

Rock, Sand Association Pact Signed

"Serving the men who move the earth!"

ENGINEERS 3 NEWS

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



GUAM, WHERE AMERICA'S DAY BEGINS

HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 29, No. 9

SAN FRANCISCO, CALIFORNIA



Sept., 1970

AN OPEN LETTER

From Your Business Manager

We've been talking to you about politics quite a bit over the past two years and for the most part I have tried to keep my column and public remarks aimed at those repressive actions, whether by political fiat, or presidential decree, that would have the most impact on the economy as it directly affects the workingman.

I have tried to use statistics and good common sense to point out that cutbacks in construction as a means to stem inflation were for the most part a one-sided attempt that penalized immediately that segment of industry wherein most of you earn your daily bread. I have cited the multiple statistics that prove that construction wages and construction costs have little to do with the high cost of medical services, food products, insurance, materials, home services, or the construction of new homes.

I have also singled out the high cost of money-use and real property as those major factors contributing to the lack of adequate housing in the ghettos and the dilapidation of middle urbana and much of our rural area.

I have questioned programs that demand jobs where there are no jobs and I have questioned the failure of the idle poor as well as the idle rich. I have castigated the hippie-revolutionary along with the anti-unionist.

I have not done any of these things wildly or without recourse to my own conscience, and for that matter, my own prejudice. And, unlike so many of the gadflies that afflict our civilization and are critical of our country, I have offered what I thought were constructive programs to combat many of the ills that besiege all of us. In doing these things, whether speaking to industry leaders, fellow labor officers, talking to the membership or writing in our *Engineers News*, I have always been aware that I was representing you—the rank-and-file.

If my contributions have resulted in some positive actions by industry, government and other unions, most of the credit goes directly to you. Because it is you, with your democratic vote in our free union elections that has laid upon me this mantle of higher responsibility.

Recently I took a very personal action. An action removed from my work-a-day responsibility to you as your Business Manager. An action that in no way committed you or our union to a course you collectively or individually might not find in consonance with your own personal feelings.

My act—as a personal citizen—was to pledge my support to the candidacy of Ronald Reagan for a second term as the Governor of the State of California. I did this solely in the belief that Governor Reagan is a man of unusual leadership qualities and a person of deep moral integrity and that my State is fortunate to have such a man occupying its Chief Executive chair, fortunate also that such a man is willing to take on the onerous and frequently thankless task of serving us for another four years. This conclusion came after several personal give-and-take sessions with the Governor at which times he answered with candor and honesty his philosophy on labor, social progress and the state and national economy. I agree with his position and approach in many of these areas of difficult and pressing issues.

As rank-and-file members, I would encourage you to first exercise one of your most important rights as a free citizen—VOTE! Choose those candidates that you sincerely believe offer the best hope for the future of our great country and support them at the polls.

AL CLEM

Business Manager and
International Vice President

Bizz Hits Hard At Ammunition Control Groups

WASHINGTON, D.C. — Congressman Harold T. (Bizz) Johnson has joined in urging of restrictions in the sale of .22 caliber ammunition.

Noting that Congress earlier removed similar restrictions in the sale of shotgun shells and rifle ammunition other than .22 caliber, the California Representative declared it is high time that registration and reporting requirements on these items be eliminated also.

"As an opponent of the earlier gun control legislation," Congressman Johnson declared, "I felt strongly that the requirements which were voted into law over my objections would be abused by officials who subsequently did enforce unrealistic administration regulations which do not reflect the desires of Congress."

Top Wages, Fringes Won by Local Union

SAN FRANCISCO — Negotiations between Operating Engineers Local Union No. 3 and the Rock, Sand and Gravel Producers Association of Northern California have resulted in a new contract that will provide increases of 42.3% in wages and fringe benefits for members in the industry over the next three years, according to an announcement by Business Manager Al Clem.

In making the announcement, Clem, chief executive of the giant construction union and seventh vice president of the parent International Union of Operating Engineers, said that besides fringe increases of 90% and wage increases of 35%, a new classification had been gained for the dredges (leverman) and that a number of new protective clauses and language had been improved.

"We believe this industry (Rock, Sand and Gravel) has moved ahead in trying to understand and meet the needs of today's workingman and that their confidence (Association Members) in the skill and ability of the membership to meet technological changes and at the same time increase production will not be misplaced," stated Clem.

The union leader urged the membership to read the new contract carefully and to contact their business representative where there was any doubt in interpretation.

Following are the wage and fringe increases over the period covered by the new contract:

GROUP	Wage Increase Per Hr.	Add. Wage Increase Per Hr.	Total Wage Increase Per Day	Total Wage Increase Per Day	Total Fringe Increase Per Day	Total Increase Per Day Wages & Fringes
7-16-70	1-1-71	1-1-71	7-16-72	7-16-72	7-16-72	7-16-72
1	40c	25c	\$5.20	\$15.60	\$6.40	\$22.00
2	40c	25c	5.20	15.60	6.40	22.00
3	40c	25c	5.20	15.76	6.40	22.16
4	40c	27c	5.36	16.08	6.40	22.48
5	40s	28c	5.44	16.40	6.40	22.80
6	40c	28c	5.44	16.48	6.40	22.88
7	40c	29c	5.52	16.64	6.40	23.04



LOCAL UNION NO. 3 has endorsed Byron D. Athan, Republican candidate for Congress for the 14th Congressional District (Contra Costa County) shown above with Governor Ronald Reagan. Earlier in the year members of the giant construction union picketed

Athan's opponent, Congressman Jerome Waldie for his introduction of a bill that would stop all dam construction in Northern California and halt the California Water Plan introduced and sponsored by former Governor Pat Brown.



Collectively Speaking with Al Clem

The report for the month of August in many respects is almost a duplication of the one in July due to the fact that August was a month of many negotiations.

While the Rock, Sand and Gravel Agreement was finalized and ratified in the latter part of July and the first part of August, I am speaking now of the association agreement, we still have many independents and smaller associations which we have to consummate agreements with. The agreement will be printed in other parts of the paper, and I can truthfully say that this was the best agreement ever negotiated in this industry. We were able to adjust many of the inequities which were long overdue.

As I reported in the last issue, we were negotiating with the Employers representing the construction industry in the State of Hawaii. During the past month we held a series of meetings with the representatives of this association as well as representatives of the Hawaiian Rock Company in the Guam operation and the Kaiser Cement plant in Guam. Here again we were able to arrive at a satisfactory agreement which we submitted to the membership for their ratification and was accepted by them.

The agreement for the Hawaiian Rock Company is a three (3) year agreement with a one (1) year money package. Being that we have so many non-union employers in Guam, it is really difficult to negotiate an agreement that we would like to have in this part of the world.

We are negotiating with the mining industry in the State of Nevada and many of the equipment dealers in the State of California and Utah. Of course, we are busy securing signatures to the short form agreements in the State of Nevada.

In addition to this we have been working with representatives of the A.S.C., E.G.C.A. and State Officials endeavoring to arrive at an affirmative action program to submit to Washington. We have had the utmost cooperation from the Governor's office in these endeavors and we now have a program which we will submit to Washington. We think it is a fair and equitable one for all concerned and hopefully the program will be approved by the Labor Department, and if so, we can continue the construction work with labor peace without someone hollering about discrimination.

With all the turmoil that we have in America today we can do without someone trying to stop the jobs by alleging there is discrimination. How can there be discrimination when we have so many of our Brothers out of work?

We are meeting this week with representatives of the Rosendahl Corporation who recently secured the maintenance contract at Union Oil Company in Oleum. This is a contract which has furnished many man hours of employment for our members. We are hopeful that we can arrive at the same type of arrangement with this firm as we have had in the past.

As previously mentioned to you, I was the chairman of the National Pipeline Committee, which is composed of representatives from the International, representatives from Local Unions throughout the United States and Vice-President Dale Burchett. We met in Dallas, Texas, on Monday, August 31 where the old agreement was opened for negotiations of wages and administrative clauses covering the 20 states of the union. It was here that history was made for the Operating Engineers, for at these negotiations we arrived at an agreement with the employers where there would be a health and welfare plan established for the employees working in the pipeline industry throughout the United States. There are many things we take for granted in Local 3 but some of the brother engineers who follow the pipeline industry exclusively in these 20 states did not have health and welfare coverage. When they would come into the territorial jurisdiction of a local union which did have a health and welfare plan, in many instances they did not work long enough to qualify or to be covered. Now the employers have agreed to make a minimum of 25c per hour contribution to a trust fund for the purpose of furnishing health and welfare benefits for the employees employed in this industry throughout the 50 states of the union starting January 1, 1971. The mechanics of this plan must be worked out and we are hopeful that benefits can start being paid in the early part of 1971.

I attended the AFL-CIO convention which was held in San Francisco the week of August 31. The California State Conference of Operating Engineers met on Saturday, August 29 and here we received a very comprehensive report from the legislative representative Ed Park.

During the month of August 3612 men were dispatched to the various jobs, and there were 19 long form agreements signed and 84 short forms signed making a total of 103 agreements.

Oakland Work Scene Changes Moves Slowly

By NORRIS A. CASEY,
District Representative and
Conductor

Our work picture has not changed to any degree in the past few months. We have at this writing, over 300 on the A-Operators list. This has continued this way for the past six weeks. We have dispatched over 100 per week so you can see what is happening.

It seems that more time is spent on jurisdictional disputes, than anything else. The work is slow for all the other crafts also, so the big drive is on; many times we can stop this before it gets started, if we are aware that the equipment is on the job. If a Brother would call us and let us know, it would help.

Once again, Brothers, we can be proud of Business Manager Al Clem, and his staff, for the outstanding job they did in negotiating the Rock, Sand and Gravel Agreement. Management has been so positive for the past three years, they would take a strike to keep from any wage increases or increase of benefits. It would seem Brother Clem changed their minds quickly, again without any of our members losing a minutes work.

The Bechtel job, at Union Oil in Rodeo, has really been a life saver for many of the Brothers. The job was slow starting, because of a lack of blueprints, but once it kicked off, it went full blast; they now have a crew of approximately 75 Engineers, Operators, Oilers, Apprentices and Surveyors. We have now a minimum of problems on the job, primarily due, I think to Brother Cliff Wilkins, who is Master Mechanic on the project, doing an outstanding job.

Jobs like this makes one go back many years, to the days when the Top Runners on the big rigs, were fellows like, George Phillips, Troy Monzer, Brigham Young, Whitey Waddington and Jim Jones Sr., to name some. All of which are now retired and enjoying the finer things in life. Back in those days you would also find Brother Cliff, Oiling for one of these "Old Timers." No wonder he has the knowledge and ability to run a smooth job.

By TOM CARTER

SOUTHERN ALAMEDA
COUNTY

The work in the area has shown a slight increase in the past month, but we could still use more so that we can put all the Brothers to work before winter.

Highway 680 is starting to take shape now, all the rock grade has been made and Vickery Company, has moved in on the job to start the concrete paving. They should complete the paving about the end of September and all that will be left to do is cleaning before the scheduled opening, about the first of the year.

Piombo Construction, was
See MORE OAKLAND Page 2

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A TIRED AMERICAN

Says His Piece!

I am a tired American.

I'm tired of being called the Ugly American.

I'm tired of having the world panhandlers use my country as a whipping boy 365 days a year.

I am a tired American — weary of having American embassies and information centers stoned, burned and sacked by mobs operating under orders from dictators who preach peace and breed conflict.

I am a tired American — weary of Nasser and all the other blood sucking leeches who bleed Uncle Sam white and who kicks him in the shins and yank his beard if the flow falters.

I am a tired American — weary of the beatniks who say they should have the right to determine what laws of the land they are willing to obey.

I am a tired American — fed up with mobs of scabby-faced, long-haired youths and short-haired girls who claim they represent the "new wave" of American and who sneer at the old-fashioned virtues of honesty, integrity and morality on which America grew to greatness.

I am a tired American — weary unto death of having my tax dollars go to dictators who play both sides against the middle with threats of what will happen if we cut off the golden stream of dollars.

I am a tired American — who is tired of supporting families who haven't known any other source of income other than government relief checks for three generations.

I am a tired American — who's getting madder by the minute at the filth peddlers who have launched Americans in an obscenity race — who try to foist on us the belief that filth is an integral part of culture — in the arts, the movies, literature, the stage.

I am a tired American — weary of the bearded bums who tramp the picket lines and the sit-ins — who prefer Chinese communism to capitalism — who see no evil in Castro, but sneer at President Nixon as a threat to peace.

I am a tired American — who has lost all patience with the civil rights group which is showing propaganda movies on college campuses from coast to coast. Movies denouncing the United States. Movies made in communist China.

I am a tired American — who is angered by the self-righteous breastbeater critic of America, at home and abroad, who set impossible yardsticks for the United States, but never apply the same standards to the French, the British, the Russians, the Chinese.

I am a tired American — sickened by the slack-jawed bigots who wrap themselves in bed sheets in the dead of night and roam the countryside looking for innocent victims.

I am a tired American who dislikes clergymen who have made a career out of integration causes, yet send their own children to private schools.

I am a tired American who resents those who try to peddle the belief in schools and colleges that capitalism is a dirty word and that free enterprise and private initiative are only synonyms for greed.

They say they hate capitalism, but they are always right at the head of the line demanding their share of the American way of life.

I am a tired American — real tired of those who are trying to sell me the belief that America is not the greatest Nation in all the world — a generous hearted Nation — a Nation dedicated to the policy of trying to help the "have nots" achieve some of the good things that our system of free enterprise brought about.

I am an American who gets a lump in his throat when he hears the "Star Spangled Banner," and who holds back tears when he hears those chilling high notes of the brassy trumpets when Old Glory reaches the top of the flagpole.

I am a tired American who thanks a merciful Lord that he was so lucky to be born an American citizen — a Nation under God, with truly mercy and justice.

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More Oakland

(Cont. from page 2)

the low bidder on job, on the section of Highway 50 between Livermore and Pleasanton. At this time the job has not been awarded, but we expect they will start before the first of September.

