

Incumbents Win Union Election

"Serving the men who move the earth!"

ENGINEERS NEWS

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

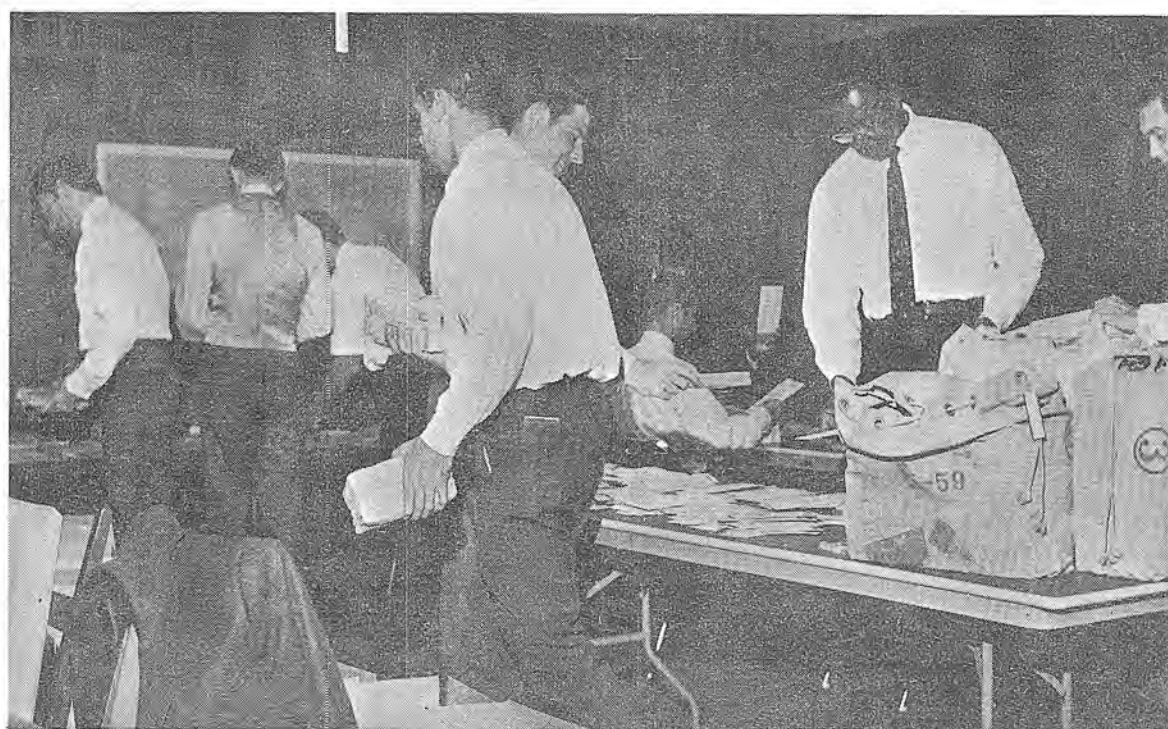


Vol. 28, No. 9

SAN FRANCISCO, CALIFORNIA



September, 1969



STAFF MEMBERS of Price Waterhouse & Co. (Certified Public Accountants) in San Francisco (above) began tabulating election returns for officers and executive board members of Operating Engineers Local Union No. 3. At left, union legal counsel, P. H. McCarthy; Jo Murphy, administrative assistant to C.W. Sweeney; Tom Eaton, secretary, union election committee; and Dick McReynolds, Price Waterhouse & Co. representative look over tabulated returns. Final certification showed the incumbents had been returned to office by an overwhelming margin.

SPECIAL NOTICE

Recording - Corresponding Secretary T. J. "Tom" Stapleton announces that

Pursuant to Article IX of the Local Union By-Laws, following is the meeting schedule for the State of Hawaii at which the Special Order of Business will be to elect a SUB-DISTRICT ADVISOR TO THE EXECUTIVE BOARD. Please make every effort to attend one of the following meetings:

WEDNESDAY, OCTOBER 15, 1969, 7:00 p.m.

YWCA Community Room, 1040 Richard Street, HONOLULU

THURSDAY, OCTOBER 16, 1969, 7:30 p.m.

Hawaii Tech. School, 1175 Manono Street, HILO

INSTALLATION

Recording-Corresponding Secretary T. J. "Tom" Stapleton announced that in accordance with Article XII(C), Section 1(g) of the Local Union By-Laws, the installation of newly elected Officers will be held at a specially called District meeting in District No. 1, on Saturday, September 13, 1969, at 8:00 p.m., in the auditorium at 474 Valencia Street, San Francisco.

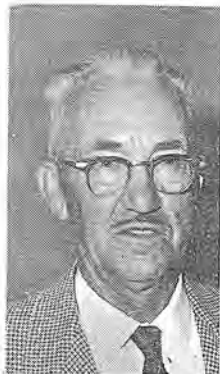


UNOPPOSED CANDIDATES

Office/Candidate	
President	Paul Edgecombe (incumbent)
Recording-Corresponding Secretary	T. J. "Tom" Stapleton (incumbent)
Financial Secretary	A. J. "Buck" Hope (incumbent)
Treasurer	Don R. Kinchloe (incumbent)
Auditors	Harold Huston (incumbent)
	Bill Raney (incumbent)
	Walter M. Talbot (incumbent)
Conductor	Norris A. Casey (incumbent)
Guard	Gail Bishop (incumbent)

District/Candidate	
District No. 3	Merle W. Isbell (incumbent)
District No. 4	Don C. Dillon (incumbent)
District No. 5	A. E. "Jack" Lofton (incumbent)
District No. 7	Joe Ames (incumbent)
District No. 8	Johnnie Lee Hinote (incumbent)
District No. 9	Al P. Perry (incumbent)
District No. 10	Garth A. Patterson (incumbent)
District No. 11	Daniel R. Ellis (incumbent)
District No. 12	George R. Farrell (incumbent)

EXECUTIVE BOARD WINNERS



District No. 6
JACK W. SLADE



District No. 2
TED N. MASON



District No. 1
GUY BASIL SLACK

Local 3 Members Return Full Team

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that the members of Operating Engineers Local 3 have re-elected the incumbent officers to serve the membership another 3 years.

The election Committee has declared the incumbents re-elected in accordance with the certified tabulation of election ballots submitted by the nationally known firm of Certified Public Accountants, Price Waterhouse & Co.

To the Election Committee
of Operating Engineers Local
Union No. 3
474 Valencia Street
San Francisco, California 94103
Dear Sirs:

We have completed our count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the August 1969 election of Officers and District Executive Board Members of Operating Engineers Local Union No. 3 and submit herewith a tabulation of the results of the election. The procedures followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions of Article XII(C) Section 1 of the By-Laws of Operating Engineers Local Union No. 3.

Pursuant to Article XII(C) Section 5 of the Local Union No. 3 By-Laws, T. J. Stapleton, Recording - Corresponding Secretary, cast one (1) ballot for each unopposed candidate in the election of Officers and District Executive Board Members.

The total number of ballots received and those ballots determined to be invalid because of the absence of the member's signature on the return envelope, or because the ballot was otherwise irregular are indicated on the accompanying tabulation.

In our opinion, the accompanying tabulation accurately presents the results of the election.

Yours very truly,
PRICE WATERHOUSE & CO.

OPPOSED CANDIDATES

Office/Candidate	Number of votes
Business Manager	
Al Clem (incumbent) ...	10,032
B. B. Gilbert	3,292
Roscoe Fomie Pounds ...	250
Vice President	
Dale Marr (incumbent) .	9,751
John Devine	3,811
Trustees	
Harold J. Lewis (incum.)	11,011
I. Jay Neeley (incum.) ..	11,341
F. O. Fran Walker (inc.)	11,116
Ira N. Jones	4,579
Number of ballots received	13,922
Number of ballots determined to be invalid	285

OPPOSED CANDIDATES

District/Candidates	Number of votes
District No. 1	
Guy Basil Slack (incum.)	1,785
D. A. "Don" Camarra	472
Ed Davis	390
Number of ballots received	2,681
Number of ballots determined to be invalid	34
District No. 2	
Ted N. Mason (incum.) .	1,535
Samuel Leon "Sam" Nettles	588
Number of ballots received	2,131
Number of ballots determined to be invalid	8
District No. 6	
Jack W. Slade (incum.) .	592
Gerald P. Davern	292
Number of ballots received	889
Number of ballots determined to be invalid	5

PHOTOS OF INSTALLATION
CEREMONIES WILL HIGHLIGHT
NEXT ISSUE

WINNERS



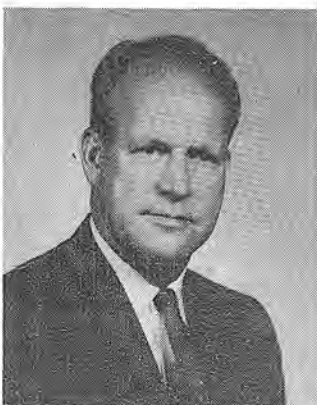
Business Manager
AL CLEM



Vice President
DALE MARR



Trustee
FRAN WALKER



Trustee
I. JAY NEELEY



Trustee
HAROLD J. LEWIS



Collectively Speaking with Al Clem

The work picture throughout the entire jurisdiction during the month of August continues to improve in spite of the tight money concept which is sweeping most of our jurisdiction. While we have a limited number of members on the out of work list, we hope that these Brothers will be able to secure dispatches in the coming month of September.

The work picture in the State of Hawaii is holding well, and it is anticipated that when the development on the Island of Hawaii gets underway there will be an acute shortage of Operating Engineers.

The construction activities in Guam continue at an accelerated pace and we have been successful in stepping up the organizational activities as well.

We are now busy signing short form agreements in the State of Utah as well as negotiating with the Employers who are engaged in the rock, sand and gravel and ready-mix industry. We have no association in this segment of the industry so it necessitates contacting each Employer individually and negotiating individual contracts.

I was able to attend the district meeting in Sacramento and San Jose and it gave me an opportunity to visit with some of the Brothers and listen to their views of what could be done to improve the Union.

At this time on behalf of myself and the officers of the Union, we would like to take the opportunity to thank those who participated in our recent election and more specifically those who saw fit to support the administration and return them to office by an overwhelming vote. However, at election time in our Union, we sometimes feel disappointed in the number of people who do not avail themselves of the opportunity to cast a ballot for the people of their choice, for we know that in over one-half of the world, the people do not have an opportunity to participate in free elections.

At this time we would like to urge every member and their wife to register to vote for we have important elections coming up each November. When we read in the daily press of the actions of some of the politicians on the State, National and Local levels, we sometimes wonder how they are returned to office time after time when so many of them do nothing to help their constituents or anything beneficial to society as a whole.

We wonder if we take the idea of elections seriously enough from time to time or if we study the issues and evaluate the capabilities of the candidates.

We urge you to sit down and figure out how much you would earn in a 25 year period including the wages and fringe benefits that have been won for you at the bargaining table in the past few years. A good norm would be to take 125 hours a month average over a period of 25 years. It will surprise many of you to come up with a figure of over \$300,000. By securing and maintaining decent wages and working conditions, we will provide a better way of life for their families.

This concept must from necessity be continued so we urge you when you are casting your ballot in any election, study the capabilities of the candidates and ask yourself, "Am I voting for a man who will do me some good or am I taking the more childish attitude of let's throw them out and put in someone with no experience whatsoever."

Again, I urge every Engineer and their wife to give this most important subject a great deal of thought and study.

Fortunately in Local 3 over the years, it is our belief that the members have given this subject matter a great deal of thought and have returned people to office who have had some experience and have demonstrated that they have the welfare of the members at heart. This is something I would have liked to discuss with every member prior to the election but now that the election is over, and the ballots are counted and the results were so decisively in favor of the incumbents, I feel free to discuss this with you without anyone saying we were using the paper for political purposes which is something throughout the years we have strived to refrain from doing.

Many of you have heard of the Rancho Murieta—the property purchased by the Pension Trust Fund that is now being used as a training area to upgrade the skills of the members of our Union in order that they will be able to operate various types of equipment and afford themselves better opportunities for steadier employment.

The training facilities are located on the Jackson Highway approximately 18 miles from Sacramento. The cook house, barracks, administrative, recreation building and the shop are well along the way to completion.

We are hopeful that the mess hall will be opened by October 1. No charge will be made to those members who desire to avail themselves of the training facilities except \$6.00 per day for room and board. If any of your Brothers are desirous in participating in this program, which is anticipated will be for approximately a 6 weeks duration, contact your district office and enroll.

(See CLEM Page 7)

IUOE Speaks

On Safety

1. Inclosed is a Disposition Form from the Locks and Dams Branch to the Safety Office. The implications are obvious and immediate action was indicated.

a. An effort was made to determine how many of the extinguishers were being used in the Huntington District.

b. Instructions were given not to recharge this type of extinguisher until further advised.

c. The incident was reported to the Division Safety Officer by telephone.

2. A brief investigation by the undersigned resulted in the following information:

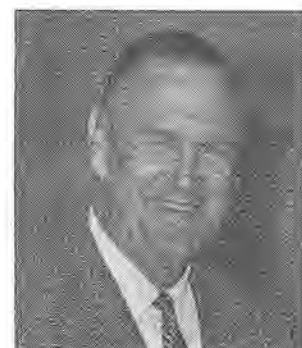
a. Roy A. Buck, Lockmaster at Belleville L&D, stated that the extinguisher was losing its charge and he decided to use it as a demonstrator at a safety meeting and then have it recharged. The extinguisher was used to put out a small self-started fire and contacts were made to get it recharged. Mr. Nelson Brown at Marietta, Ohio, refused to do the recharging and Mr. Buck took the extinguisher to Pomeroy, Ohio. Mr. R. E. Tracy stated that he had experienced difficulty servicing this type equipment, but would do it as a favor to Mr. Buck. When Mr. Buck returned to pick up the extinguisher he learned that the plastic valve assembly (head) had blown off damaging Mr. Tracy's shop and breaking a window. Mr. Tracy advised Mr. Buck not to bring any more extinguishers of that type to his office.

b. R. E. Tracy, Sr., 197 Mechanic Street, Pomeroy, Ohio, Telephone 992-5246, distributor of fire and safety equipment, stated the following: I have always been skeptical of fire extinguishers with plastic heads. I just never recharge them. I did this time as a favor to Mr. Buck. I don't want any more brought to me. I recharged the fire extinguisher with approximately 125 lbs of pressure and laid it on the bench. Later the head blew off and the extinguisher went shooting around the room. It broke my window out and could have killed me. I have several of these extinguishers in my place with the threads stripped, we just throw them away. I do not recommend that these extinguishers be recharged.

c. Mr. Nelson Brown, P. O. Box 113, Marietta, Ohio, Telephone 374-6660, who sells and services fire extinguishers states as follows: The Fyr Fyter Company which I represent advised me not to service any type of extinguishers with plastic heads. This type of extinguishers will lose pressure much more quickly than is normal. Montgomery Ward Company once stocked plastic head types in Parkersburg, West Virginia. They called me when over half of the ones in stock lost pressure. Mr. Brown states that he is aware of incidents at Cambridge and Columbus, Ohio, where plastic heads blew off of fire extinguishers. He says that heat from the sun or other sources could increase the pressure and blow the head off. This matter was discussed at a seminar of the Coast Guard Auxiliary in Dayton, Ohio, according to Mr. Brown, who is a member. Mr. Brown further states that he has heard of instances where the extinguisher was dropped and the plastic head was damaged and

(See IUOE SAFETY page 7)

On The Safety Side



By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY

Hi Dale,

Sorry not to have written you sooner, there just seems little enough time to go around. Hope this scrawl can be read, if not, try a Hindu for translation.

Arrived in Saigon the 25th of May, and started right to work. Have done quite a bit of shifting around, and am now on a crane barge at NhaBe. When we complete that job, guess they will put me on a 4500 for bridge work. At least we move around a great deal and that keeps us from going Dinka Dow.

Shortly after our arrival, we went on local economy, and that is far better than a base camp. The three hundred a month won't cover our total expense, but it is close.

I started a crash course in Vietnamese and now get along fairly well with it. The tongue is extremely difficult, and one word can have as many as seven entirely different meanings, depending on how the word is pronounced.

There is no technical language here, so the results are some pretty weird descriptions of everyday tools. A rig is "a big house with a long stick that makes noise and walks!" A clam bucket is "tiger jaws." Other terms are even more colorful.

We work at present 54 hours per week, but that is subject to change upward as the need arises. We have completed two trips to Poulu Obi, an island near Cambodia. Believe me, Dale, a week on a barge without lights or bathing facilities can produce a fairly raunchy looking crew. The last go-round, we were fired on, but no hits.

A great many of the men here are to say the very least, pretty poor hands. The best men come from the west and east coastal areas. A lot of the trouble comes from the low pay—by comparison with other overseas work. After talking with men from the deep south, Texas, Louisiana, etc. the men of Local 3 can truly be proud of their union. We have any local beat that I've encountered for conditions, pay and other benefits.

Hiring here is at a standstill, with only the replacement skills necessary being sent. The phase-out between RMK-BJR is gradually thinning down the work force.

As you know, the heat and humidity are fierce here, and it takes a good six weeks to get used to. California will seem like Siberia when I return.

You would get quite a few chuckles out of watching some of the lads trying to understand the intricacies of the money market. We deal mainly in MPC and piasters, and of course, the black money market. The basic unit in Vietnam is the piaster, at 118 to the dollar. Some of the men get them so mixed up, they give a \$10.00 MPC note for a 1.00 piaster note, etc. After seeing them in action, a person can only hope they have good wives to care for them.

Booze and broods can get to be a real problem if you let it. The only recreation for a lot of the perimeter areas is just that. Since I get along with the language, I go to plays, etc. to pass the time on Sundays. Having a house out of the downtown Saigon area also helps a lot. You feel pretty good to have your clothes laid out, shoes shined, meals ready, etc. For this, it costs about 50,000 piasters a month. Oh yes, it really is not crossways, either!

There is the usual amount of friction between the military and civilian groups, the real shame of it is that most of it is petty. As far as the so-called "fact-finding" tours by senators and others, their efforts, when made at all, are ridiculous. Only by living here and really knowing what happens on a day-to-day basis, can give an accurate image of the country, people and the problems here.

Vietnam is very much a police state, regardless of the weird prattle fed Americans. When it really gets funny is to find out that a very large percentage of those Viets you work with are VC! After a bit, one becomes a little careful of what is said to whom.

The VC pretty well leave U.S. civilians alone, as long as we are unarmed. My .45 has been in mothballs for weeks. Of course, we have the heroes who pack the full kit—grenades, M-16's, etc. Those that are stopped by Charlie are summarily shot.

The boys (I have 10 Viets) call me Big Budda and being able to speak to them in their language is a tremendous asset. To an oriental, saving face is most important. The mistakes we have made in day-to-day intercourse with these people are too numerous to chronicle here.

My son Jack Jr. is here in DongSham so we may see each other soon. The difficulties of transportation are bad enough, but the usual Army red tape is an added irritant.

Would you please say hello to all the boys for me, Dale. If they write, I'll

(See VIET NAM page 7)



ENGINEERS NEWS

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



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103 Advertising Rates Available on Request

<p>AL CLEM.....</p> <p>PAUL EDGEcombe.....</p> <p>DALE MARR.....</p> <p>T. J. STAPLETON....</p> <p>A. J. HOPE.....</p> <p>DON KINCHLOE.....</p> <p>KEN ERWIN.....</p>	<p>International Vice President</p> <p>Business Manager and Editor</p> <p>President</p> <p>Vice-President</p> <p>Recording-Corresponding Secretary</p> <p>Financial Secretary</p> <p>Treasurer</p> <p>Managing Editor</p>
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An Urgent Appeal! Elkhorn Bridge Dedicated; Teichert Mechs Are Moved

September 9, 1969
 Honorable Ronald Reagan
 Governor of the State of California
 State Capitol
 Sacramento, California

Dear Governor Reagan:

This letter is written in behalf of the more than 34,000 members of Operating Engineers Local Union No. 3 who are shocked and frightened by the announcement of the President of the United States that a 75% cutback in the construction industry throughout the United States will be made and his request for immediate cooperation in following this program of cities, counties and states. Our members realize what this program means. The majority of our 34,000 members will be deprived of jobs and their ability to earn a living.

Add to this the fears and worries of both management and labor in the construction industry itself and also the great number of diverse affiliated industries who will be rendering jobless by the cutback. They and our members are worried about what's going to happen to them and their families and friends—and especially about what is happening to America.

Our assessment of the disastrous results of this program are based on the following facts, and we believe that this ill-advised effort to slow inflation will be re-assessed by the administration after more detailed study.

The apprentice and minority trainee programs become training for frustration. With fewer jobs available and greater unemployment, where can the trainees go? The apprentices and minority trainees will have to join the more than 50% of Operating Engineers who will have been deprived of their jobs and thrown out of work by the 75% cutback. Unemployment and welfare rolls will be further swollen.

Now the necessity for getting people off the welfare rolls is stressed; now the training of apprentices and minority groups is emphasized. And now a 75% construction cutback is being put into effect that will defeat both of these goals and endanger the entire American economy to the point of disaster.

20.9%—that percentage represents Operating Engineers on the out-of-work list for the past 3 months—the months of high employment in Northern California construction. Bad? It will get worse if the 75% cutback goes through. The 20.9% unemployment figure will then be more than tripled.

California is in the forefront in pushing the training programs for minority groups and pre-apprenticeship and apprenticeship training. Consider what this 75% cutback will do to the California program.

Our country needs help. This ill-advised cutback endangers America.

Our more than 34,000 members and their families respectfully urge you to truly help our country by taking action against this far-reaching cutback and not to lead California into following a program that is headed for depression and disaster.

