CIO, as the collective bargaining representative of its employees in the appropriate unit herein found, for the purpose of dealing with them with respect to rates of pay, wages, hours of employment, or other terms or conditions of employment, unless or until said labor organization shall have been certified as such representative by the Board.

(b) Upon request, and at any and all times when the pozzolan plant near Doyle, California,

is being operated or when it is contemplated that it will be operated, bargain collectively with Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, as the exclusive representative of the employees in the aforesaid appropriate unit, and, if an understanding is reached, embody such understanding in a signed agreement.

(c) Post at the Pozzolan plant near Doyle, California, and at any and all places where employees are hired, copies of the attached notice, marked "Appendix." Copies of said notice, to be furnished by the Regional Director for Region 20, shall, after having been signed by the appropriate representative of Respondents, be posted by Respondents immediately upon receipt thereof and be maintained by Respondents for 60 consecutive days after the posting or after the plant is put in operation, whichever is later, in conspicuous places, including all places where notices to their employees are customarily posted. Reasonable steps shall be taken by Respondents to ensure that said notices are not altered, defaced, or covered by any other material or endangered by the weather.

(d) Notify said Regional Director, in writing, within 20 days from the date of receipt of this Decision and Recommended Order, of what steps Respondents have taken to comply herewith.

It is further recommended that the complaint be dismissed as to any unfair labor practices not found herein.

Dated: March 12, 1969.

/s/ James R. Hemingway
Trial Examiner

APPENDIX

NOTICE TO ALL EMPLOYEES PURSUANT TO

The Recommended Order of a Trial Examiner of the NATIONAL LABOR RELATIONS BOARD and in order to effectuate the policies of the NATIONAL LABOR RELATIONS BOARD (as amended)

We hereby notify our employees that:

WE WILL withdraw and withhold all recognition from Cement, Lime and Gypsum Workers International Union, AFL-CIO, as the collective bargaining representative of our employees in the collective bargaining unit, herein below described, for the purposes of dealing with them in respect to rates of pay, wages, hours of employment, or other terms or conditions of employment, unless or until said labor organization shall have been certified as such representative by the Board.

WE WILL, upon request, at any and all times when our pozzolan plant near Doyle, California, is being operated or when it is contemplated that it will be operated, bargain collectively with Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, as the exclusive representative of employees in the appropriate unit and if an understanding is reached we will embody such understanding in a signed agreement. The appropriate unit is:

All employees at our pozzolan plant near Doyle, California. (See Hallelujah Page 4)

Labor Looking Glass

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

"Open Wider!"



The inflationary spiral—is it ever ending without some type of controls?

The Nixon administration's policy of a severe squeeze on the economy, with tight money, the highest interest rates in one hundred years and cuts in public construction have almost plunged this country into a deep depression.

The news media puts the blame of the inflationary spiral on the labor unions. What are the facts?

The present inflation is largely a profit inflation. Between 1960 and 1965 wages and benefits in manufacturing industries were less than the rise of industrial productivity. Unit labor costs in the total private economy increased modestly, but consumer prices rose sixty-six per cent, more than twice as fast as the small rise of unit labor cost. As a result, larger profit margins and increasing sales brought soaring profits to business.

In 1966-67 the size of collective bargaining settlements also began to move up. Unit labor cost began to increase and business, in its attempt to maintain or even widen its profit margin, raised prices at an accelerated pace.

During the 1960's corporate profits increased much faster than wages or salaries.

In the first half of 1969, corporate profits after taxes were up 93% from 1960, but the after tax personal income of all Americans was up only 76 per cent, about one-fifth less than profits. The after tax weekly earnings of the average, non-supervisory worker were up only 34 per cent, three-fifths less than profits.

After considering the above facts, should labor organizations use restraint when negotiating collective bargaining agreements? The answer is "No." Under these conditions, labor unions have no recourse other than to seek substantial wage gains to offset previous price increases and to make some gains in buying power.

What then? Nixon's unemployment program is not the answer. Agreed, profit and wage controls are not desirable, but can we survive economically without them?

A five year high of 5.9 percent in California unemployment has been announced by Governor Reagan's Department of Industrial Relations and Human Resources Development.

Leading cause in the unemployment increase, the highest since 1965, was laid at the door of "a continuation of slowing in the economy."

The number of unemployed in California increased by 32,000 between April and May, a period when seasonal influences usually reduces unemployment. The total unemployment in June was 470,000. This was 142,000 higher than this same time last year.

May 7, 1970

Santiago Dominican Republic

Mr. T. J. Stapleton
474 Valencia Street
San Francisco, Calif.

Dear Sir and Brother: I wish to thank you and the staff of the welfare and health insurance of our local there. Mr. Al Clem and his staff has done a wonderful job in getting our benefits to the front and in giving us true and honest representation for each member. I received a check in the amount of Five Hundred Dollars, burial fee, for the death of my son, Scott Logan. If the hours I had built ahead hadn't been well taken care of, I'd of missed this by one day.

I also lost my oldest son, Larry, on a motorcycle six weeks later. He was stationed at Lemoore Naval Air Station after having served a year in Vietnam. You may print this in our paper if you care to.

Faternally yours,
Jack C. Logan
Emkay Constructors-S.A. y Asociados
Apartado 698
Santiago Dominican Republic

Thousands Seek Dam Retreats

Stampede Trout Sleeper

(Continued from Page 3) excluding office clerical employees, guards, and supervisors as defined in the Act.

WE WILL NOT interfere with, restrain, or coerce our employees in the exercise of their right to self-organization, to form, join, or assist OPERATING ENGINEERS LOCAL UNION NO. 3, INTERNATIONAL UNION OF OPERATING ENGINEERS, AFL-CIO, or any other labor organization, to bargain collectively through representatives of their own choosing, or to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection, or to refrain from any or all such activities, except to the extent that such right may be affected by an agreement made as authorized in Section 8(a)(3) of the Act. Mose Mastelotto, d/b/a Mastelotto Enterprises Cherokee Industries, Inc. Cherokee-Lassenite, Inc.

The Union agreed with the Trial Examiner that by refusing to employ individuals unless or until they signed authorization cards for the Cement, Lime and Gypsum Workers International Union, AFL-CIO, the Respondents violated Section 8(a)(3) of the Act. However, we took specific exception to his failure to provide for reimbursement in order to correct that violation of Section 8(a)(3) of the Act. We immediately filed an appeal of the Trial Examiner's decision to the National Labor Relations Board in Washington D.C. requesting they review this case and issue a Recommended Order to remedy this discrimination by ordering the Respondents to make those employees whole for any loss suffered because of this unlawful requirement prior to employment.

The National Labor Relations Board in Washington, D.C. reviewed the Trial Examiner's decision and our appeal and on February 20, 1970 issued the following order to these employers.

ORDER

Pursuant to Section 10(c) of the National Labor Relations Act, as amended, the National Labor Relations Board adopts as its Order the Recommended Order of the Trial Examiner, as modified below, and hereby orders that the Respondents, Cherokee Industries, Inc., and/or Mose Mastelotto d/b/a Mastelotto Enterprises and/or Cherokee-Lassenite, Inc., their agents, successors, and assigns, shall take action set forth in the Trial Examiner's Recommended Order, as herein modified:

1. Paragraph 1(b) of the Recommended Order is amended to read as follows:

(b) Telling employees that they will not be hired or rehired, unless or until they have signed authorization cards for the Cement, Lime and Gypsum Workers International Union, AFL-CIO, or any other labor organization, and/or refusing to employ or reemploy any employees for such reasons.

2. Add the following as paragraphs 2(c) and (d) of the Recommended Order and reletter the present 2(c) and subsequent paragraphs accordingly:

(c) Make whole employees whose employment was conditioned upon signing of an authorization card for Cement, Lime and Gypsum Workers, International Union, AFL-CIO, for any loss of pay they may have

suffered by reason of the discrimination against them by payment to them of a sum of money equal to the amount they normally would have earned as wages from the date they were conditionally offered employment to the date of their employment or reinstatement. The amount so paid shall include interest at the rate of 6 percent per annum, as provided in *Isis Plumbing & Heating Co.*, 138 NLRB 716.

(d) Preserve and, upon request, make available to the Board or its agents, for examination and copying, all payroll records, social security payments records, timecards, personnel records and reports, and all other records necessary to analyze the amount of backpay due and the rights of employment under the terms of this Order.

3. Add the following as the second indented paragraph of the Notice:

WE WILL make whole employees whose employment was delayed or denied because conditioned upon their signing of an authorization card for Cement, Lime and Gypsum Workers International Union, AFL-CIO, for any loss of pay they may have suffered by reason of the discrimination against them.

Dated, Washington, D.C. Feb. 20, 1970.

John H. Fanning, Member
Gerald A. Brown, Member
Howard Jenkins, Jr., Member
NATIONAL LABOR RELATIONS BOARD
(SEAL)

CAREER CONFERENCE
HELD AT COLUSA
HIGH SCHOOL

During the past month I had the pleasure of serving as one of the panelists of three at Colusa High School to speak on my favorite subject "Operating Engineers Local Union No. 3".

It is amazing to see the interest and enthusiasm shown by the students.

Mr. David A. Davini, Tri-County Coordinator of Tri-County Vocational Education covering Colusa County, Sutter

County, Yuba County and Yuba College sent me the following letter:

Dear Harold:

Thank you very much for your help in making the Career Conference at Colusa High School a success. It is always a pleasure to work with people of your caliber.

I hope your interest in Vocational Education and in education in general will continue for many years to come.

Thanks again—I look forward to working with you again in the future on other educational projects.

Sincerely,
/s/ David A. Davini
Tri-County Coordinator

By DAN SENECHAL
Business Representative

Fifteen to twenty thousand fishermen converged on Lake Davis and nearby lakes and streams for the opening of fishing season. With the sun once again shining the experts forecasts call for the opener to be especially good with Lake Davis again. Lake Davis is expected to be a hot spot for rainbows averaging 11 inches.

Stampede reservoir south of Loyalton in Sierra County is regarded by local wardens as a "sleeper" which could provide limits. Facilities at the new lake recently completed by joint venture of Kizer & Heintz of Redding are limited and there are no boat launching ramps as yet.

If in the near future you plan to try out your wishing skills at any of the prime holes along the Feather River you will be glad to know that the State Highway Department has awarded contracts to replace obsolete guard rails between Chambers Creek and just west of Keddle. The Dutcher Company of Sacramento was the low bidder at the sum of \$66,911.35.

Also in Plumas County as contract was awarded to W.D. Lindeman and Sons of Red Bluff, for construction of metal

(See Marysville Page 10)

Murietta Talk!

More From Oakland

(Continued from Page 2)

tune of 75 per cent of the federal monies already allocated and budgeted for new construction, has definitely accomplished one thing and this is to deny the men in the construction trades a chance to earn a decent and honorable living. Unemployment benefits and welfare checks do not fulfill the needs of the people who want to work for a living.

Dravo Corporation has completed the invert concreting in the Berkeley Hills section of the B.A.R.T. tunnel and has joined forces with Gordon H. Ball, Inc., to do the Bay tube and the San Francisco subway system. This will be a high-ball operation all the way and should result in some nice sized pay checks for the members on the job. Marv Hixon is Project Manager and will be assisted by Pee Wee Boyd.

Gallagher and Burk has certainly had a tiger by the tail on their Juvenile Hall job in Oakland. If you happen to run into their foreman, Larry Ashworth, ask him what a "sticky wicket" is. He has just got to be the best informed man in the area on how to un-stick (at the same time) one D-9, one D-8, one D-6 and two 630's. I saw them loading the 630's with a dragline and made some small comment. Larry said, "Heck, that's nothing, I think we may have to have a darn clam to unload 'em."

Brother Everett Rainey, employed by Todd Shipyard, had open heart surgery in May at the U. C. Hospital in San Francisco. His wife made a request for blood (12 pints) and was informed that the Operating Engineers Blood Bank was completely exhausted. How about making that donation tomorrow . . . better yet . . . why not today, brother? You or yours may need it next time.

Sincerest condolences to the wife and family of Brother Paul Whitmore who passed away April 29, 1970. Remember Doris, his friends miss him too.

I've talked to several members just back from Rancho Murietta Training Center and they tell me that the training is magnificent, the food is delicious and the women nonexistent. Men . . . what do you expect for nothing?

By JOHN NORRIS
UPPER CONTRA COSTA
COUNTY

Work in this area looks good with the contracts already awarded. However, with the big cut back in Federal and State spending, we can only guess what the future will bring.

We have no big dirt jobs in West Contra Costa County and as you all know the dirt jobs are where we put a lot of members to work. Rothschild & Raffin are underway now in Richmond on the B.A.R.T. station and maintenance yard. This should be a good job for our brothers on the cranes and hoisting equipment when they start up with the structures.

The William A. Smith Company was awarded a 4.8 million dollar contract to construct 10.5 miles of B.A.R.T. railway from Berkeley to Richmond. They presently have a crew of ten brothers on the job.

The only bright spot in the refineries at this time is the Bechtel Job at Union Oil in Rodeo. They have about a year's work left and approximately fifty brother engineers on the job.

Lathrop and McCloskey have begun to break ground at the foot of Powell Street in Emeryville on a 903 unit apartment house complex. At this time they have O. C. Jones Company moving the dirt with a seven man crew.

The scrap yards in Richmond are going strong with our brothers getting some overtime. Levin Metals have just purchased a new American Locomotive Crane and three new American Crawlers.

(See Alameda Page 6)



AMALGAMATION CEREMONIES at Vallejo, California, recently brought Local No. 72, IUOE, Welders Division into Operating Engineers, Local Union No. 3. Shown above accepting the old charter from Local 72 Secretary Treasurer Herman Morton (right) is Al Clem, International Vice President and Business Manager of Local 3 (left). Shown (l to r) are

Brothers Wm. Greene, David Upham, Pete Gosiak, Harold Birch, Al Clem, Herman Morton, Paul Edgecombe, Local 3 President; Fred Allen, President, Metal Trades Council, Mare Island; A. J. "Buck" Hope, Financial Secretary, Local 3, and Micke Womack, Director of Organizing, Local 3.

Win Some, Loose Some Seeking to Unfreeze Funds for Madera Dams

By CLAUDE ODOM,
BOB MERRIOTT &
JAMES HALL

STATE WILL ASK \$3 MILLION FOR MADERA DAMS: Assemblyman Ernest Mobley announced the State Reclamation Board plans to ask the federal government for \$3 million for construction of Hidden and Buchanan Dams. Mobley said the board's request to Congress includes \$1.2 million for construction of these dams, but the President "froze" the \$3 million as part of his tight fiscal policy. Their construction was to begin this year.

Mobley said he introduced a resolution, AJR 15, calling upon the President to release the authorized money for these flood control and water conservation projects. Approved by the Legislature in April, the resolution describes the "urgent" need for dams on the Chowchilla and Fresno Rivers. It cites the damaging floods of 1964 and 1968 as recent examples of the rivers' destructive power.

"Swift restoration of funds to the President's budget is required," Mobley said, "if we are to insure that costly destruction such as this doesn't happen again."

2.5 MILLION INDUSTRY LOCATES IN CHOWCHILLA—Sequoia Forest Industries, Inc., a Dinuba, California Company has an option to purchase approximately 55 acres of industrial property adjacent to the Chowchilla Airport industrial park. If acquired, the property will be used as the site for a new particleboard plant. Construction plans presently call for completion of the new \$2.5 million plant and start of production in early 1971.

The new plant will have an annual productive capacity in excess of 35 million square feet of particleboard. Particleboard is formed by compressing resin-bonded wood particles under great pressure and is in great demand by both the construction industry and by furniture manufacturers. It uses wood residues previously burned or disposed of with some difficulty. A large portion of the raw material for this new plant will be supplied from sawmills already owned by Sequoia Forest Industries, Inc. and other mills in the area tributary to Chowchilla and Madera County.

It is estimated the plant will provide 30 new jobs for people from Madera County and employment will be on a year round basis. About 20 acres will be used in the initial development, with the remaining land to be kept for future expansions.

STATE SENATE COMMITTEE KILLS MOVE TO BACK M-K HIGHWAY —The Senate Transportation Committee killed a bill which would have removed the highway into the Mineral King resort area of Tulare County from the state highway system.

The immediate effect of the bill would have been to prohibit the use of more than \$20 million on gasoline tax funds to help construct the 25-mile highway in the year-round resort planned by Walt Disney Productions. The California Highway Commission has approved the first \$3 million appropriation for the highway, but work is being held up pending a court case in San Francisco in which

the Sierra Club is seeking to stop the development.

Representatives of the County Supervisors Association of California and the Tulare County Board of Supervisors joined Hix and the State and the Tulare County Chambers of Commerce in successfully urging the committee to refuse to approve the bill. They argued that additional recreation areas are needed in the state and Donald Hillman, chairman of the Tulare supervisors, said the area is being ruined now because of a lack of management.

BOISE - CASCADE OUTLINES PLANS FOR LAKE AREA —The Boise-Cascade Company unveiled plans for California's largest community recreation subdivision to be located on the 8,400 acre Wells Ranch in the foothills southwest of Three Rivers. However, company spokesmen conceded that they have not yet secured the necessary water rights—the project at completion will require 8,000 acre-feet a year—and it was learned that the firm has not exercised its option to purchase the property, three miles up Horse Creek south of Kaweah Lake.

If the existing obstacles are overcome, construction would begin later this year and would be finished in "two construction seasons". The \$45 million project would include two man-made lakes, a pro-standard golf course, a swim and racquet club, an equestrian center, commercial areas and almost 5,500 residential lots. The subdivision and facilities would occupy 58 per cent of the land with the remainder left to open space. The whole subdivision would be crisscrossed with equestrian trails and there would be campsites in the undeveloped areas for the use of the property owners.

The freeze is off Federal highway construction funds and Tulare County will benefit by a \$2 million project to construct the interchange on Highway 65 at Highway 190. The \$2 million county project will convert Highway 65 from expressway to freeway standards through Placerville.