Caputo Construction will build the nine structures on the project. The bid was \$1,900,000.00.

Darkenwald Construction, is making good progress on the flood control canal, in Pleasanton. At this time they are about 80 per cent complete on the dirt work and have started the concrete structure.

Challenge Construction has 66 rigs working on their three million yard dirt job at Hayward Park, in Hayward. This job will keep the crew busy all of this year and most of next year.

By JOHN NORRIS

UPPER CONTRA COSTA COUNTY AND ALAMEDA

At this time, work is picking up a little in the Richmond area. There are several small pipeline jobs going now in Berkeley, Crockett and Richmond. Pacific Pipeline has the biggest pipeline job, which is 14 miles of 12 inch, from Richmond to Oakland. At the present time they have eight Operating Engineers on the job.

O. C. Jones has several Brothers working on small jobs throughout the area and are keeping several of our Brothers off the out of work list.

Ransome Company, also has several small crews working within the area, their biggest job is the reconstruction of Macdonald Avenue in Richmond, and at this time the job is about half-way completed.

Brown Ely has a six man crew working on a slide area in El Sobrante. This seems like a small crew, but with the dirt jobs being what they are it looks pretty good right now.

By BOB HAVENHILL

OAKLAND AND VICINITY

The work is finally starting to go in this area, with several of the Brothers getting out on the job for the first time this year. Anyone who thinks we haven't had a poor year should talk to one or two of the Brothers who has missed nine months work.

Todd Shipyards, in Alameda, has been slow, but should be picking up now.

Pacheco is going great guns what with all the "Cargo Handler" contracts being awarded lately, and the big job they are doing for Bigge.

Massman Construction Company Incorporated, received a set back on their Hegenberger Road overcrossing because of an engineering dispute over the prestressing specifications in their uniquely designed structure.

MacDonald & Nelson has wound up their Alameda College Job and Cagwin & Dorward has finished the landscaping. This is really a beautiful school.

Ernest W. Hahn's Eastmont Shopping Center was in the last stages of completion when the developer gave them the go ahead for a large addition.

Kaiser's new Ordway Building (by Turner Construction Company) is reaching the top-

ping out stages and he was sure good to the Brothers employed there.

Dinwiddie Construction Company, has just started the six floor addition to the Telephone Company Building on Franklin Street. They are keeping a few of the Brothers busy on this with Sheedy Drayage doing the hoisting.

Parrish Incorporated, out of Stockton, has the big slide in Montclair pretty well dewatered with the help of George F. Casey, Incorporated, drilling the horizontal drains.

Stolte Incorporated has started new Juvenile Hall in Oakland and also a 13 story apartment building just around the corner from the Oakland Hall on Harrison Street.

Congratulations to Brother Jim Pope, of Rothchild Raffin Incorporated, on his graduation from the Operating Engineers 3 Apprentice program.

Rancho Murietta Training Center has been serving, and will continue to serve, the members who have the foresight to take advantage of the outstanding facilities and instruction available to them. Many of the Brothers who are out of work have been able to use that time towards the advancement of their skills. How about you, Brother?

If you have an emergency in your family which necessitates the need for blood, better call the Blood Bank first, Brother. She's done gone dry, and will remain that way unless you get down there, roll up the sleeves, and put a pint in the bottle.

By HERMAN EPPLER

EASTERN CONTRA COSTA

The Kiewit Job in Lafayette, is coming very well. At the present time, they have the East-bound lanes of the freeway "24" open; however there is still a bottleneck at the East end of the project, where the Company is building the new overpass.

Kiewit is now applying all effort on the B.A.R.T. "right-of-way," between the freeway.

Kiewit will finish the grade for B.A.R.T., then Dravo will come through and lay the ties and tracks for the trains.

At the present time, they are laying rail in the tunnels between Oakland and Orinda. People driving over Ygnacio Road, have seen a lot of action up there this past month.

Gallagher and Burke Company have been moving the dirt on this project and are now laying asphalt on one side. They will put the traffic over on this new section soon, then the company can go to work on the old section of road.

The Perini Job in Antioch, is now finished with the big dirt hauls. They have moved in a CMI machine and will have it in operation around the 15th of the month.

Fiberboard Corporation, located in Antioch are in the process of expanding their plant. Last month Pacific Mechanical Company got a job in that plant. We are looking forward to several jobs in there.

Apartment building is still booming in this area. Duffel Construction Company have hired several Brothers in the last month. This company has started to do their own dirt work, as well as build apartments and selling the same.

Noted Engineer Labor Leader Bill Gray Passes in Phoenix, Arizona

One of Labor's most dedicated and selfless leaders, William A. Gray, Business Manager and Corresponding-Secretary of Local Union 428, Operating Engineers, I.U.O.E., AFL-CIO, died the first week in September.

Brother Gray was formerly Ninth General Vice President of the International Union of Operating Engineers, from 1966 to 1969 when he was succeeded by John Possehl, following his retirement from that position.

Born in Hickman, Kentucky, in 1903, William Gray lived and worked in Kentucky and Tennessee until 1920 when he went to Phoenix. He lived there until the time of his death, with the exception of five years, 1930 to 1935, when he was in New Mexico employed on the Rio Grande conservation project. Mr. Gray was a shovel operator since 1922.

He was one of the founders of Local Union 428 in 1936, and a year later was elected business manager, a post he held until 1969. He was active in I.U.O.E. and labor affairs as well as a participant in civic



BILL GRAY

activities. He was especially active in promoting apprenticeship training. In the 1960 I.U.O.E. convention, Local Union 428 sponsored a special resolution calling for national apprenticeship standards for operating engineers. He subsequently became chairman of a committee entrusted to develop these standards. He also served on the state committee for apprenticeship standards, a post filled by appointment by the governor. He served as a

member of the Board of Trustees of the General Pension Fund Plan of I.U.O.E. and was President of Phoenix Building and Construction Trades Council, AFL-CIO for four years.

William Gray was a delegate to the I.U.O.E. general conventions and to all AFL and AFL-CIO conventions for approximately 25 years. He was a leader in the building trades effort to construct the Samuel Gompers Crippled Children's Hospital in Phoenix. He was active in other hospital work, serving on the board of directors of the Memorial Hospital of Phoenix and the Maricopa County General Hospital and on the Executive Board of the Arizona AFL-CIO. Mr. Gray was Vice President of the Western Conference of Operating Engineers for more than ten years and Chairman of the Standing Committee on Apprenticeship Training of the Western Conference.

Mr. Gray was on the Phoenix Selective Service Board No. 1 and a member of the State Selective Service Board of Appeals for many years.

DON'T LAY YOUR LIFE ON THE LINE.



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

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

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

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

Unemployment Continues Rise According to BLS Stat Report

WASHINGTON—Halfway through 1970, the nation's economy remained in a severe slump, with the number of unemployed continuing to rise. Unemployment during the first six months of the year averaged 3.7 million workers, or 4.5% of the labor force. In June, the number of unemployed rose to 4.7 million, an increase of 1.3 million from May. After seasonal adjustments, the unemployment rate dropped from 5% in May to 4.7% in June, the Bureau of Labor Statistics reported. This reflected fewer people coming into the labor force rather than an upturn in the economy.

The decline in the jobless rate occurred entirely among adult women, BLS noted, with the rate for adult men holding at the May level of 3.5%. The jobless rate for adult women fell to 4.5% after rising sharply in May to 5.1%.

The seasonally adjusted decline in the unemployment rate is the first month-to-month drop in six months. The rise in the number of unemployed in June was smaller than usual and resulted in a seasonally adjusted decline of 206,000.

Since the nonfarm employment rose slightly less than usual it totaled 70.7 million, a decline of 215,000 after seasonal adjustments.

WARNING IS GIVEN

BLS Assistant Commissioner Harold Goldstein warned against overinterpretation of the decline in the jobless rate last month, noting that the decline in jobs was "of considerable economic significance."

While the unemployment rate for all of 1969 averaged 3.5%, it has been on an increase in the first two quarters of 1970, AFL-CIO Research Director Nat Goldfinger pointed out. The first quarter rate was 4.1% and rose to 4.8% in the April-June period. Nonfarm payroll employment

last month showed declines in all industries except transportation and public utilities, which recorded slight advances.

Manufacturing employment dropped by 120,000 in June to 19.6 million and contract construction was down by 34,000 jobs at 3.5 million, the BLS reported.

The decline in factory employment occurred mainly among the durable goods industries where 110,000 jobs were lost. These included 21,000 in non-electrical machinery, 24,000 in transportation equipment and 25,000 in electrical equipment.

Since a peak last September, jobs in durable goods were down by 700,000. Most of the decline came in autos and aerospace.

In nondurable goods last month, employment was off 10,000 from the May level. While the largest declines came in foods and kindred products, down 12,000, and textiles and chemicals, each down 10,000, gains were reported in rubber and plastic products, up to 26,000.

SLOWDOWN IS CITED

The economic slowdown in recent months also has been gradually lengthening the average duration of employment, which rose to 9.5 weeks in June from 9 weeks in May. It

was at 8.4 weeks in June 1969.

The numbers of workers out of a job 15 weeks or longer rose again last month to 685,000 from 612,000 the month before. Those without jobs 15 weeks or more in June 1969 totaled 385,000.

The factory workweek remained at 39.8 hours seasonally adjusted—the lowest since September 1961 and nearly 1 hour under high reached last year. Although factory overtime rose one-tenth of 1 hour to 3.0 hours, it was close to the lows set in 1964.

The work-week for rank-and-file employees edged up one-tenth of 1 hour from May to 37.2 hours seasonally adjusted. Hourly earnings rose 1 cent to \$3.21 and were 5.6% above a year ago—but the smallest year-to-year change in more than two years.

Weekly earnings of nonsupervisory and production workers rose \$1.65 to a record of \$102.05, up 4.2% from June 1969.

While the unemployment rate for white workers declined last month to 4.2% from 4.6%, the jobless rate for Negroes rose to 8.7% from 8%. The rise in Negro unemployment was almost exclusively among teenagers, with the rate climbing to 34%, the BLS reported.

Labor Looking Glass

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

"For, lo, the winter is past,
the rain is over and gone;
the flowers appear on the earth;
the time of the singing of birds
is come, and the voice of the
turtle is heard in our land."
(Solomon 2:11-13)

If the last By-Laws referendum is any indicator, voter apathy, not voter interest, will have as much to do with the upcoming elections as the candidates and their supporters. For the returns in Local 3's own important referendum indicated, as never before, that the once dedicated union voter has lost interest in the very decision-making process by which he has been able to contribute his strength to the changing social tides of this nation's basic dream—a collection of free men in a free society joined together for the betterment of all. This is too bad, for politics over the next few years may well determine man's future for several decades.

The old adage that "politics makes strange bedfellows" has never been more appropriate. The political scene of 1970 is strewn with the abandoned husks left behind by the sudden metamorphosis that has seen hawks emerge as doves; liberals turn into protectors of the status quo; world visionaries into isolationists; dropouts into dropins and on ad infinitum.

In the nation's capitol some of the country's top labor leaders broke bread on Labor's Day with a president who is supposedly the sworn enemy of all the principles they avow. The most powerful labor chief in the world has told reporters during his birthday luncheon for the press that not only is the Labor-Democratic Party honeymoon over, but that after nearly a hundred years of wedlock, the marriage is about to be dissolved. Dissolved because the "party of the workers" no longer represents the will of America's workingman, but has been captured by the extremists and has "disintegrated."

In New York State 17 trade unions endorsed the Republican incumbent for governor against a candidate who has a lifetime record of Labor support.

Why? Why, with the liberal crocus supposedly in full bloom; with the winter of labor strife supposedly past; with the rain of legal serfdom gone; with the full-throated singing of the birds of material happiness come, why? Why is not the voice of the turtle heard in our land?

Because the turtle of idealism, the turtle of principle is not fooled by the illusion of a false summer. He is long-lived and wiley and has made many trips down the primrose path of false hopes and false promises only to find betrayal and disaster at the end of a human-engineered rainbow. He will never again be fooled by mere mortals. His voice may await the millenium.

Today instant issues have become the summer of our illusion. Confrontation for confrontation sake has become our "red badge of courage."

We are no longer mystified by the stars and infinity, we are only impatient to own them. The non-workers have united for what? Principles and ideals they don't even know? They would divide and destroy today and tomorrow just for the hell of it and this—in their barefeet.

This then is the Age of Confusion and things born in the cataclysmic season have little chance to flower. We would apply this not only to the new romance between the Republican Party and Labor, but to those unions and their memberships that have lost sight of the idealism and principles of the "real labor movement."

It is up to you then to make a new pilgrimage to the Mecca of Labor Idealism. To stand and be counted for the real issues. To participate in democracy in your union and your community. In a word—exercise your hard-won right to choice.

Vote in this election and all elections. If you fail to exercise this franchise—this freedom—you may forfeit everything else!

Many Anti-Labor Bills Set to Cripple Unions

Following is a partial list of anti-worker bills—and the legislators who introduced them—now in the hopper of the U.S. Senate and House.

Senate

S 103—Griffin (R-Mich.)

To establish a so-called "labor court," abolish the NLRB, and put labor affairs under the Judiciary Committee now headed by Sen. James Eastland (D-Miss.).

S 424—Fannin (R-Ariz.)

To prohibit unions from taking disciplinary action in the form of levying taxes on members who violate union rules.

S 425—Fannin (R-Ariz.)

When an injunction has been applied to a union on supposed grounds of a threatened national emergency strike, this bill would make the injunction permanent until after an agreement has been reached, rather than the 80-day period now in the law.

S 426—Fannin (Ariz.)

To prohibit all card checks to determine representation by requiring NLRB-conducted elections in all cases.

S 817—Fannin (R-Ariz.)

A "back to work" bill. It assumes that union members who are on strike would elect immediately to go back to work no matter what the settlement. Hence, it requires that a back-to-work vote be taken after a 30-day strike. This would encourage employers to sit pat and refrain from true collective bargaining.