We ask your immediate assistance in bringing this matter to the attention of all our legislators and the American people and to prevent the State of California from embarking on this ill-fated program.

Sincerely,
 OPERATING ENGINEERS LOCAL UNION NO. 3
 By:
 T. J. STAPLETON,
 Recording-Corresponding Secretary

The Hawaii Employers Council reports that new wage rates under the Davis Bacon Act went into effect for Guam, August 1, 1969, and will apply to all new Federal and Federal-aid projects bid on and after that date.

According to a bulletin published by the General Contractors Association of Hawaii, the rates are as follows:

	Present	Effective 8/1/69	Effective 2/1/70	Effective 8/1/70
Heavy Equipment Opr.	\$2.30	\$2.40	\$2.50	\$2.60
Journeyman	2.00	2.10	2.20	2.30
Equipment Repairman	2.00	2.10	2.20	2.30
Light Equipment Opr.	1.90	2.00	2.10	2.20
Journeyman Trainee	1.85	1.95	2.05	2.15
Const. Worker Trainee	1.75	1.85	1.95	2.05
Laborer	1.70	1.80	1.90	2.00

Crafts not covered above will be based on a survey conducted on Guam by the U. S. Department of Labor recently, the bulletin said. These rates will be included in specifications for Federal Projects put out to bid after August 1.

Specified rates must be paid regardless of arrangements by individual contractors as to housing, subsistence, etc. They apply to all labor, Guamanian or alien. Projects bid, negotiated, or contracted before August 1, will continue to operate under the old wage rate scale.

It should be noted rates are exactly the same as those provided in Operating Engineers' "model agreement" for Guam contractors.

Close examination of the rate table shows built-in inequities, because of the lack of spread between skills. For example, a skilled journeyman would receive only 15 cents more an hour than a journeyman trainee.

By DOUG FARLEY
 District Representative
 Al Dalton, Herman Eppler, and
 Dan Carpenter

Eastbound and westbound traffic rolled over the double spans of the 7.1 million Elkhorn Bridge this month after the official dedication. The opening is the next to final step in the completion of the 36.7 million Interstate 5 Freeway between Sacramento to Woodland. Completion and opening of the portion between the new bridge and Woodland is scheduled in the near future.

The bridge now ties into the River Road to Woodland and to Interstate 5 Freeway which extends to Sacramento. Officials of Yolo County, Sacramento County and the cities involved with the linking up were on hand for a ribbon-cutting ceremony. A Marine Corps helicopter cut the ribbon by pulling on five strands of colored lines representing the major airlines at the Sacramento Metro Airport which will be served by the new bridge and freeway complex.

As the first traffic moved across the bridge after the ceremonies were completed, the Elkhorn Ferry, commissioned in 1957, made its final crossing before being retired from service. State Senator Randolph Collier of Siskiyou County, who has authored many of the California Transportation Laws, conducted the official de-commissioning.

A couple of weeks ago Teichert moved the mechanics into the new shop located at Old Perkins Pit. The mechanics are very happy with the move, which will offer many advantages to the men.

Brighton Sand and Gravel is working on a two-shift basis at the plant which is expected to last for the rest of the summer.

The hospital project at Mather Air Force Base is well underway by Baldwin Constr. Co. This will be an asset to the vicinity of Rancho Cordova as well as the base. Many Brothers have been working on this project through the summer.

Contracting Eng. has started working on the Mall located at Town and Country Shopping Center. This Mall will add about 80 stores to the now existing shopping center. Wells Fargo Bank has a branch going up in the area which is being constructed by Continental-Heller of Sacramento.

The concrete pipe business is good this season with most companies working two shifts in order to fill all the orders.

Most of the shops on the east side of Sacramento are the busiest that they have ever been for some-time, in fact, so busy that it was necessary to hire extra help for the summer months.

Granite Constr. Co. employs a steady crew for most of the winter for their plant on 14th Avenue. However, it is good to see more Brothers being hired because of the extra workload.

There isn't any work at Cal-Expo at this time but preparations are in progress for this year's State Fair. Many attractions have been added, which were not available in previous years, possibly making it a very good fair.

Sacramento Valley Crane is putting up the batch plant at Rancho Seco. Many of the Brothers are working on this job, which is really a hot one.

Tenco Tractor has hired some new mechanics for their forklift business at the old store on Fruitridge.

E. W. Greenhalgh is working around the Placerville and foothill

area employing a number of our Brothers. This Co. has come up fast and it looks like it will be around for awhile. They are putting up a Crusher and Screening Plant which will be called El Dorado Aggregates and will be located at El Dorado Hills off Lathrop Road.

Dravo Corp. will start the job at Loon Lake Power House August 10th with the completion date in 1971. This same company is building the Brush Creek Dam and Tunnel.

O. K. Mitty is working good hours on the Foresthill-Auburn Road. They have hit some hard rock and are doing a lot of drilling. This road is being built in the Mother Lode Country, missing the gold that the old miners made a living on in the early days.

Granite Constr. Co. in the Grass Valley area has had a tough job with their project. Traffic and working right in the midst of the town has made the job tough.

Darkenwald is working on Highway 50, west of Placerville, and the Placerville Airport. When the job on Highway 50 is completed, it will be possible for the people who live in the country and work in the City of Sacramento to get to their jobs in no time. Completion of job will expedite traffic considerably.

Small Businesses Greatest

Small firms make up the bulk of those participating in the Federally-financed portion of the JOBS (Job Opportunities in the Business Sector) program. The Labor Department reports that 2,000 small businesses constitute 70% of the participants in this training program for the hard-core unemployed.



NEW ZEALAND LABOR LEADER Walter J. ("Jim") Knox (center), Secretary of the New Zealand Federation of Labor, and Albin J. Gruhn, President, California Labor Federation, AFL-CIO, were recent visitors to the Headquarters Office of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, in San Francisco. New Zealander Knox visited the union at the suggestion of IUOE General President Hunter P.

Wharton, whose guest he was in Washington, to get a first hand briefing on the fully automated administrative and operational procedures of the giant construction union. In the above photo Director of Data Processing, Frank Herzog explains IBM techniques applied in servicing some 34,000 members in Northern California, Northern Nevada, Utah, Hawaii and the Mid-Pacific Islands. Both union leaders were greatly impressed.



EARTHQUAKE PROOF? — Recently-completed computer tests indicate that a building of this type would apparently survive a severe earthquake without sustaining any structural damage. Designed by International Environmental Dynamics of Palo Alto, California, the building shown is

scheduled for construction shortly in nearby Mountain View. The building will be literally suspended around two huge concrete towers by steel straps. Thus, its floors are relatively flexible and are free to move with—not resist—the force of an earthquake.

Tests Show New Structure Can Survive Earthquake

PALO ALTO, Calif.—A unique suspended building, with flexible floors that are free to move without impacting on its core supports, would apparently survive a severe earthquake and sustain no permanent deformation.

That is the conclusion drawn from computer tests carried out here by Philco-Ford Corporation's Western Development Laboratories Division on mathematical models of a 12-story building designed by International Environmental Dynamics of Palo Alto. A building of similar design is scheduled for construction in nearby Mountain View this year.

When the structural capacity of two simulated models of the building was compared, the model that was "constructed" with relatively rigid floors that could bear on the core supports sustained approximately 20 times more earthquake loading than the model that was "built" like the actual IED building.

Instead of being supported with a rigid interlocking framework that would resist the directional force of an earthquake, the IED structure is literally suspended from two huge concrete core towers. Its floors are free to move with the force of the jolt.

Philco-Ford's engineers concluded that the maximum stress due to earthquake loading for the pendulum type building was 1,126 pounds per square inch. For the rigid-frame building it was 23,800 pounds per square inch.

Earthquake excitations used in the analysis were based on measured data taken in the vicinity of a fault for three actual earthquakes, the 1940 El Centro earthquake, the 1957 San Francisco earthquake, and the 1966 Parkfield earthquake. For each tremor, acceleration intensities normal and tangential to the wavefront were considered.

The stresses recorded in the time histories of the earthquakes and the known properties of the components of the two models, including their natural vibration modes, were analyzed with com-

plex equations that were solved by a computer.

Philco-Ford's study showed that the anticipated increases in stress for the worst earthquake result in a maximum of 23,126 pounds per square inch for the pendulum model, including 22,000 pounds per square inch due to dead, live, and wind load. These stresses do not exceed the failure stress for the material of fabrication, A36 steel. "Moreover," the report states, "retaining the floor system connection of the current design insures that none of the primary structure will be stressed beyond allowable earthquake working stresses for A36 steel, 29,300 pounds per square inch. Thus, no permanent deformation will be sustained by taking full advantage of the pendulum characteristics of the design."

"The analysis shows that the pendulum nature of the (IED) system results in lowering peak stresses from those that would occur if the floors transmit loads to the core supports, as would be the case in a more conventional building design," the report notes.

Another IED building is under construction now in Berkeley and others are on the drawing boards.

Military Training

The U.S. Training and Employment Service cooperates with the Defense Department in providing employment orientation for military retirees, and with Selective Service in counseling, testing, training, and job development for educationally deficient draft rejectees.

Patients Work Well

Former mental patients can become good, steady employees according to the Labor Department. A study of these employed by the California State Government showed that employees with a history of mental illness had a lower rate of turnover than other employees on similar jobs.

Recently the fifty-seventh annual meeting of the U. S. Chamber of Commerce in Washington, D. C. was treated with usual attack upon National Labor Relations Board. A forum presided over by Virgil Day, Industrial Relations Vice President of General Electric, was presented with new horror stories and scare film entitled "If You Believe in Fair Labor Laws." Chamber wants "neutral" Labor Board without power to process unfair labor charges.



"KEEP YOUR EYE ON THE SAUCER!", Brother C. W. Prince tells pretty Vivian Marquez during the demonstration of a newly invented table-size flying saucer. A veteran Operating Engineer from the Nevada area, Prince has been a member of Local Union No. 3 for 23 years and originally helped organize the Radiation Lab at Livermore, California. He has joined with inventor David Agaba (center) of Reno in marketing and producing a new series of Adult Toys built around the inventor's

space energizer, a ceramic magnet which spins inside a coil at 1800 rpm, with the carriage spinning at 1600 rpm. Multiple accessories that will allow for varying structure changes are available with the kits. Toy is expected to go on the market in the very near future and Brother Prince says that anyone interested in either picking up a franchise or ordering for resale may contact him at 358-9317 in Sun Valley, Nevada, or writing him at his home at 265 E. 8th Avenue.

New Adult Community Set For Walnut Creek

Plans for a \$15 million adult community comprised of 800 luxury apartments in a 20-acre-plus lakeside park setting in the heart of Walnut Creek have been unveiled by Systech Financial Corporation.

Designed for "total living," the proposed community, on Civic Drive between Ygnacio Valley Road and Deodora Way, will include extensive recreation and social activity facilities, with daily activities supervised by a professional recreational director.

The project, designated as Diablo Keys, already has won unanimous approval of the Walnut Creek Planning Commission and City Council.

The San Francisco architectural firm of Wurster, Bernardi and Emmons, winners of more than 45 awards for excellence in design since 1950, designed Diablo Keys for Systech, Walnut Creek headquartered firm specializing in all phases of apartment house development, from site acquisition to financing, construction, maintenance and management.

It was inspired and patterned after Woodlake Community in San Mateo, which Wurster, Bernardi and Emmons also designed.

Landscape architect is Anthony M. Guzzardo, San Francisco.

Residence features will include furnished and unfurnished studio, one, two and three bedroom apartments and luxury penthouse suites. There will be under-building parking for all residents, plus additional on-site spaces and full security facilities.

A man-made lake, an acre and a half in size and complete with landscaped island, will dominate a central park area which will cut through the development and be completely visible to the public. Fountains, bridges, pedestrian pathways and garden courts will be featured in the park landscaping.

Three regular swimming pools and one Jacuzzi pool for resident use will be located in the park, the largest of which will be adjacent to a spacious clubhouse fronting on the lake and providing full gym facilities for both men and women. Included will be sauna and steam baths, billiard and card rooms, a multi-purpose social hall and lockers.

*Activity areas will feature two tennis courts, a putting green and paddle ball and shuffleboard courts.

Systech plans to break ground for the park complex in early 1970, according to Delwin G. Chase, Systech's president and chief executive officer.

Members, Families Support Leaders

Union members and their families give labor's leadership a strong vote of confidence, a professional polling firm reported.

A survey taken by Sindlinger & Co. found that "union members overwhelmingly believe the leaders of labor organizations are concerned with the interests of the rank and file."

The nationwide sampling of union members found 73.9 percent agreeing and only 3.9 percent disagreeing that union leaders are concerned with the interests of union members. The remaining 22.2 percent either declined to answer or qualified their replies.

Local Efforts

Jobs in rural beautification and small-town improvement projects were provided for over 15,000 poor and unemployed older workers during 1968 through the U.S. Department of Labor's "Operation Mainstream" program.

Purchasing Power

The purchasing power of the nation's rank and file workers was virtually unchanged in March. A sharp rise in consumer prices cancelled a large gain in take-home pay.

R-W Law In Limbo This Time

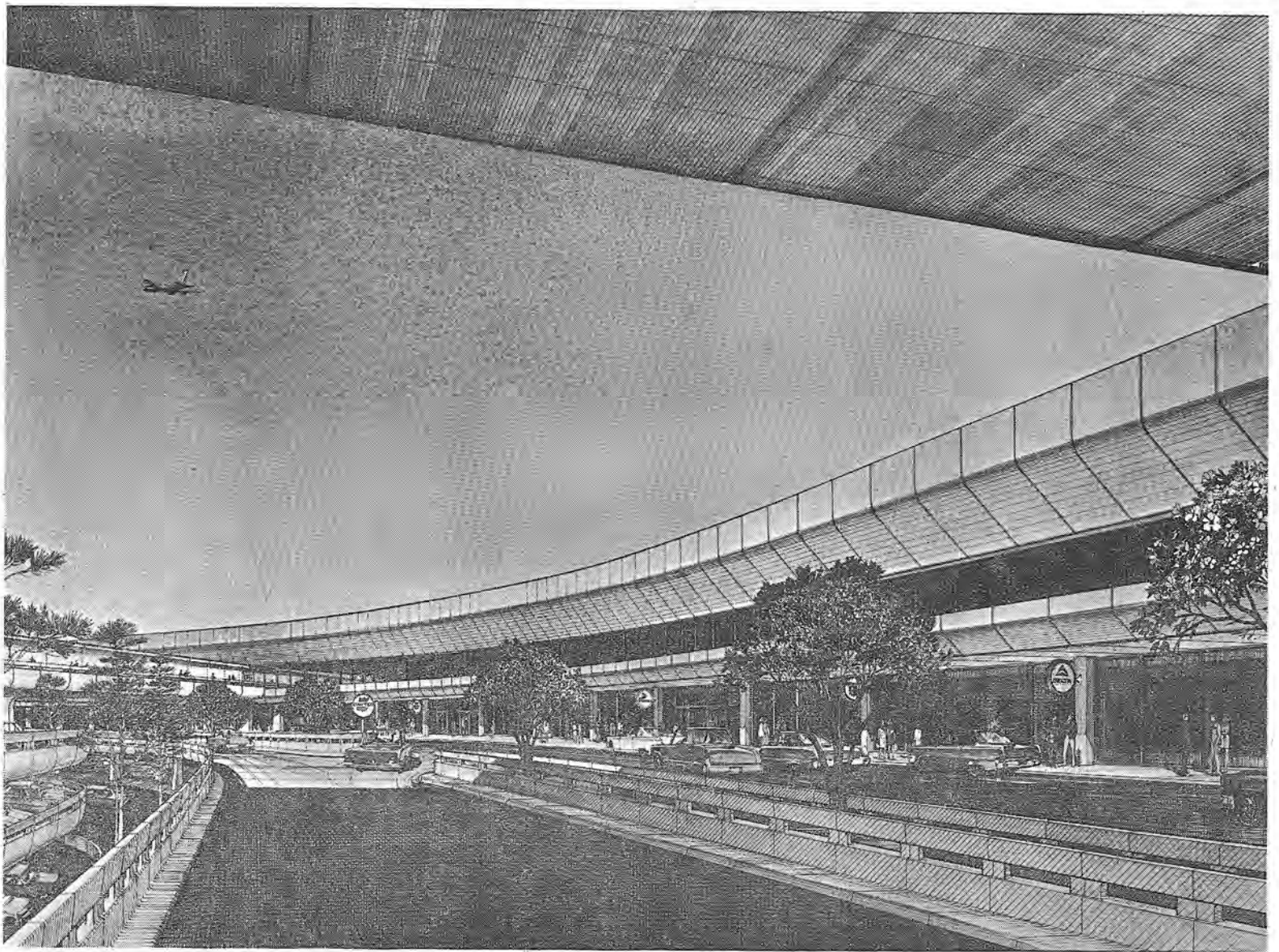
Another attempt to get a "right-to-work" law enacted in the nation's largest state apparently is doomed.

Back in 1958 California voters emphatically rejected a proposal that would have shackled trade unions in their right to represent working people. So this year the reactionaries took a new tack.

An avowed John Bircher, Sen. John Schmitz, sponsored legislation (S.B. 1119) that in its original form would have applied "r-t-w" only to farm workers but he later revised this to include all public employees. Obviously, this was the forerunner of a move to get a foot in the legislative door in the hope that eventually an all-embracing "r-t-w" bill could be jammed through the Legislature for the signature of conservative Gov. Ronald Reagan.

When the Senate Labor & Social Welfare Committee conducted a hearing on S.B. 1119 Dave Denbow, as spokesman for Californians for Right-To-Work, encountered some rough going as a witness. Various labor leaders testified against the proposal and Committee members were overwhelmed with mail opposition to the measure.

After Committee Chairman Lou Cusanovich and Sen. Nicholas Petris made clear their opposition to such restrictive legislation, the proponents lost heart. As a consequence, the legislation was taken under submission by the Committee which means that its sponsor retains the right to call it up again for consideration, but observers doubt that it will happen during this session.



NEW TERMINAL FOR SAN FRANCISCO AIRPORT

The San Francisco Public Utilities Commission recently approved preliminary plans for expansion of terminal facilities including an estimated \$20 million North Terminal Building and Passenger Rotundas. Plans are by John Carl Warnecke & Associates and Dreyfuss & Blackford.

The proposed two-level building with a mezzanine will be similar in design to the South Terminal and will cover a floor area of approximately 400,000 square feet located on the northerly side of the parking garage.

Construction is expected to begin next year with completion scheduled for early in 1972. The North Terminal will be the third terminal building to be built at the San Francisco Airport and is to accommodate recent traffic increases as well as predicted increases of a ten-million per year capacity. The Terminal will be used by the newest jumbo jets and will have 22 gate positions.

Proposed design of North Terminal Building at San Francisco Airport will complement the South Terminal design. Construction of the \$20 million facilities will begin in 1970. Preliminary plans have been approved by the San Francisco Public Utilities Commission.

San Mateo Full Bore As Top Weather Holds

By BILL RANEY and
DICK BELL

Work in the San Mateo area is good at the present time, with a very small out of work list.

Lowrie Paving Co. is progressing nicely on their concrete runway pour at San Francisco Airport with a crew of very efficient engineers. This company has purchased a brand new type concrete paver, invented, patented and manufactured by a Brother engineer from an eastern state. This machine is quite something to see in operation, ably handled by brother engineers, and so far it seems to be doing a first class job.

Piombo Construction started off with a bang on their Bayshore freeway widening job in San Mateo about the first of August. They have their usual highly skilled crew of engineers on the job. This will take some heads-up operating by the brothers due to the traffic along Bayshore. This job should be completed about mid-1970.

Piombo Construction airport runway fill job has been finished, this has been a long job for several of the brothers and although they had a lengthy lay-off period due to the very wet winter, they expect to see another job of this type very soon.

The various airline buildings at San Francisco International Airport are progressing, although slowly, the way the various airline representatives act. They started their projects about six months late and now expect the various contractors to make up the lost time. In other words it is a high-ball operation. The American Airlines job which is the largest single job at the airport at the present time, is graduating from the grading and foundation stage to the building erection stage. Peter Kiewit Co. has finished driving the piling and moving out; Freeman Sondgroth are still doing some grading but have the parking areas paved, so expect to see the steel erection crews on this job any day now.

Buzz Haskins Co. have the first phase of the grading nearly completed on Ernest K. Hahn Co.'s shopping center project at the site of the old Tanforan Race Track on El Camino in San Bruno. This project should keep a number of the brothers busy for some time to come.

L. C. Smith Co.'s job on #280 Freeway in San Bruno is progressing as per schedule with the scraper work suspended temporarily to allow for detours to be completed and traffic rerouted. This job got off to a later start this spring and is progressing well due in large part to a highly skilled crew of engineers. The scraper hands are a highball crew despite the fact that the type of material in the area combined with underground springs, sand pockets and etc., make it nearly impossible to maintain a haul road.

The various school building jobs in the area are nearing completion with a very tight work schedule due to the fall school opening date. Probably none of them will be completed in time, and I imagine the kids who have to go to school could care less. I know I wouldn't have when I went to school and I wouldn't be afraid to bet that my son wouldn't care, either. The construction going on around them will certainly break the monotony for the kids and give some of the teachers a nervous breakdown, or at least be very frustrating. It will also be frustrating to the workmen on the job, answering questions for the kids. Well, I got a little off-job reporting there, but I'll get back on the track.

As far as State Highway work in San Mateo County is concerned, this year 1969 has been mediocre but the next few years look very promising with three jobs scheduled for next year (subject to change by State Highways) and two more due to be let the following year. So highway construction looks bright for the future in San Mateo area.

District #10 Work Staying In High Gear On Highways

By RUSS SWANSON and
BOB WAGNON
Santa Rosa-Ukiah

The north end of District 10 continues as a 'hot spot'!