The commission also approved funds for repair of two storm damaged roads, Highway 137 and Highway 63.

W. M. Lyes Co. finished their freeway job in Porterville and part of the crew moved to the job on Highway 41 south of Leemoore. They have approximately one month left on this job, laying C.T.B. and paving.

Granite Construction Co. of Watsonville was awarded a \$6.2 million dollar pipeline job in the Huron area.

Hubbs Construction Co. of Rialto was the low bidder on two miles of forest service road in the Johnsondale area. This job is on Sherman Pass Road, starting at a 7,000 ft. level.

R&D Watson is busy on their Lloyd Meadows job. They will keep 8 or 10 operators busy most of the summer.

STATE EYES BID ON BLACKSTONE - SHAW PROJECT: The California Division of Highways is studying a low bid of \$65,609 to widen the intersection of Blackstone and Shaw Avenues to expedite traffic movement. The project will provide two left-turn lanes for northbound traffic desiring to turn left, and for westbound traffic wanting to turn south.

Late Rains Slow Activity In State's Redwood Empire

By RAY COOPER and
GENE LAKE

After what promised to be an early start of the construction season in the Redwood Empire the picture has entirely changed. At this writing all of the dirt jobs are completely shut down due to the late rains. Would you believe 2 inches in the last five days.

Granite Construction Company is still waiting for equipment to be moved into their Blue Lake job. So far thirteen WABCO end spill trucks have arrived. As we understand they will be used to haul the material for the Pine Creek fill. Maintenance on the trucks will be done by Engineers employed by Machinery Dist. Company of San Leandro.

Ray Kizer Construction Company on Berry Summit has a full crew of Engineers trying to finish the dirt sometime in July. They have quite a variety of "iron" on the job—everything from cats and cans to 657's. This job has been working since March but at the present time also is shut down due to rain and snow.

At Willow Creek the Mercer Fraser plant is in operation again producing filter material and base rock for the Ray Kizer job.

Hughes & Ladd at Hoopa had another slide on their storm damage project so they can look forward to another three or four weeks of work. This is one of the storm damage projects which should have been completed last January.

Mercer Fraser Company of

Heavy left-turn movements now cause what the division calls "excessively long traffic delays." Ferrero Electric, Inc. of Merced was the low bidder. Since the bid is below the engineer's estimate, Fresno district highway headquarters spokesmen predict the contract will be awarded and work will start within a short time.

The Ferrero firm also was the low bidder at \$32,645 to remove obsolete light standards along Freeway 99 in Merced and San Joaquin Counties and replace them with more modern facilities. Hood Corporation has a good start on their 40 miles of water and sewer lines out of Coulterville on the Boise-Cascade development project. They have approximately fifteen members on the job at the present time. This job is being run by Leon West and Don Sparks and should last six to eight months. Future jobs being let on this project look very good.

Sampson and Webb have about completed their overlay jobs in the area and will be moving on to Tracy.

E. Haskell has a good sized crew working in Firebaugh on their street job. This work should last until sometime in August. They are having some difficulty getting compaction on their Nees Avenue job which is really dragging the job out. They don't have a job to move the crew to at the present time, but they hope to hit something by the completion of this job. On Interstate 5, H. E. Graff, Inc., doing the excavation for Dubach and Moseman have moved their rigs out and do not expect to move back until September. They have quite a bit of dirt left to move on this job.

Eureka recently submitted the low bid of \$27,300 to make a line and grade change on the Avenue of the Giants 2.7 miles south of Miranda. The project will move the highway away from a spot where a log crib was placed in 1929 to hold the edge of the road, has finally decayed. Traffic will continue to use the road while the work is being done.

Johnson Structures, Inc. of Eureka was low bidder in the amount of \$109,114 for the construction of a new and modern bridge on Route 169 across Rube Creek about six miles west of Weitchpec. The new bridge will replace a log structure built after the 1964 flood and should be completed by this fall. Traffic will be detoured around the construction site while the work is being done.

At the Crown Simpson Pulp Mill the sawdust digester has been set into position. Two cranes belonging to San Jose Crane Service were used to make the seventy-five ton pickup. One of the rigs is still at the mill where it is being used to erect the structural steel. Operator and Oiler are Bob Marr and Johnny Estes.

West of Arcata on the Samoa road an emergency contract was given to the Townsend-Hipner Company of Eureka to make the necessary repairs to the bridge which was damaged last month when a Northwestern Pacific Railroad crane toppled against the bridge from its own collapsed trestle.

Arthur B. Siri Company has just about completed the Navy Base road on the Samoa peninsula. All that remains to be done is some clean up work, putting up traffic signs, etc.

In Arcata the J. F. Shea Company, in spite of the adverse conditions, manages to keep a full crew of Engineers busy on their sewer project. Guthrie Gradeall Service is doing the excavation work. Brother Dave Gilmore is in charge.

We have been informed of the possibility of a good sized dredging job in Humboldt Bay. Attempts are being made to get

a four million dollar turning and anchorage basin project funded this fiscal year. The project would involve dredging the Eureka channel and the Samoa channel to a depth of thirty-five feet, and dredging of a turning and anchorage basin in north bay.

Some more good news for the Brothers up in Del Norte County is the bids for construction of a levee, estimated to cost about 2.5 million, along the lower Klamath River will be opened May 19, 1970.

Meanwhile, bids for removal of several buildings that were left standing after the December flood of 1964 will be received on May 11.

The levee is expected to be completed by the fall of 1971. It will provide protection for the new Klamath townsites and the Klamath Glenn-Terwer Valley. The levee will be 1.65 miles long, twenty-five feet high and two hundred feet thick at the base.

The shops and plants generally speaking are doing quite well considering the time of year.

Mad River Truck Repair is almost fully staffed and anticipating a very busy season again.

Clark Equipment Company is also busy and thinking about expanding their shop facilities.

Guy F. Atkinson on Humboldt Bay is down to a skeleton crew awaiting shipment of bridge girders from Tacoma, Washington.

In checking with the U.S. Forest Service there doesn't seem too much work coming up this summer in their department, however, this can change after the new fiscal year.

Mercer Fraser Company, after crushing out the filter material for the Ray Kizer job at Stafford have removed their crusher back to Essex for the time being.

We hope to be able to report on the bidding of the Humboldt Bay jetties in the next issue as bids will be called for on May 5.

Brothers, once again don't forget to check your out-of-work re-registration dates.



BIG FISH AND LITTLE FISHERMEN are a sign of summer and Vickie and Chuckie Cole, five and four years old respectively, the grandchildren of Fresno's Brother Blackie Tuba, display their catches weighing in at 2½ and 3½ pounds.

Mining Still Strongest In Nevada Work Area

By BILL RELERFORD, RUSS TAYLOR, ED KNAPP & GAIL BISHOP

Martis Creek Contract let. Perini Corporation, a San Francisco firm, was low bidder on the \$3.5 million dollar contract to construct the main dam of the Martis Creek Reservoir Project. The dam will be located about 5 miles Southeast of Truckee, and construction should get started in June.

The Galey Construction Co. of Boise, Idaho, were low bidder at approximately \$2.5 million dollars for the sewer line and improvement of Mill Street from Edison Way to Kitzke Lane. This job is due to kick off about the 20th of May.

A. Teichert & Son Construction Company of Sparks were low bidders at \$630,000 for widening Virginia Street from Eighth Street, north to the intersection with Sierra St. The job started May 12th and will last through August.

McKnight Construction Company is under way with their pipeline job although they have been having some problems with rocks and lake water. However, they seem to have it under control.

Valley Engineers had their pre-job and are ready to start their work at Kings Beach. Looks like it's going to be a good job.

Sub-Tera, Inc. has started their job at Cornelia Bay and ordering some men out of the hall. The job should last about 250 working days.

Shea Construction Co. from Redding, California are looking over their job in Incline Village. It's about a 2 million dollar job and should last about 2 years, depending upon the weather.

Helms Construction Co. is underway on their overlay job between Fernley and Reno, Nevada. Should be completed in the Spring of 1971.

Construction in Northeastern Nevada has begun to break with Parsons Construction resurfacing city streets in the City of Elko. Parsons will also begin a 10 mile road job East of Wells, starting the 11th of May.

The Elko West Freeway Project will begin next month. However, bids will be let the 28th of May. Nevada Rock and Sand will be completing the Wildhorse Road Job this year and is presently at work on that project.

Industrial Corporation will be returning in June to complete the Elko East Freeway Project as far as the subgrade. Paving bids will be let in the near future.

The long awaited Carlin Canyon Project, which involves 2 of the State's longest tunnels will be put up for bids in November.

T.A.B. Construction of Las Vegas is returning to complete the underground water system for the City of Elko.

Higgins Construction is busy on the Elko Disposal Job with Brother Bill Andre operating the crane. Brother Andre is one of Local No. 3's old timers who operated a crane on the San Francisco Golden Gate Bridge Project back in the 30's.

Vega Construction is busy on an Elko demolition job and Elko's owner-operators are all at work on various project in and around Elko.

Mining in Nevada is as always, working around the clock.

Several small mines have sprung up in the Battle Mountain area and are presently being organized by Local No. 3.

The snow has disappeared from the high country leaving the open pit mines in beautiful weather and miners are once again enjoying every minute of it.

Contracts to be negotiated this summer will involve the Carlin and Cortez Gold Mines, both of which have been very successful in their respective operations.

The mine organizational program continues to pick up with meetings being conducted with mine owners in the Ely, Fallon and Winnemucca areas. We're hopeful that these meetings will culminate into a very highly successful contract negotiation program for the mining industry.

This has been a busy month for the District No. 11 Apprenticeship Program. We have talked to the Senior Classes at a number of the high schools in Northern Nevada, the most distant was the White Pine County High School at Ely, Nevada. Several more schools are on the agenda prior to graduation exercises in June.

We have tested 18 applicants and dispatched 10 applicants to new jobs. The next two test dates are booked solid, with several scheduled for the 11th of June, so it looks like a busy year ahead.

Alameda

(Continued from Page 4)

By TOM CARTER

Southern Alameda County —

Eugene Luhr Construction has a large crew of cats and self-loading scrapers working on the re-alignment job on the Alameda Creek. The job starts at Decoto Road in Fremont and consists of re-aligning and widening the present canal back to Niles. At the present time the job is working one shift but, is scheduled to work two shifts through the summer.

Hayward State College is the scene of much activity this year. At this time there is several large buildings plus much excavating and paving work going on. Dillingham Construction has a good size crew on their twelve (12) story building on the campus and Redgwick Construction is doing the parking lot and street work. Hathaway Construction is also putting up a building and several other structures on the campus.

Some Care !!!

Dear Sir:

I want to write a few words to express my gratitude for the pension plan set up in my behalf. Often times we are hesitant about speaking up to thank those people who devote much extra effort to make conditions better out on the "job" and now we find he same consideration shown after we are off the "job."

Please extend my thanks to those people in charge of this area of our welfare.

Believe me, Local No. 3 has to lead the league in generosity!

Very sincerely,

Wm. P. Lauderback
Redding, California.

Predict Brighter Prospects For Santa Rosa Members

By RUSS SWANSON & BOB WAGNON

Spring is here and the rains have stopped, we hope. We know this has been a long, hard winter and the Brothers are ready to go back to work.

If all that is on the drawing board materializes our work picture for the year will look fairly good.

Argonaut Construction Co. was successful bidder on two (2) fairly large contracts within the past thirty (30) days. Job 1—just below Santa Rosa on Highway 101, has already started. Job 2—in at The Sea Ranch on the Coast, between these two major jobs Argonaut Construction will have a sizeable crew working for them this year.

At the Warm Springs Dam Project, first contract was let on April 16, 1970. Second contract will be let June 9, 1970 and the third contract later in the summer. These contracts are for road relocation and the small diversion tunnel. We are hoping that by the year 1971 the Engineers will let the contract on the main dam. This will help to alleviate the unemployment situation in Sonoma County to a great extent.

A. Teicher & Sons was the successful bidder for Unit No. 3 of the Brooktrails Land Development project at Willits. They also have several other jobs in the area.

Traveling further north on Hwy. 101, the Guy F. Atkinson Co.'s Hwy 101 job, at Cummins, was given an additional two (2) million dollars in extra work and this should take the majority of the summer to complete. Incidentally we look forward to a real good association with the top supervision—that is Harold Burberry, who now is second in command after a "new" Project Manager arrived, by the name of Shel Williams. The first indication—cooperation—sure hope it continues. Shel—keep a tight reign on Number 2.

Vinnell Corp. and Peter Kiewit Co. both have a tremendous amount of work left on their jobs on Highway 101.

Over in Lake County, in the last couple of years, work has been steadily increasing. The year of 1970 will not only bring a major highway project, which

will be the freeway bypass around Lakeport, but a considerable amount of private land development.

In Napa County, this year, the work picture is not very promising. About all is the finishing up of Berryessa Highlands No. 2, which had the majority of the dirt moved last year, before the rains came. At this time, the only thing around Napa, to speak of, is one subdivision job coming up.

Berglund Tractor Co. was slow for awhile last winter, but from the looks of things now, talking to management, the work picture looks brighter. All of the rock plants in the area have started off slowly, grinding rock for the coming season.

Empire Tractor Co., who has the John Deere dealership, a fairly new addition to Local 3, has been steadily increasing the volume of sales and have been adding new men to the payroll. We hope the growth continues as it has in the last couple of years.

There is a vast project that we would like to see come to be, which is the Jenner dredging and land development, known as Northern California Aggre-

gates, Inc. It is about half-stymied, at the present time, because of the conservationists, ecologists and bird-watchers who have thrown up a protest on this major issue. If this operation could get started, it would not only bring in taxation to Sonoma County, but would also provide a vast amount of work for our own craft and all the other Building Trades crafts. The dredging is one issue and the eleven hundred acre sub-division and the 18 hole golf course are another issue. The eleven hundred acres is only a start, as they have eight thousand acres under option, to develop out at Jenner by-the-Sea. Again, I say, the bird-watchers are really throwing up a protest. As Operating Engineers we should make our voices be heard.

The staff at Santa Rosa office would like to thank all the Brothers for their attendance at the combined Safety Meeting held in Santa Rosa, between Journeymen, Operating Engineers and Apprentices. This meeting showed Fran Walker at his best—that is—he spoke at length on Safety and a variety

See SANTA ROSA, Page 9



SANTA ROSA DISTRICT Grade Checking class, with Maurice Ahearn the instructor, is over. All members who attended were quite vocal in their praise for the excellent job Maurice has done. The picture above depicts one of the field trips Ahearn conducted, which shows actual work in the field being done by, from left to right, Steve North, Jack Nichols, Wayne Kitchen and Norv Sweet.



BROTHER ENGINEERS on A. Teichert & Sons Co.'s road job near the Petrified Forest had just finished a nine hour shift and were having a "cool one" when all said "Aye" to Gerald Vohler's appointment as Safety Committeeman and George Poncia as Job Steward. Shown (left to right) are: John Fulton, Frank

Wilton, Don Hendrix, foreman, Jim Edwards, Terry Grant, Apprentice, Ray Wymore, Everett Shaw, Hap Miller, Gerald Vohler, Safety Committeeman, George Poncia, Steward, Max Winter, Jim Marks, Superintendent, and Joe McMillan.

On The Safety Side



By DALE MARR

New school construction and school improvement bonds have been taking a beating at the polls throughout the nation.

The general public is using the only economic weapon at its disposal to make its dissatisfaction with the general unrest and destruction on school campuses known.

True, many of these badly need construction and school improvement bonds were tied to politically explosive issues that were unpalatable to the local voters, however, there were just as many aimed at physical improvements that would make existing structures, many of which are antiquated, safer for our school children.

We have two suggestions, one for the voter and one for the politicians.

First to the politicians and community activists: If you have to get voter approval for any school construction and/or improvement bonds you will have to base them purely on need and safety. Keep the political hitchhikers such as pay increases, academic philosophy, busing, et. al., from coattailing on the physical and safety needs of our educational system.

Second, to the voter we would suggest that where such school bonds are based on honest need and the well-being of our children, they deserve your support. It is one thing to spank the cat for missing the dirt box, it is another thing to throw the baby out with the bath water.

To all who are interested in education and safety as it concerns the future of the nation's true wealth—our children, we would suggest that you read the following article by Brother Robert B. Boss, Business Manager of Operating Engineers Local 547, Detroit, Michigan.

Brother Ross prepared this article as part of a series for the National Safety Council's Labor Safety News Letter. He is currently serving as co-chairman of NSC's Fire Protection and Public Safety Committee.

ARE OUR SCHOOLS REALLY FIRE SAFE?

Much thought and action has been taken during the past decade to improve fire safety for children in our schools. We commend this effort to protect our most precious "possessions," but is the effort lagging?

Will it take another catastrophe in some part of the country to spur us to further action?

It is believed in some circles that the only safe building is one with exits to the outside in each room in the building. Yet how many are constructed in this fashion? Tests have shown that a building with interior corridors becomes unsafe in a short period of time when fire occurs.

Flame is not the only killer when a building has a fire and it is no coincidence that fire authorities insist on a school building being evacuated by the end of a two-minute period. After the first two minutes, portions of the building can be death traps from super-heated air or lack of oxygen, even though the actual fire may be hundreds of feet away.

How safe is the school your child attends?

Fire authorities will confirm that the only safe place during a fire in a building is outside, away from the building.

This lesson was learned many years ago, and existing multiple-level building presented a special problem. This led to the development of outside fire escapes. These do little from the esthetic point of view, but they do save lives by allowing people to get outside the building. We do not propose that every building be equipped with these outside escapes, although we concede they have their place. Our question is, "Is enough serious consideration being given to fire safety in our schools, or are we enjoying a false sense of security because of no recent large scale tragedy in our schools?"