S 1483—Fannin (R-Ariz.)

To amend the Internal Revenue Code to deny tax-exempt status to labor organizations

which use membership dues or assessments for any political purposes, including registration and get-out-the vote efforts.

S 1946—Ervin (D-N.C.) and Fannin (R-Ariz.)

To make it an unfair labor practice for a labor organization to impose any fine or other economic sanction against any person for exercising any rights under Section 7 of the National Labor Relations Act.

S 2203—Murphy (R-Calif.)

This bill has three kinds of anti-labor provisions.

1. Certain restrictions are placed on farm workers' unions to make it all but impossible for them to ever secure recognition and certain that, even if they do, they will never function effectively.

2. Other restrictions would immobilize the various organizations and individuals who sympathize with the plight of farm workers, by forbidding such activities as the grape boycott. These provisions flagrantly transgress the rights of free speech and assembly guaranteed to all Americans by the First Amendment.

3. The bill also contains the shopping-list of amendments to the Labor-Management Relations Act that a gaggle of employer lawyers have been peddling for years. These amendments have no particular relevance to farm workers, but the employer lawyers who obvious-

ly drafted S. 2203 evidently found irresistible the temptation to include these shopworn proposals.

S Joint Rec. 15—Griffin (R-Mich.)

Senator Griffin is interested in creating another Senate Select Committee—outside of the Senate Labor Committee—to begin an investigation of the labor movement and its collective bargaining procedure.

To place unions under anti-trust laws and make strikers and their leaders liable for fines and/or jail.

Provide for compulsory arbitration in transportation disputes. (Nixon Administration bill.)

House

H.R. 333—Marin (R-Neb.)

To prohibit industrywide bargaining, although the bill seems to permit companywide bargaining.

H.R. 815—Fisher (D-Tex.)

To prohibit both industrywide and companywide bargaining.

H.R. 2741—Blackburn (R-Ga.)

To create the first federal "right-to-work" law. Although it would be limited in its coverage to federal employees, it would be the foot-in-the-door toward an all-inclusive federal open shop law.

H.R. 7432—Blackburn (R-Ga.)

To prohibit any political activity by unions at the risk of losing their tax-exempt status.

H.R. 9245—Brook (R-Tenn.)

This bill would establish a seven member Management-Labor Commission and would have the Commission make conciliation, mediation and arbitration services available when there is a likelihood of a supposed national emergency strike or lockout. All parties must agree.

This bill would prohibit con-

tinuation of a strike or lockout for a period of 110 days, or until an agreement had been reached, after the Commission had assumed jurisdiction.

A board of inquiry of two or more members of the Commission would be set up and would report after 80 days.

If the parties have not reached an agreement within 80 days, then the Commission could issue an order at the Attorney-General's request, which would dictate the terms and conditions of employment and the period during which the contract would be in effect—in other words, compulsory arbitration.

Suspends proceedings of the

National Labor Relations Board in disputes over which the Commission is vested with jurisdiction.

H.R. 10759—Thompson (R-Ga.) To make product boycotts by labor organizations an unfair labor practice.

H.R. 12760—Watson (R-S.C.)

To establish a US Labor Court to replace the NLRB.

H.R. 12917—Fisher (D-Tex.)

Secret ballot election as only means of recognition for purposes of collective bargaining, eliminating card checks.

H.R. 16226—Ford (R-Mich.)

Provides for compulsory arbitration in transportation disputes.

Womens' Social Security Rights Equal Men's

If you are a "fully insured" working woman, you have exactly the same rights to Social Security benefits as a man. Fully insured means that your work makes you eligible for most Social Security benefits, without covering the amount of your benefits.

When you are ready to retire, you can draw benefits either in your own right or as the spouse of your husband, whichever way gives you more. You cannot draw both.

If your husband is to draw benefits as your "spouse" when you retire, he has to be 62 or over and he must be dependent on you for more than half his support.

The same applies to survivors' benefits for your widower.

A child would be deemed dependent on his mother under the same conditions that, under present law, a child is deemed dependent on his father. As a result, a child could become entitled to benefits if at the time his mother dies, or retires, or becomes disabled, was insured for social security benefits.

Credit Union

(Continued from Page 6)

fers to sell new cars and pickups to our Members at substantial discounts. To obtain these discounts, the dealer requires that the sale of a vehicle be handled by the Sales Representative they designate.

The dealer reserves the right to change or discontinue these discounts or change the personnel designated to handle them. It is therefore very important that you obtain up to date information from the Credit Union Representative in your Local No. 3 District office before you approach a dealer.

The Credit Union supplies each Local No. 3 District Office with a new car price manual that gives complete and accurate information on the dealer's cost of all new American made motor vehicles and the factory options. We also furnish each District Office with a copy of the Kelley Used Car Blue Book.

If you are in the market for a new or used vehicle, we suggest you stop by the Office and ask to see whichever of these publications is applicable to your needs. You will find the New Car Price Manual particularly helpful. It will allow you to determine what factory options are available and the total cost of the vehicle equipped as you want it.

A WORD OF CAUTION

Don't let "New Car Fever" ruin your better judgment. Before you give the salesman a deposit or leave your car there and drive his home, have him draw up a proposed sales agreement with all the options itemized as well as a description of any trade-in involved and submit it to the Credit Union along with a loan application (unless you are fortunate enough to be able to pay cash.) We would be pleased to review the proposal and advise you as to whether or not we thought it was reasonable and what amount the Credit Union would finance.

cu oh IBM

Construction Depressed In Stockton

By WALTER TALBOT,
AL McNAMARA and
JERRY BENNETT

The work load for this time of year is exceptionally poor. Nearly all the projects in this district have cut down on personnel at a time when they normally hire more. Every project here has unmanned equipment parked either on the rights-of-way or in the job yards.

Murphy Pacific Enterprises on their Mossdale Wye Interstate 5 job now have Shellmaker and Utah Dredging pumping fill material from the San Joaquin River to the fill area on both sides of the river. In addition to the dredging operation, Murphy-Pacific intend to use two Manitowac draglines to furnish fill material for the north end of the job.

Granite-Stolte, with two contracts on Interstate 5 here in Stockton will resume the barging this month, which will put several operators back to work both here in Stockton and Grand Island near Rio Vista on a three shift basis for several months. This is the way in which the fill material is obtained for the two Granite-Stolte jobs.

A. Teichert & Son was low bidder on the reconstruction and widening of Thornton Road from two to four lanes between Hammer Lane and Davis Road. Bid price was \$360,000. Teichert Co. was also low bidder on resurfacing of roads in Amador, Calaveras and Solano Counties for \$283,454.

W. M. Lyles Co. has a contract for underground utilities

on the initial phase of the proposed development of Kirkwood Meadows on Highway 88 in Alpine County. Kirkwood Meadows comprises approximately 700 acres and will be primarily a ski resort. An expansion program, which will invest over \$41 million over a ten year period and furnish twelve months a year recreation, is planned.

In the Modesto area the Stanislaus County Board of Supervisors awarded the reconstruction of Fink Road to Lee White Paving of Modesto.

Flintkote of Modesto has the recreation facilities at Don Pedro with a low bid of \$266,670.

Proctor & Gamble announced last month they will construct a \$22 million paper products plant on Whitmore Avenue in Modesto. Site preparation will start

some time this month with the completion scheduled for the fall of 1971.

George Reed, Inc. of Sonoma has been awarded a \$236,696 contract to pave parking lots and the main road to Columbia Junior College.

Campbell Construction Company is getting started on their \$720,000 addition to the Pacific Telephone Building on 13th St. in Modesto.

Work in the mountain area around Groveland is still going good with most jobs working 5-10s.

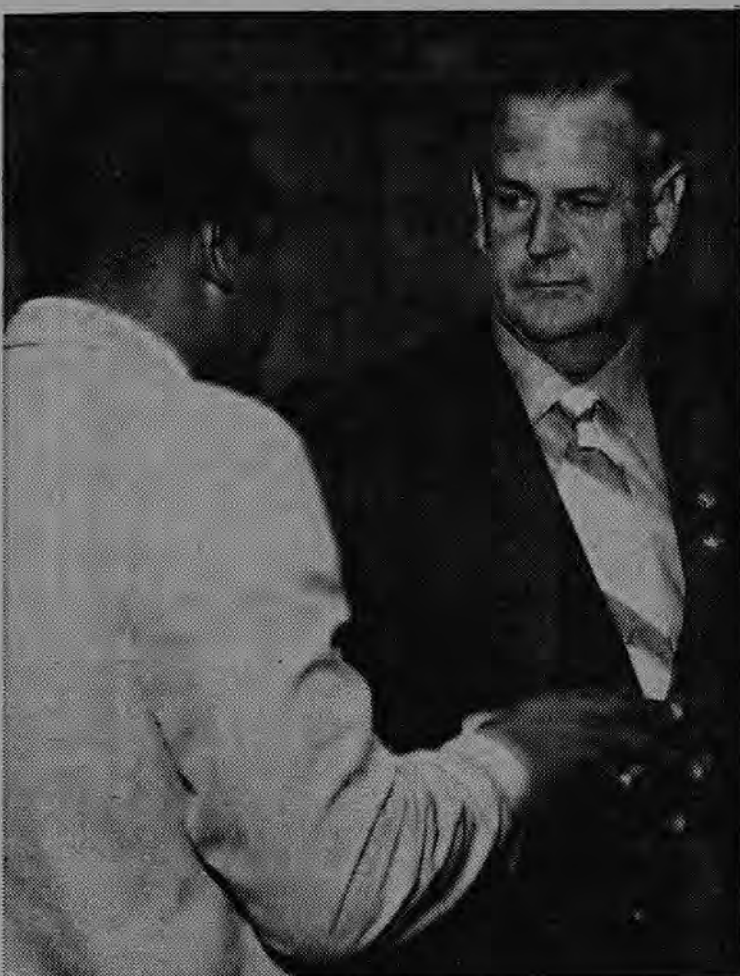
Peter Kiewit has finished paving on their Jacksonville job with only cleanup left.

We now have a contract with J. T. Lift Truck Service and Repair Co. here in Modesto and San Jose.



EXECUTIVE SECRETARY Ed Meese sits in for Governor Ronald Reagan during top level labor-management meeting with state cabinet officers. Meeting was one of several conferences with state leaders on a number of critical issues facing

the construction trades in Northern California. The Governor is expected to make several key pronouncements regarding the conferences in the next few weeks.



MANAGEMENT-LABOR CONFERENCE with Governor Reagan's cabinet brought together the Governor's minority expert, Bob Keyes and officers of Local Union No. 3 for discussions of a California State Plan that will be more realistic and acceptable to unions and contractors than the controversial Philadelphia Plan. Above (left) President Paul Edgecombe talks with Keyes while (at right) Vice President Dale



Marr listens as Keyes makes a point. Representatives of labor also discussed the impact that the lack of highway construction funds was having on the construction worker in Northern California.

Almost a Million a Year!

Local 3's Credit Union Continues Steady Growth

By JAMES "RED" IVY, Treasurer

The mid year payout of money from the various pay in lieu of Vacation/Holiday plans saw over 75% of the total amount held by the Administrator of the Plans at the time of distribution, converted to Credit Union Shares. This put the Credit Union over the seven and one half million dollar mark in just six and one half years of operation.

Each pay out of money from these plans has seen a higher percentage used to purchase Credit Union shares as the Members become more familiar with the operation of the Credit Union and the benefits of participating in it.

LIFE SAVINGS INSURANCE

One of the most important benefits of owning Shares in the Credit Union is the Life Savings Insurance. This insurance, the premiums for which are paid for by the Credit Union, gives each eligible Member up to \$2,000 Life Insurance on their savings.

To be eligible for this Insurance, a Member must be under the age of 70 at the time his money is deposited in the Credit Union and able to perform the usual duties of his livelihood. A Member who is sick or disabled at the time of deposit becomes insured when he recovers and is able to resume his usual duties.

The amount of Insurance provided for a Member is determined by the amount of their savings in the Credit Union and the age of the Member at the time of deposit. Money deposited in amounts up to \$2,000 in an eligible Member's Share account before their 55th birthday earns one dollar of Insurance for every dollar of their Shares. Money deposited in amounts up to \$2,000 at age 55 through 59 earns 75c on each dollar, age 60 through 64, 50c on each dollar and age 65 through 69, 25c on each dollar. (Trustee accounts for infants earn 25c insurance on each dollar deposited until they are six months old and then earn dollar for dollar coverage)

The amount of insurance in force does not decrease under our present insurance contract as the Member gets older. It is determined by their age at the time of deposit or at the time they become eligible if they are disabled at the time of deposit.

Needless to say, the value of this insurance contributes significantly to the dividends paid on a Member's Credit Union Shares.

CREDIT LIFE INSURANCE

The Credit Union provides Credit Life and Total Disability Insurance that would pay off an eligible Borrower's loan balance up to \$10,000 in the event he was totally and permanently disabled before age 60 or in the event of death before age 70. The eligibility requirements are essentially the same requirements for the life savings insurance i.e., a Member must be physically able to perform the usual duties of his livelihood at the time the loan is made or within a reasonable time, to resume the usual duties of his livelihood. The premiums for this insurance like the premiums for the life savings insurance are paid entirely from the earnings of the Credit Union.

SHARE LOANS

One of the most popular types of loans being made by the Credit Union are loans secured by the Member's Credit Union Shares. These loans, which can be made in amounts up to the total amount of a Member's Credit Union Shares (savings) including those held in joint tenancy with other members of their family, can be made

through the mail as simply and easily as making a withdrawal.

The advantages of this type loan is that it allows a Member to retain his savings intact without loss of dividends or life insurance and with terms of repayment tailored to fit his budget.

The nominal interest charge of $\frac{3}{4}$ of 1 per cent per month on the unpaid balance for an ANNUAL PERCENTAGE RATE of 9 per cent includes Credit Life Insurance on Insurable Borrowers paid for by the Credit Union.