The highway project near Piercy, with contractor Peter Kiewit doing the work on a two-shift basis is going along right on schedule. That schedule is being kept despite the existing traffic problems. There is no doubt but that the Redwood Highway goes through some of the most beautiful areas within the United States, and it seems that this is the year everyone wants to see those areas. The consequence naturally, being a congested area, both aggravating to the tourist and to the contractor.

Further on south we find Vinnell Corporation now also working on a two-shift basis and they also wonder where all the tourists are coming from. The job has not progressed as rapidly as it probably should have, but when you run into hills loaded with water it's bound to slow up the progress of the project.

Go south just a short way from Vinnell and you will find the Guy F. Atkinson Co. in the final stages of their Highway 101 project, but in general still going two shifts and keeping a number of engineers busy. All in all, in the above mentioned jobs there are approximately 300 Operating Engineers employed, and when the jobs are completed it will be a pleasure to drive through that rugged area, especially for those engineers who have been responsible in bringing

down the big cuts and filling caverns as deep as 383 feet.

The State Engineers continue to survey the country and the slopes continue to slide, so maybe the contractors involved will be working a lot longer than is expected.

Fresno Paving Co. has set up operations in Boonville in order to do the paving on the Blasi-Engelke job between Boonville and Philo. When completed they will be moving on to pave the Guy F. Atkinson project which was mentioned above.

Berglund Tractor Co. continues having a real good backlog of work both in Willits and Napa. Incidentally, their contract is up in September and is presently being negotiated.

Remco Hydraulics have about 180 employees in the unit and it appears that management is being quite successful in obtaining their share of government work along with the extensive amount of private work. This is because of a guy by the name of Bob Reinhard who carries the ball for Remco (a Division of Stan-Ray Corp) just as he used to carry the ball as an 'All American' on the football circuit. He also played a little pro ball. Think back, you sport fans, if you are not too young, you will remember him. We certainly hope the work loads continue. Contractors, please take note—when you need any type of hydraulic cylinder work done, contact Remco. They are well equipped to handle most anything.

Lange Brothers at Lakeport were low bidders on a new section

of the Boise Cascade Hidden Valley Lake subdivision near Middletown with a contract price of over \$1,200,000. Absco Paving has the sub-contract on the paving and are presently setting up a hot plant. Huntington Brothers with continued work on their highway #29 job and the road will be a reality before long.

Don Dowd Co. is working various jobs around Santa Rosa, but probably the most aggravating one is the Oakmont Development project which has been a long time in drying out. Argonaut Construction is doing the underground work at Oakmont and finding it wetter than many of the projects they are working on.

We see that Reichhold & Jurkovich were low bidders on overlay work in various locations in Sonoma County. Their bid being about \$350,000.

J. E. Robinson from Los Angeles is still going strong on their Lake Berryessa project with Vinaco doing the underground.

Kirkwood & Bly are in the final stages of their sewer job in Sebastopol and the residents will be much happier when they are finished because of the torn-up conditions of the main street. Rapp Construction is not helping matters on this job because they also added to the confusion while working on the underground work in Sebastopol.

We find Joe LaMalfa, Ebert & Spartan, McIntire & Queros and Thomas Construction still working on various stages on the Brooks

(See SANTA ROSA page 7)

Hawaii Stays Busy

By HAROLD J. LEWIS,
Trustee and Sub-District
Representative;
Business Representatives

WALLACE LEAN, BERT
NAKANO, WILFRED BROWN
and KENNETH KAHOOONEI

DREDGING INDUSTRY — The only dredge in operation is Windward Excavators. They have completed the portion of dredge work in Hawaii-Kai which was originally the work of Kuwaye-Kobatake. Windward Excavators has been awarded the next increment of 400,000 yards which would just about complete dredge work in the Hawaii-Kai area. The dikes have already been built and are awaiting the movement of the dredge itself. Presently the dredge is undergoing repairs.

Some of the oldtimers who had started the job two years ago and who are still employed on this dredging project are Brothers Peter Kahananui, Abraham Luke, Frank Soares, Harry Hillen and John Kiesel.

HIGHWAY CONSTRUCTION — Highway construction will soon spear into several existing approaches and connecting freeways. The ground work will be broken by Stewart-Pacific Construction within a short period of time. An estimated eighteen months have been allotted for its completion. The design plan for this highway construction will begin from Aiea Stream to Middle Street. The phases of the work consist of four major portions; the first will be the Halawa Interchange, second the Puuloa Interchange, third the Puuloa Interchange to Middle Street, and the Instate Route H-1 from Halawa Interchange to Plantation Drive. These badly needed routes will indeed serve a great purpose after completion.

Work has already begun to erect an overpass over Kamehameha Highway, east of Waiua Power Plant. This sector of construction will provide a better approach to Red Hill and town bound traffic. A drive over from the Leeward side of the Island into the City limits is evident of a scenic view. It is estimated that it may take just 30 minutes from Waiiale-Kahala Interchange to Kahi Point.

Work is also being considered to build a continued highway around Kaena Point to Mokuleia on the Southeast end of the Island. This area is now a vast waste land that may blossom into something worthwhile. It could open a promising area of adventure for sport fishing. No doubt it will add a new drive completely around the Island of Oahu.

We are in need of good roads and a better highway system on which to operate our vehicles and this is where our tax dollars has given us a good profit in return.

Older, Smarter?

The older women get, the more likely they are to seek employment outside the home. Between 1940 and 1968, the number of women in the labor force in the 35 to 44 age group more than doubled. In the 45 to 54 age group, it more than tripled, and in the 55 to 64 bracket, increased more than four-fold. Moreover, there are 379,000 women workers who are age 70 or above, the Labor Department's Women's Bureau reports.

Sierra Club Victim

Mineral King Project In Court

By CLAUDE ODOM, KEN
GREEN and BILL RELERFORD

As you probably know, the Sierra Club has the Mineral King Project tied up in court. We are hopeful that this is settled and bids will be let and the work started on the road as soon as possible. The development in Mineral King itself will have to wait until the snow clears out next year.

Rumor has it that the funds for the Westlands Water Distribution System will be turned loose shortly.

The section of Interstate 5 between Mile 18 and Los Banos should be bid in the very near future as the sections south of this are being paved now.

Two large hotels are being planned for this area. One downtown on the Mall and one at the airport.

The Army Corps of Engineers tells us that if we have another wet year, there will be a tremendous amount of work at the levees of the Tulare Lake Basin.

CONTRACT IS LET FOR WIDENING OF HIGHWAY 33. A contract for more than \$1.5 million has been awarded by the State Division of Highways to reconstruct and widen more than 11 miles of Highway 33 in western Fresno County. The division announced that a contract for \$1,510,247 was awarded to Eldon Haskell for the job, which will run from the Laguna Canal Bridge to a point half-a-mile south of Saipan Avenue in Firebaugh. The section of the highway through Firebaugh will be widened from two lanes to four lanes and will be a divided thoroughfare. The remainder of the 11.3 mile stretch will continue to contain only two lanes but it will be 40 feet wide instead of only 12 or 18 feet. Bridges over the Helm and Colony Canals will be four lanes wide.

THE MASTER DRAIN GOES DOWN AGAIN. The \$6.2 billion '69-'70 budget signed by Governor Ronald Reagan contains no money for the State Department of Water Resources to use in participation with the Federal Government to construct a master drainage canal along the west side of the San Joaquin Valley. It has been disclosed that the Department of Interior would not recommend to Congress that the east side canal be built until the state does something about providing drainage facilities. The reason for this is that the water brought in by the new canal would further aggravate the need for taking away the brackish water from the San Joaquin Valley to the ocean. Meanwhile, the Bureau of Reclamation is progressing with construction of its \$60 million 188-mile long, concrete-lined San Luis Drain. Seven miles have been excavated and work has started on another fifteen miles and the past few weeks the Carl W. Olson Co. has started laying the concrete lining.

The State Division of Highways will open bids in Sacramento in August on a \$335,000 to resurface and place pavement markers on 47 miles of highway in Fresno, Madera, and Mariposa counties. Highway 180 in Fresno County, Highway 41 in Mariposa County and Highway 145 in Madera County are the three roads which will receive the resurfacing.

The Martin Company of Coalinga is the apparent low bidder at \$112,470 for raising of the road bed of sections of Highways 145 and 180 in Fresno and Madera Counties in an effort to cut down flooding of roadbeds during rain storms.

Valley Excavation, Inc., sub-

mitted a low bid of \$37,000 above the county's estimates for widening Shaw Avenue from Van Ness Avenue to the Freeway. The project will make Shaw a four lane highway from Clovis Avenue to the Freeway and is scheduled to begin in early September and be completed in March 1970.

The Darkenwald Construction Company currently on the Tollhouse grade on Highway 168, was the apparent low bidder on the sections above their project for cleaning the slides after this winter's heavy rains. Work is scheduled to get under way in the very near future.

The Jaxon Baker Company is moving right along on their project on Highway 49 between Mariposa and Oakhurst. On the south end of the project it looked like they were going to run into a lot of drilling and shooting. When they moved on the project and pushed away the surface rocks, they were very happy to discover that there was nothing but potato

dirt in this section of the roadbed.

Standard Material Company of Modesto has been awarded a contract for resurfacing the runways at Castle Air Force Base. In our latest conversations with the company, they tell us the men will go to work at 6:00 AM and must be off the runway and the job cleaned up no later than 12:00 noon each day. It is expected that once the work gets under way, the company will run seven days a week until the work is completed. Standard Material's Rock Plant at Snelling was slow getting started this year, but for the last two months has been working long hours and as of this writing, the company is putting their plant on a two-shift basis.

Clyde Woods completed its lining on the Pleasant Valley Canal on July 25th. Unfortunately, there was lots of water damage last spring on the sloper and O & M Road so it will be some time before the cleanup operation will be completed.

Griffith Company is trimming and compacting subgrade on Interstate 5. They hope to start paving in September. There are approximately 20 of the Brothers on the payroll.

Owl-Folsom Rock Company located in Coalinga has been going good. They will furnish all the rock for the Griffith Company section of Interstate 5. Brother George Hoenshell runs a good show and has the respect of all the Brothers working for him.

W. M. Lyles Company has completed about 70% of their Westland Water District pipeline job. They have been slowed down considerably due to the high water table, but should be finished on schedule.

Granite Construction Company plans to start up another spread on laying their 96 inch for the Westland Water District pipeline job. They have been held up due to the fact that Reed Trenching Service will use their large

(See FRESNO page 16)

Moving Quickly!

Samoa Bridge Tops Schedule

By RAY COOPER and
GENE LAKE

The Eureka to Samoa Bridge is beginning to move along ahead of schedule with 20% of the work completed in 10% of the time. The \$5 million dollar structure being built by the Guy F. Atkinson Company will extend from Fourth & R Streets in Eureka to the yet to be completed County Road on the Samoa Peninsula. The new interchange at "R" Street is paved and nearly complete. Looking bayward, the observer can see T-shaped forms—bridge piers—resting on 14" by 14" pilings some 75 to 90 feet in length driven into the substrate rock below the outer covering of dirt and mud.

As the bridge passes over the bay, the distance between pier supports will become longer. Cylindrical 54" diameter concrete piling are driven in the mid spans in groups of eight. The piles, hollow when sunk into the ground are filled with concrete. Then the entire group of piles is buried under a six-foot thick layer of concrete. Forty-one piers and six abutments will use a total of 15,000 yards of concrete. Ribbon-cutting for the bridge is set for March of 1971.

A. B. Siri Company are laying C.T.B. on their mass of over-crossings and interchanges north of Arcata and Redwood Empire Aggregate will soon be laying the black stuff. Redwood Empire Aggregate is giving their new 8,000 lb. automatic Asphalt Plant a workout as they are putting down an overlay in Humboldt and Del Norte County. Redwood Empire Aggregate DBA/North Coast Paving are also in the process of setting up a bigger crusher at their Smith River plant in Del Norte County.

Mastelotto Enterprises have completed the C.T.B. and paving of two of the four lanes on the Gasquet job. Jaxon Baker is finishing up on the approaches.

Mad River Salmon Hatchery—The awarding of the contract for construction of a new state salmon hatchery on Mad River near Blue Lake is an important step toward the economic development of the North Coast of California. The hatchery will improve the fish resources of the North Coast and provide additional recreational benefits. The contract was awarded August 8, 1969 to the C. Norman Peterson Company of Berkeley in the amount of \$2,500,000. Mercer Fraser Company is



BROTHER TROY "PETE" WOOD and his wife, Barbara, provide boat launching facilities and a cafe at Pat's Place in Eureka. These salmon are typical of the limits caught out of Pat's Place.

subbing the dirt and paving.

At Blue Lake, Granite Construction Company is in high gear with 35 rigs working 5-11's. This is the biggest job in our district.

Mercer Fraser Company at Essex is busy as usual producing aggregate and plant mix for the jobs around Eureka. Two crushers and a hot plant are the backbone of this operation.

Anderson Drilling Company of Petaluma moved in on the Granite job to do the horizontal drains. At present they have two rigs on the job and maybe another one coming in the near future.

Ray Kizer Construction at Berry Summit headed by Superintendent Wes Jones is building up to peak. So far their efforts have been mainly concentrated on "stab trenches," placing filter material and pioneering cuts and fills. As equipment becomes available from their other projects it is being transferred here.

At their Willow Creek plant Mercer Fraser Company is continuing to produce the filter material for Ray Kizer. The Brothers working here don't seem to object to the long hours imposed on them—probably because the community swimming pool is located about a hundred yards away.

At Hoopa \$77,258 worth of storm damage repair to roads was recently let to the Eastco Company. At this writing work had not been started.

Just south of Orleans on Hwy. 96 Hughes & Ladd are in the final stages of their realignment project. They are planning to run their two-shift operation to the end of the job. Superintendent Bob Blair said most of the Brothers will be transferred to their other jobs.

Highway 101 South—At Fortuna Mercer Fraser Company is beginning their roadway protection project. The Salvage Company is doing the pile-driving.

South of Weott Blasi-Engelke Company is about halfway thru their slide removal job. They are using two dozers, a loader, and a Northwest truck crane.

Morrison Knudsen at Eagle Point is down to one operator. Mercer Fraser Company will finish the paving in a couple of days.

Construction activity in the Garberville area has slowed down. Hughes & Ladd Co. have completed the dirt moving on their job. Mercer Fraser Company is in the final stages on the black-top. The Jensen Drilling Company has one more hole to drill before moving to the Ray Kizer job on Hwy. 299.

STEWARDS'S SPOTLIGHT



J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending August 8, 1969			Week Ending August 22, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1	Lon A. Leach	Al Hansen	3	H. T. McHugh	M. Womack and A. McNamara
1	John H. Watson	Ron Reiches	3	Roger R. Pitto	M. Womack and A. McNamara
1	Thomas O. Casteel	Ron Reiches	3A	Buddy Campbell	Jim Gentry
8	Kenneth Brazil	Dan Carpenter	9	A. A. Aasboe	Jack Curtis
8	John Finley	Herman Eppier	9	Paul T. Duffey	Jack Curtis
8	R. T. Schultz	Dan Carpenter			
12	Gordon Evans	Del Hoyt			
12	Gary M. Anderson	Kay Leishman			
12	Kent Killpack	Kay Leishman			
12	Ferris E. Holmes	I. J. Neeley			

Week Ending August 22, 1969			Week Ending August 22, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
2	Robert Parker	Jerry Allgood	10	E. W. Leroy	R. F. Swanson
3	Clark Kempton	M. Womack and A. McNamara	11	Dale Crawford	Bud Jacobsen
			11	Al Carey	Bud Jacobsen
			11	Robert C. McCollum	Bud Jacobsen

Governor Selects Bishop

By GAIL BISHOP
District Representative
JACK EVANS and
BUD JACOBSEN
Business Representatives
and BOB VICKS
Apprenticeship Coordinator

LOCAL 3 RECOGNIZED—Local 3 received significant recognition recently when Governor Paul Laxalt appointed District Representative, Gail Bishop, to serve as Employee Member on the Nevada State Apprenticeship Council. This again indicates the fine reputation that your Local Union has come to enjoy under the guidance and leadership of International Vice President and Business Manager, Al Clem, and his staff of officers.

INDUSTRIAL CONSTRUCTION and Fresno Paving have completed the job at Mill City. Both lanes were open last week. This job started in 1968.

ROGERS CONSTRUCTION in Carlin is working two shifts on both the grading and the crusher. The job is 80% complete as of this writing.

CARLIN GOLD employees will enjoy a new Dental Plan, which went into effect August 15th. The Brothers there also will welcome back Brother Kaze, who is back on the job after a lengthy stay in the hospital.

M-K is moving along without any breakdowns or work stoppage, which they have been plagued with for a long time.

We would like to commend Job Steward Marlin Klingaman, on the M-K job, who through quick thinking prevented a serious derailment on the main line running through Elko. A track had been caught by a scraper and pulled out of alignment. Brother Klingaman, realizing there was a train due within the next few minutes, drove down the track and flagged down the oncoming train.

RENO & TAHOE area jobs are going full steam, which has taken quite a few of the Brothers off the out-of-work list.

R. L. HELMS CONSTRUCTION is about ready to put the finishing touches on the Spooner Summit job. There has been a traffic problem since the job started this Spring.

ROGERS CONSTRUCTION CO. has shut the second shift off in Panther Valley, the hold up being structures and interchanges.

FRONTIER CONSTRUCTION CO. is about to start the big pipeline in the Homewood Area at Lake Tahoe. The pre-job was held August 8, 1969. Most of the men working for the company will be transferred to this job.

C. T. PARKER CONSTRUCTION CO. of Las Vegas has started two shifts on the Interstate 80 job in Sparks, with several Brothers being put to work. The biggest portion of this job is truck borrow.

APPRENTICESHIP—The Apprenticeship Program in the State of Nevada is progressing very well. A great deal of interest is shown by the amount of calls and young men coming in to sign the applications and gather information about the program. In the month of July, four apprentices were tested and for those who had experience and did not fit the age bracket, "C" List tests were given to 18.

There are 23 apprentices now working in the State of Nevada, Northern Section, and doing well.

The J. A. C. will have a booth at the State Fair this year, from September 10th through September 14th.



By GUY JONES

KIEWIT'S DREDGE "THELMA" which has been in repairs for some weeks, will be on their new job. This Bethlehem job is expected to run into the winter months.

DUTRA DREDGING has added a new link-belt dragline to their equipment on the Santa Clara County Flood Control job. The canal work is coming right along and making quite a showing at this writing.

SMITH RICE DREDGING have been busy with Dredge "24." They have been keeping two crews busy throughout the summer and are hoping they will be as successful during the winter.

SAN FRANCISCO CITY CLAMSHELL "No. 4" has been under repair for the last month. They have been repairing their dredge and mud barges on a yearly basis. When the barges come off the ways they look like new and are ready for work. The crews don't change much, as this is a year around job.

LESLIE SALT DREDGE, the "Mallard," has moved back to their salt ponds in the Newark area. They spent some three months in their Napa Salt Ponds. They have been going right along on a three-shift basis.

UMPQUA DREDGING are going full steam ahead with three shifts. This job will go through the winter months. They will eventually have three clamshell dredges working. Quite a few members will be on this three-shift base.

WEST COAST DREDGING have their dredge "Sandstorm" working three shifts around the clock at this writing, on their San Rafael Creek job.

BUDGET CUTS IMPERIL CALIFORNIA ACRES—A report by the State Board of Reclamation says cuts by the Nixon administration in the Army Corps of Engineers' budget for levee construction could endanger a million acres of California land.

The report was distributed to state and federal officials, legislators and congressmen who took a tour of Sacramento River Flood Control Project levees. They were shown the break in the levee which allowed the flooding of Sherman Island, in the Sacramento-San Joaquin River delta south of Sacramento, late in January.

The report said a survey in February showed 30,000 feet of levee badly in need of repairs before the next flood season. It said at least \$3.5 million is needed for levee work in the state, but only \$300,000 has been authorized.

TRUCK CRANE YARDS—With the large number of truck cranes working in Local 3's area, it is interesting to look back and follow the progress made in the crane industry.

For many years the crawler crane was the rig that did the work, and over the years these crawler cranes improved and developed in capacity and boom length capabilities, and will continue to improve in design and capabilities. It is natural to ask, when so few crawlers are seen in comparison with truck cranes, "What is the matter with a crawler crane?"

There is really nothing the matter with crawlers except that they only "crawl." For transport, crawlers had to be loaded on large flatbed trailers, resulting in time consuming dismantling and roadability problems. The solution was to mount the crane upper on the truck and make it part of the car-

rier in the first place. This gave truck cranes that lifted and erected.

These truck cranes had a high degree of mobility and roadability, but left room for improvement. Just as the crawler crane evolved into a larger and more efficient machine, so did the truck crane. The earlier truck cranes evolved from the "wooden boom" rigs into machines that could lift a fair-sized load and lift it moderately high. Two of them could team up for a heavy lift, but they could not very well be stacked for a high lift.

Over a period of time, many communities, particularly in the West, expanded and continued to grow until the only way left to expand was up and on up, requiring higher and higher lifts. Heavy industry became heavier, too, with bigger and bigger machines that needed lifting and placing. The construction industry grew, with pre-assembly and pre-casting of components becoming common and also requiring greater lifting capacities. Mobility is increasingly necessary.

The truck crane manufacturers have met the demand created by these situations and now we find truck cranes capable of handling 330 ft. of boom and lifting over 140 tons, and able to move under their own power on the highway.

Hydraulic, air and mechanical booster control systems have taken much of the effort out of the operation of these rigs and hydraulic outriggers have made life easier for the oiler; however, building up the boom continues to be all work. There has been a trend toward hydraulically extendible and retractable booms on cranes up to 25 or 40 ton capacity, and this no doubt will be improved upon and become common on larger machines.