Our educators and school administrators are trained, intelligent people, but this does not necessarily mean they are fire-safety conscious. Too many fire drills may be only a necessary inconvenience. Necessary because the rules demand them, and inconvenient because they disrupt the educational effort. If this attitude prevails, how effective are the drills? Does everyone leave the building? Are exits blocked so alternate routes will have to be used? Do school personnel have advance notice of the drills? Are exit routes too complex? Let's take these questions one by one.

For a drill to be effective, all activity in the school must cease immediately and everyone must proceed in an orderly, rapid manner to the outside by the shortest route. One cannot finish handing out tomorrow's assignments or collecting today's papers. There is not this one minute to spend before leaving the classroom. There is not time to "pick up your coat from your locker." The only objective must be to "get out." This also requires judgment. In this time of excitement and possible panic (if there is a fire), the objective is not gained if students run, fall, jostle or trample other students. In many schools it takes real thought and organization to evacuate the building rapidly, with smooth traffic flow.

When we say "everyone," we include the teacher and other staff in the school who sometimes duck out of sight into a lounge or office, rather than joining the students in the evacuation. Also, is someone assigned to check areas where students might be temporarily out of class when the fire klaxon sounds—wash rooms etc.? We recall a \$50,000,000 factory fire where there was no loss

See more SAFETY SIDE on Page 8

Highway Funds OK At Last

By

BOB SKIDGEL, MIKE KRAY,
NICK, JACK CURTIS, AND
BOB SHEFFIELD,
Business Representatives

The California Highway Commission has moved to proceed with several major highway projects when funds are allocated for the 1970-71 fiscal year. Work on the Sunnyvale-Milpitas Road was approved (Route 237). This is a 4.7 mile stretch of heavy commute traffic for Lockheed employees. Also planned is an eight lane Interstate 680 freeway—a distance of 2.2 miles. This project includes partial interchanges at King Road and Jackson Ave. and interchanges at the Capitol Expressway and Alum Rock Ave. Another part of this project will be construction of a partial interchange between Interstate 280 and Bayshore freeway.

The awarding of two storm drain projects in Los Gatos will be reconstructed in a half-mile of an existing drainage channel along Highway 17. The existing concrete in the channel is to be removed and replaced and perforated metal pipes installed. In east San Jose 14 miles of longitudinal drainage pipe will be installed along Alum Rock Avenue between White and Mt. Hamilton Roads and the filling of existing deep drainage ditches. Low bidder is A. E. Mullin Const., Inc. of Mt. View with a bid of \$219,254. Also on the East Side, Leo Piazza got a \$209,993 contract for widening Capitol between Alum Rock and West-bord Drive.

In Milpitas, the lifting of the sewer link has stirred a flurry of building permits. The State Water Resources Board relaxed its ban on additional sewer hookups when it was proved that Milpitas was making good progress with its treatment plant, most of the planned commercial development—including the Serra Movie Theater building, K-Mart retail shopping complex and Sky View Drive-in Theater.

Work will continue for at least another year on the five-level, \$40 million Eastridge shopping center under construction a half mile east of Bayshore Freeway on Tully Road. J. C. Penney's, Macy's, and Sears, Roebuck & Co. stores are merely huge concrete slabs at this point. The site, with parking for 9,000 cars at a time, will be served within two years by the new Capitol Expressway. This layout will be the biggest commercial development in the county and is being built by Bayshore Properties and Homart Const. Co.—a subsidiary of Sears.

Zurn Const. is getting underway with their sewage disposal plant in Palo Alto. Paul Sprague and his crew are heading up the engineering of this layout.

Piazza Paving are on schedule on their one million dollar job on Santa Teresa Blvd. The job extends 2.3 miles with approximately 200,000 yards of dirt to be moved, including 801 ft. of rock cut. Rodriguez Const. and Pioneer Underground work on this job. The project Supt. is anticipating

(See San Jose Page 13)



By GUY JONES

At the present time Shellmaker Dredge "Vagabond," is working their Fort Bragg Noyo River project. This job is a 60 day small business set aside.

Shellmaker was low bidder on maintenance dredging for Alameda Airbase. This bid went for \$376,180 and should be good for a few months work.

Hydraulic Dredging has gone on record as 'going out of business.' Their equipment is now up for sale. Brother Nick Carlson is handling equipment sale at this writing.

Umpqua Dredging have finally finished their 7th Street job in Oakland and are moving north to their base of operation in Red Port, Oregon.

Utah Dredging "San Mateo", has done considerable more work for the Port of Oakland than was thought possible. Captain Hardy was in charge.

DREDGE IN RUSSIAN RIVER MAY GET OK—Santa Rosa—A controversial project to dredge gravel from the mouth of the Russian River has been conditionally approved by the Sonoma County Board of Supervisors.

The 3-2 vote came after Northern California Aggregates Co. Pres. John N. Cummings assured the board that specific conditions to be finalized would be met.

During the four-hour meeting, several conditions were discussed by the supervisors after they closed a public hearing which had been continued from a marathon 12-hour session.

One condition would require a monitoring system by state officials to check for any change in water purity, land erosion or the threatening of recreational facilities due to the gravel dredging.

Other conditions would limit dredging below the State Highway 1 bridge, forbid construction on the river's south shore, limit work to an eight hour day, provide insurance on the bridge and on private and public property, and limit overland hauling of gravel from the site to a 20-mile radius.

Two opponents and four favoring permit approval for the project spoke before the supervisors that night.

John Gentry, a tugboat operator and licensed marine engineer, told supervisors that propellers from the tugboats used to haul gravel away from the site would stir up the river bottom raising silt in the water at the river's mouth. He also cited the possibility of oil leakage from tugboats.

A supporter of the use permit approval, Dr. David Joseph executive director of the North Coastal Water Quality Control Board, told the board that standards set in the original lease to Utah Construction and Mining Co. in 1966 were stringent enough to protect water quality. The problem, he said, is enforcing the standards.

On recommendations by Joseph and other supporters, the board decided to require that monitors from the State Land Commission, Department of Fish and Game, and the Department of Parks and Recreation be at the site during dredging, Cummings said his

company would agree to pay salaries of the monitors.

After a heated discussion in which a delay on approval was proposed Supervisor Ignacio Vella, Supervisor George DeLong introduced a resolution of intent to approve the permit pending insertion of the specified conditions.

DREDGERS SEEK PERMIT FOR RIO VISTA WORK—U.S. Army engineers announced Marine Mining and Engineering, Inc., of Lafayette, is seeking a permit from the U. S. Army Corps of Engineers to dredge 1.5 million cubic yards of sand from the Sacramento River near Rio Vista.

Lt. Col. James H. Higman, acting district engineer for the Corps of Engineers said interested persons with any objection to the proposed dredging should submit their cases, in writing, to the Corps office at 650 Capitol Mall, Sacramento by May 25.

The prospective dredgers said the sand will be transported in nondraining barges to the San Francisco Bay area for construction use.

The proposed dredging would cover about an 8-mile section of the river, from near Decker Island upriver to near Bran-nan Island.

STATE VOWS TO REPORT ON DELTA—The State Department of Water Resources has agreed to prepare a technical report compiling all available information about the strange low water problem which has plagued the Sacramento-San Joaquin Delta and San Francisco Bay in recent weeks.

William Gianelli, DWR director, agreed to prepare the report following a meeting in Sacramento with State Sen. John Nejedly, R-Martinez, and Assemblyman James Dent, R-Concord, and a group of delta region marina operators.

DWR and U. S. Bureau of Reclamation engineers were scheduled to visit the Driftwood Marina, in Antioch, and various spots on Bethel Island to find places where the peculiar low tide phenomena can be measured.

Gianelli attributed the problem to a combination of circumstances including freakishly low tides in the Pacific Ocean, a moderately dry year which reduced river inflow into the delta and wind conditions which failed to pile up water in the delta.

BAN ON USING JUNK CARS ON LEVEES GAINS IN SENATE—A bill giving the State Reclamation Board specific authority to ban the use of junked automobiles to reinforce levees reached the floor of the Senate.

The bill, SB 268, was approved by the Senate Finance Committee.

The author, Sen. Gordon Cologne, R-Riverside County, said the bill is a result of a complaint he registered last year when he heard of the use of automobile bodies on the levees along the Sacramento River downstream from Sacramento.

REGISTERED COMPLAINT—He said he complained to the Reclamation Board at that time and was told by board members they had no author-

(See More Dredge Page 8)



JOB STEWARDS APPOINTED

Week Ending April 3, 1970		
Dist.	Name	Agent
10	George A. Foncia	R. L. Wagon
11	John McDermott	Ed Knapp
11	Richard Phillips	Ed Knapp
11	Louie Quesada	Ed Knapp
Week Ending April 10, 1970		
Dist.	Name	Agent
30	Frank Salvetti	A. Bolaffi
50	David Guerra	W. Norris
40	Harry Melaxos	E. Lake
10	George Hoos	W. Roney
40	Larry Cassairi	K. Allen
80	Robert Devdore	K. Allen
80	George Kilgore	K. Allen
80	Billy Osborne	Al Swon
12	Merrill Harrison	W. Lassiter
12	Earl Jolley	I. J. Neeley
12	John Kerr	I. J. Neeley
12	Ivan Pearson	I. J. Neeley
Week Ending April 17, 1970		
Dist.	Name	Agent
30	Daniel C. Hurdle	A. Bolaffi
30	Don Liogetti	W. Tolbot
31	William Arvin	K. Green
31	David Dornon	K. Green
40	Carl George	H. Davidson
40	Fete Ramirez	H. Davidson
10	Jay H. McElderry	D. Western
40	Neil Houghn	E. Lake
40	Jerry Salvage	E. Lake
11	Melvin Prince	E. Knapp
11	Richard Vandergrift	B. Jacobsen
Week Ending April 24, 1970		
Dist.	Name	Agent
40	Charles Schnepp	R. Cooper
10	Robert W. Lawson	R. Wagon
12	Jodie W. Jensen	E. Roderick
12	Jack Shupe	K. Leishman
20	Ellis Phelps	P. Shanklin
90	Hershel Speck	J. Curtis
Week Ending May 1, 1970		
Dist.	Name	Agent
20	Charles Scalberg	H. Eppler
20	George G. Lone	H. Eppler
50	Douglas Hale	J. Bennett
90	Earl J. Rogers	J. Curtis
50	Alonso Wood	J. Curtis
11	Robert R. Jackson	R. Taylor
Week Ending May 8, 1970		
Dist.	Name	Agent
12	Fred Lindsay	E. Roderick
Week Ending May 15, 1970		
Dist.	Name	Agent
30	Lloyd George	Al McNamara
Week Ending May 22, 1970		
Dist.	Name	Agent
30	Richard Kelly	Al McNamara
50	Ernest Northcutt	Jack Curtis
10	Joseph Chini	D. Western
10	Frances Dixon	D. Western
10	Claire C. Hawkins	D. Western
10	Charles McLeon	D. Western
10	John C. Myrin	D. Western
10	John Carl Roasch	D. Western
10	Ken Rains	D. Western
10	Arnold Smith	D. Western
10	Dale Sparks, Jr.	D. Western
60	Opal Raley	John Smith
80	Odell Hudkins	Al Swon
80	James Stevens	Ken Allen
10	Jack Crow	Bob Wagon
10	Ray Neher	Bob Wagon
Week Ending May 29, 1970		
Dist.	Name	Agent
20	George Carr	Tom Corlier
20	Mel LaRue	H. Eppler
50	Gerald Hammerschmidt	C. Odum
50	Clarence Hulchinson	K. Allen
40	James Korosh	A. Lake
80	D. T. Leland	A. Dalton
80	Joseph Fossanando	Al Swon
10	C. L. Carlmill	R. Swanson
90	Paul Indermuhle	E. Lake
40	David Hinds	E. Lake
Week Ending June 5, 1970		
Dist.	Name	Agent
20	Jim Naughton	P. Wise
30	Howard McWhirter	Al McNamara
31	Mike Smith	J. Bennett
4	Joe Aragon	D. Western
4	James E. Ford	D. Western
60	Arnold E. Comer	L. Miller
60	Norvin T. Cox	L. Miller
60	Spencer Laffis	L. Miller
60	John M. Neal	L. Miller
60	Richard H. Nelson	L. Miller

SAFETY COMMITTEE APPOINTED

Week Ending April 3, 1970		
Dist.	Name	Agent
10	Gerald Vohler	R. L. Wagon
11	Doug Allen	Ed Knapp
11	Willard Hooten	Ed Knapp
11	Jack Ward	Ed Knapp
11	Robert Young	Ed Knapp
2	W. R. Nelson	P. Shanklin
9	G. H. Prestidge	M. Kravnick
Week Ending April 10, 1970		
Dist.	Name	Agent
12	Jay Harris	I. J. Neeley
50	John M. Irwin	C. Odum
Week Ending April 17, 1970		
Dist.	Name	Agent
40	Mervv Salvage	E. Lake
11	Kenneth Bean	Ed Knapp
30	Leo Cardinal	W. Tolbot
31	Duane Hensley	K. Green
31	Don Kole	K. Green
Week Ending April 24, 1970		
Dist.	Name	Agent
10	Ben Forsley	R. Wagon
Week Ending May 1, 1970		
Dist.	Name	Agent
20	Elmer Bushong	H. Eppler
20	William Stock	H. Eppler
Week Ending May 8, 1970		
Dist.	Name	Agent
12	Phil Joy Funk	E. Roderick
Week Ending May 15, 1970		
Dist.	Name	Agent
30	Frank Lambert	Al McNamara
40	Jerry D. Collins	E. D. Lake
40	Robert Nelson	E. D. Lake
40	Ervin O'Connell	E. D. Lake
80	Leo Allmoat	Al Swon
10	Jess De Wilt	Bob Wagon
10	Henry P. Ribordiere, Jr.	B. Wagon
Week Ending May 22, 1970		
Dist.	Name	Agent
10	Walter A. Cousineau	Ed Knapp
11	Lone Miller	Russ Raylor
11	Terry A. McIntosh	Ed Knapp
11	Dale Pickern	Ed Knapp
11	Arnold Rutenbeck	Ed Knapp
Week Ending May 29, 1970		
Dist.	Name	Agent
80	Neal Willingham	Ken Allen
10	Howard Whitmire	R. Swanson
11	William E. Lynch	Ed Knapp
11	Donal E. Rollins	Ed Knapp
Week Ending June 5, 1970		
Dist.	Name	Agent
20	Howard Robinson	P. Wise
30	Jay Victor	W. Tolbot
30	Frank Mazzetti	Al McNamara
60	Charles F. Hart	L. Miller
60	Warren B. Moody	L. Miller

Changing Times?

These are indeed perilous times. Our young people are rebelling against established authority. They are openly disobedient to their parents. If these are to become our future leaders, there is indeed little hope for the world.—Socrates, 468-399 B.C.

Making More, Enjoying It Less?

The following figures from records of Labor Department's Bureau of Labor Statistics, show how the buying power of workers' pay checks have failed to keep pace with wage advances in recent years.

Government economists attribute the lag mainly to increased living costs, with some due to higher taxes and a shortening of the workweek.

The figure are averages for a worker with three dependents on private, non-farm payrolls. Real take-home pay in terms of 1957-59 dollars.

	Gross Earnings	Real Take-home
1960	\$ 80.67	\$70.77
1961	82.60	71.48
1962	85.91	73.05
1963	88.46	73.63
1964	91.33	76.38
1965	95.06	78.53
1966	98.82	78.39
1967	101.84	78.13
1968	107.73	78.61
1969	114.61	78.30

Harvard BS Grad Is Happy To Be Back In Old Haunts

By DOUG FARLEY, AL DALTON, MARTY COORPENDER, KEN ALLEN AND AL SWAN

I would like to take this opportunity to say I am happy to be back in Sacramento. Although I was only gone four months, it seems like much longer and it's nice to be back with family and friends.

I feel the things I learned while attending Harvard Business School will be of much value in helping us to deal with the ever-mounting problems we face as we continue to grow.

I would like to extend an invitation to the entire membership to feel free to come in and see us anytime, and please let us know if we can serve you in any way.

In the mountain area the work is beginning to pick up somewhat. Sutherland Construction Co. is working a number of our brother engineers throughout the Auburn and Grass Valley Area. This company is putting up a new crushing plant near Folsom. Bob Swartz, (foreman), and D. T. Leland are the "ram rods" on this crushing plant.

Granite Construction Company is going strong on the Penn

Valley job west of Grass Valley. One of the old timers shifting on the job is Fred Arp, from Colfax; also Robert E. Kirby. The steward on the job at this time is Henry F. Marsh and the safety man is George Greb. This job should last for some time.

Dravo Corp. at the Loon Lake job is starting up the hoist on the shafts and also the compressors. Early Company is working the powerhouse along with Dravo Corp. This should call back the operators who have been out of work for a while.

Hank Stoss had an accident on the job and broke a leg. The ambulance was on the job site at the time and rushed him to the hospital. He is getting along fine.

Hiway 50 is really booming now with Guy F. Atkinson getting started with a few brother engineers. Heim Brothers is doing the clearing and demolition work. All the underground has been relocated by now with Antier and Geremia just putting the finishing touches on their jobs.

A. Teichert & Sons, and C. K. Moseman are going two shifts on the import on their sections of Hiway 50. The big thing on this job is the new 992 cat loader in the pit with Brother Earl Hobbs at the controls.

Graham & Associates has several of the brothers busy on many jobs throughout the area.

Be sure to vote in the primary election. If you have moved be sure to re-register to be eligible to vote in November.

More Safety Side

(Continued from Page 7)

of life except for one unfortunate fellow who stayed in a washroom, apparently believing he was safe there. He died a horrible death because of his lack of judgment.

What happens if a normal escape route is blocked? Is an alternate route known to the students? Blocking normal routes is an important part of a fire drill because it teaches the use of alternate routes at a time when confusion or panic is not present.