To obtain this type of loan, you need only call or write the Credit Union, state the amount you would like to borrow and the approximate size of payments you desire. The necessary documents will then be mailed directly to you for signature.

CREDIT CARDS

We venture to say that most of our Credit Union Members carry one or more credit cards in their wallet or purse. Credit cards have become part of the American way of life and they provide a valuable service.

The Credit card is handy if you are temporarily out of cash. They provide a permanent record of certain expenses for tax records. They allow you to delay payment for an item or service until a more convenient time. They can reduce the amount of cash you have to carry. These and many more advantages can be said for the credit card.

If you use your credit card wisely and if you pay your monthly bill in full without incurring any interest charges, the credit card is a valuable asset. However, many people do not pay the bill in full and only make a partial or minimum payment. When you do that, there will, of course, be interest charges added to your next bill. The usual charge for this "loan" is $1\frac{1}{2}$ per cent per month on the unpaid balance for an 18 per cent Annual Percentage Rate. It is sometimes more.

We suggest that you use your credit cards but if you find you cannot pay the bill in full some month, then borrow from the Credit Union and save yourself some money.

Our rate, if you have sufficient savings in the Credit Union to use the Share Loan mentioned above, will cut your interest cost in half. If you do not have enough Shares to cover the amount you need, you may still apply for a signature loan at an interest rate of 1 per cent per month on the unpaid balance for an Annual Percentage Rate of 12 per cent. So you save $\frac{1}{4}$ to $\frac{1}{2}$, the total interest cost by borrowing from the Credit Union to keep your credit card balance paid in full. Think about it!

AUTOMOBILE DISCOUNTS

We have a number of automobile dealers who have contacted the Credit Union with of-

(Continued on Page 5)

Tollhouse By-Pass Is Funded

By: CLAUDE ODOM and BOB MERRIOTT

PAVING CONTRACT IS AWARDED FOR NEW SHAVER-HUNTINGTON ROUTE — The U.S. Department of Transportation has awarded a \$862,565 contract to pave a 7.3 mile section of new highway to Shaver and Huntington Lakes by-passing Tollhouse.

Thomas Construction of Fresno was low bidder and has been given 210 calendar days to complete the job.

The new Forest Highway 48 ultimately will replace the Sierra National Forest boundary about five miles west of Tollhouse and ends at the Pine Ridge School in the mountains northeast of the historic old community.

From the forest boundary to Lodge Road, some two miles to the southwest, the California Division of Highways already has constructed and paved a short stretch of thoroughfare which will be opened for use as soon as the current paving project is completed. This will give those who, for one reason or another, fear the sometimes narrow switchbacks of Tollhouse Grade, another means of reaching their objectives in the Sierra's middle country. But they will be doing it via pavement that will not be applied in the thickness ultimately planned.

On top of a sub-base material, and base rock, the federal contract calls for only two inches of paving material. Normal paving thickness is three inches. A spokesman for the Thomas concern says the two inch paving is being applied because some of the land along the route is still settling. The extra inch will be put down probably a year after settling ceases.

Upwards of 60 men will be at work when the project gets in full swing, probably in mid-September. If the approach of winter is delayed, it is possible the job can be completed in 1970. If not, it will be finished next spring.

One factor that may delay completion is the absence of

water in any quantity along the right-of-way. Water hauls up to 10 miles will probably be required.

The application of a two-inch pavement, instead of the usual three, seems in keeping with the earlier history of Forest Highway 48. Planning for the Tollhouse bypass started in the 1950s and the first actual construction did not get under way until 1962. Then, as federal money was made available, the grading of the first seven-mile section proceeded, a bit and a piece at a time. In the heavy winter of 1968, federal engineers watched helplessly while great sections of the roadway were washed away and deep gullies were carved in the right-of-way elsewhere.

Even when, and if, the new stretch of bypass is opened to the public, it is questionable if many motorists will use it. To reach the piece built by the state — so far the only link to the federally-built section — requires a detour of several miles from Route 168 below Tollhouse westerly on Lodge Road.

From the easterly end of the project, at Pine Ridge School, traffic will resume the climbing, twisting approach to Shaver Lake via the existing Route 168. This will be the rule for several more years.

Eventually, and on an unsettled timetable, Forest Highway 48 will be extended on new alignment to the lake. This calls for another 13 miles of grading and paving. It has taken eight years to grade the first seven-mile section.

Considering the uncertainty of federal funding, it is anyone's guess as to how long it will be before the final 13 miles are hacked through the Sierra National Forest to the lake.

HIGHWAY 33 ROUTING GETS STATE APPROVAL — The State Highway Commission has approved routing a 9.5 mile section of Highway 33 north of Interstate 5 in Fresno County as a two-lane expressway to avoid disruption to

farms on both sides of the highway.

Conversion of the conventional highway to expressway standards between Interstate 5 and two miles north of Mountain View Avenue, about 13 miles south of Mendota, is scheduled for financing in the 1972-73 fiscal year. Plans call for widening of the route to a 40-foot roadbed.

The Highway Commission allocated funds for road projects in Tulare and Kern Counties.

The Tulare County work includes culverts on Route 137 and 216 in the Ivanhoe and Waukena areas, and resurfacing of Route 190 just east of the Friant-Kern Canal and Crystal Street in Porterville. The estimated cost of the project is \$114,500.

The L. D. Folsom Company of Coalinga is low bidder to construct a fence to control water erosion of Route 33 at Jacalitos Creek east of Coalinga.

Fresno Paving was the lowest of eight bidders at \$125,982 on a contract to resurface portions of Routes 65, 198, 69 and 201 in Tulare County.

Gordon H. Ball is working two shifts on their Master Drain job in Los Banos. They have been going 6-10s. This job has just started so the brothers can look forward to work for some time.

Dubach Construction and H. E. Graf are still going on their job on Interstate 5. Graf has one shift going and Dubach is running two shifts.

Elliott-Scott is putting the final touches on their Highway 59 job near Snelling.

Hood Corp., F & M Engineering, Geo. Reed, Thomas Construction and Darkenwald Construction are all busy with their jobs on the Boise-Cascade project.

R & D Watson and The Martin Company are going on their jobs near Huntington Lake. The engineers on these jobs are getting a lot of overtime.

C. W. Woods is just getting started on their job near Wishon Dam.

R & D Watson has finished their job at Lloyds Meadows out of Johnsondale. They have transported their equipment and crew to their new job at Huntington Lake. Due to the size and elevation of this job, it should go at least two seasons.

Pacific Western has moved traffic onto the northbound lane on their Lovers Lane job east of Visalia, and are working on the southbound side with Batchelor Construction doing the pipe, Kaweah Construction doing the bridges and Fresno Paving moving the dirt.

Burke Construction and Walter Bros. of San Luis Obispo are busy on their job 6 miles west of Coalinga. Jack Fields of Santa Maria has sub-contracted the dirt and has 12 members on this job. It will take approximately two months to finish.

Matich & Dennis have started calling out hands for their Interstate 5 job. They estimate they will use approximately 50 engineers at the peak of the job which will be next spring.

Sigford Logging of Springville has just about finished the clearing on their Sherman Pass job. This will clear the way for Sherman Fortune who is moving the dirt on this job. Hubbs Equipment of Rialto will be putting in the pipe and doing the finish work.



KING TURNIP weighing in at six pounds was raised by Local Union 3 member Noel Wingfield. Brother Wingfield, a veteran Operation Engineer, resides in Fresno and was recently featured in the Fresno Bee.

Hornswoggle Camp Will Ease Facilities

By HAROLD HUSTON,
District Representative and
Auditor

The work picture has brightened up some the past month due to several new jobs starting in this district. It makes the dispatcher and your business representatives happy when the phones are busy with the employers calling in placing orders for jobs. This means more of our good brothers are going to work. In talking with Business Manager and International Vice President Brother Al Clem, he has expressed to me his deep concern for each brother who is not working. Brother Clem is continuously working to have more jobs turned loose, and also to see to it that each job is properly manned according to the agreement.

We appreciate the 165 brothers who attended the last District Meeting held in Oroville on July 23, 1970. Again we must take our hats off to all the "OLD TIMERS" who are retired that attended this meeting. The fact remains the brothers who are retired played a very important part in making our union the strong organization it is and also in helping us to achieve the many benefits the brothers now working receive. We must also thank all the lovely wives who instructed their husbands to live up to his responsibility and attend the District Meeting.

We had a pre-job conference this past month with A.R.B. Inc., who have the job at Willows to lay eighteen miles of 36" pipe line.

The amount of this contract was approximately \$800,000. A pre-job was also held with Robert G. Fisher, Inc. from Fresno who was awarded a \$2,240,000 contract to construct a new hospital at Colusa. Baldwin Contracting Co., from Marysville is doing the demolition and excavation on this job. The hospital should be completed by September 15, 1971.

BULLARDS BAR DAM DEDICATED—On August 10, 1970 the \$180 million Bullards Bar Dam was officially dedicated. It was mainly a matter of making it official with the dedication of Bullards Bar Dam. The huge concrete arch dam has been complete since last year and the power facilities have been operating several months. The last work was to complete roads and to spruce up the project grounds for the public's use.

The proper people attended the ceremony—state and county officials, contractors and engineers—and some of the public attended too, more than likely to see the spectacular water ski show put on by the Yuba-Sutter Ski Club, than to hear the speeches.

It was a little too hot, but a gentle breeze blew across the large reservoir into the site overlooking the dam where everyone gathered for the history making event. Yuba County Supervisor Harold J. "Sam" Sperbeck presided at the ceremonies, which began shortly after 11 a.m. following the ski show on the reservoir. Sperbeck, in full control of the microphone and enjoying duties as master of ceremonies, introduced a number of officials and private business representatives involved in the years of work toward developing the \$180 million dam, res-

ervoir, and electricity generating facilities.

The audience of about 150 persons—standing around the speakers' platform—heard William R. Gianelli, state water resources director; Brig. General Frank Camm, Army Corps of Engineers, and Henry Branagh, Tahoe National Forest supervisor.

Gianelli, the principal speaker for the event, called the dam an example of the way far-sighted local interests and government can work together to plan, design and construct multiple-purpose water projects.

An early consultant on the development, Gianelli called it "truly an environmental plus project." Heart of the \$180 million Yuba River Development, the dam will provide recreation for an estimated 100,000 persons a year while containing a flood control reservoir of 170,000 acre-feet. The overall development includes two smaller dams, two powerhouses and more than 10 miles of tunnels.

A rich source of gold in the nineteenth century the Yuba River later provided water for irrigation. The Yuba River begins at about 8,000 feet in the Sierra Nevada and plunges steeply into the Sacramento Valley. In addition to providing prospectors gold and farmers irrigation water, the river caused destructive floods on the valley lands.

The new 645 foot high concrete arch dam is one of the final steps in the control of the rampaging floods which the north fork has dumped into the valley. It's flood protection along with the proposed Marysville Dam at Browns

Valley, is expected to keep the river within its banks in future years. In earlier years that was not the case.

Levees were built as protection against its surging winter flows but in 1950 the Yuba cut through its banks and wrought \$25 million in damage. In 1955 it flooded again, killing 40 persons and causing \$200 million in destruction.

The project was financed through \$160 million in locally sponsored revenue bonds, plus \$20 million from the state and local governments. This is believed to be a record for a county as small as Yuba with 43,000 persons and an assessed valuation of \$75 million. Sales of power to the Pacific Gas and Electric Co. over the next 50 years will repay the bonds.

RECREATION PARADISE

—The opening will mean thousands of Northern California water sports lovers will have a new spot to flock to after waiting nearly three years for the project to be completed.

The reservoir can be reached from Marysville by going on Hwy. 20 toward Grass Valley and Nevada City and turning at the Browns Valley intersection. After that, the Dobbins road leads to the reservoir.

Another way is to take Hwy. 20 to Grass Valley and then travel on Hwy. 48 to the lake's turnoff. Whatever route, it will take a person pulling a boat an hour and a half to tow from Sacramento and a little over an hour from the Marysville area. The reservoir nestles in an elevation of 1,965 feet. Holding the water back to create a boating paradise is a 645 foot dam that is 2,200

feet long. The reservoir backs up to form two fingers of water. One is 15 miles long and the other is quite a bit shorter, extending three miles in length.

According to Bullards Bar Recreation Area Director Bob Crom of the U. S. Forest Service, "a skier can ski from six to eight miles without having to stop." The lake has been dragged so that debris is at a minimum. Lake patrol boats are also on the lookout for floating pieces of wood and cans. Right now the reservoir is almost without any floating garbage, natural or otherwise.

The Forest Service has blocked off the fingers of the reservoirs as they start to narrow back, to leave that area open strictly to fishermen. Fishermen have about eight to ten miles of unmolested water that is stocked with Kokanee salmon, rainbow trout, brown trout, largemouth bass, smallmouth bass, catfish and black crappies. The fishing season is open year around at Bullards to please any type of fresh water angler.

The department of Fish and Game did some experimenting recently and found that most of the trout are very deep in the reservoir. The depth came out to between 40 and 60 feet down. The department recommended a four ounce sinker and 250 feet of line to catch the trout. Trolling would be most advisable at this time of the season.

For boat launching for water skiing and fishing, the lake offers two boat ramps. One of the ramps is located on the west side and just above the dam. The other boat ramp is

further up the reservoir and is about midway on the east shore.

The boat ramps are double lane concrete and boast plenty of parking for boat trailers and cars and restrooms. A fee of \$1 is charged for use of the ramps. The Yuba County Sheriff's Department and the Forest Service have specifically set up boating regulations to be used when skiing on Bullards Bar Reservoir. The authorities advise the boater to have a person over 12 years old in the boat besides the driver to watch the skiers. Water skiing after dark is not allowed, and the two groups ask that water skiers avoid areas where people are fishing as a common courtesy. On boating safety, they refer to the California Boating Laws on equipment and procedure.

Around the reservoir are two picnic sites. On the west side is the Cottage Creek site and on the east side is the Dark Day picnic area. Facilities at the picnic areas including parking, tables, stoves, running water and toilets. The park charges a small fee for the people wanting to use each of the 30 unit picnic sites.