The "Old-Timer" who started on a rig mounted on a Bull Dog Mack with a wooden pole for a boom can certainly say he has seen a world of changes in his time. However, the newer hand can expect to see many changes as the equipment evolves with the progress in other industries.

Black Workers

Despite substantial recent demands in the number and kinds of jobs held by black Americans, they still hold a disproportionate number of jobs at the lower end of the occupational ladder. The observation was made in the latest issue of the publication *Monthly Labor Review*.

High Labor Post

Labor Secretary George P. Shultz has nominated a ranking Florida labor official to be the new Assistant Secretary of Labor for Labor-Management Services. He is W. J. Usery, Jr., grand lodge representative of the International Association of Machinists and Aerospace Workers, AFL-CIO.

Veteran Growth

Nearly a million men in the American armed forces will return to civilian life during Fiscal 1969—about 450,000 more than in the average year prior to the Vietnam war, according to the Labor Department. Their return will bring the total number of veterans in the population to well over 28 million.

SAFETY COMMITTEEMEN APPOINTED

Week Ending August 8, 1969			Week Ending August 22, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
8	Alva M. Miller	Dan Carpenter	3	Landon D. Barnes	M. Womack
12	Clifford Snow	Kay Leishman	9	Gordon Rasmus	M. Womack
12	Maurice Anderson	Kay Leishman			
12	Dan R. Holmes	I. J. Neeley			
12	Frank Burnette	Del Hoyt			
12	Roy Gooden	Del Hoyt			

Week Ending August 22, 1969			Week Ending August 22, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
3	Williams H. Adams	W. M. Talbot	10	Victor Santino, Jr.	R. F. Swanson
			10	Salvatore Bommarito	Robt. Wagnon
			11	Myron Vandenburg	Bud Jacobsen
			11	J. A. Sellars	Bud Jacobsen

VIET NAM

(Continued from page 2)

be happy to answer. We have no Local 3 blood bank, so will just have to save up a gallon or two 'til I get back.

My warmest regards to your family, hope you are all in good health.

Write as you can, if you have questions, fire away. As soon as my camera arrives, will shoot some film for you.

Yours in Fraternal Brotherhood,

Jack Riley

RMK-BRJ
Saigon Island (04.60)
APO San Francisco 96243

IOUE Safety

(Continued from page 2)

the cylinder acted as a projectile.

d. Commercial Fire Protector of Huntington, West Virginia, was contacted and they stated they were reluctant to service and recharge extinguishers with plastic heads.

3. In view of the above informa-

tion I hesitate to recommend use of this type of equipment in the Huntington District.

Signed ROBERT L. CASEY
Safety Officer

In view of the above it would be prudent to make certain of what kind of fire extinguishers are used on the jobs in your Local Union area.

Santa Rosa Busy

(Continued from page 5)

trails subdivision in Willits. Siri Construction is about finished on the Willits Highway 101 job, but still working on numerous small jobs in the vicinity of Santa Rosa.

The Rock Plants have been fairly busy, but now appear to be catching up with the demand.

Some New Work Routes are being adopted and studied for the conversion of Highway 101 between Healdsburg and Mendocino County line. Money will be available during the 1969-70 fiscal year. This will be a conversion to a four lane freeway. However, three sections of this project will become six lane freeways.

The first section planned will be for 3½ miles from Lytton Springs Road near Healdsburg to 1½ miles south of Geyserville on Highway 128. The estimated cost is about \$4,000,000. Right of ways are being bought and there is hope that financing will be available for early bidding. Included in this job are new structures near Independence Lane and Lytton Springs

Road. The old Lytton Springs overhead will be removed. About one mile from Healdsburg Avenue Lytton Station road will be improved and a protected crossing will be put in at an extension of Lytton Springs Road.

June 13th was opening ceremony day for Highway 12's extension and relocation of four lane freeway from South E St. to Farmers Lane. Bragato Paving Co. was the contractor on that section. The completion of Highway 12 between Farmers Lane and Highway 121 at Shellville will be done in three separate stages. At this writing, studies on the above are inactive.

We would like to take this time to once again thank all the Brothers who have been in attendance at our meetings and made them so successful. Keep it up!

Blood Donors! We are now in the process of trying to build our reserve of blood, which as you know has been of great help to members and their families in time of need.

CLEM (continued)

(Continued from page 2)

Members who reside in California may enroll and retain your place on the out of work list and draw your unemployment insurance while training. The only provision is that if you are called to fill a job, it is mandatory that you leave the camp and fill the job or lose your unemployment benefits. I would suggest that you talk this over with your District Representative or Business Agents to get further details.

During the month of August there were 3832 men dispatched to the various jobs and 9 long form agreements signed and 95 short form agreements, making a total of 104 agreements.

Oakland Work Picture Stays Bright

NORRIS CASEY District Rep & Guard

By DON LUBA

The work load in the Oakland area is holding good. A lot of small and medium size jobs and a few large jobs. Ransome is laying a lot of asphalt tonnage every day on several small jobs, also Gallagher & Burke is keeping its crews busy on many small jobs. East Bay Excavators is progressing along quite well on the Nimitz freeway widening job considering they have a real traffic problem.

Guy F. Atkinson has finished moving the heavy dirt on the Temescal job and is now making sub-grade and base. This was one of the better dirt moving jobs in the area as it kept several of the Brothers off the out-of-work list all winter and provided some good overtime hours all spring and early summer.

A. Turrin & Sons has begun work on the Piedmont Reservoir and Massman Construction on the Hegenberger Expressway over-crossing. This is a job of \$3.2 million. It is the first phase of work to be let in an eventual hook-up of the Nimitz Freeway with the MacArthur Freeway by what will be called the Hegenberger Expressway.

By TOM CARTER
West Contra Costa County

Gordon H. Ball Construction was low bidder to repair the 1,000 foot slide that closed highway #80 in Pinole. This job will consist of cleaning out the slide area, drilling a series of drain wells and rebuilding the original fill back to the old alignment. The bid for this work was one million two hundred thousand and work on the job should start some time in September.

This same company was called upon to build the emergency detour around the slide which involved moving over 100,000 yards of dirt plus placing the base rock and paving in less than a week.

Williams & Lane has a large crew of mechanics working in their shops. They recently moved into the new truck shop giving them more room to expand the engine and transmission shop in the old building.

Levin Metal Corp. has been working two shifts in their yard in Richmond, loading ships with scrap iron for the Orient.

Quarry Products in Richmond has had a very busy summer. At present they are working two shifts and long hours, six days a week to keep up with the summer volume of orders.

The Bechtel job at the Union Oil Refinery in Rodeo still in the preliminary stages. At this time they are working on the underground and foundation work. The main portion of the hoisting and erection work will start next year.

By JERRY ALLGOOD
Southern Alameda and Southern Contra Costa Counties

Thirteen miles of the Bay Area Rapid Transit system between southern Hayward and Coliseum station in Oakland are officially a "railroad."

Rail-laying crews have completed their work between the two points, except for minor track alignment, and should have the steel in place all the way through the Oakland subway by the end of the year.

It's the most precise rail-laying job in U.S. railway history, said A. D. Lynch, project engineer for the Dravo Corp., which has BART contracts for trackwork from Hayward through Oakland and extending to Concord. The tough specifications were necessary to in-

sure BART riders a smooth ride when the trains roll over the steel at 80 miles an hour.

BART's trackwork is unusual in several respects. In most areas where the track is on the surface, concrete instead of conventional wood ties are used. Where tracks run on elevated viaducts and inside tunnels, the steel is bolted directly to the concrete floor. Only where there are crossovers and turnouts are wood ties used. While use of concrete is not entirely new, BART is using special fasteners and other techniques not attempted before.

The BART rail work actually begins at Tracy. Here, in the big Southern Pacific track yard, sections of rail are welded into a segment 1,580 feet long—more than a quarter of a mile. The rail in these lengths is loaded aboard a special SP train and taken to the BART center north of Whipple Road in Hayward, where it is unloaded and stockpiled. Then it is loaded aboard a special train running on BART's unique wide gauge of five feet six inches between rails. A machine on the train grabs the rail and shoves it onto the trackbed, where it is bolted into place.

On a typical railroad, the ends of the rail would be bolted together and space left between so the steel can expand and contract depending on temperature. But on BART, the ends are welded together, eliminating almost entirely the clackety-clack sound of a railroad.

To join the ends, a "thermit" process is used. A mold is placed around the gap between the two rails, and filled with a sand-like compound. A workman lights the compound with a match and the rails melt into one. On the average, there are at least two miles between rail joints after the second welding process. The joints are required only where there are crossovers or switches. The new fastening system eliminates the need for space for expansion and contraction.

Just as with a conventional railroad, gravel ballast is placed around trackage laid on the ground, for drainage. A German-made maintenance vehicle runs over this type of trackage and packs the ballast in position and at the same time aligns the rails. Up to two miles of track can be laid in a day. Some custom-made sections of rail required because of sharp curves and turnouts, are already in place in the downtown Oakland subway.

Rails alone do not constitute a railroad. Trains are required, and BART has ordered 250 of them. By this time next year the first trains should be ready for tests along the rail now being laid.

A Danville Construction firm was the apparent low bidder at \$2.8 million to build the Bay Area Rapid Transit system roadbed and bridges in Union City.

Homer J. Olsen, Inc., submitted the lowest of five bids for structures, roadbed and related items for the entire 2½ mile BART line within Union City. Contracts will be awarded later for track, electric power and the Union City elevated station.

Rothschild and Raffin, Inc., of San Francisco, was the apparent low bidder for the first major work at the Richmond train repair and storage yard. The firm's bid of \$4,032,126 was \$83 less than the offer by Pacific-MGC Co., of Berkeley. The project includes construction of a large repair center and a train control tower.

By BOB MAYFIELD
Upper Contra Costa County

Work in this end of the county is still quite good with the large



SAN FRANCISCO MEDICAL CENTER'S Service Building Project (shown above), the first phase of the new Medical Center complex is scheduled for construction beginning around mid-September. DeNarde Construction Company was awarded the contract.

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dirt spreads constituting the bulk of the jobs. However, at this writing many jobs that broke in early spring are now beginning to finish, making the new job work call out just about balance the number of men signing on the out-of-work list from jobs that are being completed.

The Perini Company in Antioch are now beginning to start on their \$8½ million freeway section of State Highway #4. This is Perini's first large excavation job in this State but we are certain it won't be their last. This Company just recently completed the Bullard's Bar Dam up north which was a concrete type dam. For their highway job which will consist of 3½ million yards of excavation plus structures, this Company has purchased a complete spread of new equipment. Caterpillar Tractors and Compactors will be used and Euclid Scrapers will make up the bulk of major earth moving equipment.

Ernest Pestant recently held a pre-job conference with us in regards to their large pipeline job. This job will be broken into three large spreads. Two Koering #505's hoes and one Hopton 500 will be the large hoes used for excavation of the ditch. Cats and Loaders will accompany these rigs at all times and work should last well into the spring of 1970.

At the Pittsburg steam plant the McDonald Nelson Company is nearing completion of the excavation and concrete slab. This phase is vital, as the rest of this \$86 million dollar project can't start until this slab is completed. Several other phases of the steam plant should be let around the end of September which hopefully will mean many good jobs for the next couple of years or so.

Morrison Knudsen at Pittsburg on their freeway section are nearing completion which will bring an end to an era that has spanned nearly two years and has many good jobs for the brothers.

Dravo as of yet hasn't started laying track and pulling down ballast on the BART system tracks which will extend from Oakland to Concord, but should get started doing so in the near future.

We recently were saddened by the passing of Brother Chester Oiler of Martinez who for many years worked in this area as a dedicated Operating Engineer.

Also, in a very untimely auto accident Brother Doyle Morris of Concord was killed en route to home from work. Brother Morris was quite active in Little League Baseball and many other community activities and will be greatly missed by all. To both of these families our sympathies and condolences are offered.

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By JOHN E. SMITH
Business Representative
Shops and Plants

Work in the shops and plants in the Marysville area has held up during the last month and it looks as if this will continue for awhile. Kaiser Sand and Gravel at Orland has added a few men. They are furnishing material for the Interstate 5 freeway—Frederickson and Watson's job.

Concrete pipe plant work has been very slow. We just completed negotiations on their new contract with Hydro Conduit and Valley Irrigation and LaCasella Concrete Pipe. The men were given about a 50 cent package. Peterson Tractor in Chico has had a good month. The future looks bright in all of the Caterpillar shops. Tenco Tractor at the teck center and the Marysville shop are moving right along.

Joe Epstein, owner of Marysville Steel, says things look pretty good there, and Diamond Steel in Yuba City are busy and hoping to pick up more tank contracts.

Gordon and Roy Matthews are keeping 20 engineers busy in their ready mix and rock, sand and gravel plant.

We have just completed negotiations with George's Contractors and Industrial Supply Inc. and the New York Machine Shop. We resolved good packages for each shop although things have been slow in both shops. Joe Martin Welding in Chico has also signed a new contract. Saf-T-Cab Inc. in Yuba City now has a new contract also. Saf-T-Cab designs and builds cabs and safety roll-over bars that meet all Corps of Engineer specifications. Brother engineers Darrel and Gerald Michielas have started this business with the safety of all engineers in mind.

See you next month from Marysville.

By ALEX CELLINI
Quarries, Equipment Dealers,
Scrapyards and Plants

The rock, sand and gravel industry in Contra Costa County has again picked up with P.C.A. in Clayton moving the material just about as fast as they can make it. Kaiser in Clayton is also moving good tonnage of their material. Silver Sands has also put two more Brothers to work to handle their work load in the sand business.

Southern Alameda County just hasn't picked up as it should . . . but, hopes are high.

Equipment dealers at the present time are still doing very well. Peterson Tractor has quite a big

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work load. Machinery Distribution Company and Wabco are both on the same location, and are moving equipment and parts out at a good pace.

The scrap industry in the Oakland area is still doing well. With some of the Maritime people on strike, things have slowed down for the Learner Company who scraps a big number of old ships.

Pacific States Steel mill is back to a one-furnace operation so the work has slowed down for the Brothers there. American Forge is still very busy. E. J. Lavino Brothers are now taking vacations so the work load is good there.

Lots of luck to the Brothers during Deer Season.

Over on the Coast at Shelter Cove ABSCO Paving was having their final inspection today. From here on it will be day-to-day, however the days will probably be long ones. This has been a nice long job for some of the Brothers.

Highway 36—West of Bridgeville Phillips Bros. have Hwy. 36 under repair at several locations. They are employing the services of Foster Drayage cranes on their projects.

East of Bridgeville Art Burman is wrapping up his realignment project. This job has been short but sweet. We understand Art will soon be moving his 631's to another job.

S & A Development of Bridgeville is producing the base and filter material for the above two jobs.

In closing we report the sad news of two of the Brothers being seriously injured. Bill Hawley and Ray Abrams suffered vertebrae injuries when the seat on a rubber-tired rig "bottomed out." Both Brothers are hospitalized at the Trinity Hospital in Arcata.

Elderly Trained

Nearly 200,000 needy older Americans have received employment assistance or job training under various U.S. Department of Labor manpower programs during the past six years.

Strike in 1786

The earliest authenticated strike of workers in the United States in a single trade occurred in 1786 when Philadelphia printers gained a minimum wage of \$6 a week.

Old Law

The first Federal 8-hour-day law was passed by Congress in 1868. It applied only to laborers, workmen, and mechanics employed by or on behalf of the United States Government.

Onstott Freeway Is Right On Schedule

By HAROLD HUSTON

District Representative and Auditor

The work picture in the Marysville District has been as good as expected for this time of year. We know that many of our good brothers have taken jobs in other districts, due to the late rainy season we experienced.

We were very fortunate in this area to have several large projects for our brother engineers in the past few years such as "The Oroville Dam" and "Yuba River Project." We realize it's too much to expect these large jobs to last forever. If we were to take a glance at the Crystal Ball, we would see jobs hopefully in the future like "Marysville Dam" and other big jobs if money becomes available! This is our hope and prayer. *Our goal is a job for every brother engineer in this district!!*

ONSTOTT FREEWAY JOB ON SCHEDULE—The Onstott Road Freeway (Live Oak Freeway) in Yuba City is being constructed by Baldwin Contracting Co. and Merrill L. Dubach, a joint venture. Dubach is doing the excavation and building sub-grade and Baldwin is supplying the aggregate and building finish grade. Dubach moved in ten paddle-wheel scrapers and did enough excavation to build the abutments for the overcrossings.

With eight to ten paddle-wheels running two shifts a day in the usual Dubach fashion (full throttle), it seemed like the abutments just suddenly appeared. One afternoon there is nothing there and the next morning there are two completed abutments ready for structures.

Dubach has moved out until the structures are completed and expects to return in late summer. Gilmore Steel is hanging the rebar and Lew Jones is pouring the structures. George Lund Construction has subbed the frontage roads and detours from Dubach and has almost finished building sub-grade. Baldwin is tail-gateing him, laying rock and paving and hopes to have all the frontage roads and permanent detours finished in the near future.

Baldwin is hauling the AS from a pit they opened in the Sutter Buttes. We have five brothers working there producing (hopefully) five to six hundred tons per day. The AB and AC is being hauled from Baldwin's Hallwood Plant.

Fredrickson & Watson's Willows to Maxwell Interstate 5 freeway job is working a steady five nines with some Saturday overtime on the pipe crews and finish sub-grade work. The job is falling a little behind schedule as a result of the water problem. Some portions of the new irrigation ditches have had to be gunited as extra work and are delaying the progress of the sub-grade. This is what two blocked Merrill L. Dubach on the dirt that he subbed and forced him to move out before completing all of the abutments and sub-grade. They should be moving back in later in the summer when the extra work on the ditch linings are finished.

Lema Construction from Redding has almost finished all of the excavation and embankment on their four mile Highway 32 job out of Chico (Lomo) and late summer should see them completing the finish grade at Forest Ranch on Highway 32.

Hughes and Ladd at Forest Ranch on Hwy. 32 will be finishing the pioneering with the cat and cans in late August and will be bringing in rubber to complete the sub-grade. This job is extremely steep and rocky and the

brothers there are doing a fine job working two shifts (5-9's) and will have the biggest portion of this job whipped by late Fall.

A. Teichert & Son has picked up a job on Reclamation Road, south of Yuba City and has ten brothers working there. It is a Federal Aid County Highway job, bid at \$300,000 and is expected to be finished this summer.

H. Earl Parker of Marysville just picked up a rip-rap and levee job on the Sacramento River in Colusa. Parker was low bidder with a bid of approximately \$1,300,000. They expect to get started in the immediate future. The job consists of rip-rap and levee work at several locations and should keep several brothers busy for the rest of the year.

By DAN SENECHAL

Business Representative

BELDEN TUNNEL TEST IS WASHOUT—The huge pipe being installed by Dravo Corporation as an inverted siphon connecting two tunnels through adjacent mountains ran into problems. The steel pipe runs from the portal of one tunnel down the mountain side, across a river and road and up the other side of the canyon to the portal of the other tunnel. At the outlet of this tunnel, a penstock will carry the water down to the new Belden powerhouse.

The project is part of an overall scheme developed by Pacific Gas & Electric to utilize the power potential of the Feather River. Dubbed "The Stairway of Power" the plan incorporates nine powerhouses drawing, in turn, from a million acre-foot of water in Lake Almanor and ultimately producing 711,800 kw of energy. The \$42 million Belden Powerhouse is the last plant in the program.

The steep slopes, with 50 to 90 percent grades, posed a real problem for Dravo Corporation. Local 3 mechanics put together a 20-foot high gantry crane, enough to straddle a 40-foot section of 11½ foot diameter pipe, pick it up and carry it safely down the slope. The gantry crane (or buggy) rides on six foot diameter rubber tires. It is lowered and raised by means of a large high strength cable working off a powerful hoist operated by Dravo Job Steward Herschel Goodman.

Dravo's contract for \$1.2 million, requires placing the 2700 feet of 11½ foot diameter pipe in lengths ranging from 40 to 70 feet. The pipe is being laid on concrete saddles with I-beam supports set on heavy concrete footings. The sections are connected with Dresser couplings. The pipe is carried across the river on three piers 26 feet high.

Tight working quarters at the top of the slopes inspired Dravo to develop a special dolly to supply the gantry crane. A 52½-ton American Truck Crane is used to load this transporter and a Cat D-9 or 966-B loader to transfer the section from the transporter to the buggy at the portal. The same dolly is used to transport the pipe seven miles from the railroad to the project.

The hoist is installed 40 feet inside the tunnel. It is equipped with 1,275 feet of high-strength cable and powered by a 200 h.p. motor. The hoist has been modified with an additional safety brake and controls capable of stopping the heavily loaded buggy within one inch. The buggy and a pipe section together weigh 70 tons.

The gantry or buggy is 16 feet wide, 20 feet high and 26 feet long. The wheels carry size 2400x25 aircraft tires which are six feet high and have 18-inch tread. Each wheel can turn inde-



E. W. GREENHALGH'S EQUIPMENT stands ready for use by Operating Engineers on the company's job in the Placerville and foothill areas.



BUTTE HOUSE ROAD in Yuba City (at bottom of photograph) is open to traffic between Yuba City and the Tierra Buena area while 600,000 cubic yards of fill are relocated at Onstott and Butte

House Roads. M. L. Dubach and Baldwin Contracting Company, J. V. are contractors for the \$3.1 million, 5.5 mile Live Oak Freeway expected to be completed late in 1970.

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pendently as a caster to permit the rig to move around in the limited level space at the top of the slope.