Do school personnel have advance notice of a drill? They shouldn't. The teachers are human also and are depended on to lead the children. It is imperative that their reactions be automatic when the fire klaxon sounds. If they receive advance notice of a drill, the element of surprise is gone and much of the drill's effectiveness is lost, as far as they are concerned.

Escape routes should be as direct as possible (i.e.; Out this door—turn left—down the corridor—around the corner—down the stairs—turn right—down the corridor—turn left—and out the door is not good enough if there is a shorter, more direct way.) A long winding route might be all right for class change, but the shortest, most direct one is the only one in case of fire. The key directions are Get Out.

False alarms are another problem facing schools. Some students seem to get a feeling of importance by being able to disrupt the school's activities by pulling a fire alarm station. They accomplish this all right, but, in their ignorance, do not realize the enormity of their action. Besides the disruption at the school, there is the cost and inconvenience to the Fire Department. Also more than one fireman has lost his life while answering a false alarm. We do not pretend to have the full and complete answer to this problem, but are sure we do know these two things:

1. Ignoring a fire alarm because you think it is a false alarm is not the answer.
2. Disconnecting or deactivating the alarm system in the school is not a proper solution.

We asked several questions in this article and the answers to some may be complex and varied. If we could make one point; it would be this: There are professional fire safety experts in every community. We suggest that school officials consult with them on every phase of school operation—from planning the design of a new building right down through effective drills to the everyday school operation, which includes safe handling and storage of materials. Recognize them and take full advantage of their availability and knowledge for the benefit of our children in our schools.

We owe concern in this matter of fire safety in schools to our children, our community and ourselves. Let us show this concern by checking the local school situation.

Over the past several years the prevention of occupational accidents and the preservation of health has received top drawer attention from federal and state governments as well as international union presidents. It is incumbent upon local union safety personnel to become more professional in this highly technical field so that they can more effectively help reduce accidents and prevent diseases to their members and their families. They must understand the pertinent safety and health laws, recognize the hazards both on and off-the-job, and know the proper corrective procedures. A good correspondence course can help provide this expertise and knowledge.

The name and number of this highly recommended course is "Safety Engineering, A-81." It is offered by the University Extension, University of Wisconsin, Engineering Department, 432 North Lake Street, Madison, Wisconsin 53706. Tuition for the course is \$35.50, which includes all examinations, the textbook "Industrial Accident Prevention" by H. W. Heinrich, correction of student's examinations, and a certificate of completion when the course has been satisfactorily concluded. Write the University and request a copy of the official enrollment application form for the course.

Don't wait—enroll your safety personnel now. Have a union member who is a qualified safety and health chairman on your side!

Pay Scale

(Continued from Page 1)

mento, San Francisco and Marin, Stockton, and Santa Clara, will receive the following increases:

WAGES		
	Old	New
Group 1	\$5.35	\$5.55
Group 2	5.57	5.78
Group 3	5.71	5.92
Group 4	6.07	6.30
Group 5	6.22	6.45
Group 6	6.30	6.54
Group 7	6.40	6.61
Group 8	6.66	6.91
Group 9	6.80	7.06
Group 10	6.94	7.20
Group 10A	7.02	7.28
Group 11	7.11	7.38
Group 11A	7.83	8.12
Group 11B	8.00	8.30
Group 11C	8.18	8.49
FRINGES		
	Old	New
Health & Welfare	.40	.47½
J.A.C.	.09	.14
Pension	.60	.62½

More Dredge...

(Continued from Page 7)

ity to stop the practice. Cologne, an attorney, said he believes the board has the authority but, he said, he agreed, nevertheless, to introduce legislation making it specific.

He said the car bodies are used to fight erosion. But, he said, he feels they can cause water pollution because of rust and oil leakage.

KEY PROVISIONS—Cologne said the bill: "Directs the board to establish and enforce standards for maintenance and operation of levees, channels and other flood control works, as well as giving full consideration to fish and wildlife, recreation and environmental factors.

"Permit the board to bring suit against any agency to prevent or abate the violation of set standards as a public nuisance."

Marin County Work Picture Brighter

By AL HANSEN

The pendulum here in Marin is beginning to swing, however at this writing, is not in full swing.

Brown-Ely Company not doing too much at present, but they are bidding some jobs—and looking forward to more work. At present, they are doing a small job in Petaluma.

Engineering Field Services going right along.

Western Pacific Piledriving started some pile at Bahia Del Norte in Novato.

Hoffman & Albritton keeping busy.

Robert Mulloy Excavating has the biggest job going in Marin at present—and keeping a few of the brothers busy.

Pacific Excavators finished up job at Veterans Memorial parking lot in Civic Center—they are also doing a demolition job in Sausalito—tearing down the old distillery to make way for apartments.

Rhodes Engineers keeping a few surveyors busy.

John Hill Company also keeping busy.

Forde Construction Company working right along with a few jobs.

Site Engineering also keeping busy. **Soiland Company** with a few jobs—to get started very soon.

Roberts Bros. with a small crew at Bahia Del Norte, Novato—The Hoffman Development.

P & H Construction doing a small job at Larkspur.

Marin Storage and Trucking all over the area.

Ghilotti Bros. also all over the area—with little jobs here and there.

DeMartini & Smith keeping busy in Petaluma area.

Ben C. Gerwick also keeping a small crew going.

Murphy-Pacific on their overpass job in San Rafael coming right along—on schedule!

WHAT'S HAPPENING ON THE TRANSIT FRONT

Commuters are packed aboard the morning and evening runs of the Tiburon ferry to San Francisco. Passengers, if not exactly packed, are at least present in growing numbers on the ferry feeder runs of the Marin Transit System's buses. After years of oratory, surveys and reports, public transportation has come to Marin in a form other than the fast-fading services of Greyhound. At this point, it is no big deal. The "booming" ferry carries only some 600 commuters over and back. The bus feeds only 10 per cent of that figure. There is still wrangling to be done by the agencies involved and the personality problems, particularly on this side of the bridge, are very real. But a start has been made, ambitious plans are within sight of completion and rather soon Marin residents will be able to get easily to the City or to somewhere else in the county without using their own car, relying on the vagaries of Greyhound or hitch-hiking. This is what the future holds:

In about 10 years there will be a high-speed transit system on a main line between San Francisco and the north, perhaps as far north as Santa Rosa. The system will rely on either buses or trains, but in either case it will use its own right-of-way. The best guess is that it will cross the Golden

Gate on a second deck to the bridge. The main line will be fed by a bus system of use both to commuters and people traveling within the county. All sorts of whiz-bang technology such as computer-directed, passenger-demand routing might come into effect here. Kaiser Engineers is being paid \$275,000 by the Golden Gate Bridge, Highway and Transportation District to come up with plans for this long-term system by October 10 of this year.

All this is a far cry from the years of inactivity through which Marin travelers have suffered. The changed pace stems from a four-letter word: C-A-S-H, the cash collected from motorists by the bridge district. Marin agencies could commission surveys, reports and plans until they were blue in the face, and that's just what they did. But with a tax base featuring only 210,000 people and no industry to speak of, Marin either didn't have the money or didn't think it did. The bridge district does. The bridge district has had the money all along. But until recently the directors saw their lofty mission as restricted to collecting quarters from motorists and perhaps keeping themselves in business by building a second deck for cars. All that has changed and the district is now committed to moving people between San Francisco and the north by a variety of methods, including methods other than the private car.

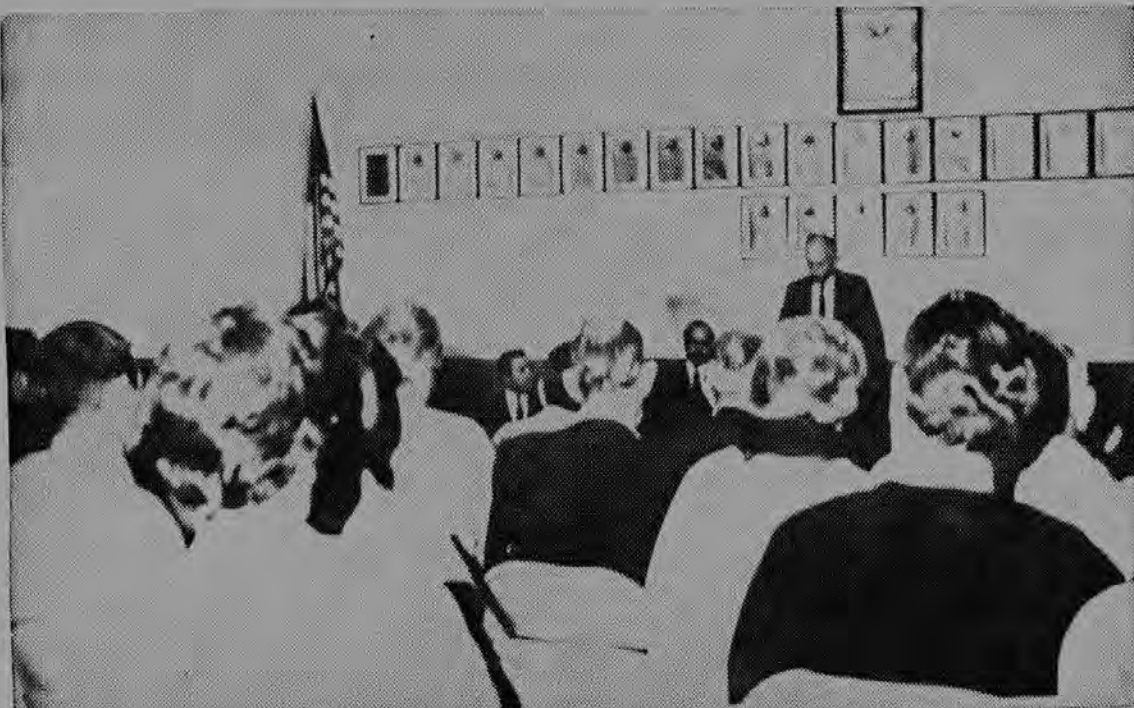
Santa Rosa

(Continued from Page 6)

of subjects which affect all Operating Engineers, whether they are Journeymen or Apprentices—in two months we will hold another combined meeting on Safety, so watch this paper for the date—plan to attend.

Congratulations to the newly elected Santa Rosa District Grievance Committee members, namely Les Crane, Howard Seacord and Lansing Kitzmiller. The Committee members' names should sound familiar, because they actually were re-elected and are the same Brothers who have served the membership so faithfully for a number of years. Don't forget—your Grievance Committee meets each Thursday, at 7 p.m., at the new office located at 3900 Mayette Ave., Santa Rosa.

Politics—Your Grievance Committee not only handles grievances but also it is their policy to get acquainted with the various candidates for office in the area they cover. As there is a Sonoma County election in June, we are endeavoring to meet with many of the candidates. In the last few weeks we have had Joe Jackson and Joe Cozzolino appear before us. They are both aspiring to be the new Sheriff of Sonoma County, and it was the opinion of the Committee that the County is fortunate in having two such qualified candidates who are favorable to organized labor and who are quite knowledgeable in all phases of law enforcement. Also appearing before the Committee was Frank Corcoran, who hopes to be the next County Coroner. His comments like wise were most favorable towards labor and it was quite evident he would be capable in doing a fine job for the people of Sonoma County.



PRE-PRIMARY VOTE ACTIVITIES of the Voluntary Organization of Taxpaying Engineers is demonstrated by a key meeting in San Rafael. In top photo Local 3 Recording-Corresponding Secretary T. J. "Tom" Stapleton talks to Brothers and their wives about local issues in upcoming election. In second photo City Councilman Fred Jensen discusses the importance of local bond issues while (l.to r.)

Tom Stapleton, Sheriff Louis Mountanos, Fran Walker, Local 3 Trustee. In third photo (right) Brother Art Pennebaker talks about the aims and effort of VOTE in support of local issues as Sheriff Mountanos and Fran Walker look on. VOTE efforts contributed to the passage of several key bond issues and the election of Sheriff Mountanos and key councilmen and supervisors.

Hopefully, Union!

The Job Opportunities in the Business Section (JOBS) program has set as its goal, the placement of 338,000 disadvantaged jobless persons in full-time jobs by June 1970 and 614,000 by June 1971.

Down on the Farm

Although last year's agricultural production more than doubled the 1950 output, only about half as many workers were used to produce it. Mechanization of farm equipment had a major impact on these dramatic changes.



*snarky
notes*



MARYSVILLE

(Continued from Page 4)

driveways along a portion of Route 89 about three miles south of Arlington Road near Crescent Mills.

California State Highway Commission has finally seen the light and allocated money for construction of about one mile of badly needed highway on Route 36 just east of Tehama County line. The new construction will improve alignment and eliminate those hazardous reversing curves.

This State Highway project is one of 39 construction projects totaling \$126 million which the commission did not previously allocate in order to cooperate with a federal program aimed at curbing inflation. Last month Gov. Ronald Reagan was advised by President Nixon that the program had served its purpose and was no longer needed.

MARYSVILLE DISTRICT PERSONAL NOTES

Brother Ray Slifka was killed in a weekend accident on Highway 20 near Smartville. We know the many friends Brother Slifka leaves behind. We express our warmest sympathy to his family and many friends.

Brother Noel Dennis has been admitted to Chico Memorial Hospital for some tests. In talking to his wife, she says he should be out soon.

Brother Harold Gould is in the Oroville Medical Arts Hospital in Oroville. We hope he will be home real soon.

Our thanks to recent blood donors Mrs. Edna Matthews and Frank Kuhre. Also our special thanks to our most regular donors—Mr. and Mrs. Kenny Bettis. Both of them are very faithful and donate every time they can. We wish we had about 20 or 30 more families like yours, Kenny.

On Alcatraz Too!

Current estimates indicate that the Indian population in America is about 600,000, with about 400,000 living on reservations. About half of the Indians living on reservations who are able and want to work can't find jobs.

Dear Sir:

Thank you for the beautiful bible. I really appreciate it and wish to thank all the Engineers of Local 3 who remembered Bill.

As at a time like this it is so lonely and you're so lost, anyone that lends a helping hand, but friendship most, means so much. Thanks to all.

Sincerely yours,
Mrs. Bill Murray and
Family.

Sub-work Aids Land Butchers

By PAUL WISE

The employment situation seems to be looking up after a slow start at the first of the year. Bond and Dougherty, Inc., Vallejo, received the engineering contract on the Walnut Creek Channel job that should be good for about a year.

We still have quite a few brothers who are working on B.A.R.T., which has been a good winter job. I'm looking forward to and hoping that some of the mountain jobs will soon start rolling and put some brothers in the "boonies" to work.

The single home subdivision building is down in the Bay Counties and the cluster-condominium type of subdivision seems to be moving ahead.

I had the opportunity to visit the Rancho Murietta Training Center and it was quite an interesting and informative visit. They have top notch instructors and equipment at the Ranch and some of the best eating and living facilities I have seen for this type of setup. As many of you brothers might not know, as of April you can now obtain six weeks training at no expense, and I would highly recommend this program to those who are interested.

There's one more important thing I would like to relate to you brothers and that is, that our blood bank is nil, so please donate to the Operating Engineers Blood Bank.

Fed Convention In S.F. Aug. 31

The Eighth Convention of the California Labor Federation will open Monday, August 31, 1970 at the Civic Auditorium in San Francisco. John F. Henning, secretary-treasurer of the Federation, reminded State AFL-CIO affiliates this week.

The Del Webb TowneHouse at Eighth and Market Streets will serve as headquarters hotel for the convention. The open-ended convention usually runs for five days.

TV and Jobs

How effective have television employment programs been in helping disadvantaged people find jobs or training?

More than 50 such shows are now being produced throughout the country with the assistance of local public employment service agencies. The record shows a "mixture of successes and disappointments" according to "Manpower" magazine.

Management Lobbyists Seeking To Kill New U.S. Consumer Bill

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

Business lobbyists are making an all-out effort to kill a bill introduced into Congress which would make it easier for consumers with similar complaints to join in a single suit to recover losses.

This "class action" bill would finally help solve one of the most persistent problems moderate-income buyers have to face: that often losses suffered at the hands of deceptive or high-pressure sellers are not large enough to make it worthwhile for a lawyer to handle the case.

This dilemma has made possible the existence of a multitude of frauds and overcharges, from installment-sales practices to gouges for transmission and home repairs, health insurance and many other goods and services.

Usually the aggrieved consumer takes his financial beating in bitter silence with no place to turn. He isn't poor enough to qualify for help from the Legal Aid Society. He isn't rich enough to have a lawyer at his command.

But when a community group or local government agency can bring a suit, refunds can be gained for all the consumers who suffered from the same practice, and the practice itself usually can be ended.

Class actions already have shown their public value in winning a \$100,000,000 settlement for overcharges for tetra-cycline drugs between 1954-66, and by ending the use of prejudgment wage garnishees in 17 states. In Rhode Island, the Consumers Council used class actions to stop several deceptive practices of transmission-repair and home-improvement services. In Arizona, the Consumers Council used a class action suit to get Tucson grocers to stop continuing to col-

lect a city sales tax after it had been repealed.

As was done in Rhode Island, the Maryland State Counsel has announced that his office will start a class action to stop some horrifying overcharges for transmission repairs. One of the best results in Rhode Island was that the offending service firm was barred from advertising any more "free" inspections without telling the whole story: that you might have to push your car home because they disassembled the transmission.

Various states have their own laws permitting "class actions" with differing restrictions. The federal bill introduced by U. S. Senator Joseph D. Tydings of Maryland and Rep. Robert Eckhart of Texas would provide much more opportunity for consumers or organizations to bring class actions in Federal Court regardless of where they live or the amount involved.

Presently Federal Courts can take only suits involving parties in two or more states and separate claims of at least \$10,000.

The prospect of this kind of legislation has scared some of the mightiest corporations and trade associations into strenuous opposition. The bill is being fought by the American Retail Federation, the Retail Merchants Association, the Canners Association, the Association of National Advertisers, the Chamber of Commerce, Procter & Gamble and other business giants. Most of these groups also have bitterly fought many other consumer-protection bills such as truth in lending and packaging.