CAMPING FACILITIES

Overnight camping would seem to be the only pressing problem of the newly opened recreation site, as the area can only hold 97 small camping groups and five large groups. Burnt Ridge Campgrounds has 30 camp units and is located on the West side of the reservoir, while Schoolhouse Campgrounds is situated on the east side and can take in 67 camping units. Each campground has

See MORE MARYSVILLE Page 8



RECENT CEREMONIES celebrated the completion of the \$180 million Yuba River Project, of which Bullards Bar Dam (background) is the major element. Among those attending the ceremonies were (from left) Brig. Gen. Frank Camm of

the Army Corps of Engineers; State Water Resources Director William R. Gianelli, main speaker; Supervisor Harold J. Sperbeck here beside a plaque at a lookout point on the northeast side of the huge dam.

More Marysville . . .

(Continued from Page 7)

parking spaces, table, stove, water and flush and vault toilets.

Trailers are welcome to camp on the campgrounds, but there are no connections for water or waste disposal. A fee is charged for the use of the campgrounds and the maximum stay is 14 days. The campsites boast paved roads throughout and are situated under tall sugar pines and Douglas fir trees. Schoolhouse camp site winds way back in the mountains with camp sites about 20 yards apart.

The group camp is called Hornswoggle Camp and is across the road from Schoolhouse. The object of the group camps is to provide accommodations for large groups. There are five group camps in Hornswoggle. Four of the camps are set up to accommodate 25 persons each and the other one can take care of 50 campers. The camps were set up to take care of church groups, clubs, organizations and anyone that enjoys a large weekend camping outing. The charge for the 25 persons campsites is \$5.00 per night and for the 50 person campsite the charge is \$10 per night. The large campsites cover about three quarters of an acre each and are set about 30 to 50 yards apart. The grounds include large parking areas, a half dozen tables each, stoves, running tap water, flush toilets, and large fire circles for campfires. Advance reservations are a must for the group campsites. Reservations may be obtained by writing the U. S. Forest Service office in Camptonville.

All camping is strictly limited to posted, developed recreational sites to prevent the pollution of the water and area by garbage and to guard against wildfires. Trails are abundant for the hiking enthusiast. There are trails from the recreational facilities to the shoreline to add to hiking pleasure. The slope of the shoreline is steep and rugged from the campsites, so they have been set back from the waters edge. Gasoline and groceries are available in the nearby towns of Camptonville, Challenge, North San Juan and Dobbins for the overnight campers and picnickers.

The roads in the area aren't the best yet, but road improvement work has already started and should be completed by the end of the summer. The new reservoir should provide fishermen with excellent fishing and water skiers with plenty of room to ski all day.

THE YUBA'S FUTURE—But there is still work to be done on the Yuba River! The normal flow of the Yuba ranges around an average of 1,700,000 acre feet of water a year, only half of which comes from the North Fork. There is still a volume of water flow from the South and Middle Forks to maintain a flood threat for the Yuba City and Marysville regions on the valley floor. There is also a waste of valuable water which California can ill afford.

The flood danger has been lessened by Bullards Bar Dam and Oroville Dam; conservation of considerable water will be achieved by their respective reservoirs. But maximum flood control and full water conservation can only be achieved by the proposed Marysville Dam on

the Yuba River about 15 miles upstream from the confluence of the Yuba and Feather Rivers.

This cannot be achieved by local communities. There is just no way to finance it. The cost estimate is about \$300 million and hydroelectric power availability is just not comparable to that provided by the upstream development. It is the type of undertaking that must rest with federal and state echelons of government.

The Marysville Reservoir Project would virtually end the flood threat from Smartsville to Verona; it could conserve an additional million acre feet of water annually and it would provide the citizens of the state with a new and excellent recreational region.

This is a project which deserves the most militant support of forces in Yuba-Sutter and justifies the most persuasive pressure upon the Congress. The campaign has been underway for several years; it should never be neglected; it should be a prime priority in the state.

By **DAN SENECHAL**,
Business Representative

The work picture east of the Feather River is holding its own, with local contractors doing small jobs. A. Tiechert and Son of Yuba City, Baldwin Contracting Co. and Butte Creek Rock from Marysville and Chico are keeping crews busy, hopping from one small job to another as there are no real large contracts at this time in the area.

Hughes and Ladd Inc. of Redding are in the final stages of the Highway 70 project north of Oroville. The large slipout has been brought to bed rock and the structures are complete. The brothers on this project were under tough conditions as temperatures in the little valley reached highs of 124 and the sun at mid day reflecting off the water made working without dark glasses impossible.

Further up the canyon at LaPorte a road contract has been awarded to Robinson Construction of Oroville. The Plumas County F.A.S. job was about half a million dollars. As of this writing crews are cutting the usable timber and Local 3 brothers are clearing the area with brush cats.

The LaPorte job will go long hours because of the late starting date. Snow starts falling about early October and the contract calls for 80 working days—so they'll have to get with it.

It will cost \$680,000 plus to repair the massive earth slide on Oroville-Quincy Road near Canyon Creek. The slide developed last winter during heavy rains. The Oroville-Quincy road has been plagued with slides ever since it was relocated at a cost of \$5 million during the construction of Oroville Dam. This slide is the largest one that has occurred. The county has been working with a number of state and federal agencies to determine the best way to dispose of about 400,000 cubic yards of earth that will have to be removed from the steep hillside above the Oroville-Quincy Road on the shoreline of Lake Oroville. The county will have to decide on one of two methods, either dumping the material into the lake or transporting the material to some other point by trucks.

Umpqua River Navigation Co. Starts Jetty Repair Project Soon

By **RAY COOPER & GENE LAKE**

Umpqua River Navigation Company have started their jetty repair job. At the present time they are doing some site preparation work. So far two cranes have been brought in, one a new 3900 Manitowoc truck crane and a 150 ton American. In the photos Brother Engineers are assembling the American which will be used for placing jetty rock. The entire operation is under the able supervision of Brother Don Dillon who is also Executive Board member from District 4. Piombo Construction Company after three seasons has finally finished the earth moving on the Trinidad job. The equipment has been moved south to their Healdsburg job. Redwood Empire Agg. is busy putting down the black-top, with completion expected in the next 30 days.

Mercer Fraser Company, as usual, busy all over Humboldt and Del Norte Counties. At Fortuna they have set up their crusher to produce concrete aggregates for the jetty job—this particular project will be quite lengthy due to the tremendous amount of concrete to be used by Umpqua River Navigation Company. At Summit Valley Mercer Fraser is putting down base rock and black-top for Ray Kizer Construction Company. Over at Willow Creek Mercer Fraser will be setting up another hot plant within a week and begin paving the Berry Summit project.

Granite Construction Company at Blue Lake is rolling along in high gear. This is the peak season on this project with approximately 100 Brother Engineers on Granite payroll. A great deal of force account work has been added to this job. Some more equipment is still expected to be added.

Ray Kizer at Berry Summit is still on a two shift operation. The Kizer job is also on force account — doesn't seem that the mountain will ever stop moving. When Kizer added the second shift it certainly helped to reduce our out-of-work list. We hope it will last another couple of months.

Some of the smaller jobs which will be coming up soon will be a repair project on Route 36 where a slipout occurred on the road about 8.5 miles east of Bridgeville. There has been a continuous maintenance problem there for several years due to the pressure of water most of the year. This has caused the roadway to move slowly down hill.

Stabilization trenches will be built, drainage installed, embankment restored, and the roadway replaced. To facilitate a speedway completion before fall rains, only 30 working days will be allowed for the project. A detour will be built so that work may continue without interruption from traffic. Bids will be opened in Sacramento on August 26, 1970. The price tag on this job will be in the neighborhood of \$50,000.

Another small job on Hiway 101 will also be let on August 26. This project will consist of storm damage repairs at Myers Flat. Work will include rip rap for bank protection, installation of underground drains and repairs to the roadbed.

The Mattole Valley will see

some storm damage repair work in the near future as the state and county will be opening bids shortly.

Last week Dave Wilkins' picked up a couple of small jobs, one a road-way restoration job just north of Garberville on Hiway 101 and the Herrick road project at the south city limits of Eureka. The latter being a county road alignment and grading project. The total price of the two projects is in the neighborhood of \$225,000.

Up at Crescent City Art Burman subbed the dirt on the Lake Earl Drive job from Redwood Empire Aggregate. The Brothers will have to hurry to finish this one this season as

winter comes early in Del Norte County. Also, at Crescent City Grite is moving along fairly well on the interchange job. They have had some problems with the large amount of mud and unsuitable ground in the right-of-way however, now that these hurdles have been overcome more equipment is expected to be added in the near future.

We want to thank the brothers in District 4 for the excellent attendance at the recent District meeting where the proposed changes in the By-Laws and reduction in dues were explained by Recording, Corresponding Secretary Tom Stapleton and Vice President Dale Marr.



This photo shows the maintenance crew of Umpqua River Navigation Company assembling the 150 ton American. l to r—Cecil Barnes, Lerry Nelson, Charles Sears, John Sain, Master Mechanic, Don Dillon, Superintendent.



3900 Manitowoc truck crane and the 150 ton American on the Umpqua River Navigation Company job site on the Humboldt Bay jetty.



3900 Manitowoc truck crane and the 150 ton American on the Umpqua River Navigation Company job site on the Humboldt Bay jetty.

Warm Springs Project Due To Start Soon

By RUSS SWANSON & BOB WAGNON

The weather is hot and the work picture brightens.

SONOMA COUNTY — In the past six weeks there has been a considerable change in our work picture. Federal, State, County and private work has started to move. On the Warm Springs Project, out of Healdsburg, which is being done by Piombo Const. Co., there will be a good job when they get into full swing. As of now, it is only being opened up. Gates & Fox, on the same project, are down to a one shift basis on their weep tunnel. There is supposed to be a fairly large tunnel job let in 1971, however. Frontier Const., who is new to our area, is going great guns on the sewer trunk line job at Healdsburg. This is a joint venture with Blasi Const. Co., who has the sewer ponds. Also, Blasi Const. Co. is coming along fine on the Santa Rosa Creek flood control project.

A. B. Siri Const. Co. was the successful bidder on several projects here in Sonoma County, namely, flood control project below town and Hall Road, plus second unit to be let this year at Sea Ranch.

The mobile home business must be good as there are five large mobile home sites being developed around Santa Rosa. Siri Co. is doing one, Wise & McGinty another, Stroco Paving has two and Hidden Valley Construction has one. Brown-Ely is up from San Rafael doing the Crane Canyon road job. Also, a big welcome back to the Santa Rosa district to the O. C. Jones Co., who has two jobs, one at Sonoma State College and the other at Rohnert Park. None of these jobs, with the exception of the Warm Springs Dam job are large, but they do put the Brothers to work.

NAPA COUNTY—As we reported in the last issue, Napa County is very light this year. We have Byars Const. Co. from Reno, Nevada, doing the finish work and The Javelin Company from Los Angeles at Berryessa Highlands, Unit No. 2.

At Springwood sub-division A. Teichert & Sons are doing a new unit, Harold Smith Const. Co. at St. Helena, also Montelli Const. Co. is doing small jobs up and down the Napa Valley.

Berglund Tractor, who is the Caterpillar dealer, will be moving to a new site between Napa and Vallejo. Guess they outgrew their old location. As you can see Napa County doesn't have an abundance of work this year.

LAKE COUNTY—The Gordon Ball Co. freeway job, that will by-pass Lakeport when finished, is under full swing under the capable supervision and watchful eye of Sam Martinelli. We are certainly glad to see the State of California let this contract as it has put a lot of our people to work. Lange Bros. Const. is about finished with the Boise Cascade Hidden Valley land development project at Middletown, but they have a lot of work yet to do at the Soda Bay job. It is also a land development job. Also, we would like to say "Welcome" to the Claude C. Woods Co. who is here from Lodi doing a private dam in the lower end of Lake County. Absco Paving will be starting

Utah Construction Work Well Set

By TOM BILLS, WAYNE LASSITER, KAY LEISHMAN, ELMER RODERICK and VIC LONG

Gibbons and Reed Company, on their \$5 million job in Parleys Canyon has worked through the winter, and long hours this spring to meet their July deadline. Specifications called for one lane of the 4.5 mile job to be open to traffic by July of this year and completion of the entire project is scheduled for July of 1971. This has been a good job for the Brothers in the Salt Lake area with little lost time and work close to home.

Morrison-Knudsen Company is busy on their section of I-80 just east of the Gibbons and Reed job in Parleys Canyon. They have taken advantage of summer weather by working two shifts in hopes of putting the job ahead of schedule. One lane has to be completed this fall and the traffic detoured before the other lane can be completed. The company is about fifty per cent complete with the job. They are keeping about 40 Brothers busy. Brother Bob Pulli is at the controls as Job Steward and he is doing a good job.

Parley's Canyon is the major entrance into Salt Lake City from the east, and cuts through the Wasatch Mountains to strike the valley at about 2400 South in Salt Lake City. Gibbons & Reed Company job runs from the mouth of the Canyon to Mountain Dell Reservoir and Morrison-Knudsen's job runs from Mountain Dell Reservoir to the top of Lambs Canyon.

The work in the Ogden area has not been as good as we would have liked it to be this summer. There have been jobs finished and in the finishing stages and the State has not let any new projects.

Peter Keiuit has finished with the oil on their job at

Henefer. Industrial Construction has moved back on their job at Echo and are working full swing. They have finished with the dirt and gravel and with good luck should finish with the oil in a few weeks.

The work out at Little Mountain on Great Salt Lake Minerals and Chemical processing plant is moving on schedule. Allied Steel Company has completed their contract on the steel erection, Alpine Building and Erection has completed their contract on the tank work, and Jelco, Inc. is about eighty-five per cent complete on their section of the job. This has been a good job with little lost time and one-hundred per cent union. Jack Shupe is Job Steward and Tom Ketts, Safety Committeeman.