The pipe is held in the buggy by means of a harness of slings and safety lines. It is raised and lowered with six Beebe winches. Six men, turning together, lower the section down onto its saddles.

July 27th the final connections were made and time had come to test the siphon. Water leaks around Portal II of Tunnel I of the powerhouse project during the test caused slides which moved 500 to 600 yards of mud off the hill, blocking the Caribou Road from California Highway 70. However, an alternate route was available to the crews. A stratum of porous rock was blamed for the leakage, which caused water from the test to shoot from the hillside. About an extra 30 days will complete repairs on this, the last plant in the \$42 million Belden Powerhouse program.

Bids were opened recently on a Butte County road project which will provide a mile of reconstruction on Palermo Road about two miles south of Oroville. Robinson Construction Co. Inc. and Spencer Robinson of Gridley were low bidder at \$154,302. There were three bidding firms. The section to be rebuilt extends from 0.3 miles south of Monte Vista Avenue to

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Mill Street. Half a mile of this distance will be four lane county highway and the remaining half will be two lanes, when this project is finished. About four months will be required for construction.

Bids were called for on June 11th on the expressway around the west side of Lake Almanor Route 89 in Plumas County by the Division of Highways. A. Teichert & Son were the low bidder. The project extends from 1.3 miles northwest of Almanor Inn to the junction of Route 89 with Route 36. Work consists of grading, installing drainage facilities and paving with asphalt concrete. A one-mile section traversing a summit will have a four-lane roadway to permit unrestricted passing. High water at Lake Almanor has covered the source of some of the required material. It will be available late this summer when construction starts.

A. Teichert & Son have completed their \$218,000 realigning of Big Springs Road on the east side of Lake Almanor. Walters & McKee have subbed the clearing on Teichert's new project and hope to be out by August 1st so Teichert can move right in.

Plumas Construction Co. of Oroville has completed excavation on Bucks Lake Road west of Quincy. Butte Creek Rock of

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Chico is about to wind up the paving to this favorite summer hide-away that is used by many Oroville residents. The area features many cabins and a large resort.

Hughes & Ladd Inc. of Redding are about to bring their Portola project to a close. O'Hair has sub-contracted the base filter material and plan to have their hot plant in full production and ready to pave by the middle of July.

Kizer-Heintz are in full swing on the Stampede Dam project. There are about 50 engineers employed at the present time. The dirt crews are all on a single shift basis but the mechanics have to stay ahead by pulling a double shift.

Women Making It!

That women have been infiltrating what have long been considered men's fields is demonstrated by union membership figures for 1966, the latest reporting year. The Labor Department reports that of 2.9 million female union members, 8,000 were members of the Carpenter's union; 2,250, Fireman and Oilers; 942, Woodworkers; 2,800, Boilermakers; 16,000, Distillery Workers; 2,006, Painters; 2,407, Seafarers; and 403, Rural Letter Carriers.

Heating Up!

Tight Money, Hot Weather Join

By LAKE AUSTIN and LOU BARNES

Redding is approaching a record, as this is written. We have had over 100 degree temperatures for 20 to 25 days. The general trend in this area is the same as everywhere, a general slow-down in construction due to "tight money."

The Peter Kiewit Sons Company job north of Yreka just finished on the 16th of August and the Brothers who were on this job were sure glad to get the time off. This job will be surfaced in conjunction with the Gordon H. Ball job immediately to the south of it as a part of Ball's contract.

Ball has started double shifting on the rock truck spread and moved out 6 of their 650 cat scrapers and 4 of their dozers to their job in Tracy. Most of the Brothers who are on the rigs are going down with them after they took a look at our "Out of Work" list. The rest of the job is continuing as before, still hoping to get the majority of the dirt and rock done before the rains come in November.

Fredrickson & Watson are cutting their crusher to 1 shift on the 24th of August and plan to have their 22 miles of concrete paving down by the 30th of the month. They are coming right along on their shoulder work and by the middle of October should be wrapping this job up. This job runs from 5 miles north of Weed to 8 miles south of Yreka. When this project is opened to traffic, the worst stretch of road, accident wise, will be done between Weed and the Oregon border.

The Hughes and Ladd Company job that is between the Ball and Fredrickson and Watson jobs is proceeding very smoothly. This is the job that goes through the town of Yreka itself and as you know any time you're going through towns you don't get the big production that everyone expects. All the Brothers seem happy though on it and like the size of their paychecks.

This job will also tie in the last stretch of "Collier Way," the Scott Valley road, between Yreka and Etna, which will be good news to all the fishermen.

El Rio Contractors job at Doyle is in the third month of "winding up." The Brothers over there have had a good year but the job is on penalty and is 4 to 5 weeks from being done.

There is a small channel job coming up in the Alturas area and several "blanket" asphalt jobs in the remainder of the northern area. Don McCollum of Yuba City was low bidder on a small job near Callahan which should put a few Brothers to work.

Hughes and Ladd have about 8 men working on repairing the storm damage on their Peanut project northwest of Red Bluff on highway 36. Tommy Davis Construction of Redding have 4 or 5 Operating Engineers working on a few small jobs in the Weaver-ville & Hayfork area and are looking for more to keep them busy for the rest of the season. H. Earl Parker has finished their storm repair job in Red Bluff and have moved to about the same type of project at Gilman Road on Shasta Lake. Butte Creek Rock Company of Chico have finished their boat launching ramps, one on Shasta Lake at Antlers and one on Keswick Lake on Iron Mountain Road. These two small projects

will really improve the access for boaters hoping to do some fishing.

J. F. Shea Company in their Redding operation, have many small to medium jobs going in Shasta and Tehama Counties. They have about 45 Operating Engineers working and try to keep about half of this number going as much as possible. This is one of those grocery store type of operations where a guy never knows where he will be until the next day and then he's on to something else. They are looking hard at the several large blanket projects to be bid in the next few days and will probably land them.

A. Teichert & Son still have their small operation here in Redding, but it doesn't have a very large payroll at the present time but they're always in there close and they'll probably surprise everyone around here some day by getting a "big-un."

Sutherland Construction Company of Auburn are again working on the job at Cottonwood, this sure has been a "hit or miss" job to all the Brothers who are down there—thirty in number. The Red Bluff Canal project (Reach No. 1 Tehama-Colusa Canal) is stirring a little bit but it looks as though only structure work will be pushed this year. About 10 of the local Brothers are working on this job at the present time. Trinity Logging Company has a small job at the Hayfork Airport and blowing smoke on it at the present. The Trinity Sand and Gravel Company have very little going at the present time.

S & Q Construction have gotten the portal excavation completed on their tunnel job and should have a face and be mucking by the time this gets to print. As this is an 8' bore and only 250 feet long, they'll hardly get started before they have to stop.

We thank all the Brothers who took the time to return their ballots for the election. A reminder to all is "Change Your Address" when moving, not just on signing the "Out of Work" list, but for all your union mail. The form is available in the dispatch office and can be done by phone. It is important to get your Union information and news properly and on time.

Stable Moves

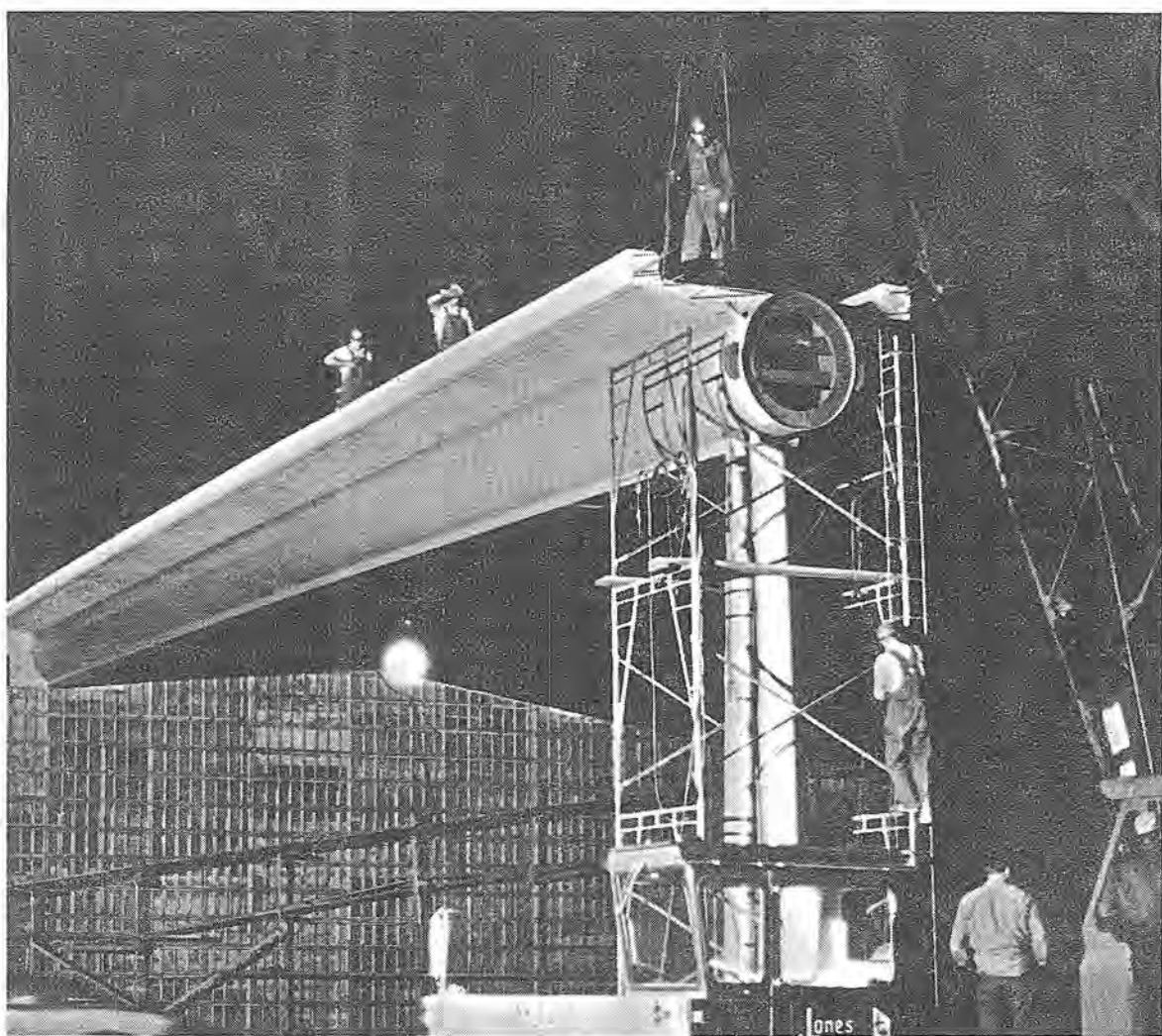
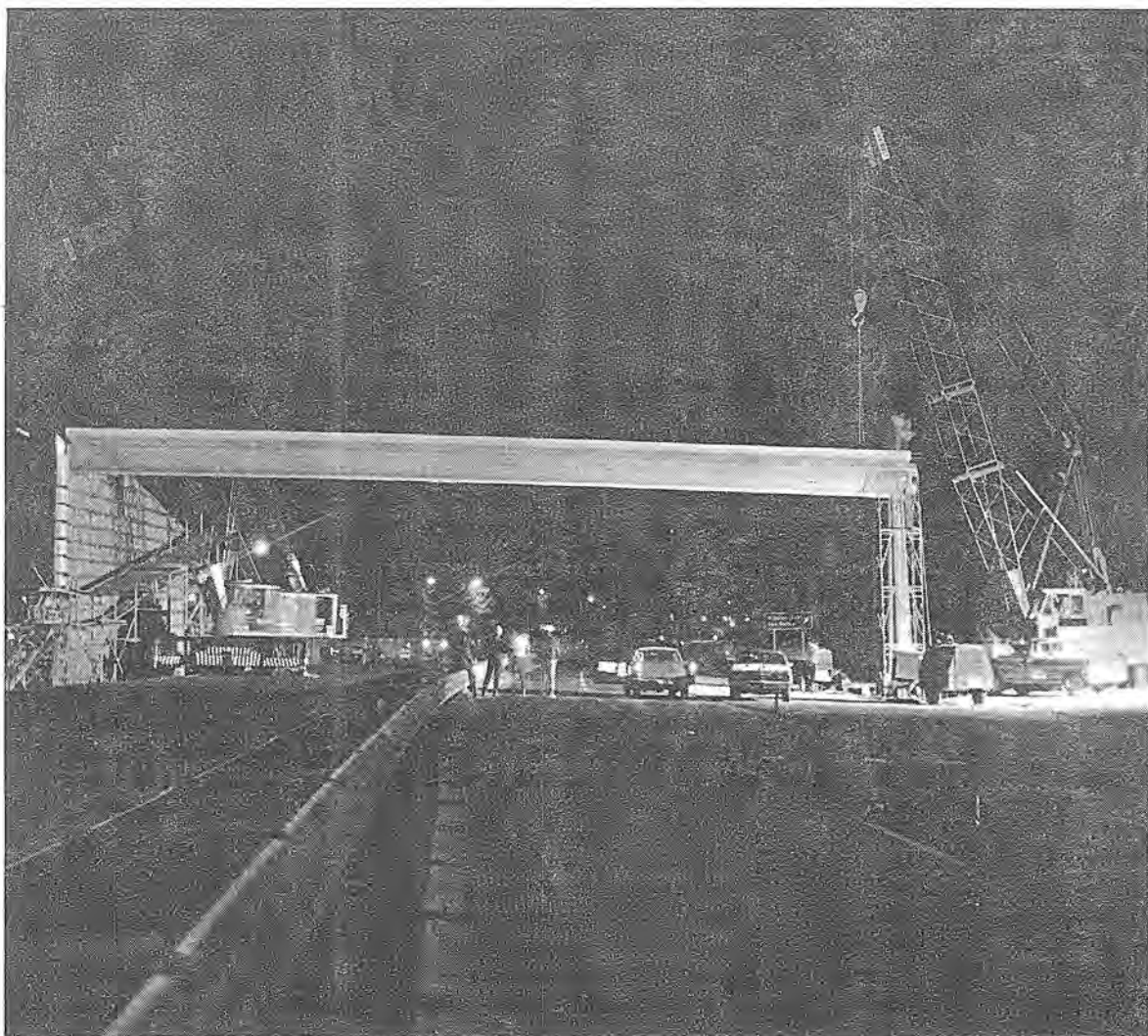
A strong job market makes it possible to move idle and underutilized human resources into productive activity. The Labor Department observes that the prospect that this current high level of job demand will be a stable and continuing one lends internal strength to its manpower efforts.

Blue-Collar Jobs

For the youngster with good manual dexterity, blue-collar jobs in the skilled trades offer a bright future. According to Department of Labor figures, average journeyman wages in 30 skilled occupations in building and construction, metal foundry, printing, and automotive are \$8,500 per year.

Work Breakdown

Of the 5.7 million workers placed by the Federal-State Employment Service system in 1968, more than 375,000 went to work in the construction industry, over 1.4 million in manufacturing, 278,000 in transportation and public utilities, nearly 1.3 million in the wholesale and retail trades, over 115,000 in finance, insurance and real estate; and 1.9 million in the service industries.



CRANES HOIST TUBULAR GIRDER IN PLACE

In Dead of Night

101 Crossing In Position

By AL HANSEN

ENGINEERING FEAT IN THE DEAD OF NIGHT — The first tubular girder bridge in the U. S. spans Highway 101 in San Rafael. The \$140,000 concrete and steel pedestrian overcrossing which had been built next to the freeway was hoisted into place between 2:00 and 3:30 a.m., with north and southbound traffic detoured through San Rafael. The only hitch came when the crane hooks for the two 67-ton sections turned out to be the wrong size and crews had to weld new ones, delaying the project 21 minutes.

Highway crews positioned two 100-ton cranes to hoist one of the 69-ton sections of the new Highway 101 pedestrian overcrossing into place, so crews could weld it to the steel supports. Other workers bolted a section in place. The bridge, a pioneering new design which engineers hope to use on larger jobs in the future, stretches 198 feet across the highway, link-

ing Coleman School and Lincoln Avenue, San Rafael.

Contractor on the project was McGuire & Hester, with Brothers Bernard Hulihee and Cliff Viera (Sheedy Drayage, link belting) and Ernie Jones and son (Jones Crane).

J. A. Avella is picking up quite a few jobs around the area and keeping one Operator busy.

Forde Construction Company is working at Terra Linda and paving on Hwy. 101.

Robert Malloy Excavating Company is still plugging along, keeping a lot of Operators busy on their Quail Hill job and starting another job in Larkspur. This company has been keeping quite a few men busy most of the year and hoping the weather is good until Christmas. They've been doing a very good job at Quail Hill—everybody is happy!

Allan-Marin Company is going right along with its job at Tam Valley, with Merz Brothers also

keeping a few of the Brothers busy and M.P.S. is moving right along with their underground work at Marin Valley Mobile Homes Estates at Hamilton Field.

Thornton Paving has been picking up a few jobs here and there around the county. A. Teichert & Son is also very busy in Petaluma, with three subdivisions — this is grading and all underground, curb, gutters and paving. 20 men are on the job.

Custom Grading is picking up a few jobs around the area and are doing very well. The same for Bresnan-Dalecio, with quite a few jobs in Marin County. McGuire & Hester is moving right along on their Hwy. 101 job in San Rafael. The job is starting to shape up and is turning out to be a real good job. Members can be proud of the work they are doing on this project.

Huntington Engrs. moved in on the San Rafael Creek, driving a

(See NIGHT RUSH page 12)

The Promotion Of Thrift

By JAMES "RED" IVY
Credit Union Treasurer

Everyone will agree that successful efforts expended in the promotion of thrift are indeed worthwhile. It was with this thought in mind that the management of your Local Union first organized the Credit Union.

To further augment this worthwhile promotion of thrift, the Local Union Manager together with other Members of the Negotiating Committee wisely negotiated the present Vacation-Holiday Pay Plans into the various Construction Agreements.

The success of these efforts speaks for itself as we see two-thirds of the eligible Members employed under these Agreements taking advantage of the opportunity offered to increase their savings by allowing their Vacation-Holiday Pay to transfer to their Credit Union share accounts.

July and August transfers of these funds alone amounted to more than one and three quarter million dollars boosting the total Credit Union assets to over five and one half million dollars.

Although the Credit Union can still be considered in its infancy, having barely dented its potential of being one of the largest in the United States, the effects of its success and the success of the Management of the Local Union in their efforts to promote thrift among the Membership is already apparent.

Members have found untold comfort in being able to draw on their reserves to meet their commitments during the slack season. The effects can readily be noted in the delinquency rate of the Credit Union loan accounts which at less than 1% of total amount loaned are substantially below the national average.

The effects can also be noted in the number of Members using the Credit Union to keep their Union Dues current, many of them authorizing the Credit Union to pay their dues for them on an annual basis.

Many Members finding it easier to make payments than to replace savings that have been withdrawn, choose to keep their savings intact and make low cost loans from the Credit Union to meet their commitments.

The Credit Union pays dividends on the Member's shares (savings). The amount of these dividends has been comparable to the interest paid on bank pass-book savings.

Other incentives to encourage the Member to save in the Credit Union includes the Life Savings Insurance. This Insurance, which is paid for by the Credit Union, would in most instances, pay a deceased Member's beneficiary an amount equal to the Member's shareholdings up to \$2,000.00.

Based on the average age of the Membership, the VALUE OF THIS INSURANCE alone would be equal to a dividend of 3% to 4%. Over 89 claims have been paid under this coverage since July 1, 1968.

Credit Union Members can borrow up to \$1,000.00 on their signature and up to \$15,000.00 plus the value of their shares with security. Interest rates are highly competitive with those offered by banks, finance companies and other lenders. Credit Life Insurance on loans is paid for by the Credit Union.

After long negotiations, the Credit Union has secured a Group Automobile Insurance Program for Members financing their vehicles with the Credit Union.

(See AUTO RATES page 14)

Offer Top Deal On Auto 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 \$300,000 (includes medical payments and uninsured motorist protection), collision (\$100.00 deductible), comprehensive (fire, theft, and personal effects), and towing.

Who Qualifies?

Members financing cars through Operating Engineers Local Union No. 3 Credit Union.

How Are Premiums Paid?

Annual premiums will be paid on your signed authorization from your Credit Union Share Account. Adequate funds will have to be on deposit in your Share Account to cover the premium when due.

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?

Premier Insurance Company of Transamerica Corporation, \$36 Billion strong. SITCO, one of the pioneers in the administration of union group automobile insurance plans, administers the program.

How About Claim Service?

Premier and the General Adjustment Bureau, Inc., with more than 735 branch offices and 3,600 permanent staff adjusters 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 Much Do You Save?

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

You will be advised by mail how much your insurance policy will cost and how to put your insurance in force.

CLIP HERE

CLIP HERE

CLIP HERE

CLIP HERE

MAIL COMPLETED FORM TO: SITCO, P.O. Box 10113, OAKLAND, CALIF. 94610

NAME (Last, First, Middle)				SOCIAL SECURITY #	
ADDRESS		CITY	STATE	ZIP	
HOME PHONE	WORK PHONE		OCCUPATION		
PRESENT INSURANCE COMPANY			PRESENT ANNUAL PREMIUM		DATE PRESENT POLICY EXPIRES



VEHICLES							
Car No.	Year	Make	Model	Horsepower	Body Style (2-dr., 4-dr., Wagon)	No. of Cylinders	Indicate Miles Driven to Work One Way or Pleasure Use Only
1							
2							
3							

COVERAGES		
BASIC — Check One Box Only	<input type="checkbox"/> \$35,000 Liability 1,000 Medical Payments 30,000 Uninsured Motorists	<input type="checkbox"/> \$100,000 Liability 3,000 Medical Payments 30,000 Uninsured Motorists
	<input type="checkbox"/> \$300,000 Liability 5,000 Medical Payments 30,000 Uninsured Motorists	

OPTIONAL — Check Coverages Desired			
Car No.	Comprehensive (fire & theft)	Collision (\$100 Deductible)	Towing
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DRIVERS						
List Everyone In Your Household Who Drives						
Driver No.	Name	Calif. Drivers License No.	Age	Sex	Marital Status	In Last Three Years Number of Moving Violations Accidents
1						
2						
3						
4						

Signature

Underwritten by
PREMIER INSURANCE CO. OF TRANSAMERICA CORPORATION
Administered by
SITCO
Howard T. Goodman, President

MAIL COMPLETED FORM TO: SITCO, P.O. Box 10113, OAKLAND, CALIF. 94610

Set Four New Sites In Stockton

By WALTER TALBOT, AL McNAMARA, JIM GENTRY and ELVIN BALATTI

Four projects in excess of \$52 million will provide employment for engineers in this district for two to three years.