The big corporations and retailers are especially frightened by the specter of mass suits totaling large sums that could be possible by an expansion of class actions. They fear or say they fear, that consumers will

pick on large companies with lots of money.

Because of business opposition to the Tydings-Eckhardt proposal, the Nixon Administration has introduced a modified version. It's so modified, in fact, that it could cut the heart out of this potential consumer-defense weapon.

In addition to other limitations, the Nixon substitute proposal would (1) limit the suits that could be undertaken to 11 specific categories of possible frauds, and (2) require that the Justice Department first sue and win a judgment before a class suit could be filed.

Thus, consumers first would have to convince the Justice Department to sue the offending corporation. If the department were successful, the consumer or group could sue.

In the House of Representatives, Congressman Eckhardt has lined up a hundred co-sponsors which gives the bill a solid base there.

Need a General Education Test?

Eligibility for jobs, civil service exams or apprenticeship programs often specify that the applicant must have either a high school diploma or an equivalent score in the General Education Development Test. Some apprenticeship programs (Ironworkers, for example) specify a "satisfactory" score, and define what they mean. But how does one take a test?

Official G.E.D. testing centers have been established by authorization of the State Department of Education and the General Education Development Testing Service of the American Council on Education. Information on these testing centers may be obtained from adult education and apprenticeship offices.



LEARNING NEW TRICKS were these Brother Engineers who signed up for training program at Rancho Murietta near Sacramento, California. Shown (l. to r.) on cat seat, Mike Macariola, (standing) Bob McKee, Jack Wisler, Don Dickison, Garland Garner, Don Gus-

tafson and Vern Vickery. Kneeling (l. to r.) are Manuel Mayforena, Henry Ross, Ray Austin (Blade Instructor), William Nelson and Tony Guzman. Brothers were completing a session on sloping with a cat blade.

All Members Qualify For Auto Insurance

Plan Now Available to ALL

By JAMES "RED" IVY
Credit Union Treasurer

Nearly 1,000 Operating Engineers have saved money by enrolling in the Credit Union's Group Auto Insurance Program during the past ten months. Now this program is available to all Credit Union members, regardless of account size. If you are a member, you qualify. Not only are all members now eligible, the plan has been vastly improved by arranging to have the nationally known Hartford Co. underwrite the Plan. A change that is expected to provide members with a "policy-within-one-week service."

SITCO, the program administrator, is capable of giving us the fast, courteous service that our membership deserves. The big news, of course, remains the savings. The following rate comparison should give you some idea of how much money your Credit Union Plan can save you:

SITUATION					
Drivers: Husband and Wife, over 25 years old					
Car: 1969 Chevrolet Caprice					
Experience: No accidents, no tickets previous five years.					
Coverage	HARTFORD (No. 3 Credit Union)	STATE FARM	ALLSTATE	FARMERS	AAA
Liability (Bodily Injury: one person)	35,000	15,000	15,000	15,000	15,000
(Bodily Injury: per accident)	35,000	30,000	30,000	30,000	30,000
Property Damage	35,000	10,000	10,000	10,000	5,000
Medical payments	1,000	1,000	1,000	1,000	1,000
Uninsured motorist (per person)	30,000	15,000	15,000	15,000	15,000
(per accident)	30,000	30,000	30,000	30,000	30,000
Comprehensive: \$0.00 deductible	YES	YES	YES	YES	YES
Towing: \$25 per disablement	YES	YES	YES	YES	YES
Collision: \$100 deductible	YES	YES	YES	YES	YES
Premiums:	HARTFORD (No. 3 Credit Union)	STATE FARM	ALLSTATE	FARMERS	AAA
Oakland Metro	144.00	\$175.40	\$230.00	\$203.00	\$201.00
Oakland Sub.	150.00	182.60	195.00	195.20	194.00
Contra Costa Co. (outside Oak. sub)	162.00	214.80	199.00	182.00	195.00
Sacramento	180.00	198.60	210.00	184.80	218.00
San Jose	140.00	157.20	195.00	181.40	194.00

The head-on rate comparison shows we are getting more coverage for less money. Additional plusses are: minor citations like speeding and illegal turns are not counted against you in the Credit Union's plan; \$1,000 death benefit is included at no additional cost; a basic 20% discount per auto is provided under our rating plan; and our plan does not surcharge us for driving more than 7,500, 15,000, 30,000, or 50,000 miles a year (all other things being equal, a member who drives 50,000 miles per year will pay the same rate as if he drove 5,000); and more.

Your Credit Union is not in the insurance business, however, it is with justifiable pride that we continue to offer this fine benefit under the administration of SITCO and the underwriting of THE HARTFORD, one of the most respected names in insurance.

To find out how much money you can save through your Credit Union's Group Auto Plan, just fill in the form at right with your name, address, phone number, and date you next have a premium due, and drop the card, postage-free, in the mail. A SITCO personal counsellor will call to assist you in saving money on your insurance.

Group Auto Insurance For Operating Engineers Local Union No. 3 Credit Union Members

What Is It?

The most inexpensive auto insurance with the broadest coverage you can buy. Benefits include single limit liability up to \$500,000 (includes medical payments and uninsured motorist protection), collision (\$100.00 deductible), comprehensive (fire, theft, and personal effects,) and towing.

Who Qualifies?

All members of Operating Engineers Local Union No. 3 Credit Union.

How Are Premiums Paid?

Premiums are paid quarterly directly to the company.

How Much Money Can You Save?

20% approximately, some will save more, some less. Much depends on individual circumstances.

Will Drivers With Numerous Tickets Or Accidents Save Money?

Yes. They will pay more than the driver with a good record, but less than they pay now.

Can You Be Cancelled?

Habitual narcotics use, suspension or revocation of driver's license, non-payment of premium, and felony conviction related to auto use are the only reasons for cancellation after coverage has been in force for 60 days.

Which Company Writes Your Policy?

The Hartford. SITCO, one of the pioneers in the administration of union group automobile insurance plans, administers the program.

How About Claim Service?

3,400 claims personnel in some 300 offices strategically located throughout the United States, provide round-the-clock, 7-day a week claim service. A-B-C claim service information will be included with your policy.

How Do You Get It?

To find out how much money Local Union No. 3 Credit Union's group auto insurance plan will save you, fill in, clip out, and mail the form to:

SITCO, INC.
P. O. Box 10113
Oakland, California 94610

A SITCO representative will phone you to fill out an application and help you put your insurance in force.

CLIP AND MAIL

Operating Engineers Local Union No. 3
CREDIT UNION
Group Auto Insurance Quote Request

SITCO
P. O. Box 10113
Oakland, California 94610

Gentlemen:

Please contact me so that I can save money on my insurance. I am usually at home in the:

☐ Morning ☐ Afternoon ☐ Evening

Name

Street Address

City, State, and Zip Code

Phone Number: Area Code..... Number.....

My present policy expires
Month and Day

☐ I am a Credit Union Member

☐ I will join if I can save enough money

ALSO, please send information on:

- ☐ Life Insurance ☐ Mortgage Insurance
☐ Homeowners Insurance ☐ Accidental Death Insurance
☐ Tenants Insurance (Policy includes \$1,000)
☐ Disability Income Protection ☐ Boatowners Insurance
☐ National Auto Club

Vote Activities Aid San Rafael Issues

Mr. Fran Walker
Trustee and Director of Organization
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

Subject: Measure "B" Bond Election
June 2, 1970

Dear Fran:

I want to take this opportunity to thank you and your organization for the help given this office toward the successful campaign of this bond issue.

I want to specifically express my appreciation to Mr. Al Hanson, "Tommy" Stapleton, and Ken Erwin, who were most cooperative in the promotion of this bond issue and the actual printing of the "flyers" to be distributed.

If at any time your organization needs any information that this office can provide, please feel free to contact me.

With kindest personal regards, I am

Sincerely yours,
DEPARTMENT OF PUBLIC WORKS
NORRIS M. RAWLES,
Director

Social Security

For half a million young recipients of social security benefits the beginning of summer is a critical time, according to J. Leland Embrey, District Manager of the San Francisco Civic Center District Office. These are students, between 18 and 22, who must notify the Social Security Administration of their intention to return to school in the fall if they want to keep payments coming over the summer months.

Ordinarily, benefits to children of disabled, deceased or retired workers stop at 18. But beneficiaries who continue their education in an accredited university, college, high school, or a vocational school approved or licensed by the State are eligible for monthly checks up to the age of 22.

For these students, benefit payments can continue during a vacation period of not more than four months if the student was a full-time student before the period started and intends to return to full-time attendance after the period ends. By completing the Students Statement Regarding School Attendance form, normally sent to student beneficiaries about a month before the end of the school year, the student can ensure the continuance of his benefit payments during his vacation.

"However, students who don't receive one of the forms by June 1 should contact their nearest social security district office," said Mr. Embrey. "If they fail to do so, their checks may be delayed."

Mr. Embrey also pointed out that a student's earnings from a job or self-employment may affect his benefit payments. The general rule is that a student can receive full benefits payments for all months of a year in which his earnings totaled \$1,680 or less. If he earns more than this, some benefits will be withheld.

Regardless of his total annual earnings, however, a student can receive a benefit for any month in which he neither earns wages of more than \$140 nor performs services in self-employment.

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

What Kind, Though?

The Nation's long-standing shortage of teachers appears destined to turn into a surplus, according to the Bureau of Labor Statistics. Job openings for elementary and high school teachers are estimated to total 2.4 million for the 1968-80 period. The output of trained teachers during these same years will reach 4.2 million.

Could Help You!

Many old workers just don't know how to go about looking for a job. A lot of free, easy-to-read help is available in a pamphlet "Do's and Don'ts for Mature Job Seekers," published by the U.S. Department of Labor. It's available in local offices of the State employment service throughout the country.

Study Shows What Might Become Fringe Benefits In Future Years

Largely because of the innovative efforts and stimulus provided by labor unions working people in the U.S. today enjoy an assortment of fringe benefits. But a number of new fringes could receive consideration in this country and abroad during the next decade.

A study of what is going on or being developed along this line in some two dozen countries by the nonprofit Institute for the Future threw light on what benefits are likely to be proposed or come into vogue in the 1970's.

Among these are longer vacations, higher pensions with provisions for increases geared to any rise in the cost of living, and the portability of pension rights. There also will be a great expansion in dental coverage and a thrust in the direction of eliminating entirely employee expense for major medical benefits, along with the availability of annual physicals.

Other things in the offing include: Minimum annual income

guarantees by government, guaranteed employment, maternity benefits for unwed mothers, cost-of-living adjustments for disability insurance, subsidized housing for employees, educational leave with pay, and several shorter weeks spread over the year.

It is estimated that American companies now spend more than \$100 billion a year on pensions, sick leave, vacations, etc., which is an amount equal to about \$12.5 per cent of the nation's GNP.

Dear Sir:

I wish to thank the Operating Engineers for the help and kindness shown me at the time my beloved husband, Euclide Abel passed away.

Also, thank you for the beautiful white bible given me. I shall treasure it always.

Sincerely yours,
Mrs. Euclide (Daisy L.) Abel
Verdi, Nevada

Working College Women

The more education a woman has received, the greater the likelihood she will be engaged in paid employment. In March, 1968, 71 percent of women who had completed 5 years or more of college were in the labor force, whereas only 24 percent of women with less than 8 years of schooling were in the labor force.

PRE-RETIREMENT DEATH AND BENEFICIARY

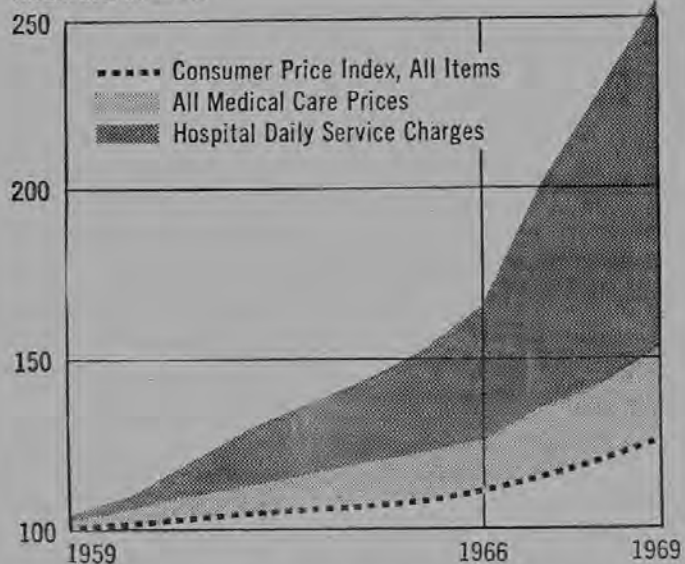
AWARD NO. DECEASED & BENEFICIARY	Award Amount	Payment Monthly	Eff. Date
#162 McKerlie, Robert D. Bene: Bonnie McKerlie—daughter	\$6,804	\$189.00	7/69
#182 Jones, Roscoe Ch. Bene: Lillis Jones—wife	\$3,564	\$ 99.00	1/69
#179 Brink, George H. Bene: Elma Brink—wife	\$8,280	\$230.00	10/69
#192 Wheeler, Neil Ch. Bene: Justine Wheeler—wife	\$3,960	\$110.00	11/69
#200 Snffen, Herbert Bene: Lilinoc—wife	\$3,537	\$ 98.25	12/69
#202 Silva, Raymond Bene: Grace M. Silva—wife	\$6,219	\$172.75	1/70
#203 Price, Travis L. Bene: Mary W. Price	\$7,326	\$203.50	12/69
#209 Siefker, William A. Bene: Grace D. Siefker—wife	\$8,748	\$243.00	1/70
#213 Nazro, Reynolds Bene: Lydia R. Reynolds, wife	\$4,158	\$115.50	1/70

All Events Out

Since women lose more worktime than men because of acute health conditions, and men lose more worktime than women because of chronic health conditions, the total financial loss caused by women's absences is about the same as for that caused by men's.

HOSPITAL DAILY SERVICE CHARGES, 1959-1969

INDEX: 1957-59 = 100



Source: Social Security Administration, U.S. Department of Health, Education and Welfare. Chart Book, 1969.

Seeks Stricter Rules Governing Power Plant Bldg.

SACRAMENTO — The State Public Utilities Commission has proposed an order giving environmental considerations a higher priority in hearings on proposals for new power plants and power transmission facilities, it was reported today.

Senator Robert J. Lagomarsino (R-Ventura and Santa Barbara Counties) said that the PUC will issue the order after a 30-day waiting period for comments. Among the revisions proposed in PUC procedures is a requirement that the state must consider the impact upon air, water, land, and other environmental and ecological resources before authorizing construction of new power facilities, the Senator reported.

The proposed regulations would also require the applicant to detail plans for pollution control, waste disposal, and noise abatement, and to demonstrate that the facilities will not produce "an unreasonable burden" on natural resources or aesthetics of the area.

What Is A Free Rider?

The Toronto Newspaper Guild offers this bit of philosophy regarding "free riders."

Longfellow could take a worthless piece of paper, write a poem on it and make it worth \$5,000—That's Genius.

There are a few men who can write a few words on a piece of paper and make it worth a million dollars... That's Capital.

A mechanic can take material worth \$5 and make it into watch springs worth \$30,000... That's Skill.

A painter can take a 50-cent piece of canvas, paint a picture on it and make it worth \$1,000... That's Art.

A man can take an item worth 75 cents and sell it to another for a dollar... That's Business.

The author of this could write a check for \$9,000, but it wouldn't be worth a cent... That's Rough.

We know a man who works in an organized plant, has regular working hours, paid vacations and numerous other union-negotiated benefits and still won't join the Union... That's Cheating.

Bonanza For Rich

The recent Federal Reserve Board action in okaying big increases in the interest rates commercial banks can pay to savers was not what it appeared to be. It benefitted the rich more than it did the \$10-a-week saver.

For commercial bank savers, the ordinary passbook rate was allowed to go up to 4.5 per cent. It went up to 5.5 per cent on 1-year saving certificates and 5.75 per cent on 2-year certificates.

For savers at regular savings banks, the regular passbook account ceiling of 5 per cent remains unchanged. There were increases for the 1-year and 2-year deposits, however.

Here's What to Do in Medical Emergencies

There's an accident, a disaster, and no doctor!

Rising to the occasion in a life-or-death situation is only one part of a medical self-helper's work in case of disaster. He may be called upon to care for persons suffering from chronic illness; he may be confronted with emergencies which are side effects, not direct results, of the disaster.

Certain chronic ailments must be handled in a special way, a few illnesses require treatment that contradicts usual emergency action. Even the most unskilled medical worker can administer one effective medicine: reassurance to the patient. He should at least act calm, confident, gentle. Under any conditions where trained assistance can't be expected in a short time, there follows a capsule of measures for emergency situations only. First word of advice: "Don't panic!" Concentrate on the injury, not the person. You will be less likely to panic, or become faint or ill yourself.

Symptoms and care in some conditions which may be met:

ASTHMA, recognized by labored, difficult breathing, wheezing, "whistling," and often cough. Place victim in comfortable sitting position, find out if he has his own medication. Administer this only after checking exact dosage.

HEART EMERGENCIES are often characterized by severe chest pains, pain in arms, symptoms of shock. Do not use the usual treatment for shock. Put the patient to bed in a semi-sitting position. Persons with a chronic heart disease usually carry their own medication. Read the prescription label for correct dosage before administering.

APOPLEXY (stroke) is caused by a rupture or blockage of a small blood vessel in the brain. The person may faint, become flushed, breathe noisily. Pupils of his eyes may be unequal in size, speech may be blurred, paralysis may occur. Put person to bed, flat if unconscious, semi-sitting otherwise. If breathing is difficult, turn face to one side so fluid may drain from mouth. Remove loose dental bridges or false teeth.

DIABETES can produce two opposite emergencies, one resulting from lack of insulin,

the other from too much insulin. The victim may become unconscious in either case. (Diabetic persons should keep a two-month supply of insulin on hand.)