Bottle Hollow Dam, several miles west of Fort Duchesne, should be completed in November of this year. This reservoir will provide a recreational facility for the Ute Indian Tribe.

The construction on this job is being done by W. W. Clyde Construction Company at a cost of approximately \$647,000. The dam will be approximately 475 feet long by 57 feet high and will hold about 11,100 acre feet of water and cover 420 acres of land. A boat launching ramp, camping areas as well as a motel, restaurant and curio shop are expected to be added to this recreational facility.

Four buildings are still under construction at the Brigham Young University campus and are expected to be completed this fall.

The out-of-work list in Salt Lake has just been "fair" all year. The Joint Venture project of W. W. Clyde and Christiansen Brothers on the L.D.S. Church office building is approximately 22 per cent complete and is scheduled for two years completion. Erection crews are on the 10th floor and the building will reach 30

stories. Brother Warren Iversen is Steward.

National Lead is beginning to move on their job since the lull caused by the late shipment of "red iron." Brother Red Renner is Steward for Ralph M. Parsons at the National Lead Site.

Wasatch Chemical Company (a subsidiary of Mountain Fuel Supply) have contracted job to Jack Alder Construction to build a unique chemical plant at 2100 South and 8th West in Salt Lake City. This plant, to process fertilizer, was originally to cost \$750,000. Now new additions amounting to \$450,000 are being added to manufacture chlorine, Wasacolor and many other household items. The plant is designed and geared to supply all of western United States. Materials are brought in from all points and stored in bins, combined for many different chemicals.



WASATCH CHEMICAL Company in Salt Lake City, Utah, is shown nearing completion. Originally a \$750,000 fertilizer plant,

it will add \$450,000 in special facilities to produce other household products.

Social Security Benefits Grew In 35 Years

Social Security is 35 years old. August 14th is the anniversary of the signing of the original Social Security Act.

"Even though it is 35 years old, Social Security is up to date because frequent changes have been enacted," notes William D. Hayward, district manager in Oakland.

Almost all workers, 9 out of 10, have some social security protection. In California over 2 million of the state's residents are receiving some type of monthly cash benefits.

Although social security began with a payment of \$10 to \$85 to retired workers, it has expanded to include protection for a worker's survivors and to give financial assistance to a disabled person and his family.

Five years ago, Medicare was added to the social security family. Now, over 1,700,000 California senior citizens have Medicare protection. 95,000 residents of Alameda county are in this group.

Pay Chiseling Over 32 Years Cost \$1 Billion

In the nearly 32 years since enactment of the Fair Labor Standards Act American workers have been short-changed in wages to the tune of one billion dollars.

In making this estimate of the fantastic sum that has been withheld illegally by employers, Robert D. Moran, Administrator of the Department of Labor's Wage and Hour Division, said that the number of employers found to be underpaying workers has been increasing steadily each year since 1966.

"While it is gratifying to know that Wage and Hour investigators have more than justified their existence as protectors of the American wage earner," said Moran, "it is disheartening to note the large and increasing number of working people who have not been paid their rightful wages under federal law." Union representatives are urged to report incidents in which under-payments are

Move to Scuttle NLRB Hit As Aimed At Unions

WASHINGTON — The AFL-CIO Industrial Union Dept. said the National Labor Relations Board should be strengthened, not destroyed, and called for rejection of legislation that would dismantle the agency and turn most of its functions over to clogged federal courts.

A statement by Elliot Bredhoff, the IUD's general counsel, to a Senate Judiciary Subcommittee reiterated the labor movement's strong opposition to a bill sponsored by Sen. John G. Tower (R-Tex.) which would limit the NLRB's function to determining bargaining units.

The department's organizational director, Nicholas Zonovich, blasted the Tower bill, terming it "part of the persistent efforts of anti-union forces to destroy the NLRB and return labor relations to the dark days when federal courts were heavily involved in suppressing unions."

Under its provisions, he warned, "delays would be increased and remedies against employer violations would be weakened."

Auburn- Foresthill Span Would Be Longest Ever

By D. M. FARLEY, Dist. Rep.
 & AL DALTON, KEN ALLEN,
 AL SWAN, MARTY COOR-
 PENDER, Business Agents

The longest structure of its kind ever designed by the Bureau of Reclamation is the proposed Auburn-Foresthill Bridge. It will span 2,428 feet of an arm of the reservoir that will back up behind the Auburn Dam on the American River. The deck truss structure will carry two 20-foot-wide roadways flanked by pedestrian walkways. Only the top of 22 feet of two concrete piers, each 403 feet high, will be visible at maximum water elevation.

We have had our long awaited pre-job conference with Gordon H. Ball, Inc. on the Folsom South Canal job, which promises to be a good one for several brother engineers. Al Lehr will be the project superintendent and Brother Joe Pereira will be the dirt foreman. Unfortunately they won't be using as many engineers as we had anticipated, but they will still take a few on a 2-shift basis.

Bechtel Incorporated is also getting started on the mechanical and electrical installations at Rancho Seco. This is a \$35,000,000 contract and will run for approximately 3 years.

Rodoni is in full swing with the earth fill dam that will store the cooling water for the nuclear generator at Rancho Seco. They hope to have this completed in the fall of this year.

The P.C.A. Plant at Fair Oaks is going full blast keeping several brothers busy. Amos Smith and Bob Winters are the job stewards.

A. Teichert Aggregates Perkins Plant is out to get some records this year, especially the asphalt plants. In July they ran 99 thousand tons. Ray Basquez is on a loader and is serving as steward.

We just ratified a new 3 year agreement with Clark's Automatic Welding, which will mean a fatter pay check for the brothers there.

The U.S. Bureau of Public Roads has approved the engineering design prepared by the California Division of Highways for widening 4.2 miles of existing Route 49 in Placer County just north of Auburn. This section of highway begins at Fullweller Avenue in Auburn 0.3 mile north of Interstate 80 and extends over four miles to 0.3 mile north of Dry Creek Road. The proposed widening will provide four lanes plus an additional lane for left turning vehicles in the commercial areas.

Granite Construction Company submitted the low bid on the Roseville to Lincoln project.

In the Grass Valley area Golden Center Construction Company is keeping a few of the local engineers busy. This is a new company in the area.

Gene Elliott is busy on the N.I.D. Project at Cascade Shores. He is running a good sized crew and most of them are from the Grass Valley-Nevada City areas.

Sutherland Construction is busy on a number of projects.

Sierra Truck and Motor Company in Grass Valley seems to be a real busy shop.

In Nevada City, Placer Steel and Machine Works is running a good sized crew. This is good

to see because in this area there is really a shortage of work.

In the Davis Area the State Division of Highways has proposed a design on a 6.3 mile section of Route 113 Freeway. This section scheduled for conversion to freeway, begins at the Yolo County line and extends north to a point near County Road 27.

On the Davis Campus there is still a lot of activity. Wally Arnall is on the 60 ton Lima. Wally always has a big smile when mention is made of the 25-year pin he received.

Around the mountain area, Hiway 50 and 80, Harms Brothers is starting to put up a plant at Cool, at the California Rock Company. This plant will furnish material for Auburn Lake Trails Housing Development Company. Mountain Construction Company has the road building and the clearing.

The Auburn Dam has created some road work. There has already been a 6½ mile road let out for contract, but the work has not yet started.

Sutherland Construction Company is crushing rock in a plant east of Cool, California. They are working on a road going into Stumpy Meadows Lake area, east of Georgetown.

Hensel Phelps and O. K. Mitty are still in the area working on the Foresthill Road job.

The A. Teichert & Sons job on Highway 50 near Cameron Park between Sacramento and Riverton is almost finished. This will be a beautiful highway and a credit to El Dorado County.

Spike Voudouris Company at the Loomis pit is running a number of operating engineers. This is a year around job making rip rap for the river jobs in the area. Spike states that at one time some of the huge granite rocks were hauled from the pit by truck to the barge and transported down the river to make rip rap.

A contract was awarded to the Granite Construction Company for asphalt concrete overlay at Mount Aukum Road and Omo Ranch Road, for a total length of 2.95 miles.

A. Teichert & Sons, Inc. was awarded a job at the placerville Airport on the construction of taxiways.

DEFINITIONS

National union: An organization embracing workers within the same jurisdiction throughout the country. An international union is one that covers Canada as well.

Local unit: A unit of a national or international union, usually comprising the workers in a plant or, where many small units are involved, a single city.

Local central body: An organization of the local unions within a city or county. A state central body is the larger equivalent.

Joint council: A geographical grouping of local unions in the same national union, also called a district council or joint board in some cases. Variations include building trades councils, which bring together the local unions of various building craftsmen in the same area.

Survey Season Spotty

By MARTY COORPENDER,
 District 8

August 1 has come and gone and the much rumored increase in everyone's work has failed to materialize as of this writing. Only spotty and few-days work for surveys—nothing of any duration.

Have won a lick or two from the carpenters on construction staking, finally getting our toe in the door, so to speak. THAT could lead to more of the construction staking being done by Local 3 surveyors.

We welcome another new firm in the Sacramento area: Gennis, Gray & Justice, with only one crew working at present, but good prospects in the near future.

Murray-McCormick still holding steady with six or seven crews out of the local office and about the same at Lake Tahoe.

Ray Vail & Associates has a new office with all of the latest equipment for photo geometry and computer engineering.

With little or no work locally, several crews at Tahoe and Groveland, P.M.T. and Haight & Weatherby at Don Pedro are still running their crews pretty steady at present.

Ray Murphy, now McIntire & Quiros have pulled up a little extra work on the Boise Cascade job at Penn Valley and are still running five crews for a few more months. They are also running several crews at the north end of the lake. This seems to be the most active area, at last count, about fifteen survey firms were doing work up there and on the east slope.

Spink Corporation of Sacramento, along with baliff & Butz, Glenn Williams and several former members of Engineers & Scientists throughout northern California should be coming into Local No. 3 in the near future as they have elections to decert. Have applications from quite a number of their employees now and many more already carry cards.

Western Association of Engineers & Scientists mailed to file in time for decert, so they are just going to let the contract run out, but meantime M.E.B.A. has filed unfair labor charges, saying they won't negotiate.

Bechtel Corporation has another big contract on the SMUD plant at Rancho Seco, keeping their crews busy down there for a bit longer. Roger Whitsett on the gun for Research Cottrell at topping out of the first tall stack down there over 400 feet to be seen many miles away.

U.S. Sues Tahoe City Contractor

Haith Enterprise, Inc., a corporation doing business as Thomas Construction and Engineering Company, of 1575 Westlake Boulevard, Tahoe City, California, has been sued in the federal court by the U.S. Department of Labor for alleged violations of the wage and record keeping provisions of the federal wage-hour law.

The government suit asked the court to enjoin it from further violations, and to pay back

New Interchange Sets Full Winter Paychecks

By BOB SKIDGELL, MIKE
 KRAYNICK, JACK CURTIS &
 BOB SHEFFIELD

In the North county, it is full speed ahead on the Raisch-Liton job on the interchange of California 85 and Interstate 280 in the Sunnyvale-Cupertino area. This \$2.9 million job will see a lot of brothers through the winter. Our old friend Bill Moseley is doing a nice job moving the dirt on this job.

In Mountain View, the Wattis Construction Co. is making good progress widening El Camino Real at its intersection with Mountain View Alviso Road. Bids will soon be let on the \$4 million-plus Highway 237 widening job between Lawrence Expressway and Milpitas. Work is tentatively scheduled to begin in early Fall on the project that will provide four moving lanes between Mountain View and Milpitas and will include a complete cloverleaf interchange at the Nimitz Freeway. Besides widening from the existing two lanes and installation of two bridges across four creeks, the job will require the removal and rebuilding of the interchange. It probably will not be completed until 1972. Let's hope it gets started on time!

A 10-story Golden Pacific Building on the northwest corner of Winchester Blvd. and Payne Ave. is scheduled to be underway next month by Phil Sondono of San Jose. Plans call for a steel frame, reinforced concrete structure with a base building for retail stores, and ground level parking space for 287 cars.

Work in the southern part of District 9 is very slow, although work in the Santa Cruz area has picked up a little. Granite Const. was low bidder on installing storm drains in the Almar Ave. area, which will start very soon.

McKeon Const. has started on their \$5.5 million condominium apartments at the corner of 45th Ave. and Jade St. in Capitola.

The 87 building project is possibly the largest in the history of Capitola. McKay and Sompas are land surveyors on this job. R. J. Zipse and Murata Bros. and Pisano Bros. are doing the excavating on this project.

Carl Swenson is about two-thirds completed with the 230,000 sq. ft. Thomas J. Lipton, Inc. plant at 2200 Delaware Ave. This project will be completed in November.

E. A. Hathaway has started on their \$1.5 million, 100,000 sq. ft., addition to the Wrigley's Company gum plant. This project will be completed in March of 1971.

Another big job to look forward to, in this area, in the near future will be the construction of the Hilton Hotel, which will be a 11-story building, 236 rooms, a parking area for up to 292 cars will be provided underneath the plaza-pool area and will not be visible from the ground level. This job will start in May of 1971 and should put a lot of Brother Engineers to work.

In Watsonville, Granite Construction Co. is finishing their underground street work. George Davis is well along on their low cost housing project,

wages due.

Haith Enterprises, Inc. is engaged in the business of a construction contractor.

Work in this area is very slow for this time of the year.

In Monterey, it is the same story—no work. Granite Construction Co. is finished with their 'underground work on Pebble Beach. Phil Calabrese picked up one little job for \$12,000. Dorfman Const. Co. in Marina which has kept quite a few Brothers working on underground and street work is nearly completed.

In Salinas, Ed Buttler Construction Co. is over half-way finished with their street and sidewalk job.

Quinn Tractor Co. of Salinas has a skeleton crew working—they are talking about working three (3) days a week.

In King City, Ekelin Const. Co. has around a \$250,000 job, which consists of underground sanitation, water and gas lines. Madonna Const. Co. is moving right along on their highway job at San Ardo. This job has about 30 Brother Engineers working. They are working 5 days a week, 9 hours a day.