Granite Construction Co. and Stolte, Inc., was awarded the 22 million dollar job in San Joaquin County in and near the City of Stockton. The project entails the construction of an interchange of Highway 4 and Interstate 5, consisting of 8 bridges, portions of 2 bridges, 2 pumping plants with ramps and connecting roadbeds to be constructed.

Gordon H. Ball Co. of Danville was the successful bidder with a \$13.29 million contract for construction of the east Tracy bypass of the West Side Freeway (Interstate 5). Ball submitted the lowest of five bids for the 13.2-mile section. Construction will begin .7 mile south of the Stanislaus-San Joaquin County line and end ½ mile south of Paradise Cut, where Ball now has a contract to construct the north Tracy bypass. The supervision and personnel on the older contract will also be employed on the new project.

A \$4.7 million contract for converting Highway 99 into a full six-lane freeway from the Stanislaus River to a point 1.3 miles south of Salida has been awarded by the State to A. Teichert & Son. A major feature of the project is altering the twin two-lane spans over the Stanislaus River into one bridge.

Construction is also underway by A. Teichert & Son on the West Side Freeway (Interstate 5) between Frewert Road and Anderson Street. This \$13.75 million contract, scheduled for completion in 1971, includes interchanges at Roth, South French Camp and Mathews Roads, French Camp Turnpike, Dowing Avenue, Eighth Street and Charter Way. Polich & Benedict has a sub-contract to construct the 21 structures.

Claude C. Wood Co. of Lodi has several engineers working on the Calaveras River levee job near Stockton. This same company was awarded a contract by the Board of Supervisors for preliminary work on the expansion of Micke Grove. The firm will construct two parking lots, extend access roads and install a drainage system.

Fresno Paving Co. has started work on 8-Mile Road between Thornton Road and West Lane north of Stockton. The job entails a two-lane highway and bridge and was bid at \$414,000. Fresno Paving was also awarded the reconstruction of Davis Road at \$152,000 from Thornton Road to 8-Mile Road, which right-angles the first job.

Harms Bros. of Sacramento has moved equipment in on their job to pave the Red Lake Grade road, recently completed by Burchett and Good in Alpine County.

M.G.M. Construction Co. of Concord negotiated a contract with the Calaveras Cement Co. to install a lime slurry pipeline from Murphys to the cement plant near San Andreas for a distance of approximately 21 miles. Union Engineering Co. has a sub-contract to do the clearing and grubbing for the new pipeline.

Continental-Heller Construction Co. has several engineers employed on their warehouse job at the Tracy Annex Sharpe Depot. Also at the depot with different types of contracts are Sampon & Webb Construction, Parrish, Inc.,

(See STOCKTON page 16)

Final Crosstown Link

Atkinson Wins \$22 Million Bid

By BOB SKIDGEL, HARLEY DAVIDSON, MIKE KRAYNICK and JACK CURTIS
Business Representatives

San Jose gets its final crosstown freeway link at last. Guy F. Atkinson won the low—\$22 million—bid on construction of a five-mile extension of the eight-lane Junipero Serra Freeway between Route 17 and Route 101. The project will include seven-tenths of a mile of grading and paving on the Guadalupe Freeway between Jerome and St. John Streets and the completion of the direct connection interchange between the Sinclair Freeway and Guadalupe Freeways. Completion of the project should take three years and will include partial interchanges near Leland and Porter Avenues and full interchanges at Meridian, Bird and McLaughlin Avenues. First, Seventh and Tenth Streets will also get full interchanges; railroad underpasses will be built at Kingman and Meridian Avenues and bridges will be built over Coyote Creek and Western Pacific Railroad. This job should keep a lot of the Brothers happy and busy for a while.

Another big project to look forward to will be a \$12 million flood control project along Llagas Creek in southern Santa Clara County. Meanwhile, numerous smaller jobs are progressing rapidly. Leo Piazza paving crews are working on a pair of contracts, repaving sections of major and minor streets for \$943,000 for the City of San Jose. Out in Alviso, San Jose is spending \$250,000 for streets and water supply. Hood Corporation of San Jose was low bidder on a \$169,510 contract to lay a 10,500 foot water main to tie the community water supply and a Hetch-Hetchy line south of the district to be completed within 60 working days. By then it is hoped other long-range water projects will be available in the area.

Permits for \$29.8 million worth of new construction were issued by the City Building Department last month and increased to \$116.4 million, the total 1969 construction so far. County construction is also going at a fast clip. A. J. Raisch Paving Co. won a \$673,271 contract for a key Capitol Expressway link. It will run three quarters of a mile from Sinclair Freeway (680) to just south of Story Road. Also on the East side is the \$600,000 Evergreen Shopping Plaza at White and Aborn Roads being built for Sutter Hill Development of Palo Alto.

In the north county, a \$1,324,613 contract was awarded by the County to Freeman Sondgroth for the Oregon Page-Mill Expressway project. The 1.5 mile route is planned chiefly through Stanford Industrial Park at Palo Alto between Park Boulevard and Foothill Expressway. It will include resurfacing, installation of a divider slip on Page Mill between Ash and El Camino and a free right turn lane from westbound Page Mill to northbound El Camino. Palo Alto is paying for a related project which includes widening of Hanover Street to four 12 foot lanes on each side of Page Mill Road.

Los Altos Hills awarded \$50,000 worth of contracts to H. P. Schultz for a pumping station and to Wenrick and Associates for ties in the Punssima Hills County Water District. Mountain View has awarded A. E. Mullin Construction the \$162,031 bid for a storm sewer improvement project along El Camino.

Cupertino is also experiencing a booming construction year. In the first six months, \$29,687,380 worth of permits were issued. The total included a \$3,729,000 apartment

complex and the \$3½ million Sears store already under construction.

Sobrato, Russo and Koch will build a \$90,000 industrial "shell" on Bubb Road. Apartments and restaurants are still springing up on all vacant corners. The \$2.5 million Turtlerock on Fremont in Sunnyvale and the \$2.5 million Menlo Tower in Menlo Park will keep us busy. El Camino between University of Santa Clara and the Lawrence Expressway will soon be a "restaurant row" to put any part of the upper Peninsula to shame. Two new contracts to Sondenno Construction for Carrow's at Calabazas Boulevard, and a Sambos will bring the number up to 42.

Another big new development worth \$12.5 million is getting along on Hamilton Avenue, in

Campbell. Initial plans call for development of the 30-acre Comes Ranch property into mixed multiple residential and commercial uses. The complex will be built to three stories atop underground parking with more than 50% of the area devoted to landscaping.

Granite Construction Company was awarded a contract to construct Corralitos Reservoir, a 500,000 gallon steel tank. They are also doing the grading and paving. The bid was \$68,793.

Bogard Construction is going strong at its university job in Santa Cruz. Granite Construction Co. has all the offsite work.

Granite Construction Co. was low bidder on the Salinas storm drains. This bid was \$721,338.

Award was made to Phil Cala-

brese of Monterey for surfacing training areas and roads around Ford Ord. This bid was \$119,214.

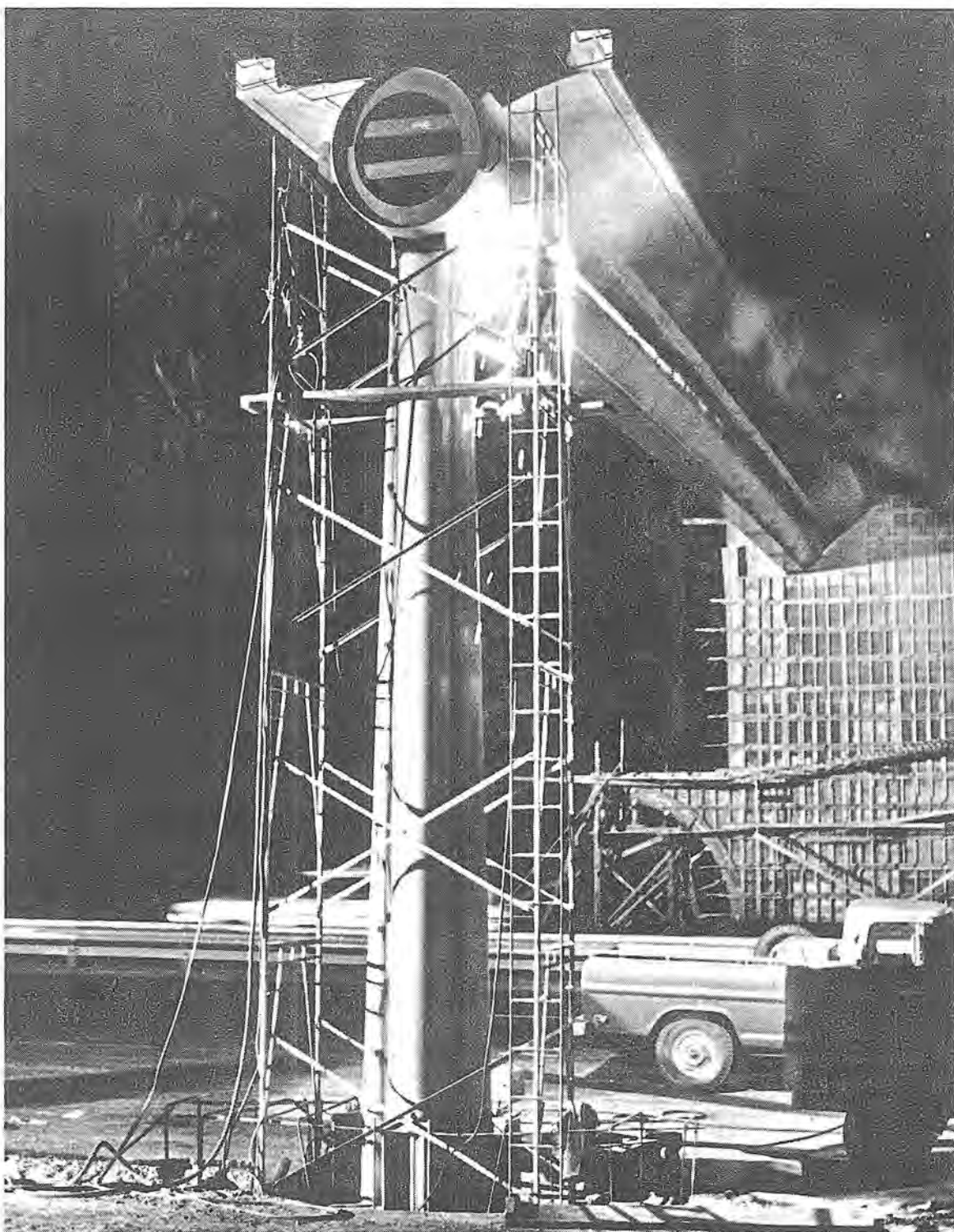
Madonna Construction Co. was low bidder to surface roads and parking lots in Presidio of Monterey. This bid was for \$75,559.

Phil Calabrese, again a low bidder at \$172,932 to resurface roads, streets, and alternate storm drains in Fort Ord.

Monterey Peninsula Paving & Grading—Low Bidder, \$6,486—to construct cross drains at Fort Ord.

Wesley G. Watkins was low of \$9,487 to clean up slide areas at Camp Roberts.

Madonna Construction Co. will begin their overlay job on Highway No. 1 in Monterey and San Louis Obispo Counties, for approximately 30 miles.



READY TO BE WELDED IN POSITION

Night Rush On US 101

(Continued from page 10)

few pilings, and putting in new floats for the Yacht Club on Summit Avenue. Site Engineering have been very busy on quite a few jobs.

Hein Brothers Quarry keeping all the steady Brothers busy at present and Maggiora-Chilotti, Inc. has a few jobs around the area.

Bobo Construction with a little job at Stinson Beach is keeping one man pretty busy. (As this goes to press, Brother Fabian Bobo and his family are enjoying a nice vacation on the Matson to Hawaii and other neighbor Islands—Al-oha!)

Raymond Concrete is driving the pile for the new San Rafael

Overpass, keeping a few of the members pretty busy.

Parish Brothers doing a little job in Tam Valley, with a few members on the rigs. McLellan over the area—with little jobs here and there.

Watkin & Sibbald is keeping quite a few members busy with jobs all over the place. Murphy-Pacific is moving right along on the San Rafael overpass job, with a good crew keeping busy.

GOOD SPORT—The following questions refer primarily to participants in an athletic contest of any kind, but they have application to spectators at these contests as well, for there is a sportsmanship of the grandstand and bleachers as well as on the field.

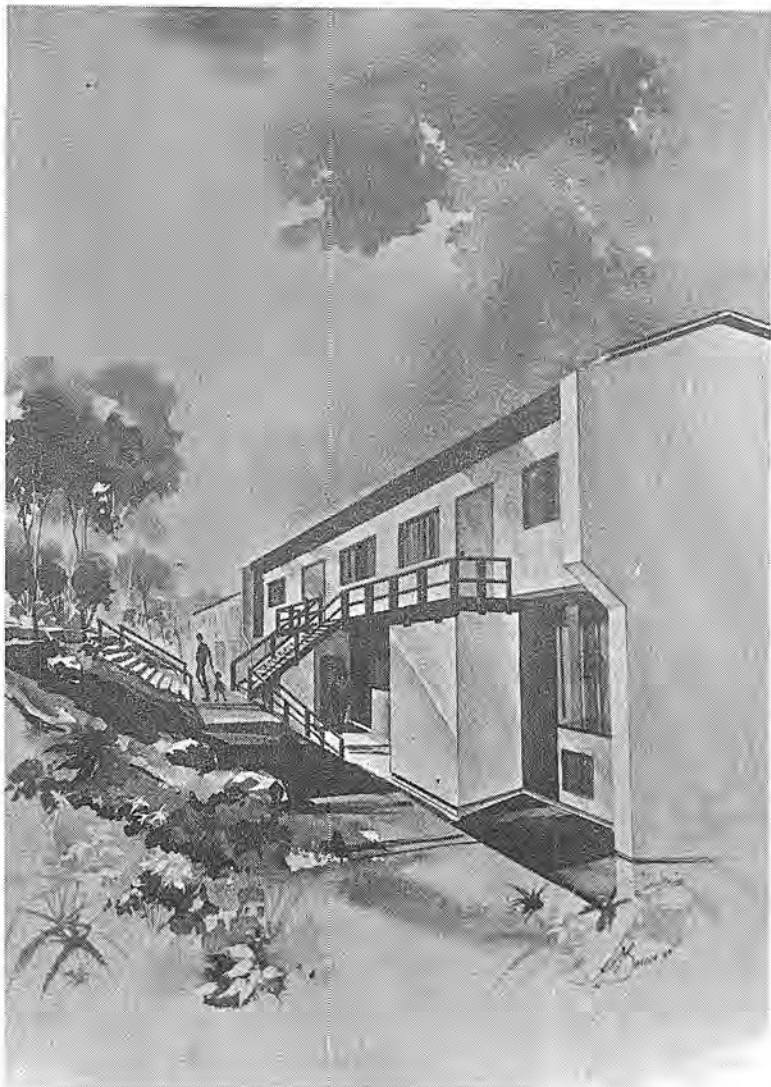
In the event of personal accomplishment or team victory, have I tried to conduct myself with honest humility, or have I developed into that distasteful specimen—a good athlete who is also a braggart and a snob?

If, after putting forth my very best effort, I nevertheless must taste heartbreaking defeat, am I big enough to congratulate the winner and shake his hand?

Have I, as a spectator, while cheering on my own team, been willing to give credit to an opponent's good play?

Have I disrupted the game by loud booing, by unrestrained heckling of game officials, or by throwing things on the field?

Hunters Point Housing Near Construction



NEW HOUSING FOR HUNTERS POINT residents shown above was designed by black architects (l. to r.) Site 4 by Kinsey, Meeds & Williams in collaboration with John Doss Williams and Site 1 by Kennard and Silvers of Los Angeles. Rents will range from \$25 to \$141 for studios and from \$52 to \$264 for 4-bedroom units.

Special to ENGINEERS NEWS

FIRST DESIGNS OF NEW HUNTERS POINT HOUSING UNVEILED

"They're all beautiful and I'd like to move in right now," said Mrs. Elouise Westbrook, chairman of the Bayview-Hunters Point Joint Housing Committee.

"This will be some of the best housing in San Francisco," said M. Justin Herman, executive director of the San Francisco Redevelopment Agency.

These were just two of the reactions recently as the Joint Housing Committee and the Agency unveiled the dramatic designs of the first new housing to be built in Hunters Point.

The designs are for 672 low-to moderate-priced private housing units, and were prepared by five of the nation's leading architectural firms for five different sites on the hilly ridge.

Three of the firms are black—Kennard and Silvers, A.I.A.; Kinsey, Meeds and Williams, A.I.A.; and John Doss Williams, A.I.A., all of Los Angeles.

The other architects are Aaron G. Green, F.A.I.A., who did the preliminary master plan for the new Hunters Point community, and Marquis and Stoller, A.I.A., architects for the award-winning St. Francis Square in the Western Addition.

The new socially-oriented, privately owned housing—which will replace what is now San Francisco's most shameful slum—will rent between \$25 and \$141 for studios and between \$52 and \$264 for four-bedroom units, depending on the rent-paying abilities of the re-housed families.

No displacement of area residents will occur, since the first five sites are on vacant land, but current residents will have priority on the new housing.

Herman said the Redevelopment Agency is ready to do the engineering work on the sites just as soon as it gets title to the land from the San Francisco Housing Authority, through the City.

He also noted:

"This is quality housing designed by quality architects."

"The designs certainly do not suffer in any way from 'projectitis'."

"Moreover, it shows again that the people of Hunters Point have the capacity to set their own goals, to make a partnership with the Redevelopment Agency workable, to select competent architects, and to work with them toward the schematics for the housing."

The sponsors of the new housing, all from the Bayview-Hunters Point area, are:

Site 1, Bayview-Hunters Point Community Development Corporation, 162 dwelling units. (Kennard and Silvers, architects.)

Site 2, Ridge Point Methodist Church, 101 units. (Aaron G. Green)

Site 3, Bayview-Hunters Point Credit Union, 94 units. (Aaron G. Green)

Site 4, Double Rock Baptist Church, 151 units (Kinsey, Meeds and Williams, in collaboration with John Doss Williams.)

Site 5, All Hallows Roman Catholic Church, 164 units. (Marquis and Stoller.)

In all, some 2,000 housing units will be constructed eventually in the 134-acre Hunters Point redevelopment area.

At present, the steep hillside, with sweeping views of downtown San Francisco, contains only "temporary" barracks housing, built during the war and judged "almost unlivable" in 1948.



OTHER HUNTERS POINT DESIGNS are Site 3 by Aaron G. Green, who did the preliminary master plan for the new Hunters Point Community, Site 5 by Marquis and Stoller and Site 2 by Aaron G. Green. The first five designs will contain 672 units, all privately owned.

Never Too Late

It's never too late to learn a new trade. From 1962 through the end of 1967, more than 87,000 older workers had enrolled for job training under the Manpower Development & Training Act. Some 65,000 of these took classroom instruction and the remainder engaged in on-the-job

Consumer Prices

Prices in the San Francisco-Oakland metropolitan area increased 1.0 percent between September and December last year. The Bureau of Labor Statistics said the December Consumer Price Index was 4.5 percent higher than the level for December 1967.

Attrition and Growth

Job openings during the 1965-75 decade are expected to total about 38 million. According to Department of Labor estimates, 42% of those openings will result from growth in the economy; the remainder will be due to retirements and deaths.

Top Agreement

Eighteen-state agreement on manpower assignments and other procedures has been negotiated by Operating Engineers North Central Conference with five national tank building concerns employing members of 23 locals.

NLRB Selection Will Be Made

White House will follow precedent and will not name new chairman of National Labor Relations Board, at least until term of a present incumbent expires. Term of Sam Zagoria, liberal Republican, expires in December and Frank McCulloch, holdover chairman, is expected to fill top post until then. Howard Jenkins, Jr., the other Republican member, had been reported in line for top post.

Apprentice Figures

Between 1954 and 1968, 444,479 apprentices completed training programs approved by and registered with the U.S. Department of Labor. Of this number, 259,209 apprentices were in the construction industry trades, 67,230 in the metal working trades, 29,578 in the printing trades, and 88,462 in miscellaneous trades.

Let's Organize Them

About one out of every nine living veterans in the United States today has served in Vietnam. The total number of Vietnam veterans is nearly 3 million.

But Costs Up 70%

The average weekly unemployment insurance benefit paid in 1939 was \$10.94. In 1968, weekly benefits averaged \$43.43.

Disabling Injuries

From 1964 through 1967, the number of disabling injuries suffered by America's work force averaged 4.6 million annually. This was twice the number resulting from automobile accidents. Since the work force represents only one-third the total population, the rate of job-to-auto injuries was actually six times as great, according to the Bureau of Labor statistics.