Insulin lack: flushed face, red lips, sleepiness or unconsciousness (diabetic coma), breath with odor of nail polish remover. Administer his proper dose of insulin.

Too much insulin: grey-white face, clammy skin, perspiring freely, perhaps unconscious. He needs sugar desperately. Give sugar, a piece of chocolate, orange juice. If unconscious, put sugar under tongue. Recovery is usually rapid.

HERNIAS may appear in some persons after a disaster, from over-exertion in lifting, pushing or jumping. There may be a painful swelling in the abdomen area, possibly nausea and vomiting. Put victim on his back with knees drawn up. Don't try to put hernia back, or give laxative. Aspirin may be given for pain. Caution patient against sudden movement.

TOOTHACHE, while not dangerous, can be miserably painful. The following may give relief: oil of cloves on cotton pad, applied to tooth cavity; ice or hot packs; a little whiskey held in mouth next to tooth for five minutes; aspirin (taken as usual, however, not held against the gum.)

EMOTIONAL PROBLEMS, untreated, can double the confusion of a major disaster. Some of the symptoms are apathy, blank expression, crying, nervous laughter, moodiness, irritability, untidiness, avoidance of other people or over-confidence. The wise helper will remain calm and exert firm authority. Keep the person busy, assign him some tasks or recreational activity. Give him coffee, soup, food. Don't talk harshly, don't offer alcoholic beverage or narcotic, don't slap or strike him.

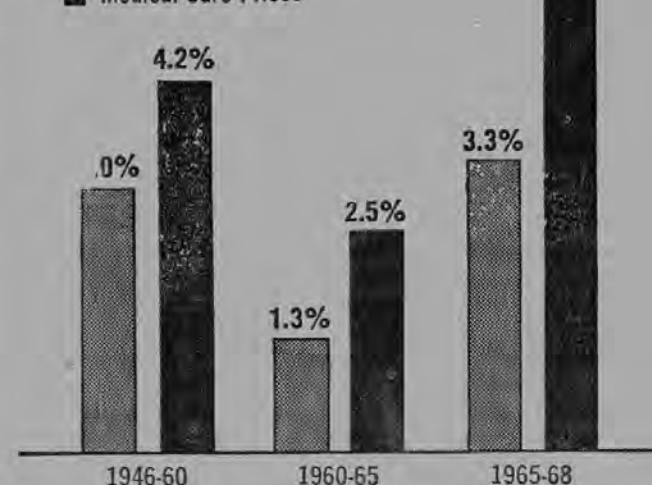
The outstanding quality of a good medical self-helper is his ability to prevent panic. Uncontrolled panic is contagious, and is perhaps the most serious "illness" the self-helper will be called upon to treat.

One of a series of "Medical Emergency" articles prepared and released as a public service of the California Medical Association.

INCREASE IN MEDICAL CARE PRICES COMPARED TO OTHER CONSUMER ITEMS

ANNUAL RATE OF INCREASE

■ Consumer Prices
■ Medical Care Prices



Source: Social Security Administration, U.S. Department of Health, Education and Welfare. Chart Book, 1969.

\$30 Million Solar Energy Complex Debuts in October

By
**TOM BILLS, JAY NEELEY,
WAYNE LASSITER,
KAY LEISMAN,
ROD RODERICK and
PAT SHANKLIN**

Two major plants for processing minerals from the Great Salt Lake are scheduled to go into operation about October 1st.

They are part of the \$30 million complex being constructed by Great Salt Lake Minerals and Chemicals Corp. to harvest the mineral rich brines of the historic inland sea. The Company is using solar energy to extract minerals from the Great Salt Lake.

The Great Salt Lake is a remnant of what was, in prehistoric times, the largest inland body of water in the Western Hemisphere. It covered 20,000 square miles and exceeded 1000 feet in depth. Over thousands of years, the sea shrank to its present area of 2000 square miles. In the process, huge quantities of minerals dissolved in the Lake became further concentrated in the brine which is now nearly eight times as "salty" as the oceans. The Lake is estimated to contain equivalents of approximately 216 million tons of potassium sulfate, 450 million tons of sodium sulfate, 600 million tons of magnesium chloride and 4 million tons of lithium chloride as well as 3200 billion tons of common salt.

Construction of the commercial ponds was begun in May, 1967 and was completed in a little over six months. Six million cubic yards of earth were excavated and moved to build 130 miles of dikes, some 6 ft. high, creating a pond area of over 20 square miles.

With the two major processing plants in operation, production of potassium sulfate, sodium sulfate, magnesium chloride and common salt will ultimately exceed one million tons per year. To obtain this

quantity of refined products they will have to process close to 10 million tons of crude solids.

Crude salts harvested from the ponds will be converted to finished products in chemical processing plants now being constructed.

The project proceeds on schedule with a target date for initial production in the last quarter of 1970.

Annual output is scheduled at 240,000 tons of potassium sulfate, 150,000 tons of sodium sulfate and up to 600,000 tons of magnesium chloride plus substantial quantities of bitterns rich in lithium and bromine.

Capital commitment will have reached \$30 million by the end of 1970. Great Salt Lake employs proven solar evaporation techniques as well as innovative new technology to precipitate various mineral salts selectively in a system of ponds.

The process works because different salts crystallize from brine at different concentration levels.

Sodium chloride is the first salt to drop out of solution. The brine remaining is pumped through a series of ponds for further concentration and precipitation.

From these ponds a number of sodium and potash salts are harvested for feedstock to processing plants. If the same process were carried out using conventional energy sources such as gas or coal, the cost would be prohibitive.

Since sunny, low humidity conditions are essential to the efficient operation of solar evaporation ponds, a thorough statistical analysis of the climatology of the region was made.

The weather picture is brighter and the work is picking up in the Provo area. At the Brigham Young University there are five building projects going. Talbot Construction is

working on the Sports Arena and Life Science Building; Vincent Construction is working on the Chemical Storage Building; Oakland Construction, the Computer Science Building and Bingham Mechanical, Inc. is putting in the chill water line.

The work in the Southern part of the state is moving well again. There will be more work let in the near future and we will keep the Brothers posted.

We would like to remind all of the Brothers in the Provo area that we have our area meetings the first Tuesday of every month. Last meeting films on Rancho Murieta were shown which was enjoyed by the brothers attending the meeting. We urge the Brothers to attend our next meeting so we can discuss our problems.

The Kaiparowits power project was the main discussion at the 11th Annual Engineering Symposium held at Brigham Young University. Mr. William R. Gould, Senior Vice President of Southern California Edison Company, discussed some of the problems yet to overcome before the green light can be given on a steam powered electric generating station located in the Southern part of Utah.

Assuming the project to tap the vast reserves of coal in the Kaiparowits Plateau area is approved, over \$15 million would be needed to support a construction force to build the initial two 1,000 megawatt generating units. Such a project would take four and one-half years to build. The generating units would use about 6 million tons of coal annually. On completion, some 2,000 employees would be needed to operate mines and plants and payroll would exceed \$70,000 per day. Services and supplies would amount to approximately \$12,000,000. Secondary industries (housing, stores, schools, etc.) would probably exceed the cost of the project itself. The overall cost of a plant, with a generating capacity of 5 million kilowatts would require an estimated investment of nearly \$900 million.

Some of the major problems noted were environmental and probable air pollution which could block progress of this project.

About \$1 million in taxes would be returned to Utah under the Mineral Leasing Act. This would be 25 per cent increase in state revenues above present returns from all mining leases.

Cold and wet weather has delayed the start on Utah's largest highway project as much as 30 days. The frontage road that will carry the north-bound traffic during the entire construction period has not been completed. There is more asphalt that has to be laid and this cannot be done until warmer weather. Meanwhile Gibbons and Reed Company, low bidder on the 9 million dollar project, is doing preliminary work and will be hauling fill dirt to complete an access road west of the Union Pacific Railroad tracks. Jay Dee Harris and James Reed Construction have combined forces to do the hauling and placing the imported borrow. Other sub-contractors include Bob Weyher on the structures and Acme Vickery will be doing the concrete. When completed in 420 working days

Dispatch Is Still Slow In Stockton Areas

By **WALTER TALBOT
AL McNAMARA AND
JERRY BENNETT**

Even though, as reported in the last issue of the news, we have many millions of dollars in freeway contracts in this district, we are not dispatching at the accelerated rate that was anticipated. This is due largely to the influx of engineers into the district seeking employment and the transferring of personnel from other projects that have been completed by those employers, who have contracts locally. Unless all districts have about an equal amount of work, it is difficult for any district to deplete their out-of-work lists.

Alpine County—Marms Bros. has the paving of the Red Lake grade job to do as soon as the weather permits.

A road job is expected to be let soon for the realignment of the existing road between Woodsford and the Alpine County Airport.

Amador County—Rolland Sutton has a contract at Camanche Lake subdivision.

Bids for a \$550,000 reconstruction project on Highway 104 will be opened in May to convert Route 104 from a two lane highway to a two lane expressway between Sutter Lane in Ione for a three mile stretch east of the Sacramento County line.

The proposed city at Camanche Lake, to be constructed by the Great Lakes Development Co. is located in Amador County.

Joe Vicini continues to get stripping contracts from Owens, Illinois and Interpace in and around the Ione clay pits.

Calaveras County—Copper Cove, a Turlock Lake reservoir housing development project, is providing employment for many engineers working for Claude Wood Co., W. M. Lyles Co. and Lewis-Nickolson-Reed.

Rolland Sutton has a contract with the state to improve the Altaville-Murphys road near Murphys.

Claude Wood Co. is commencing work again in the Arnolds area on private roads and subdivision work.

Bids will be opened on May 18 for new crusher plant facilities at the Calaveras Cement Plant. Estimated cost of the project is \$3 million.

A portion of the contemplated Great Lakes Development program at Camanche Lake will be in Calaveras County.

San Joaquin County—All of the contracts on Interstate No. 5 that have previously been reported are in this county.

Peter Kiewit Sons is constructing a new wharf at the Port of Stockton.

Gentz Construction is completing the new oxidation ponds for the City of Stockton.

A. Teichert & Son, Claude Wood Co. and S. M. McGaw Co. were all successful bidders on parking facilities, street improvements and reconstruction of roads in the City of Stockton and the County.

Another step in the conversion of the West Lane-Airport Way into a cross county expressway was taken when bids for some work were called for by the City Council.

Gordon H. Ball, Inc. will be

(late 1972) the Interstate system will link the state's two largest cities with six lanes of traffic, three in each direction.

paving the Tracy By-Pass job early this summer.

Several county road jobs will be let for bid before the next issue of the news is printed.

American Bridge Co. is erecting tanks at the Heinz Plant in Tracy.

Industrial Asphalt is expanding their hot plant facilities at Bellota.

Stanislaus County—Flintkote, formerly Standard Materials Co., is busy on the Briggsmore Expressway through the City of Modesto. Gene McLaughlin of Fresno has a sub-contract on the excavation work.

Several members are employed by different contractors on the Gallo Glass Plant expansion job in Modesto.

Tuolumne County—The construction of Don Pedro dam by Guy F. Atkinson continues to be the largest contract in the district.

Terry Construction Co. now has the contract with Boise-Cascade on the sub-division project near Groveland.

Peter Kiewit Sons has moved the bulk of the dirt on their new road job that was necessitated by the relocation of Highway 49 due to the lake that will be formed by Don Pedro Reservoir.

Hansel-Phelps have the footings poured for the bridge they are erecting over the Tuolumne River.

Unless the money squeeze worsens, we expect the diversion tunnel for the New Melones Dam will be advertised for bids June 11th.

San Jose

(Continued from Page 7)

some delays with water problems.

Work is picking up in the Southern part of District No. 9. Madonna Const. has started their \$7 million freeway job at San Ardo. At the present time, there are 18 Engineers working on this job. At full peak, there will be between 30 to 40 Engineers working on this job.

Stewards on this job are: Brothers Earl J. Rogers, Alonza Wood, and Hershel Speck. This job will be completed in approximately 2 years.

Granite Const. is building a New Beach near this area at Capitola. Also, they are working on underground storm drains at Santa Cruz, Watsonville, and Salinas. Work is being done near Carmel on the Salinas River, which consists of clearing and levee work.

Robert Mulloy Const. is doing the excavating on a new shopping center in East Santa Cruz, which will include a new Sears & Roebuck store. At the present time, this job has nine Brothers working.

Plans are being made to construct a \$10 million Yacht Harbor at Capitola, to be built on the West side of Capitola Wharf. The privately financed project is still in the planning stage and the developers are: Marcus K. Bitter of Saratoga and Robert Mattson of Scotts Valley. Capitola City Manager Ryder Ray said talks with the State and the Army Corps of Engineers have revealed no objections to the basic plans. We hope to see this job go through. It will put some of our Brother Engineers to work.

MORE OBITUARIES . . .

(Continued from Page 14)

Suka, Raymond	3D	1334930	5-2-70
Hazel—Wife	SS	#482-22-5199	
2846 Date Street Live Oak, California			
Strobert, Henry	3	0347849	5-1-70
Alice—Wife	SS	#519-03-4968	
P.O. Box 94 Sacramento, California			
Stovall, James	3	0429177	4-18-70
Margaret—Wife	SS	#527-10-5478	
89 Beach Drive Pittsburg, California			
Strecker, Frank	3	1364712	4-15-70
Katherine—Wife	SS	#538-09-3391	
P.O. Box 56 Greenville, California			
Sullivan, James E.	3	046357	5-6-70
Rena—Wife	SS	#552-20-2174	
1917 S. Chestnut Fresno, California			
Van Etten, Earl	3	0261080	5-2-70
Alta—Wife	SS	540-09-5848	
411 Eleanor Avenue Sebastopol, California			
Whitmore, Paul	3	0605129	4-29-70
Doris—Wife	SS	#355-09-2211	
783 Castro Street San Leandro, California			
74 Deceased Members—March 1970 thru May 1970			
2 Industrial Accidents			

DECEASED DEPENDENTS

Cullum, Goldy—Deceased April 28, 1970
Deceased Wife of V. E. Cullum
Marr, Nelda—Deceased May 2, 1970
Deceased Wife of Richard Marr
Sherman, Ronnie—Deceased April 15, 1970
Deceased Son of Theodore Sherman

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
Ah Koi, William	3	1178258	3-25-70
Alma—Wife	SS #575-28-3345		
92-443 Aho Ula St. Ewa Beach, Hawaii			
Bauguess, Leslie	3B	0369531	4-15-70
Anita Naftel—Niece	SS #569-01-3367		
2446 McComb Avenue Stockton, California			
Boatwright, Walter	3	372981	4-7-70
Beverly—Wife	SS #555-09-8839		
7579 29th St. Sacramento, California			
Case, Marlynn	3	937705	4-14-70
Hazel—Wife	SS #532-07-7639		
P. O. Box 925 Grand Junction, Colorado			
Chiarle, John	3	0242676	3-28-70
Mabel—Wife	SS #555-01-9894		
65 Alvarado Los Altos, California			
Darling, Leroy	3	0918916	3-27-70
Louise—Wife	SS #366-26-8529		
1946 Nome St. San Leandro, California			
Draper, Don	3	1278035	4-16-70
Donald Draper—Father	SS #528-44-4829		
P. O. Box 183 Paonia, Colorado			
Du Bos, Edward	3	0373305	4-22-70
Celia—Wife	SS #558-03-0572		
439 Ridge St. Reno, Nevada			
Durst, Lloyd	3	0396122	4-3-70
Nora—Sister	SS #426-01-0981		
470 Valencia St. San Francisco, California			
Gassaway, Charles	3	0939646	4-5-70
Children—Richard, Charles and June Moore	SS #555-01-7535		
11 Quinn Avenue Freedom, California			
Gossett, John O.	3	0341348	4-10-70
Emma—Wife	SS #526-07-9258		
1026 Arcadian Avenue Chico, California			
Mahaffey, Robert	3	638359	3-28-70
Ruth—Wife	SS #563-24-5707		
14275 Rose Drive San Leandro, California			
Mize, James	3A	0649361	4-26-70
Helen—Wife	SS #554-22-5672		
2060 Riverside Drive Watsonville, California			
Noell, Jerald	3	1321429	4-14-70
Jerrie—Daughter	SS #505-22-5312		
1843 W. Walnut Visalia, California			
Noon, Edward	3	9532950	4-8-70
Viola—Wife	SS #484-07-6166		
525 Airport Blvd. #41 Watsonville, California			
Parmley, Leroy	3	0983231	4-6-70
Helen—Wife	SS #544-09-7299		
1675 Arizona Avenue Milpitas, California			
Shimabukuro, Uaul	3	1270921	3-29-70
Sue—Wife	SS #576-14-4919		
3318 Hinano St. Honolulu, Hawaii			
Southworth, William	3	0608037	4-13-70
Bess—Wife	SS #398-03-0740		
4300 Waioloi Avenue Honolulu, Hawaii			
Spurlock, John	3	652532	4-18-70
Beulah—Wife	SS #552-186347		
407 Pacific Avenue Santa Cruz, California			
Stewart, Kenny	3	557510	4-21-70
Gladys—Wife	SS #482-03-7942		
8831 Sunset Avenue Fair Oaks, California			
Williams, Jewel	3	293968	4-18-70
Alice—Wife	SS #548-22-7516		
5350 Bear Mt. Rd Redding, California			
Woods, Ed	3	1117548	4-28-70
Walter—Father	SS #298-22-3702		
102 South Montgomery San Jose, California			
Yock, William	3	0461313	2-22-70
Jessie McGuire—Niece	SS #521-22-2914		
P. O. Box 162 Glen Ellen, California			