O. K. Mitty and Sons have about 23 Brother Engineers working on their State Highway job south of Gilroy. This job should be completed in August of 1971.

The Rock, Sand and Gravel plants in this area are working pretty steady.

Richard Yackley, Inc. of Livermore is moving the dirt for 214 condominiums being built on Villa Vista Rd., San Jose. This is an Atkinson-MacKay Development with Dave Martin as General Superintendent. There is approximately 80,000 yards of dirt to be moved with nine Brothers working on the job. Roy Christman is superintendent and Yens Knudsen is foreman. Ruth and Going are doing the surveying. They should finish in January, 1971.

TIPS ON Unemploy't. and Disability Insurance

(Any union wishing to have a Dept. man speak at meetings, should contact the nearest office, or George Crada Crada, 745 Franklin St., San Francisco, 94102. Phone 557-3163.)

Everyone is given an Identification Handbook when he files a new UI claim in order to help insure that he collects his insurance. It is also used to help locate your claim records in the office since all records are filed by Social Security number and not by names. It will also supply the date your "Benefit Year Began" and contains occupational information designating the work you are qualified for and seeking.

The Identification Handbook will supply most of the answers to questions you may have. However, do not hesitate to ask questions at any time. Local Office personnel are not only pleased to answer and clarify any questions you may have, but may assist you in preventing complications from impairing the prompt payment of benefits.

Further, the presentation of the Identification Handbook expedites the procedure of locating the records and prompt payment of benefits. Without the book benefit payments may be delayed until positive identification is made.

Your ID Book is valuable, like a bank book, don't lose it. Report any loss promptly to the office where you have your claim.

Rigs Are Running!

Construction In Marin Showing Steady Growth

By AL HANSEN

The work outlook here in Marin is 'looking brighter—rigs moving all over the county, and our out-of-work list is down.

COLLEGE OF MARIN NORTH CAMPUS—Passage of a \$17 million bond issue on November 3 is a must if the College of Marin is to proceed with North Campus construction at Novato, and a new tax rate will have to pass at the same time to keep the Kentfield campus operational.

By a sort of robbing Peter to pay Paul method, the new tax rate of 25 cents would actually result in a tax decrease as the trustees would drop the present 35-cent special building tax which has two more years to run. Construction of the North Campus at Novato is estimated to cost about \$25 million with the difference being made up in matching state funds.

The new library in Novato is taking shape—and should be ready for occupancy, completely furnished, no later than next April. Dobbins & Floyd Crane Service airlifted the trusses for installation—"scissor truss" for the roof.

J. B. & C. COMPANY—moving right along on their Corte Madera Creek project—with about 18 operators.

Allan-Marine of Mill Valley keeping a crew of Technical Engineers busy on their "Marin View" subdivision.

Murphy-Pacific making good progress on their San Rafael overpass job—moving right along on schedule! Robert Mulloy working on this job—also Maggiora-Chilotti with a couple of rigs and Chet Smith.

Hofmann Company, at Bahia developing for homes, reports sales of homes extremely strong. "Bahia" was opened in April. This subdivision is a naturally beautiful and unspoiled site with wooded hills sloping gently to the water's edge. When completed, Bahia will be a community of 2250 homes of various types, including clusters, conventional single family homes and garden homes, each group of which will have its own parks and recreation facilities linked together by a series of interconnecting greenbelts.

Bahia's 5700 foot shoreline is being devoted to provide separate areas for, sailing, water skiing and fishing. Docks, slips, launching facilities and a deep water anchorage for larger boats will also be built. Currently there is direct access to San Pablo Bay, and Bahia has already been host to several "sail-ins". Roberts Brothers are moving the dirt on this subdivision.

JUST LAW AND CIVIL ORDER—The Law And You: Laws must be reasonable. Since law seeks to regulate human actions, it must be based on a realistic view of human nature, not on the whim of a person holding authority. Law must promote the common good. It should not decree—in theory or practice—special privileges for some at the expense of others.

Law must be enacted by someone holding authority.

Only those with public responsibility, duly conferred, can make civil laws. Law must be known. A law must be proclaimed to the citizenry before they can be expected to obey it. In civil law, the presumption is that the law is known, so that

ignorance of the law is no excuse for violating it. Law has sanctions. Those who break the law are held accountable and punished—but only in accordance with the seriousness of the offense. Innocence is presumed until guilt is proven. Law is limited.

Law can establish only the minimum of rules necessary to social order. Many actions—held to be immoral but private in nature—are beyond the scope of the law.

Law cannot be perfect. As the product of fallible human reason, law reflects its origins. Also, changing circumstances can render a law—or a punishment—obsolete or ineffective. This need not invalidate the law but it may call for its modification.

Laws vary in importance. Some laws are more vital to the common good than others.

Law depends on public acceptance. Even in a democratic system, more police may be needed, but massive numbers of police cannot ensure a lawful society. Only belief in, and respect for, law by the majority of the citizens can do that.

Respect your country's flag—the flag should be a symbol of the highest aspirations of all the people of a nation. It should not be burned or in any way dishonored. Nor should it be used as a partisan symbol, implying that those who disagree with one's political views are somehow disloyal or "un-American."

Get the big picture—Respect for law is lessened by petty dishonesty—while collar and organized crime... violence and crime in the streets... badly drawn laws... executive inaction or over-reaction... delay of justice by overloaded court schedules... unethical legal practices... overcrowded and archaic prisons... corruption of public officials... the dashing of hopes for social reform... substandard education... public cynicism and apathy.

Show concern for policemen—They need your help to do a more effective job.

Don't confuse ends and means—order is a basic requirement for a free society. But not every method of achieving it is morally permissible. Great caution must be shown lest any agency of the state restrict the free movement or invade the privacy of any individual beyond the limits clearly established by law.

Begin in the family—parents who are reasonable, just and firm, and who give the example of respect for law and the rights of others, start their children on the road to personal maturity and responsible citizenship.

Democracy At Work

First Union Member: I think I'm going to quit the union. I don't like the vote they took the other day.

Second Union Member: Who voted it in?

First Union Member: Oh you know. The same people who ramrod everything else through.

Second Union Member: Who is that?

First Union Member: That same old bunch that always goes to the meetings.

(Reprint from Pittsburgh Fire Fighters Local 1)

"Moonlighting" Is Way of Life For 4 Million

MOONLIGHTING way of life

Four million workers were "moonlighting" or holding two or more jobs as of May, 1969, according to a recent report by the Bureau of Labor Statistics (BLS).

The 5.2 per cent of all employed workers holding two or more jobs at that time represents a rate somewhat higher than that of the last survey made in May 1966. For men, the rate rose to 6.9 per cent from 6.4 per cent. But the women's rate, at 2.3 per cent, remained about the same as the 1966 rate.

White workers, at 5 per cent, had a slightly higher rate than black workers, at 4.5 per cent according to the 1969 figures. Married men in the 25-54 age bracket had the highest rate, 8.5 per cent.

Thirteen was the median number of hours worked during the survey week by the moonlighter on his second job in 1969, the same as 1966.

Highlights of the survey conducted for the BLS by the Census Bureau are:

- The 400,000 net increase since 1966 in the number of "moonlighters" was entirely among wage and salary workers whose primary jobs were in non-agricultural industries.

- Some 2.3 million multiple jobholders were non-farm and salary workers on both their first and second jobs.

- Close to 1 million of those holding two jobs worked in agriculture on at least one of their jobs.

Four out of every 10 "moonlighters" said their main reason for holding more than one job was to meet regular expenses. One out of every 10 indicated he worked to pay off debts. The remaining workers gave a variety of reasons.

For most "moonlighters," holding a second job is no temporary commitment. Forty-eight per cent of them had worked at the second job in each of the preceding 12 months. Eighteen per cent had worked in 7 to 11 of those months.

Working at a second job in all 12 months was more common for agricultural workers than for non-agricultural workers, and for self-employed rather than wage or salary workers.

Protective service workers had the highest "moonlighting" rate among both sexes—15.7 per cent, although male school teachers below college level topped that with 16.8 per cent. A high proportion of farmers—8.6 per cent—held more than one job.

Industry employees with the highest "moonlighting" rates, significantly, were State and local government employees, 11 per cent, and postal workers, 10 per cent. Workers in manufacturing, at 4.9 per cent, and in service industries, at 5.1 per cent, had about average rates.

No Ban on Agency Shop

The California Senate Industrial Relations Committee has killed a proposed bill that would have outlawed the "agency shop" for California public employees. Its sponsor termed it a "right-to-work" proposal.

Moving Some Dirt!

Northern Nevada Work Staying Fairly Healthy

By BILL RELERFORD, Dist. Rep. and Guard, ED KNAPP, RUSSELL TAYLOR, HARRY "PETE" BOUWENS and GAIL BISHOP

Highland Construction is well underway on their project in Incline Village. They are calling for a few engineers and should be going real strong until December. Byars Construction Co. is starting their paving now and should be on schedule for their wrap-up in November 1970.

McKnight Construction Co. has just held a pre-job on the Water Assessment District No. 1 TCPUD job and should be starting on it within a week.

Sub-Terra Company is approximately 50 per cent complete with their project in Carnelian Bay.

Perini Corporation is moving some dirt on their Martis Creek Dam project and getting ready for the big excavation work for next year 1971.

Kirkwood-Bly is well underway on their job at Fallen Leaf. Looks like it is going to be a real good job and they should be going real strong until the snow flies.

Most of the time limits on these jobs in the Lake Tahoe area will depend entirely on the weather.

Helms Construction Co. in Wabuska on the cooling pond job has started two shifts and is hiring a few Brothers. The dikes are approximately 6 feet high now and they are in position to move the muck steadily. This job should continue until the middle of November.

Helms Construction Co. on their Thisby Overlay job are moving right along and have approximately 80 per cent left to do. They are using a new Blaw-Knox paver which appears to be working very well on the overlay.

Construction in the Silver State is scattered throughout the northern part and is putting to work some of the Brothers on the list. Parsons Construction has completed the Elko City Street Project and moved Brother Engineers and equipment to Wells for the 10 mile paving job North of that city. About forty Brothers are at work on the Wells job involving two shifts.

Industrial Construction is completing the last stage of the Elko East Freeway with Max Riggs Construction Co. of Las Vegas doing the concrete work.

Helms Construction Co. is going strong on the Elko West Freeway job which is ten miles of four lane road plus a frontage road. This project will involve quite a few men and pieces of equipment over a period of approximately 2 years. Mix Riggs also has the concrete work to do.

Nevada Rock & Sand is working two shifts at Wild Horse trying to complete the five mile paving job before the snow flies.

Higgins Construction is still at work on the Elko Disposal Job with one more year to go for completion. Helms Construction Co. at Battle Mountain is completing the seven miles of paving this month. All men and equipment will then move to Elko for the paving on the Elko West job.

Green Construction Co. at Fallside is presently going full blast crushing ballast for the S.P. Railroad and also racing against old man winter.

Parsons Construction is moving into Winnemucca for the 12-mile freeway job west of that city. This six million dollar job will keep some of the Brothers busy for a couple of years. By that time a new administration in Washington, D.C. will have taken over and construction will once again boom with jobs available for all Engineers everywhere, if we VOTE AND VOTE RIGHT.

Mining continues to improve in Nevada with many of the California Brothers who have been out of work and exhausted their unemployment money applying for and getting jobs in the open pit mines. The wage scale is quite a bit lower, but the year-round work plus the Health & Welfare benefits make up the difference.

Housing has been a problem, but house trailers are the solution and are available in most of the cities.

Local No. 3 officers are presently negotiating new contracts with the Carlin Gold Mine and the Cortez Gold Mine.

Dravo Construction has completed the stripping job at the Big Mike Copper Mine and Cooney Bros. from Lovelock is busy with the crushing. Big Mike Mine owners, Ranchers Exploration will complete Phase One this summer and close the operation down until next year when Phase Two will begin.

At our August J.A.C. meeting, Robt. L. Helms of the Robert Helms Construction Company was presented with a framed resolution thanking him for his first Chairman of the Northern Nevada Apprenticeship Program. Bob Helms served as the first Chairman of the Northern Nevada J.A.C. and held that position until he left the J.A.C.

At this time we have 25 apprentices working and 7 on the out-of-work list, 4 of whom are indentured. We are hopeful of clearing the list by September 1.

An indication of the Nevada apprentices enthusiasm—Apprentice Law Hutchins resides in Winnemucca, Nevada. He was called for his first job and had to be in Reno at 6:30 the next morning to pick up his dispatch. He left Winnemucca at 3 a.m. to get here, 20 miles out of town his car broke down. He got back to Winnemucca at 5 a.m. chartered a twin-engine airplane to fly him to Reno. He said there was no way he was going to be late the first day. This has to rate somewhere near the top in effort and enthusiasm!

Court Victory For Equal Pay

The second major equal pay court victory in three months has been achieved by a unanimous decision of the U. S. Court of appeals, 8th Circuit, according to Federal Wage and Hour Administrator Robert D. Moran.

The court decided in a case involving the American Can Company, Dixie Products division, Fort Smith, Arkansas, that women performing the same general work as men should receive the same pay.

Moran said the decision could result in payment of more than \$100,000 in back wages to 60 women employees as well as raise their pay 20 cents per hour.

On The Safety Side



By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

Food For Thought

If everyone who drives a car would lie a month in bed,
With broken bones and stitched up wounds, or fractures of the head,
And there endure the agonies that many people do,
They'd never need preach safety any more to me or you.

If everyone could stand beside the bed of some close friend,
And hear the Doctor say, "No hope," before that fatal end,
And see him there unconscious, never knowing what took place,
The laws and rules of traffic I am sure we'd soon embrace.

If everyone could meet the wife and children left alone
And step into the darkened home where the sunlight shone,
And look upon the vacant chair where Daddy used to sit,
I'm sure each reckless driver would be forced to think a bit.

If everyone who takes the wheel would say a little prayer,
And keep in mind those in the car depending on his care,
And make a vow, and pledge himself to never take a chance,
The great crusade for safety then would suddenly advance.