Urban Affairs Council

New Secretary of Labor George P. Shultz has been appointed to the newly created Council for Urban Affairs by the President. The Council is to advise and assist the Chief Executive with respect to developing the national urban policy.

Walsh-Healey Act

The Labor Department has revised health and safety standards under the Walsh-Healey Public Contracts Act to provide greater protection for covered workers. The revisions become effective in February.

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
Adams, Thomas	3	0486131	6/19/69
Phyllis—Wife	SS#434-18-5402		
3802 E. Ashcroft			
Fresno, California			
Blake, Clifton	3	351259	6/4/69
Gladys—Wife	SS#556-26-8368		
106 Del Monte			
So. San Francisco, Calif.			
Bledsoe, Clayburn	3	908676	6/20/69
Ola Inez—Wife	SS#568-03-9858		
2285 So. Blythe			
Fresno, California			
Bredesen, Arnold	3	863856	6/18/69
Betty—Wife	SS#528-30-6411		
190 Brookside Dr.			
Springville, Utah			
Brown, Ray	3	904608	6/23/69
Billie—Wife	SS#555-10-5607		
2230 E. White			
Fresno, California			
Clark, C. C.	3	107912	6/1/69
Barbara—Wife	SS#573-26-6195		
P. O. Box 63			
Jamestown, California			
Cooper, Gus	3	062456	6/21/69
Lorena—Wife	SS#526-03-2727		
4060 Walker Avenue			
Santa Rosa, California			
Delaney, John	3	255741	6/2/69
Sarah M.—Wife	SS#572-05-0058		
P.O. Box 196			
Hayward, California			
Farrow, Bruce	3	459117	6/16/69
Jerry—Wife	SS#707-03-0058		
1436 Carrie St.			
Bryte, California			
Fisher, Lyle M.	3	1128291	5/12/69
Lois—Wife	SS#529-03-4887		
844 W 3900 So.			
Bountiful, Utah			
Hanke, Charles	3	0222590	6/9/69
Elsie—Wife	SS#561-01-3155		
276 Linden Avenue			
San Bruno, California			
Hargrave, Leroy	3D	0622893	6/12/69
Mervin—Son	SS#546-01-6465		
6108 Dunning Avenue			
Marysville, California			
Henderson, Thomas	3	119109	6/10/69
Rosa—Wife	SS#546-34-9032		
6057 N. Haven Drive			
North Highlands, Calif.			
Higa, Muchuro	3	1113157	5/28/69
Gwendolyn—Kamato—	SS#575-24-3132		
Mother			
47-263A Ahaolilo			
Kaneake, Hawaii			
Hurd, Leland	3	0281934	6/16/69
Florence—Wife	SS#552-03-1408		
P.O. Box 20			
El Dorado Hills, Calif.			
Kolesar, John	3	0342665	6/17/69
Georgia—Wife	SS#556-07-7406		
195 Pine Dr.			
Fairfax, California			
McKerlie, Robert D.	3	292141	6/21/69
Bonnie J. McKerlie &	SS#555-10-5665		
Barbara Jury—daughters			
5844 Amber St.			
Sacramento, California			
Mabrier, Alfred	3	354387	6/18/69
Lily—Wife	SS#530-05-8400		
P.O. Box 60			
Eagleville, California			
Makuakane, John T.	3	1355161	6/13/69
Elizabeth—Mother	SS#576-26-1987		
RR #1, Box 21			
Kailua Kona, Hawaii			
Newton, Olaf	3	1014603	6/23/69
Mary C.—Wife	SS#576-09-1172		
206 So. Crenshaw			
Visalia, California			
Ozment, John F.	3A	950818	5/30/69
Uvelde—Wife	SS#557-10-1117		
4987 Pony Express Trail			
Camino, California			
Poore, Walter J.	3	342665	6/17/69
Claudia—Wife	SS#547-07-8131		
2135 Zuni Avenue			
Chico, California			
Scarborough, W. E.	3	1262959	5/20/69
Bernadine—Wife	SS#427-18-5113		
Rt. 6			
Carthage, Mississippi			

... of Highway Work & Campus Riots

San Rafael Past Spring

By AL HANSEN

The work outlook is looking brighter, rigs are moving all over the county, and the out-of-work list is practically deleted.

McGuire & Hester is moving along in full swing on Highway 101—beginning to show a new look in San Rafael.

The Robert Mulloy job at Quail Hill in Terra Linda—also their fill job in San Rafael moving along at a good pace. Vandals did at least \$5,000 damage to equipment on job site in Quail Hill, and the company spokesman said that damage estimates could go even higher after mechanics completed a survey of the damaged equipment. Vandals put dirt in the crankcase and fuel tanks and rocks in the transmissions and cut diesel lines. Three dozers were damaged. Gauges were broken and dirt was thrown into the engines. The vandals also broke gauges and pried off a transmission cover from a loader.

Elmer Freethy's Corte Madera job has resumed operations, after work was halted by a court order. "Headache Ball" at work on this job pounding College Ave. bridge to be replaced as part of the Corte Madera Creek flood control project. The ball weighs three tons. Traffic is being diverted over a detour on College of Marin property in the interim.

The Varwig job at Pleasant Valley in Novato is keeping a good crew of Operators busy working some overtime.

Pacific Excavators is still working at Reedlands School in Tiburon, but with a small crew of Operators.

The Larry Aksland job at Marin Valley Trailer Park is pretty well underway, taking shape.

A. Teichert & Sons' job located in Petaluma-Casa Grande subdivision Unit #1 has finished up.

Argonaut Construction has been up in Marin Highlands, Novato subdivision.

Roberts Bros. is doing a trailer park in Ignacio, and keeping a good crew of Operators busy.

The Beck-Utah job at Tamalpais Project in Greenbrae has finally come to an end. This is

one of the first high risers of this type in the country, a very plush looking apartment building for senior citizens—retired.

Another trailer park site being developed is that of Marin Valley Mobile Park near Hamilton Air Base, being done by MPS Inc. of San Jose.

Local contractors have their share of work all over Marin: Maggiora-Ghilotti; Ghilotti Brothers; Soiland Company; Holtzinger Brothers; F. Clementino, and many more.

It's easy to be a Revolutionary, until someone starts shooting. And they call themselves revolutionaries!

They came on their campuses shouting, strutting and stomping, all bluster and arrogance. They came breaking windows, defying authority, taunting the police. They came with their outrageous and baiting demands, their absurd eloquence, their gutter language.

Aroused and led by a few well-trained subversives, they came in all their unwashed bravado and ragtag costumes; callow lads they were, playing the romantic role of revolutionaries.

And but for a few, a distressingly few exceptions, they were met by queasy professors and timorous administrators. Against such jellyfish opposition, playing the revolutionary was fun, frolic and excitement.

These campus anthropoids were met with muddled professorial thinking that granted them amnesty which effectively exempted them from the laws and, by default, allowed extortion, threats, hooliganism and vandalism as permissible modes of conduct.

And recently at Cornell they came complete with guns, crisscrossed bandoliers and a fine swagger.

But one day someone will start shooting. Only then will they learn the irreversible truth, that a real live armed revolutionary can become a very dead armed revolutionary. So far, these junior barbarians on the rampage have not yet learned that interruption of classes, takeover of buildings

and armed intrusion is not legitimate dissent nor can it be equated with that valuable and honorable right.

So far they've not yet learned that simply because they have opinions and a right to them does not mean those opinions should be forced upon others, or that having them entitles possession to a lectern and microphone.

Then one day someone will start shooting.

When that happens perhaps the academicians will learn a thing or two as well.

They'll learn that students' demands, even though there might be legitimate grievances among them, should never be granted, no, not even be considered while under threat of violence. To yield under such a condition, even to legitimate demands, is proof positive to these campus Neanderthals that their savagery works. A mentality such as theirs cannot understand it any other way.

They, these academicians, might learn, to the tune of ricocheting bullets, that pacifism cannot cope with brute force, that appeasement cannot restrain naked aggression, and that cowardice can never stop criminality.

They might learn that when permissiveness in the prevailing attitude, anarchy results; when disciplines are neglected, intellectual decadence appears; when responsibilities are forgotten, disorder reigns, and when unbridled emotionalism and rationalization is encouraged, reason, the light of civilization, dims.

And they might even learn that these young hoodlums are wallowing in an emotional trough, that their demands calling for instant solution is the infant's calling for instant gratification, that maturity is patience, understanding, responsibility, self-discipline and that old, old word, wisdom.

And wisdom comes with knowledge and experience. And experience comes with time.

Something which the young have not yet experienced.

THE LITTLE WORLD OF "I." The world of "I" is a cozy place to be; NO one else lives there but Myself and Me. Me does what I bid, Myself is Ego and Id, And there's no room at all for Them, They or Thee!

Obituaries (continued)

Strong, Denzil	3	0854192	5/29/69
Gladys—Wife	SS#566-16-3734		
Box 307			
Lockeford, California			
Symens, Pete	3	1181697	6/6/69
Esther—Wife	SS#533-05-9478		
P.O. Box 313			
Brookings, Oregon			
Taylor, Clarence	3	1115489	6/21/69
Faith—Wife	SS#457-44-0973		
3744 Riverland Drive			
Anderson, California			
Tilander, C. V.	3	618829	4/18/69
Doris—Wife	SS#473-12-6712		
Rt. 1, Box 239			
Forest Grove, Oregon			
Troyak, Rawleigh	3	1166586	6/24/69
Edna—Wife	SS#555-07-1737		
Rt. 1, Box 407			
Crescent City, California			
Van Winkle, Clarence	3	0429180	6/14/69
May—Wife	SS#562-18-8794		
1323 SE 8th Ave. #302			
Deerfield, Florida			
Ward, James	3	1332644	6/2/69
Leilani—Wife	SS#575-20-0676		
7-CA Saratoga Drive			
Aira, Hawaii			
Williams, Clayton	3	876136	6/23/69
Evelyn—Wife	SS#432-16-3502		
36828 Niles Blvd.			
Fremont, California			

Auto Rates

(Continued from page 11)

This new Credit Union Group Auto Insurance Program is of particular benefit to Members 65 and over because the premiums are decreased an additional 5%. This means that after giving the 65 and older members a discount of approximately 20%, another 5% is deducted from their premium. Apparently it is going to be to almost everyone's advantage to participate in the Group Auto Plan. To find out how much money you will save, fill out and return the form on this page to:

SITCO
P. O. Box 10113
Oakland, California 94610

Cotton Pickin' Good

The U.S. Department of Labor reports that the planting, care and harvesting of cotton require more man-months of seasonal labor than any other crop. Developments such as mechanization or programs limiting production, which affect the demand for cotton labor, have a profound effect on the nation's seasonal labor requirements.

Personal Notes

SACRAMENTO

Our deepest sympathy to the family and friends of Brother Loren A. Jordan who passed away on July 10, 1969. Our deepest sympathy is also extended to Brother Wayne Weiss and family on the passing away of their 2-year-old son and brother.

The SACRAMENTO BLOOD BANK needs your donations if we are going to be able to continue to supply blood to our members and their families. We are at the moment in need of building up our blood account; please contact the Sacramento Office at 2525 Stockton Blvd., Sacramento, or phone 457-5795 for further information.

STOCKTON-MODESTO

Brother W. W. Edwards was readmitted to the hospital, this time for heart surgery. A speedy recovery is wished for Brother Edwards.

Brother Harold Hamrick took off for Canada, where he expects to hunt and fish for a couple of months.

EUREKA

Our deepest sympathy is extended to the family of Brother Peter G. Symens who was killed June 6, 1969 while operating a grader in Brookings, Oregon.

We wish to extend our sympathy to the family of Brother Rawleigh A. Troyak who passed away very suddenly on June 24, 1969.

Also, we wish to send our deepest sympathy to the family of John Pasco who very suddenly passed away on July 4, 1969.

We extend our deepest sympathy to the family of Brother Marvin Roney who was killed on July 29, 1969 in North Dakota while on vacation. He was struck by a truck while working on his auto.

NEVADA

Brother Mitch Azparren was injured in an industrial accident, which resulted in the severing of his right arm above the elbow. Brother Grover Cleveland, who was working with him at the time, with clear thinking and quick action, held the arm in place while they rushed Brother Azparren to the hospital. The doctors said that this saved Brother Azparren's life and made it possible to make a try at reimplantation of the arm.

The reimplanting had the appearance of being successful for two weeks, but due to complications, it was necessary to amputate the arm. Brother Azparren is recuperating at home. Cards would be appreciated.

REDDING

It is with great sorrow we send our deepest sympathy to the family and many friends of our deceased Brother Lewis Bowman. Brother Bowman passed away after an unfortunate accident on the Sutherland Construction Project on the Rivers Ranch Sub-division at Cottonwood, August 7th.

We also send our deepest sympathy to the family and friends of Brother Charles Wayne Munns who passed away August 17th after a long illness and Brother Wm. Listow who passed away July 25th.

Our wishes for a speedy recovery to Brother Lloyd Lang—Brother Lang has been in and out of the hospital several times—we hope this time he's out to stay.

SAN JOSE

Brother John Chiarle is recuperating at his home after recent surgery. We wish a speedy recovery to Brother Chiarle.

We would like to take this opportunity to express our sympathy to the families of the following Brothers who recently passed away: John Rose, Clifford Cramphorn, Walter Bowles, (Isaac) Henry Baker, Art Beecher, and Jack Rossi.

SAN RAFAEL

Congratulations and good luck to Brother Marvin (Swede) Dahlquist on his promotion to the newly created position of Market Research & Development Manager for McPhail's. He formerly headed the building materials and ready-mix department.

Our thanks to Brothers Henry Hahne and Jim L. Johnson for their blood donations.

Get well wishes to Brother C. P. Riella who had an accident resulting in a smashed hand.

Brother Ray Hotchkiss is recuperating very well. He is up and around and hopes to get back to work very soon for Peterson Tractor.

We are deeply saddened by the sudden loss of Brother Kenneth L. King, an Operator for Maggiora-Ghilotti who died from injuries sustained on job at Civic Center on July 28th. Ken was Job Steward for Maggiora-Ghilotti and attended many Steward meetings, as well as other meetings of Local 3. He will be sadly missed by all who worked with and knew him. Our deepest sympathy goes to his family.

(See MARYSVILLE Col. 5)

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

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

BUNGALOW FIVE ROOMS furnished on one acre, garage, two other buildings, berries, fruit, garden, ample water, elect., phone, near Grass Valley. \$11,500. No. 26 Canyon Road, Mail Box 307, Cedar Ridge, Calif. 95924. Daniel McGeever. Reg. No. 403010. 7-1.

FOR SALE: 1963 FORD Fairlane 6 cyl., 4-door sedan. Excellent condition, low mileage. \$350. John Davis, 6145 Wildhorse Valley Road, Napa, Cal. 94556. Phone 707/226-9108. Reg. No. 1137549. 8-1.

FOR SALE: Cat 12 Motor Grader, Hydraulic Side Shift, Parts IH4454, Cylinder Guard Group No. 1H5051, Left & Right Brackets, Parts IH4458 & IH4457, plus most of the Line Group can be mounted on "T" Series blade with Hydraulic Steering and 80-C Series. Good Condition—\$250 cash. Lloyd J. Brooker, 3015-198 Bayshore Blvd., Redwood City, Calif. 94063. Phone: (415) 369-5489. Reg. No. 0290869. 7-1.

FOR SALE: 8-yd. 2-axle dump pup trailer—\$2800. Fruehauf bottom dumps air gates. \$700 for set. Ludwig Betchart, 41223 Roberts Ave., Fremont, Calif. Phone: (415) 656-1149. Reg. No. 1030397. 7-1.

FOR SALE: Large Oak covered level lot half-way between Hwy. 50 and High School on Ponderosa Rd. Shingle Springs, Calif.—\$2095, or trade for car, pickup or camp trailer. Alfred Seaton, 502 Wiley Lane, Grass Valley, Calif. Phone: 273-8263. Reg. No. 1181794. 7-1.

FOR SALE: 1959 G.M.C. two ton dump truck, good condition. \$1,395. Dean H. Bailey, 2560 May Road, El Sobrante, Calif. Phone: 223-0241. Reg. No. 529325. 7-1.

STINGER CRANES, one-man operation. 2-ton with 40' boom \$3,000. 5-ton with 75' boom \$7,000. Call evenings 257-3311 or write to George Duralia, 4917 Placewood Court, San Jose, Calif. Reg. No. 1174998. 7-1.

1965 283 V-8, 4 barrel, excellent condition, new paint, good tires. De luxe cab, lots of chrome, punched rims. Original owner—\$800. Gene Mendes, 5355 Radele Ct., Fremont, Calif. 94536. Phone: 793-3155 after 5:30 p.m. Reg. No. 879752. 7-1.

FOR SALE: One lot 200' x 100' on oil road at Roseburg, Oregon. Price: \$850. Contact Claude Morris, 1529 Tanner Rd. Sp. 38, Los Banos, Calif. 93635 or Phone 826-3209. Reg. No. 0724840. 7-1.

REGISTERED ARABIAN MARE and two fillies. Will try for one truck or cattle of equal value. Vernon L. Dye, Route 3, Box 82-C, Sonoma, Calif. 95370. Phone: 532-4495. Reg. No. 1192118. 7-1.

24-FT. OWENS: '59 full canvas. Depth sounder, head, galley, water, sking equipment, fresh water. \$3,000. C. J. Rosin, 157 W. Atlee, Stockton, Calif. Phone: (209) 465-2754. Reg. No. 0876187. 7-1.

REDDING AREA: 2.79 acres off Rock Creek Road, approx. one mile from Whiskey Town Reservoir and one mile from Old Shasta. Electricity on property, water available. Only \$2,200. Contact Mike Kravynick, 3585 Irlanda Way, San Jose, Calif. 95124. Phone: 266-7502. Reg. No. 595211. 7-1.

WRINGER TYPE WASHER: 3 yrs. old, seldom used. Bought \$149; will sell for \$80. Contact James Pagundes, 18501 Bollinger Canyon, San Ramon, Calif. 94583. Phone: 837-6212. Reg. No. 1027821. 7-1.

FOR SALE: Two Caterpillar 14A's equipped for clearing. Owner retiring, have good job prospects. Phone: 342-3185. Clarence Baker, 1254 Orchard Lane, Chico, Calif. 95926. Reg. No. 0939581. 7-1.

FOR SALE: Welding and Machine Shop. Complete line of welding, machine shop equipment. Stock of steel, bolts, nuts. Phone any hour of day for appointment, except Sunday. (916) 678-2702. Reg. No. 1152779. 7-1.

ONE TON 1960 FORD bobtail truck with fifth wheel. Double axle semi-tit bed trailer, 10 ton axles. Massey Ferguson 30W tractor with 15 Ponsen backhoe. Take all for \$8,000. Call Al Hane, 475-5490, Santa Cruz, Calif. Reg. No. 908564. 7-1.

FOR SALE OR TRADE for pick-up. 1965 Mustang convertible, 24,000 miles. V6 Rally-pac, power steering/top. Exc. condition. One lady owner. \$1,200. Haugnes, 955 Esmeralda, S.F. 94110. Reg. No. 775471. 7-1.

1962 CASE BACKHOE, 3 new rams and new motor. \$4,200. TD9 Dozer with 8' blade \$3,500. W. L. Maddox, P.O. Box 58, Los Banos, Calif. 93635. Phone: (209) 826-0684. Reg. No. 1043556. 7-1.

FOR SALE 13 ACRES eight miles from downtown Reno. In City water district, 7 taps installed. Donald Maione, 5450 Sidehill Drive, Sparks, Nevada. Phone: 358-4368. Reg. No. 0880400. 7-1.

SALE OR TRADE BACKHOE AND CAT. M-F 320 Backhoe, loader on diesel, 1100 hrs. on mach. Like new. Trade for 40 ton transport, late 3-axle dump or water truck. Cat D-8H 46A Hyd. dozer, tilt, ripper, Medford top. Completely rebuilt by Cat, new undercarriage. Trade for prop. or ? Call 697-4117 after 7 p.m. Vern Davenport, 1303 Vista Grande, Millbrae, Calif. Reg. No. 993919. 7-1.

LOT FOR SALE or trade for late model car or pickup and camper. Out of Twin Hart in Cedar Ridge. Call (415) 454-8441. B. C. Tucker, 33 Lansdale Avenue, San Anselmo, Calif. 94960. Reg. No. 736418. 7-1.

WOODED RETREAT for sale. Half mile from city limits in heart of Mother Lode. Approx. 7 acres. New two-bedroom home, excellent soil, natural surroundings, all utilities, readily available. Phone: 273-8131. C. C. Conner, Box 131-A Butler Rd. Grass Valley, Calif. 95945. Reg. No. 1075413. 7-1.

COUNTRY STORE and gas station near Table Rock Lake, 5 miles from Crane Mo. fronts two busy roads. Concrete block bldg. approx. 30' x 40' incl. small living quarters, 6 1/2 acres. Gross approx. \$25,000. Price \$17,700, down payment \$6,000. Includes \$3,000 inventory and equipment. Phone: (415) 897-3705. Novato, Calif. or (415) 723-8833. Crane Mo. Reg. No. 1058414. 7-1.

FOR SALE: All around J18 Tamper, engine overhauled. \$325.00. Phone: (916) 487-3957. Jay Crownoble, 3911 Cayente Way, Sacramento. Reg. No. 870831. 7-1.

FOR SALE—1967 Pan Pacifica Trailer house self-contained, tandem wheels, sleeps 5, \$2,695 or trade for late model 21 to 23 ft. self-contained with tandem wheels, twin beds or full bed, 821 Latimer Avenue, Modesto or phone 524-7842. Reg. No. 649249. 7-1.