71 Deceased Members—February 1970 thru April 1970
0 Industrial Accidents

Obituaries continued

DECEASED DEPENDENTS

MAY 1970

Fehilly, Beizar—Deceased April 7, 1970 Deceased Wife of James Fehilly			
Hartman, Alberta—Deceased April 3, 1970 Deceased Dependent of John Hartman			
Holder, Joan—Deceased April 26, 1970 Deceased Wife of Gordon Holder			
Miller, Donald—Deceased March 31, 1970 Deceased Son of Elroy Miller			
Pennington, Alvirda Mae—Deceased April 12, 1970 Deceased Wife of Robert A. Pennington			
Post, Carol—Deceased April 3, 1970 Deceased Daughter of Ronald Post			
Preston, Bobbie—Deceased March 29, 1970 Deceased Son of Loyle Preston			
Sardina, Francesca—Deceased March 6, 1970 Deceased Daughter of Manuel Sardina			
Arendell, L. D. Ardity—Wife P.O. Box 279 Colfax, California	3	1121743 SS #496-01-5507	5-23-70
Brown, Raymond Margaret—Wife 258 North Livermore Livermore, California	3	0498684 SS #558-05-5355	5-18-70
Bryant, C. N. Cecilia—Wife P.O. Box 134 Rodeo, California	3A	0888973	5-14-70
Buda, Raymond Beverly—Wife 909 So. Van Ness Avenue San Francisco, California	3	1107317 SS #551-48-5475	5-23-70
Del Valle, Joe Nina—Wife 318-5th Street Colusa, California	3D	1288152 SS #556-10-1954	5-21-70
Dickey, Frank Hazel—Wife 2644 No. Beaumont No. Sacramento, Calif.	3	0788228 SS #564-09-7833	5-25-70
Dodd, Harold Blanche—Wife 131 Carr Avenue Aromes, California	3	1003096 SS #545-20-0824	5-13-70
Frey, Russell Mary Gift—Friend 1400 Meredith—#5 Gustine, California	3	468838 SS #194-07-3996	5-6-70
Gardner, Orval Georgia—Wife Gen. Del Wallsburg, Utah	3	804646 SS #528-12-7907	5-8-70
Gomes, Joseph Teresa—Wife 3261 Ash Street Palo Alto, California	3	258288 SS #552-01-6566	5-7-70
Goodwin, Curtis Alethia Kaohi—Aunt P.O. Box 109 Wainae, Hawaii	3A	1296133 SS #575-42-9157	4-19-70
Johnson, Carl Elaine—Wife 1777 Wayne Avenue San Leandro, California	3	0302229 SS #546-16-5126	5-27-70
Jordan, James Elizabeth—Wife Rt. 1, Box 69 Lolita, California 95551	3	563104 SS #546-05-5834	5-23-70
Ledbetter, Walter C. Hazel—Wife P.O. Box 507 Sweethome, Oregon	3D	1291373 SS #557-26-3371	5-7-70
Milliara, Robert Ruth—Mother 84-461 Makaka Valley Wainae, Hawaii	3	1372788 SS #576-50-9909	4-28-70
Miranda, Gilbert Madrid Rita—Mother 2008-11th Street Oakland, California	3A	0569627 SS #717-14-3059	5-9-70
Nair, Leyston Ellouise—Wife P.O. Box 806 Colfax, California	3	0545013 SS #560-10-4423	5-5-70
Nickols, Ralph E. Elsie—Wife 12955 Yorba Avenue #8 Chino, California	3	0492475 SS #523-07-4069	5-19-70
Perry, Carl Helen—Wife 2501 Cordoba Way San Jose, California	3	0529250 SS #558-01-1400	4-28-70
Sanders, Roy L. Dorothy—Wife 2388 Barry Street Napa, California	3	1342145 SS #441-10-1811	5-3-70
Shipley, H. V. Wilma—Wife P.O. Box 522 Westwood, California	3A	0324962 SS #552-09-8224	5-8-70

(See more Obits Page 13)

Red Bluff Canal Is On Move

By KEN GREEN & LOU BARNES

The Gibbons & Reed canal project south of Red Bluff has Equipco (sub-contractor) doing the trimming and lining. The excavation on this project will continue for a while yet with the mechanical portions extending until Spring.

Lord and Bishop are still working on their bridge widenings at Red Bluff "East." Bro. Jim Graham is firing for the pile bucks so they keep him busy at times. Brother Jack Kirch is crane operator and Brother C. B. Ridling is assisting on this job.

J. F. Shea Wildhorse Mesa job is currently going 5 tens and should finish by mid June. This is a trailer park where each purchaser receives a plot for trailer and 40 acres of undeveloped wild land. Also, included is a horse to ride. Ray Beard is Foreman, Howard Johnson is setting grade stakes by "Eye-ball" and several Brothers have also been busy.

The rock plants in the area as yet are not working to a maximum capacity and as a result many of our Rock-Sand and Gravel brothers have not been called back to work.

The Highway Department has reinstated the Antlers freeway job about 30 miles north of Redding for the July 8th bid letting. The majority of the contractors in the area are also sharpening their pencils as this is the only decent job to be bid for the foreseeable future.

Gordon Ball Enterprises Yreka freeway project are laying C.T.B. and hope to start the concrete paving within a week. This will complete another 5 miles section of interstate 5. The entire job will be completed by October or November of this year. This has been a good long job for many of the brothers.

Hughes and Ladd and McConnell Yreka project have moved their dirt spread to Klamath Falls on another project there and other jobs throughout Northern California. They still have a lot of work to do on the concrete overheads and finish work with the 15 to 20 brothers still working.

Newcastle Construction is working on the new Junior College at Susanville with 7 brothers presently employed. This job is going real good and should be completed by August 1971.

New jobs — J. F. Shea—surfaced Clear Creek near French Gulch. Also surface to existing hiway with asphalt concrete at various locations.

Trinity Construction Company—Shasta County road repair north of Redding, cove road various locations.

Credit Card Crime

Hotel and department store officials in the District of Columbia testified before a congressional committee that they are being defrauded and forged out of \$1.3 million a year by bad check writers and impersonators of credit card holders.

District of Columbia police testified that stolen credit cards bring as much as \$500, and recommended legislation that would make possession of another person's credit card a crime.

Personal Notes

STOCKTON

Our deepest sympathies are extended to the family and friends of Brother Leslie W. Baugness, who passed away this past month. Brothers Clyde Climer, John L. Sullivan, Harlan Hinks, Robert M. Lock and Thomas D. Shanklin were under doctor's care this past month. A speedy recovery is wished for all.

RENO

Congratulations to Brother Charles Rohe and his wife on the birth of a new baby daughter, Morgan Ann, on March 25, 1970.

Brother Ted Spears is recuperating at home from an on the job injury of a broken hip. We wish Brother Spears a speedy recovery.

Brother M. R. Klingman is in critical condition in the Latter Day Saints Hospital in Utah as a result of an automobile accident. We wish him a rapid recovery and hope to see him out on the job soon.

We are sure the above Brothers would appreciate cards or notes of good wishes.

Our deepest sympathy is extended to the family and friends of Brother Edward DuBos, who passed away after a short illness April 22, 1970.

All the Brothers in Northern California and Nevada were greatly saddened to learn of the recent death of Brother Edward DuBos. Brother DuBos worked for 10 years as a Dispatcher and Business Agent for Local 3 in Northern California and Nevada.

Brother DuBos was 59 years of age. He leaves a wife, Celia and three children, Charles, Kenneth and Denise.

SACRAMENTO

Our deepest condolences are extended to the families of the following brothers who passed away recently: The Henry Stobert Family and the Kenneth M. Stewart Family. Our sincere sympathies to Brothers Ernest Dalton and Ronald Post and families on the tragic loss of their teenage daughters in automobile accidents.

Our thanks to the following members who donated blood to our Blood Bank: Mrs. Elizabeth Evans, David R. Phillips, Richard M. Mello, Martin E. Coopender.

We would like to wish Brother John Ault, who recently underwent surgery, a speedy recovery.

REDDING

Our deepest sympathy to the family and many friends of our deceased Brother Jewel F. Williams (Blademan). Brother Williams worked in the Redding area for many years and was well liked.

Our deepest sympathy also to the family and many friends of our deceased Brother Claude McAlexander. Claude was one of our first pensioners and quite a fisherman.

Best wishes for a speedy recovery to: Gene Smith who was in an auto accident and is now back home recovering. Also to Andy Dobos who is still in the hospital with heart trouble.

SAN JOSE

Brother Bob Janes and his wife, Bobbie, recently returned from a five week trip to Canada and the South Pacific. They visited friends and relatives in Hawaii, Samoa, New Zealand and Australia. Also included, were stops in New Caledonia and Fiji.

Bob visited various construction projects, especially the Snowy Mountains power and irrigation scheme in Australia.

New Zealand was enjoyed the most and prices were very reasonable, but by the same token, wages are low. Crane operators were making \$1.05 per hour. A good place to retire but not the best for making a living.

Bob has been in the Operating Engineers for 18 years. His son Craig, an apprentice Engineer, is in the SeaBees stationed in Vietnam at Da Nang.

We wish to extend our sympathy to the families of the following deceased Brothers: Cary Perry, James Mize, Ed Woods, Joseph Gomes, and Harold Dodd.

SANTA ROSA

MEETING NOTICE—Your next District Meeting will be held June 11, 1970, at 8:00 p.m., at 3900 Mayette Ave., San Rosa. See you there!

Congratulations to Brother Bob Reed, who just recently adopted a three month old baby boy.

When you call the Dispatcher, Pat O'Connell—please take it easy on him because he is still in a state of "shock" after having become the proud papa of a baby boy.

He Likes Vote . . .

Dear Sir:

Enclosed is evidence of my enthusiasm for a political education committee for the Brothers. I hope it will encompass a monthly letter, advising us of how our candidates are functioning. This is badly needed.

I also donated \$18.00 about the first of April to a Committee for Committed Candidates on some such similar name.

I am a life long Democratic activist—liberal in bent, people-oriented and irrevocably pro-labor.

I am now Chairman of the Merced County Democratic Central Committee, Chairman of the Merced County Democratic Campaign Committee and I am now looking for Democrats who have sense enough to see what is happening to us as a result of supporting and voting for Republicans.

We have to get at it, or we (labor) will lose all we have gained in the last 40 years.

R. H. White
Los Banos, California

SWAP SHOP CORNER: Free Want Ads for Engineers

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

WANTED: 35 foot boom & shives for AC350 Shield Bantam Crawler, also a Fairlead. Want to buy a Crawler Crane 1/2 or 3/4 yd. good cond. H. G. Hinks, 504 Forrest Ave., Lodi, Ca. 95240. Reg. No. 0863761. 4-1.

FOR SALE: P&H SHOVEL Serial No. 11376, 855B. Steel shod wood heel boom. 2 yd. shovel front, 671 GMC engine. Good cond. Rails poor. Lyle D. Wiggins, 1290 Lincoln Ave., Arcata, Ca. 95521. Telephone 822-3552. Reg. No. 1195065. 4-1.

BOAT FOR SALE: Howard 427 Ford, Volvo drive, 18 ft. Make offer. Phone Silva, 315/278-1957. Reg. No. 0976224. 4-1.

FOR SALE: MOTORGRADER, 1957, Model 8119403, licensed, very good condition. Used only two weeks since 1968, illness forced owner's retirement. \$5,800 cash. James L. Williams, Rt. 1, Box 251, Biagas, Ca. 95917. No. 4th St., N. of city limits. 916/858-5785. Reg. No. 0294588. 4-1.

FOR SALE OR TRADE FOR BACKHOE, 5-acre lot in Toos Ranch Estates, Nevada. On Hwy. No. 3, 3 mi. E. of 395. Overlooks future Hovey Canyon Dam. Panoramic view. \$4,000. 344 Beale Dr., Hayward, Ca. Phone 581-4640. Reg. No. 0541036. 4-1.

JEEP 1655 V8 ENGINE, Winch front hubs, dual rear wheels, large brakes, seat tanks chains front & rear, towbar, 100 AMP alternator, two wheel sleeping trailer, 1875 - 25th Ave., San Francisco. W. Therman. Phone 664-7707. Reg. No. 1094417. 4-1.

FOR SALE 2 1/2 TON COMPRESSOR UNIT for central air conditioner with pre-charged coil. Wayne M. Stables, 216 Boncroft Rd., Concord, Ca. 933-6576. Reg. No. 1781690. 4-1.

19 FT. CABIN CRUISER for sale. Larson Lap line 75 H.P. Evenrude engine, trailer, 51700. H. Hamilton, 22405 Victory Dr., Hayward, Ca. Reg. No. 1198348. 4-1.

THREE BEDROOM TWO BATH house for sale includes 1 bedroom duplex furnished. Large lot 500 income incl. sewer, lights and gas. Box 53, Kinross Beach, Ca. Phone 916/543-3750. No. 419387. 4-1.

BACKHOE M/F DIESEL, 4 Buckels, loader & scraper w/International dump & 1 1/2 trailer plus going business. All for \$4,500. 415/388-8844. Reg. No. 0987276. 4-1.

FOR SALE: 1964 CHEV, El Camino V8 3 speed stick shift, excellent condition, 55,000 mi. Phone 959-9033. Roy Tillman, 1075 Space Park Way, Mt. View, Ca. 94040. Reg. No. 0994036. 4-1.

COVERALLS FOR SALE: Several hundred pairs, freshly laundered, all sizes, \$2 pr. 4634 E. Tyler Ave., Fresno. Phone 251-7720. Reg. No. 297439. 4-1.

FOR SALE: LORAIN TRUCK CRANE, 35 ton Model 535 W. Serial No. 29029, 4 axle, 10 ft. wide, 105 ft. boom, 25 ft. lift. Phone 682-2093 or write Dan Lambert, P.O. Box 401, Woodland, Ca. 95695. Reg. No. 313329. 4-1.

MODEL 8000 M.O. PAK FOR SALE with hoses & quick connectors. \$900 for truck sale. Phone 707/448-6319 after 6 PM. Troy L. Raulund, 354 Buck Ave., Vacaville, Ca. 95488. Reg. No. 0845436. 4-1.

FOR SALE OR TRADE FOR BACKHOE: One 1958 GMC 3-axle 160 Cummins diesel engine. Allison auto. trans. 10 yd. dump. Phone 415/223-0955. Reg. No. 094431. 4-1.

FOR SALE TWO BUCKETS to fit Case 530 Backhoe 18", 24", both in good shape. Call 415/588-8326. Reg. No. 1087405. 4-1.

JOHN DEERE 450 DOZER & RIPPERS. Perfect condition. 415/637-4567. Reg. No. 1231353. 4-1.

FOR SALE: ENCYCLOPEDIA AMERICANA. Like new, 30 Volumes & 7 year-books. Never used. 1108 - 167th Ave., Oakland, Ca. 94603. Phone 569-9599. Reg. No. 0469307. 4-1.

FOR SALE: 1964 OLDS-FR-4-dr. H.T. R&H; P.S.; A.T. and Factory Air. Excellent 2nd car. After 5 p.m. J. Hartman, 2509 Alhambra Dr., Santa Clara, Calif. Phone: 241-5280. Reg. No. 136424. 4-1.

FOR SALE: 1965 FORD FALCON - 2 dr. H.T. R&H; A.T. Good condition. New paint, new tires-\$750. After 5 p.m. J. Hartman, 2509 Alhambra Dr., Santa Clara, Ca. Phone: 241-6200. Reg. No. 1359424. 4-1.

TANKS (Galvanized) 19 1/2 gals. Good for Auto. tanks (gas, oil, or water). 28 1/2 x 16 x 9 1/2. \$5 each. L. Davidson, 8920 Leatham Ave., Fair Oaks, Calif. 95628. Phone: 916/966-1502. Reg. No. 0711792. 4-1.

FOR SALE: Retirement home above smog & fog; close to fishing; fireproof; custom built cabinets, 4 yrs. old on 3 acres/fenced & cross-fenced. \$17,000. Phone (916) 639-2318. Reg. No. 0509659. 4-1.

BUNGALOW: 5-rm, furnished, garage, 2 other buildings. Berries, fruit, garden, ample water. One acre, \$10,500. No. 26 Canyon Rd., off Doris Dr., Grass Valley, Calif. D. J. McGeever. Reg. No. 403010. 4-1.

FOR SALE: D8 1953 MODED. Late 2U serial 21980, with single dozer, canopy. Cat 25 rear unit, motor transmission, rear end excellent condition. Oil clutch, needs tracks & some rollers-\$3,500. J. Hust, Star Route, Bangor, Calif. Phone: (916) 679-7406. Reg. No. 580098. 4-1.

FOR SALE OR TRADE: 18 ACRES PASTURE LAND, HOUSE, BARN. 2-bdrm., hardwood flrs., fireplace plus 45 olive trees & fruit trees, born (28x80), garage, sig. shed and water, \$30,000. Star Route, Bangor, Calif. Phone (916) 670-2405. J. Hust. Reg. No. 580098. 4-1.

FOR SALE: TWO LEVELS 5 ac. parcels \$6,700 each. Terms. Golf-Elk Grove area. Joe Landes, Rt. 2, Box 831, Galt, Ca. 95632. Phone 209/745-1723. Reg. No. 0317668. 4-1.

FOR SALE: 25 ACRES, all or part. Above the smog, below the snow. East of Lake Folsom. James Livie, Star Rt. 2, Box 23, Rescue, Ca. 95672. Phone 877-2873. Reg. No. 0593086. 4-1.

PACIFIC CAMPER FOR SALE. 8 ft., large windows, ice box, storage space, ins. w/knotty pine, 2 larks, \$550. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, Ca. 94019. Call 726/4736 after 7 P.M., before 7:30 A.M. Reg. No. 1006579. 4-1.

TWO AXLE MACK DIESEL & 16 yds. Cook Bros. end. dump, complete unit \$5,500. A. Andreini, Jr., Rt. 1, Box 324, Half Moon Bay, Ca. 94019. Call 726-4735 after 7 P.M., before 7:30 A.M. Reg. No. 1006579. 4-1.