REAL ESTATE for sale or trade. Two 1/2 acre bldg. sites near Lake Tahoe \$4,500 each or trade for acreage, equip., late model pickup, etc. W. M. Grace, 411 Greenwich Lane, Modesto, Ca. 95350. Reg. No. 1324939. 7-1.

FOR SALE—3 BEDROOM, 1 bath, garbage disposal, fenced yard, cement drive, landscaped, 2111 garage convertible to family room, back to deluxe 2-car garage. Carpets, drapes. Dino A. DiMarzio, 1215 Eldorado Avenue, Santa Cruz, Cal. 95060. Reg. No. 1158894. 7-1.

SNAP ON 3/4" socket set with case. Greenfield Pipe threader No. 2 with 1 1/4, 1 1/2 and 2" dies. \$20 each set. Phone 323-2136. George Dickinson. Reg. No. 361196. 7-1.

FOR SALE—1968 BULTACO Pursang. New engine, 5 ports. Microseal, etc. Spare seat, tires, chain, etc. with trailer. Lew Pitts, 2111 Pullman Ave., Redwood City, Calif. 94061. Reg. No. 1158894. 7-1.

DUCK HUNTERS ATTENTION. 2 year old Labrador Retriever, female, spayed. Excellent water dog, loves children. Must sell. \$300. Ron Bernhardt, Fremont. 415/657-0136. Reg. No. 1139067. 7-1.

FOR SALE—TELEVISION console 21" screen Zenith, good. \$30.00. Temp. electric service pole, ready to use \$30.00. Antique love seat, claw front feet, collectors item. Chas. W. Sharp, P.O. Box 155, Smartville, Ca. 95977. telephone 639-2318. Reg. No. 509859. 7-1.

FOR SALE—1/2 ACRE flat lot 100 x 180 water, city gas, on road, 1/2 mile from Mandreia Beach. Terms. 475-8714. Dino A. DiMarzio, 1215 Eldorado Ave., Santa Cruz, Cal. 95060. Reg. No. 1158894. 7-1.

FOR SALE—MASSEY FERGUSON 202 Bull tractor with 220 Backhoe, 4 buckets. Ford F600 6 yd. dump. Both in good condition. No reasonable offer refused. Call 415/994-0078 after 6 p.m. Reg. No. 1164979. 7-1.

FOR SALE—3 BEDROOM HOME on 2 1/2 acres. Fireplace, family orchard, piped water from hiway. 300 feet off paved county road. Off Colfax Hiway 5 mi. east of Grass Valley, Cal. 95945. Art Ring, Rt. 2, Box 1392. Phone 273-6628. Reg. No. 0574300. 7-1.

SALE OR TRADE TRI-PLEX 3 yrs. old. All electric kitchens, drapes, carpets, 1 dishwasher, garbage disposals, two 2 BR, one 3 deluxe, two bath. Priced for quick sale. Ray Chamis, phone 533-1806. 4109 Santa Rita St., Oakland, Cal. 94601. Reg. No. 991149. 7-1.

VOLT-OHM-MILLIAMMETER 260 Series Simpson Voltage Ranges, D.C. 0-250 mv to 5000v. AC 0-25v. 0-5000 v. AF 0-2-5v to 0-250v and carrying case. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. \$50.00. Reg. No. 486183. 8-1.

HEARING AID Arcard Model like new. Cost \$325 new, will sell for \$75.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

FOR SALE TWO BUCKEYE TRENCHERS and Lowboy Chevrolet truck. Phone (209) 838-2887. Nelson Schneider, 20187 McHenry Ave., Escalon, Calif. 95320. Reg. No. 0915764. 8-1.

INDIAN HEAD NICKELS 1936 and 1937. Dates clear; also five nickels with big "S" on the back. Ivan J. Shuey, P.O. Box 10, Brookings, Oregon 97415. Phone 469-2257. Reg. No. 1288111. 8-1.

SHASTA COUNTY RETREAT, 15 acres, tall oaks and pines, secluded, rolling hills and flat land. \$6,000, \$450 down, \$50/month, 7% int. I will finance balance. Phone (916) 357-2241. William A. Asher. Reg. No. 1014517. 8-1.

DRUMS: LUDWIG. Gold metal flake with 140 worth of cymbals. Stool cost \$150. \$400 takes. Perfect condition. Phone 934-8237, Gary Schalesky, 1910 San Luis Road, Walnut Creek, Calif. Reg. No. 0027069. 8-1.

FOR SALE CAMPER Travel Queen, 10' cab over 21 1/2 gal. water tank. Fits any 8' pick up bed. Ready to go. \$650. Jim Daigh, 2328 Orleans Dr. Pholo, Calif. Phone (415) 758-0765. Reg. No. 394870. 8-1.

FOR SALE: BARDEN BUMPER-wrap around, drop center. Tail lights, back-up lights, center trailer hitch. \$35.00. Gene Mendes, 5355 Radele Ct., Fremont, Calif. 94536. Phone 793-3155. Reg. No. 879752. 8-1.

POLAROID CAMERA Model 250 and portrait kit, close-up kit, self-timer, UV filter cloud filter, flashgun, fitted compartment case. \$135.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

BON AIRE CAR COOLER 12 volts \$25.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

SMALL COMPRESSOR Briggs Stratton motor. \$95.00. Troy Manzer, Jr., 6100 Foothill Blvd., Oakland, Calif. Phone 568-8513. Reg. No. 0766500. 8-1.

FOR SALE: TRUCK VAN BODY 8' x 8' x 20' abutment w/double swinging doors in rear; used as portable shop. \$350.00. John R. Franklin, P.O. Box 2021, Dublin, Calif. 94566. Phone 828-7191. Reg. No. 1076473. 8-1.

FOR SALE: two 5+ acre parcels, level, one with pipeline irrigation, road frontage in S. Sacto. Co. in country. After down payment, 6% on balance. Write Joe Landis, Rt. 2, Box 831, Galt, Calif. 95632. Phone 745-1726. Reg. No. 0317668. 8-1.

FOR SALE: 1963 YAMAHA 55cc, good condition. \$75 or swap for 12 ga. auto. shotgun. Telephone 996-1987, Sonoma. Reg. No. 0286157. 8-1.

CAMERON PARK LOT No. 888 for sale. Cambridge Rd. & Wentworth Rd., 90' x 150' level. All utilities incl. Terms \$4,750. L. Proto, 3971 Burkhalter Ave., Oakland, Calif. 94605. Phone (415) 562-4922. Reg. No. 643156. 8-1.

BOAT FOR SALE. \$450. 15' Whitehouse 40 h.p. motor, trailer, cover. Stored Lakehaven Cottages, Clearlake Oaks. Will take deer rifle and 12-ga. shotgun as part payment. Dan E. Hudler, 345 Fulton St., San Francisco, Calif. 94102. Telephone 626-2467. Reg. No. 848486. 8-1.

FOR SALE: DODGE 1960 1-ton pick-up, dual wheels, 56,000 orig. miles. Good rig for heavy duty repairman or large camper. \$600. John Davis, 6145 Wildhorse Valley Road, Napa, Cal. 94558. Phone 707/226-9108. Reg. No. 1137549. 8-1.

NORTHWEST DRAGLINE, Model 8, 65' boom, 2 1/2 yard bucket, late model swing, in excellent condition. Call Arlin A. Snyder (415) 657-6268 or (408) 262-3729. Reg. No. 0369280. 7-1.

LAKE OF THE PINES. 1/2 acre on 9th fairway one block to beach. Many large oaks, fishing, sailing, water skiing, golf, skeet. Beautiful private clubhouse, paved roads, utilities incl. Between Grass Valley and Auburn. Fred Cucksey, 3729 Branson Drive, San Mateo, Ca. (415) 349-0475. Reg. No. 1251425. 9-1.

WILL TRADE MODEL D-L-8 Hyster Winch for Double Drum Cable Control Unit. Model 25, for 2-U Cat. Jim Oberster, Box 123, Virginia City, Nevada 89440. Phone No. 751. Reg. No. 0486187. 9-1.

40 ACRE FARM for sale, including water shares, 28 acres new alfalfa, 12 acres cultivated, cement ditches and headgates, new coral wall loading chute, water pump and pump house. Write to P.O. Box 563, Fillmore, Utah 84631. Reg. No. 580348. 9-1.

FOR SALE: 1967 Ford F-250, ranger, camper, Special bucket seats, V-8, 4 spd., 55 amp. alt., 2 gas tanks, h.d. springs front & rear, five 7.50x16 eight-ply tires, h.d. brakes, power steering, radio, 2 batteries, EZ lift hitch with sway control, gem top camper, 23 channel c.b., power converter, tire chains, 29,400 miles. Phone 968-9033. Roy Tillman, 1075 Space Park Way, Mt. View, Ca. 94040. Reg. No. 0896036. 9-1.

QUICKWAY CRANE FOR SALE. Model 125-A 50' boom and trailer, 2 clam shell buckets, 2 dragline buckets, backhoe arm with 1/2 yd. bucket, good condition. Dale Miholovich, Sunnyvale. (408) 736-3702. Reg. No. 1301475. 9-1.

FOR SALE: 1964 Harley 74, chopped \$950. Exc. condition. Write to Fred Grimshaw, 220 Gibson Road, Woodland, Ca. 95695 or call (916) 662-6696. Reg. No. 1196434. 9-1.

CHOICE FIVE ACRES in beautiful Christmas Valley, Oregon. Excellent investment property. Must sacrifice for \$2,500 cash. A. F. Paulazzo, 396 Sloat Ct., Santa Clara, Ca. 95051. Reg. No. 0603448. 9-1.

TWO AND A HALF ACRES near Grass Valley, nice trees, best 50 ft. well of water. Unfinished but livable. See to appreciate. P. E. Northup, P.O. Box 196, Grass Valley, Ca. 95945. Phone 273-0987. Reg. No. 0863913. 9-1.

TRACTOR TRAILER, approx. 8-ton capacity. Dual 15-inch wheels. Beaver-tail with ramps. Legal lights, vacuum brakes, licensed for all of 1969, \$450.00. Phone 423-3800. Charles Gebhart, P.O. Box 395, Santa Cruz, Ca. 95060. Reg. No. 1229814. 9-1.

HAPPY VALLEY LAKE 1/2 acre, slight incline, panoramic view of beautiful valley, club house, golfing, horse trails, fishing, hunting and water skiing. Call after 5 P.M. 234-4267. Paul Emerson, 6040 Rose Arbor Avenue, San Pablo, Ca. Reg. No. 321464. 9-1.

FOR SALE: HARMONY Electric guitar, like new, with amplifier \$300 cash. Phone 251-9525. 1763 Bermuda Way, San Jose, Ca. 95122. Reg. No. 1277898. 9-1.

BACKHOE MASSEY FERGUSON 200 with 30", 24", 16" and 12" buckets on an MF 205 tractor equipped with hydraulic operated loader & loader, bob tail international dump truck and tilt bed trailer. \$5,000 firm. (415) 388-6844. Reg. No. 0987276. 9-1.

1964 CHEVELLE, 2-dr. SS 427 engine, 425 HP, 4.88 gears. Legal street or strip. Leather upholstery, carpeted. Call 534-3556 days, 562-1547 eves. A. C. Bashnick. Reg. No. 360521. 9-1.

WILL SWAP \$8,200 equity in mobile home 10' and 57' two BR with expanding living room and 1,000 awnings for 20' self-contained trailer A. H. Obert, 3229 E. Thomas, Fresno, Ca. 93702. Phone 266-6653. Reg. No. 381755. 9-1.

FOR SALE: 3+ ACRES 1/2 mi. Biggs, Ca. Fenced pasture, good well pump with 250 gal. storage, large barn. Three bedroom, 2 bath older type home containing 2,500 sq. ft. family room lots. Fruit & nut trees. \$14,000. Phone 868-5791. C. H. McCauley, Box 251, R. 1, Biggs. Reg. No. 357477. 9-1.

SKI BOAT: 14' inboard, Ford V8, V-drive, A-1 condition, good seating capacity, turns on a dime. \$700. 326-2554, Palo Alto, Reg. No. 1102050. 9-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

MARYSVILLE

Congratulations to Mr. and Mrs. Richard Bagley on the birth of their new son—Richard John. He arrived on 6/24/69 and should be keeping them both up at night by now.

Our condolences to the families and friends of Thomas Monahan, Jack Farmer and Mrs. Chris Trusty. Their deaths in the past month have saddened all of us.

Also hospitalized this month are Dave Storey and Chris Trusty.

BLOOD BANK—WE DESPERATELY NEED BLOOD—OUR BANK IS COMPLETELY DEPLETED.

Blood can be given in Marysville at the Elks Club the second Thursday of each month, and at the Chico Center any Monday afternoon. Please make an appointment at Chico before going to the Center. Remember—you may be the one who needs the blood next!!

Work Stoppages

Strike idleness accounted for 0.18 percent of estimated working time in the first quarter of 1969. The Bureau of Labor Statistics says that was substantially less than a year ago, but well above the first quarter average of 0.12 percent for the preceding five years.

Poverty Neighborhoods

The unemployment rate in the poverty neighborhoods in the nation's 100 largest cities was 5.6 percent in the first quarter of 1969. That was an improvement over the 7.4 percent rate for the first quarter of 1968, the Labor Department reports.

Government Contracts

The minimum age for girls who work on jobs covered by government contracts subject to the Public Contracts Act, has been lowered from 18 to 16 years. The Labor Department said the minimum age for the employment of girls on covered jobs will now be the same already applicable to boys.

Clip & Save

MEETINGS SCHEDULE

1969 Schedule of Semi-Annual,

DISTRICT & SUB-DISTRICT MEETINGS

SEPTEMBER

16 Fresno, Tues., 8:00 p.m.
18 Ukiah, Thurs., 8:00 p.m.
19 Salt Lake City, Fri., 8:00 p.m.
20 Reno, Sat., 8:00 p.m.

OCTOBER

1 San Francisco, Wed., 8:00 p.m.
7 Eureka, Tues., 8:00 p.m.
8 Redding, Wed., 8:00 p.m.

Drugs by any other name . . .

You Pay High For Brand Names

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

A drug may be offered by one manufacturer under a trademarked brand name for \$5 to \$10, and by another, under its generic or common name for only \$1 to \$2.

You even can find much greater differences in prices among widely used medicines. For example, a prescription for Pentids cost a druggist \$1.99, and he charges you, on the average \$3.62, as a government task force on prescription drugs found in a 1966 survey. But the equivalent generic, Penicillin G Potassium, costs the druggist only 23 cents and, if he charged a typical dispensing fee of \$1.81 for filling the Rx, you would pay only \$2.04.

Such differences led an enterprising Geneva College economics student to survey the attitudes of doctors and druggists toward brand name vs. generic prescriptions.

The student, Charles M. Young, found that the doctors and retail pharmacists often do not agree on the quality and effectiveness of generic drugs. The doctors proved to be noticeably more confident of generic drugs, and more conscious of the high prices of brand-name drugs.

While 23 per cent of the doctors did report that they prescribe drugs by generic name, and over 60 per cent consider the quality to be about the same, almost to a man the pharmacists reported that they fill most prescriptions with brand-name products. So it is the pharmacists themselves who tend to be the main block to the public demand for lower-price generic drugs. Whether or not they really believe that brand-name drugs are more dependable, as they say, the fact is they do make more money by selling the higher-priced brand-name drugs because they work on a percentage profit system.

Their dollar profit or margin is especially high on the more expensive drugs. On a drug with a low wholesale cost like Chlor-Trimeton (71 cents at wholesale), the pharmacist's margin would be \$1.47 (retail price \$2.18). But on an expensive brand-name prescription like Dexedrine, with a wholesale cost \$2.71, pharmacist's margin rises to \$2.20 and you would pay, on the average, \$4.91, the task force report showed.

In contrast, the equivalent generic-name Dextroamphetamine Sulphate would cost the pharmacist only 19 cents. With a dispensing fee of \$1.81 for his expenses and profit, the price of this prescription would be only \$2.

Or take the widely used antibiotic, Achromycin. The pharmacist pays \$2.56 and charges \$4.13. If he used the generic Tetracycline, he would pay 66 cents for the equivalent prescription, and, with a dispensing fee of \$1.81, charge you \$2.47. You would pay considerably less and the pharmacist would make even a little more on this system.

In general, a flat-fee dispensing system would work out as well for the druggist and would mean savings for the consumer if it encouraged the use of generic drugs.

Young's survey in his own locality found that doctors tend to be much more skeptical of brand-name prices than are pharmacists. About half the doctors considered the price difference to be justified, and one-fourth thought they were both justifiable and unjustifiable. The other fourth considered them just plain unjustifiable.

But the pharmacists surveyed were 100 per cent convinced that the higher brand-name prices are justified. They unanimously attributed the higher prices first of all to research (100 per cent); secondly, to quality control (59 per cent); and thirdly, to advertising (29 per cent).

Contrary to the pharmacists' claims, drug producers' expenditures for research are but a small fraction of their charges. One of the largest manufacturers, Pfizer, spends only about half as much for research as for advertising.

Young points out that drug manufacturers spend \$800 million a year to advertise to doctors through salesmen and ads in medical journals. This is at the rate of \$3000 per doctor.

In further fact, some of the most important discoveries have come not from drug manufacturers but from university professors, and other private and government researchers. Many "new" drugs are merely combinations of old ones.

In fact, the Food & Drug Ad-

ministration recently announced that it intends to ban 78 antibiotic products containing added ingredients because they were not necessary to treat the intended ailment. The FDA pointed out that using a shotgun approach to treat an illness actually exposed the patient to unnecessary risk.

The doctors also showed more confidence in the reliability of the lower-priced generic drugs. One commented: "There have been some reports lately that certain generic drugs may be of lower quality but in our practical experience this has not been a problem."

In making his very complete survey, Young also questioned the Department of Health, Education & Welfare about the reliability of generic drugs. Vincent Gardner, an HEW researcher, answered that "only in a few instances" had the task force found any difference among drugs of chemical equivalents meeting official standards.

The task force feels that the few differences "have been grossly exaggerated as a major public health hazard," Gardner charged.

If doctors now are convinced of the reliability of generic drugs, they ought to convince the local pharmacists. There are reliable wholesale suppliers of generic drugs. Young cites, for example, Wolin's, a long-established drug wholesaler which has never had a product-liability suit against it. Even some of the pharmacists Young questioned admitted that they considered reliable the generic drugs from the large manufacturers who also sell under trademarked brand names.

The problem is that the pharmacist must follow the doctor's prescription if the doctor specifies a brand name. But if the doctor specifies the generic drug, the pharmacist can supply the brand name and charge the same high price. And when Peritrate, for example, has a wholesale cost of \$3.37, while the equivalent Penterythritol Tetranitrate costs only a dime, the difference can be startling. So can the difference between Teldrin, with a wholesale cost of \$1.40, and the generic chlorpheniramine maleate, at 15 cents.

Dear Sir:

I wish to express my heartfelt appreciation and thanks for the beautiful white memorial Bible given me at the time my beloved husband, and your Brother, Tracy Horn passed away. It will be cherished in his memory always.

I also wish to thank the officers of Local No. 3 and the International for their efficient help in handling the benefits granted me, and for their kind and sincere words of sympathy and kindness at the time of my great loss.

Sincerely yours,
Mrs. Tracy Horn and family
Gabbs, Nevada

Fresno

(Continued from page 6)
trencher and they haven't finished for W. M. Lyles Company as yet.

Coalinga Asbestos Mine is going strong on two shifts and the Brothers at Atlas Asbestos have ratified their new contract. There are approximately 48 of the Brothers working for the two companies.

Kabo Karr Company of Visalia has slowed down on making prestressed beams, but they have hopes of getting a contract for some low rent housing. If this comes about, it will be a real boon for the Brothers working there.

Stockton

(Continued from page 12)

Charles Plumb and Stanfield & Moody.

Haight & Weatherby, an engineering firm at San Andreas with whom we have an agreement, now have in excess of fifty members working on housing development projects scattered throughout the Mother Lode.

Pacific Excavators of Albany continue to get demolition work in and around Stockton. At this time, they are demolishing buildings in downtown Stockton, Dameron Hospital and at the new Delta College site, which was the old State Mental Hospital on Pacific Avenue.

S. M. McGaw Co. of Stockton was low bidder on the reconstruction of Harney Lane, French Camp Road and numerous smaller type grading and paving jobs in the city and county.

Stanfield & Moody was the successful bidder on the reconstruction of Carrolton Road and the widening of Alpine Avenue in Stockton.

BLOOD CLUB — Our thanks again to Brother Roy Brawley, a regular donor to the Operating Engineers Blood Club.

Domestic Decline

The number of private household workers dropped from 1.9 million in 1960 to less than 1.7 million in 1968, U.S. Department of Labor figures show.

Work Incentives Work

The Work Incentive Program administered by the U.S. Labor Department moved 50,000 welfare recipients into jobs or training programs in the 6 months ending June 6, 1969.

Unemployed Paid

Since July 1969, every State has paid benefits each month to jobless persons under the nationwide unemployment insurance system.

Fishermen Aquaculture Aides

Twenty Lummi Indians from the State of Washington are being trained as "aquaculture aides" under a Manpower Development and Training Act program. Trainees, members of a tribe once considered the great fishermen of the Northwest, will receive instruction in commercial oyster culture, oyster and fish production, and fish breeding and hatching.

Rural Elderly Employed

Under the Operation Mainstream program, the U.S. Labor Department pays older workers in small towns and rural areas to work on public improvement projects.



BROTHER THOMAS D. BRYSON died in July at the age of 86 after spending most of his life in construction. An Oakland resident, he moved here fifty years ago from North Carolina and was vitally active in union activities throughout the East Bay.

CREDIT UNION

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

FRINGE BENEFIT SERVICE CENTER

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

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