JEEP ENGINE overhead valve, new overhaul w/starter generator clutch belt/housing radiator on skid mount and running. William G. Thorman, 1875-25th Avenue, San Francisco, 664-7707. Reg. No. 1094417. 4-1.

D-4 CAT, 9U w/dozer & BEGE pump, \$5,535. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, Ca. 94019. Call 726-4735 after 7 P.M., before 7:30 A.M. Reg. No. 1006579. 4-1.

FOR SALE: 1952 MILITARY JEEP, V-8 Mustang eng., two bar. full alum. top, winch, 5 ea. of 15" & 16" wheels. Exc. cond., \$1,200. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, Ca. 94019. Call

726-4735. Reg. No. 1006579. 4-1.

TRAVEL TRAILER FOR SALE. New 69 Pon Pacific 24' self-contained front, twin beds, tandem wheels, A-1 cond. Clyde L. Cozad, J1002 E. Fisk Rd., Montecito, Ca. Phone 209/982-1824. Reg. No. 535826. 4-1.

FOR SALE: 1965 OLDSMOBILE, 2 DR. H.T.—new tires, engine overhauled, \$1,000. Albert O. Rourke, s/s No. 566-03-1161. Reg. No. 0360932, 1367 Church St., S.F. 415-282-2042.

FOR SALE: GEM TOP CAMPER, tinted windows, fluorescent light—for long wide bed pickup. Leroy Tillman, 1075 Space Parkway No. 203, Mt. View, Ca. 94046. Reg. No. 0990306. 5-1.

FOR SALE OR TRADE: 1 1/2 ACRE Napa County in foothills, valley view, two houses. Acreage at \$10,500. George Walker, 1321 N. Demaree Rd., Visalia, Ca. 93277. Phone 209/732-7173. Reg. No. 1059338. 5-1.

ONE OR FIVE ACRES for sale or trade at Hayward, Ca., residential district. Phone 582-3722 or 456-2852. Reg. No. 267678. 5-1.

THREE LOTS FOR SALE at Follon, Ca. \$6,500 or make offer. Also gas heater, open front, same as new. \$20. Phone 415/351-4179. Reg. No. 0995966. 5-1.

STREAMLINED TRAVEL TRAILER, Imperial self-cont. 1959, 29', like new, many extras. \$7,600. Phone after 6 PM 707/464-6264 or P.O. Box 27, Goshute, Ca. 95543. Reg. No. 0346986. 5-1.

FOR SALE: MTA FARMALL tractor, low bed trailer and disc \$1,595 TD9 Dozer \$2,750. Case Backhoe with lift bed trailer \$4,650. W. L. Maddox, Santa Fe Grade, Los Banos, Ca. 209/826-0884. Reg. No. 1043556. 5-1.

ONE STEEL TOOL BOX for sale, 4 ft. long, 18 in. wide, 18 in. deep. Call 448-1280 Sacramento after 5 P.M. Reg. No. 368844. 5-1.

HAVE BRICKS, COMMON red for sale, like new, no cement on them. 1500 for sale, one or all, at 6c apiece. Telephone 653-3275. 5681 Ocean View Drive, Oakland, Ca. 94618. Reg. No. 490983. 5-1.

FOR SALE OR TRADE: R. 2 LOT Lake Tahoe near Tahoe Airport, room for 14 units. Phone 582-3722 or 656-2852. Reg. No. 257678. 5-1.

FOR SALE: CAT 12-99E Blade 5600 Service. Also 10-12 ton Ingram Roller Rollomatic. Price is right. Lynn C. Williams, 82 Thompson Lane, Petaluma. 707/763-0872. Reg. No. 899649. 5-1.

FOR SALE TWO BEDROOM furn. mobile home, cabin w/porch; 100x140' lot at 1500 ft. near Placerville. \$9,500. Hugh L. Webb, 206 Carneros, Arroyo, Ca. Reg. 0745133. 5-1.

JIB 20 FT. FOR 150 P&H truck crane, easy to adapt to another rig. Make offer. Phone after 6 p.m. 707/464-6264 or write P.O. Box 27, Goshute, Ca. 95543. Reg. 034986. 5-1.

CORVETTE FASTBACK 1966 silver gray, 427 cu. in., 390 HP, Mickey Thompson tires, Anson mags. AM-FM radio, exc. condition. Must sell \$2,200 or best offer. D. Kernaoghan, 659 Kirkland Dr. No. 9, Sunnyvale, Ca. 94087. 916/736-4533. Reg. No. 1276874. 5-1.

1963 TRAILER HOUSE 10 x 54 Detraider, 2 BR, new awning, fire alarm system, washing machine, furniture in Willis. \$3,500. Call 408/274-3480. Robert Jehs, 3074 Rossmore Way, San Jose. Reg. No. 1079834. 6-1.

SALE OR LEASE 80-ACRE cattle ranch nr. Grants Pass, Ore. Permanent pasture, good fishing and hunting, scenic views, new house, lots of water from developed springs Good D-4 Cat dozer included. Sale \$105,000, lease \$3,000/vr. L. H. Freeman, 1010 Atlantic St., Salinas, Ca., Phone 408/422-3347. Reg. No. 0512523. 6-1.

HUNTERS DELIGHT Brittany Spaniels whelped 3/12/70. Exc. background. Dog will please to suit. \$75 for males, \$45 females. Call 408/624-7913. Reg. No. 1359571. 6-1.

INVESTMENT TWO HOMES adj. lots, walking distance town. One 2 BR one 4 BR both w/fireplace, garage. \$40,000, \$8,000 down. H. W. Keeler, 2281 Second St., Napa, Ca., 224-2207. Reg. No. 429149. 6-1.

FOR QUICK SALE: WHITE 1969 camper comp. equipped, w/luggage rack. Good cond. \$2,800 cash. B. Davenport, 2435-21st, San Pablo, Ca. Ph. 237-9490. Reg. No. 0495999. 6-1.

FOR SALE: 1961 G-1000 + 8 attach. \$25,000. Ph. 916/456-9186. Reg. No. 0970355. 6-1.

2.25 HP BRIGGS STRATTON motor on Signature 1 1/2 inch pump, run less than 100 hrs. Will sell for \$70 or trade for car top boat. Chas. W. Hall, 4582 Second St., Pleasanton, Ca. 94556. Phone 846-2225. Reg. No. 0822631. 6-1.

NEW DRILLING RIG oil diesel, will drill up to 8 ft. deep. Call owner at 408/736-6902. Reg. No. 1121861. 6-1.

FOR SALE: CLEAR LAKE lots at Lower Lake and Hiway 29. Appr. 60 x 150. Seiger Creek \$4,250 and a view lot for \$2,300. Paved streets and utilities. Will consider boat as part payment. Tim H. Atkinson, 563 Bluefield Lane, Hayward, Ca. Phone 415/783-1574. Reg. No. 0663894. 6-1.

FOR SALE: 1965 G-1000 + 8 attach. \$25,000. Ph. 916/456-9186. Reg. No. 0970355. 6-1.

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BOAT FOR SALE. Like new Crooks 16' Berkely Jet, 283 Cu. In. Chev. motor, Single axle trailer, 1970 Lic. \$2,500 or offer. 415/582-6110. Hayward, Ca. Reg. No. 0892547. 6-1.

FOR SALE: 1966 OAK TELEPHONE solid brass parts, crank. Wall style w/writing shelf. Long pole pear shaped receiver. Complete. Exc. cond. \$36. G. Billard, 21710 Regnart Rd., Cupertino, Ca. 95014. Reg. No. 1382585. 6-1.

FOR SALE 1964 PONTIAC fast, attractive P15, R&H, motor 326 cu.in. Fenton slick shift. See to appreciate. B. Davenport, 2433-21st, San Pablo, Ca. Ph. 237-9490. Reg. No. 0495999. 6-1.

FOR SALE: 10X55 MOBILE HOME in Clearlake Oaks. 2 BR, most BR expand. 2 Bathrooms, screened porch. Furnished Boat hse, storage shed, shaded lot, 1 blk to lake. \$12,500. J. C. Enas, 1093 Marigold Rd., Livermore, Ca. 94550. Ph. 415/447-4957. Reg. No. 620122. 6-1.

ONE CABLE TOOL 71 Star all power derrick w/tools \$2,500. Also one rotary rig w/truck and pipe trailer 600 foot drill pipe \$2,500. Call or write 240 Nasti, Tulare, Ca. 686-9245. Reg. No. 0918845. 6-1.

FOR SALE: ROLLE-MAGIC TWIN reflex camera, auto. Rollei flash attach. & lens shade cost \$230 sell for \$100. L. Jones, 17056 Via Piedras, San Lorenzo, Ca. Ph. 415/278-4085. Reg. No. 394353. 6-1.

FOR SALE: C35 SHIELD BANTAM crawler 3/4 yd Backhoe \$3,200 good cond. Phone 369-5225 Lodi. Reg. No. 833761. 6-1.

HIDDEN VALLEY LAKE 1/3 acre, slight incline, view, beautiful valley. Golfing, hiking trails, sarsie riding, fish, hunt, club hse, swim & boat. \$9,995 Phone San Pablo 234-4267. Reg. No. 321464. 6-1

Clip & Save

MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

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

SEMI-ANNUAL MEETINGS

JULY

11 San Francisco, Sat., 100 p.m.

DISTRICT & SUB-DISTRICT MEETINGS

JUNE

2 Fresno, Tues., 8:00 p.m.

5 Provo, Fri., 8:00 p.m.

6 Reno, Sat., 8:00 p.m.

11 Santa Rosa, Thurs., 8:00 p.m.

JULY

21 Eureka, Tues., 8:00 p.m.

22 Redding, Wed., 8:00 p.m.

23 Oroville, Thurs., 8:00 p.m.

29 Honolulu, Wed., 7:00 p.m.

30 Hilo, Thurs., 7:30 p.m.

AUGUST

5 San Francisco, Wed., 8:00 p.m.

11 Stockton, Tues., 8:00 p.m.

13 Oakland, Thurs., 8:00 p.m.

25 Sacramento, Tues., 8:00 p.m.

27 San Jose, Thurs., 8:00 p.m.

DISTRICT & SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

Honolulu, YWCA Community Rm., 1040 Richard St.

Hilo, Hawaii Tech. School, 1175 Manono St.

San Jose Labor Temple, 2102 Almaden Road.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, 2315 Valdez.

SEPTEMBER

1 Fresno, Tues., 8:00 p.m.

3 Ukiah, Thurs., 8:00 p.m.

11 Salt Lake City, Fri., 8:00 p.m.

12 Reno, Sat., 8:00 p.m.

OCTOBER

6 Eureka, Tues., 8:00 p.m.

7 Redding, Wed., 8:00 p.m.

8 Marysville, Thurs., 8:00 p.m.

14 Kauai, Tues., 7:30 p.m.

28 Honolulu, Wed., 7:00 p.m.

29 Hilo, Thurs., 7:30 p.m.

NOVEMBER

3 Sacramento, Tues., 8:00 p.m.

5 Watsonville, Thurs., 8:00 p.m.

10 Stockton, Tues., 8:00 p.m.

12 Oakland, Thurs., 8:00 p.m.

18 San Francisco, Wed., 8:00 p.m.

DECEMBER

1 Fresno, Tues., 8:00 p.m.

4 Ogden, Fri., 8:00 p.m.

5 Reno, Sat., 8:00 p.m.

10 Santa Rosa, Thurs., 8:00 p.m.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.

Ukiah, Labor Temple, State Street.

Salt Lake City, 1958 W. No. Temple.

Reno, Musicians Hall, 120 W. Taylor St.

Marysville, Elks Hall, 920-D St.

Watsonville, Veterans Memorial Bldg., 215-3rd.

Santa Rosa, Engineers Bldg., 3900 Mayette.

Provo, 165 West 1st North.

Ogden, Teamsters Hall, 2538 Washington Blvd.

Wage, Fringe Increases Effective in Utah Contract

Heavy equipment operators in Utah's mining and construction and steel and tank erection industries had special cause for celebration this July Fourth since they would be returning from their holiday to a substantial wage and fringe benefit pay increase.

Al Clem, Business Manager of Local Union No. 3, International Union of Operating Engineers, AFL-CIO, with jurisdiction over Utah, Northern California, Northern Nevada, Hawaii and the Mid-Pacific Islands, said that the Master Agreement negotiated between the Utah Chapter of the Associated General Contractors of America, Inc. and Operating Engineers called for wage and fringe increases effective July 5, 1970.

"Wage increases average about thirty-five (35c) cents an hour and cover some 136 job classifications," said Clem. "Fringe increases in the AGC pact call for an additional six (6c) cents per hour in health and welfare; two (2c) per hour in the apprenticeship training fund and five (5c) cents per hour in the vacation and holiday fund."

Clem pointed out that Utah is divided into two separate zones and that there is about a dollar (\$1.00) differential in wages although fringes remain the same.

The union leader said that wage gains would also be made by the steel and tank erectors and piledrivers under the master agreement, in the first instance covering twenty-seven (27) job classifications and twenty-three (23) in the latter category.

"Wages under the steel and tank erection section of the agreement went into effect on June 14 and averaged about twenty-five and one half (25½c) per hour," stated Clem, "while the piledrivers will gain an average increase of about twenty-three (23c) cents an hour effective July 5."

The labor leader urged members to check wage and fringe

changes carefully and where there was any question to contact their local business representative.

Wage and fringe changes are as follows:

GROUP I

	Old	New
Area 1	\$4.61	\$4.89
Area 2	5.61	5.89

GROUP II

Area 1	4.80	5.09
Area 1	4.80	5.09
Area 2	5.80	6.09

GROUP III

Area 1	5.08	5.38
Area 2	6.08	6.38

GROUP IV

Area 1	5.20	5.51
Area 2	6.20	6.51

GROUP IV-A

Area 1	5.24	5.59
Area 2	6.24	6.59

GROUP V

Area 1	5.28	5.59
Area 2	6.28	6.59

GROUP VI

Area 1	5.61	5.94
Area 2	6.61	6.94

GROUP VII

Area 1	5.70	6.01
Area 2	6.70	7.01

GROUP VII-A

Area 1	5.75	6.09
Area 2	6.75	7.09

GROUP VIII

Area 1	5.99	6.35
Area 2	6.99	7.35

GROUP VIII-A

Area 1	6.04	6.40
Area 2	7.04	7.40

GROUP IX

Area 1	6.09	6.45
Area 2	7.09	7.45

GROUP X

Area 1	6.20	6.57
Area 2	7.20	7.57

GROUP XI

Area 1	6.51	6.90
Area 2	7.51	7.90

GROUP XI-A

Area 1	7.19	7.62
Area 2	8.19	8.62

GROUP XI-B

Area 1	7.51	7.96
Area 2	8.51	8.96

STEEL & TANK ERECTION

GROUP 1	5.69	5.90
GROUP 2	5.94	6.16
GROUP 3	6.58	6.83
GROUP 4	6.69	6.94
GROUP 4-A	6.87	7.13
GROUP 5	7.18	7.45
GROUP 6	7.45	7.73
GROUP 7	8.45	8.77

PILEDRIVING

GROUP 1	5.40	5.60
GROUP 1-A	5.62	5.83
GROUP 1-B	5.71	5.92
GROUP 2	6.12	6.35
GROUP 2-A	6.27	6.50
GROUP 3	6.45	6.69
GROUP 3-A	6.71	6.96
GROUP 4	7.07	7.33
GROUP 5	7.16	7.43

FRINGE BENEFITS

HEALTH & WELFARE	0.33	0.39
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JOURNEYMAN & APPRENTICE TRAINING	0.03	0.05
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VACATION & HOLIDAY FUND	0.15	0.20
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Meeting Change

At its meeting on the 17th of May, the Executive Board approved that effective JULY 1, 1970, the night meeting for the UTAH GRIEVANCE COMMITTEE meetings be changed FROM Thursdays TO MONDAYS.

More Collectively Speaking

(Continued from Page 2)

shenanigan of the birdwatchers. With the depression, recession or whatever is going on in this country it doesn't seem that that is enough. We have the birdwatchers who are doing so much to retard the progress of our country. We are filled with wonderment and amazement at the actions they take. However, I believe that the people of California demonstrated in the last election whether right or wrong in refusing to approve of the many bond issues, and that they are getting rather fed up with the actions of some of the politicians in this country.

Inasmuch as this will be the last issue of the paper you receive prior of the Semi-Annual Meeting which will be held on Saturday June 11, 1970 at the Marine Cooks and Stewards, 350 Fremont Street, San Francisco, we will be looking forward to seeing you there as there will be many important issues to be discussed as well as some of the amendments to the By-Laws to be acted upon.

CREDIT UNION

478 Valencia Street
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.

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SOC. SECURITY NO.

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CITY

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ZIP

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



Social Security and You

When a person is too disabled to work and his disability is expected to last 12 months or more, benefits can be paid at any age. Benefits will also be payable to his wife and dependent children. These payments will continue for as long as he is unable to return to substantial employment. Survivor benefits are paid to widows with minor children of a deceased worker in her care, and for the children until age 18. After age 18, if children are unmarried and full-time students, benefits will continue until age 22. Disabled widows and dependent disabled widowers can receive reduced monthly payments on their deceased spouse's earnings at age 50. A widow may also choose to accept a reduced widow's benefit at age 60. Both a widow or dependent widower can wait to receive the full benefit at age 62.

A child who has been disabled since birth or is disabled before age 18, can be paid monthly benefits on a retired, disabled, or deceased parent's work under social security regardless of his age.

There are three important times to contact a social security office; when a member of a family dies; when a person becomes disabled and when nearing retirement age. A simple phone call to the nearest social security office can mean the difference between receiving valuable benefits when they are first payable, and losing many hundreds of dollars by waiting too long to inquire.



SOMETHING OLD for something new was order of the day when the Mare Island Welders Local No. 72, IUOE, turned in their charter (above) for amalgamation with Operating Engineers, Local Union No. 3. Ceremonies took place in Vallejo, California.