—Author Unknown

If you can't see your Congressman or Senator in person, write. Now.

The legislation to plug for, according to AFL-CIO leaders, is the Occupational Health and Safety bill, HR 16785, sponsored by Congressman Dominick Daniels (D-N.J.), which would establish and provide for the enforcement of federal standards for occupational health and safety.

AFL-CIO Legislative Director Andrew Biemiller pointed out that:

"The U.S. Chamber of Commerce, the National Association of Manufacturers, and the Nixon Administration are fighting tooth-and-nail to substitute for the Daniels bill another version with weaker enforcement powers, watered-down procedural rights for workers exposed to dangerous working conditions and special industry-dominated boards and courts to handle enforcement."

He said that it was "vitally important that all Congressmen know that organized labor supports the Daniels bill without weakening amendments and that labor opposes the big-business-Nixon Administration substitutes."

Among other things, the Daniels bill, which has already been favorably reported by the House Education and Labor Committee, would authorize the Secretary of Labor to issue occupational health and safety standards and to use these standards to protect workers. It would assure full procedural safeguards to both management and workers, including recourse to the Federal courts.

It would also authorize the Secretary of Labor to enforce the Act which provides penalties against violators and persons who warn management of an impending inspection, and to shut down any plant or process in which an inspector finds an imminent danger which may result in injury or loss of life.

In addition, the bill would require management to monitor toxic or hazardous substances and give workers information

necessary to identify and protect themselves from such substances.

The bill would also insure the right of the employees' representative to accompany the inspector when he visits the establishment as well as the right of a worker to leave the job without management discrimination if he is exposed to hazardous substances above levels which are defined by lists to be developed by the Secretary of Health, Education and Welfare, as being harmful to him.

In commenting on HR 16785, John F. Henning, executive officer of the California Labor Federation, AFL-CIO, said:

"Clearly, enactment of this strong Occupational Health and Safety bill sponsored by Congressman Daniels is in the best interest of all U.S. workers. I urge all trade unionists who could not arrange to see their Congressman in person during the Labor Day recess to sit down now and write both their Congressman and their two U.S. Senators—George Murphy and Alan Cranston—to ask them to vote for the Daniels bill.

The measure may come up for a vote on the floor of the House some time this month.

Henning also suggested that trade unionists call on their Congressmen and Senators to support S. 3867, a comprehensive U.S. Senate measure designed to consolidate manpower programs under the U.S. Department of Labor and establish a meaningful job creation program in the public service sector.

"This bill, sponsored by Senator Gaylord Nelson (D-Wisc.) is vitally needed to ease soaring unemployment in California, where we now have more workers jobless than at any time in the past 30 years," Henning said.

A similar measure in the House, HR 11620 sponsored by Rep. James A'Hara (D-Mich.), would also consolidate manpower programs and set up a public services job creation program. It is also strongly supported by the AFL-CIO.

Fatalities Rise in Building

Job fatalities in the construction industry rose to 134 in 1969 from 116 in 1968 and 121 in 1967. However, the 1969 toll remained below the high in 1966 when 140 Californians were killed in construction mishaps.

Virtually all the rise in job fatalities in construction last year is accounted for by a sharp increase in the number of workers killed in falls from elevated work areas and in fatal accidents involving heavy trucks and road-building equipment.

The pattern of job-connected deaths appears to reflect the concentration on high rise construction by building contractors, the trend toward erecting multi-family rather than single family dwelling units, and the continued activity on dam, bridge, transit, freeway, and other heavy construction projects in California.

Job Injuries Even Worse Than Reported

Most Americans have been horrified by the accepted figures of death and injuries on the job—14,500 killed annually and some 2.5 million suffering disability injuries each year.

These figures, however, could be far too small, a study undertaken for the U.S. Department of Labor has concluded.

The 700 page report has not been released by the department but its chief author, Jerome B. Gordon, has disclosed the contents. And Gordon's own opinion is that the report will not see the light of day although the Labor Department has had it for one month.

Gordon's study shows that some 25 million serious injuries and deaths in the nation's workplace go uncounted each year. He places the blame for the undercount in three areas:

Failure of many industries to file accurate reports on injuries;

Industry-dominated standards groups; and

Improperly run and underfunded programs operated by the Federal government and the National Safety Council.

Even if Gordon's conclusions are only partially correct it places an even more urgent label on organized labor's drive for effective occupational health and safety legislation.

Unionist Dies On His First Try At Parachuting

STOCKTON—Terry M. Botts, a four year member of the Stockton Fire Department and of Fire Fighters Local 1229, was accidentally killed on August 19 in a parachute jump.

Botts, on his first attempt at aerial sky diving, became the victim of a chute which failed to open.

He was 27 years of age, married and the father of two small children.

Members of Local 1229 were shocked and saddened at the accident to the well-liked young man.



By GUY JONES

Very few Dredgemen are out of work at this writing.

The work picture looks good for some months ahead.

In the month of August, there were Pre-Job Meetings with Manson General Shellmaker, West Coast and Great Lakes Dredging Companies. Money-wise these jobs went over the pre-job requirements.

Great Lakes Dredging has converted their dredge "Boston" to shovel dredging. They have a rock dredge job. Their dipper stick and shovel has a 9 yard and a 13 yard bucket. This unit weighs some 90 tons and takes 10 days or more to install.

The clamshell dredging throughout the Bay is keeping busy and running a full crew.

Utah and Shellmaker Dredging is keeping some 45 members busy from 6 to 7 days a week, for Murphy Pacific at Mosedale.

West Coast Dredging is going 3 shifts with dredge, "Sandstorm" on their Sacramento River—U.S. Army Engineers maintenance job.

Manson General Dredging have crewed up on their Hopper-dredges, "Manson No. 11" and "Manson No. 12."

Kiewit Dredging have had

some problems on their Pier 95 job. They were shut down for a short time in August, but are full speed ahead again with 46 members working under the Dredging Agreement.

The following is a resolution every one of us as Union members should make and practice:

THAT: I will attend my local Union meetings.

THAT: I will take an active part in Union affairs

THAT: I will immediately report any and all contract violations to my Union, for the protection of my fellow members.

THAT: I will support to the full all efforts of organized labor to improve living standards.

THAT: I will be a full-time citizen and be active in the affairs of my community and keep myself informed about my country and the world.

THAT: I will register and vote for Friend of Labor.

We wish all the sick Brothers a speedy recovery. We wish to remind you at this time to be sure and notify the office if you know of a Brother who is off sick so that we can be certain he is receiving all benefits he is entitled to through the Union.

Victims Silent, Voters Speak

The so-called "Silent Majority," the small business man; the blue collar monthly salary; city, county employees; construction people are in serious trouble. Either their salaries are too little, the business is on a decline, high interest rates are making them a victim of unemployment, or some other aspect of inflation endangers them.

The cost of living continues

to rise, medical costs are on the increase, and insurance costs are constantly growing higher.

In order to speak out about these things, people must be registered to vote. The last day to register is September 10.

The Silent Majority need not be silent on November 2, 1970. We can go to the polls and vote and be heard by our action at the ballot box.



JOB STEWARDS APPOINTED

JOB Stewards appointed, Week Ending July 10, 1970	Agent	JOB Stewards appointed, Week Ending August 7, 1970	Agent
Dist. 20 C. L. Brookshire	H. Eppler	Dist. 01 Davis Young	P. Wise
90 A. J. Perry	B. Skidgel	02 John McLain	A. Hansen
Week Ending July 17, 1970		04 Fred Needham	D. Western
Dist. 20 Victor K. Smith	L. Barnes	04 Richard R. Nolete	D. Western
70 Herbert Lytken	L. Barnes	04 Gerald Pillion	D. Western
70 Victor Sallino	L. Barnes	04 Robert Wharton	D. Western
70 Elvin K. Smith	L. Barnes	04 A. Wiler	K. Allen
10 Michael Hinton	R. Swanson	80 Ken Lerto	K. Allen
30 Tony Hegel	A. McNamara	Week Ending August 14, 1970	
90 Harvey Younger	P. Wise	Dist. 90 Harold H. Campbell	Jack Curtis
Week Ending July 31, 1970		90 Winston Cassey	Jack Curtis
Dist. 20 Don Armstrong	G. Jones	90 Wm. D. Privette	B. Sheffield
20 W. L. Carler	G. Jones	60 Ernest L. Smith	L. Miller
20 Leslie A. Chapman	G. Jones	60 Stanley L. Womack	L. Miller
20 Robert J. Dias	G. Jones	12 Warren Iverson	K. Allen
20 Ronald G. Kanto	G. Jones	80 D. L. Flynt	Al Swan
20 Monford Krueger	A. Cellini	10 Walter Hepp	Russ Swanson
20 John Radzanowski	P. Wise	Week Ending August 14, 1970	
20 Harmon Reynolds	P. Wise	Dist. 04 Clarence Weaver	Aaron Smith
20 Donald Rose	P. Wise	10 Wesley Kinney	R. Swanson
20 Charles Spoon	F. Heeb	12 Robert Pulli	T. Bills
20 Gerald Tobin	J. Norris	06 Cecilia A. Ibanez	M. Pope
20 George W. Wilson	J. Norris	20 Ralph Wibbenhorst	Guy Jones
90 George Curtis	B. Sheffield	90 Rex Hovey	B. Skidgel
		90 Wm. C. Southerland	B. Skidgel

SAFETY COMMITTEE APPOINTED

SAFETY Committee appointed, Week Ending July 17, 1970	Agent	SAFETY Committee appointed, Week Ending August 14, 1970	Agent
Dist. 30 Harold Noyes	A. McNamara	Dist. 04 Henry Franz	Aaron Smith
01 Edward Fernandez	P. Wise	10 Charles Fleming	Bob Wagnon
70 D. M. Kuykendall	L. Barnes	12 Tom Kells	K. Leishman
70 Wayne Ogden	L. Barnes		
70 John Wood	L. Barnes		
10 Howard Seacord	R. Swanson		
12 William Bennett	E. Roderick		
12 Woodrow Wilson	E. Roderick		
Week Ending July 31, 1970			
Dist. 60 T. A. Adair	D. Senechal		
60 Wesley Barnett	D. Senechal		

Complete Negotiations With Truck Firms

By HAROLD LEWIS, Trustee and Sub-District Representative and WALLACE LEAN, BERT NAKANO, WILFRED BROWN and VALENTINE WESSEL

NEGOTIATIONS COMPLETED WITH THREE NEWLY ORGANIZED TRUCKING FIRMS—Negotiations were recently completed for the newly organized firms of Mid-Pac Trucking, Inc. with 67 employees, I Doi Hauling Contractors, Inc. with 13 employees and B & C Trucking Co., Ltd.—Island of Molokai with 10 employees. The total 90 employees of these three newly organized firms unanimously ratified their new contracts.

Having no starting time or work week previously, these employees have gained these conditions in addition to show-up time, minimum time, paid holidays, double time on Sundays, sick benefits, vacation and substantial wage increases as follows:

Tractor Trailer (Hauling)

Equipment, Helper required	WAGE RATE BEFORE NEGO.	EFFECTIVE 6-1-70	EFFECTIVE 12-1-70 To be negotiated
when Hydraulic Ramp is not being used	\$3.87	\$5.34	
Truck Driver (Slip-in or Rock Cans)	4.02	5.20	
Truck Driver (Tandem or Semi-Dump)	3.87	5.05	
Quarry, Dirt, Sand and Cinder Pits Hauling Operations			
Truck Driver (Slip-in or Rock Cans)		4.30	4.37 (Molokai)
		4.50	4.60
Truck Driver (Tandem or Semi-dump)		4.35	4.45

As a result of these negotiations, the employees will become eligible for the Health and Welfare Trust Fund for Operating Engineers by the first of 1971. Which in itself the employees will gain a medical plan, dental plan, prescription drug program, vision care plan and life insurance for themselves and their dependents. This Trust Fund also provides Temporary Disability Insurance for the employees. Until eligibility is met for the above Trust, the employees and their dependents will be covered for medical benefits.

TRUCKING INDUSTRY 90 PER CENT KNIT BY LOCAL 3

—The Trucking Industry in the State of Hawaii which consist of trucks that haul base course, bitumuls and who are involved in on-site work that is supplement to construction contracts are 90 per cent under contract with Local 3. The Trucking Industry has been quite busy servicing the general contractors in the Construction Industry.

Stewart Pacific Erickson J. V. working on the H-1 and H-3 Freeway Projects has been moving 1.2 million yards of dirt by truck. Engaged in this hauling are Sakai Fujimoto Trucking, H. Taki Trucking, State Transport Company and R. H. S. Lee Trucking all of which have agreements with Local 3.

I Doi Hauling Contractors, Inc., H. Hironaka Trucking and Mid-Pac Trucking, Inc. are doing quite a bit of hauling from the Pearl Ridge Estates opposite the Kam Drive Inn Theater. 350,000 cubic yards of material will be transported out of this project.

Pacific Truckers Association will soon be engaged in the demolition hauling and grubbed material at the Schofield Barrack's Army Post. This work which has just begun is scheduled for four months. At the peak period, approximately 30 trucks will be hauling out and on their return trip picking up material from the Kaena Quarry.

CONSTRUCTION PICTURE

—Hawaiian Dredging & Construction Co., Ltd. is presently completing the twenty-one days, eight-hundred thousand dollar Airport Runway Project. The same coral material that is excavated in concrete treated in their portable concrete treating plant which is set up on the job-

site and used again as fill material.

Hawaiian Dredging & Construction Co., Ltd. also has two sub-divisions going at this time at the Ewa Beach Estates and the Lakeshore's Unit No. 5. On both these projects, the mass excavation work is completed and they are presently working on the projects' utilities and roads.

Most of the heavy dirt work on Hawaiian Dredging's three million dollar H-3 Freeway project in Mokapu is completed or at least 90 per cent of the million yards that was to be moved and placed has been completed. This project is the first of the H-3 Freeway increments to be let.

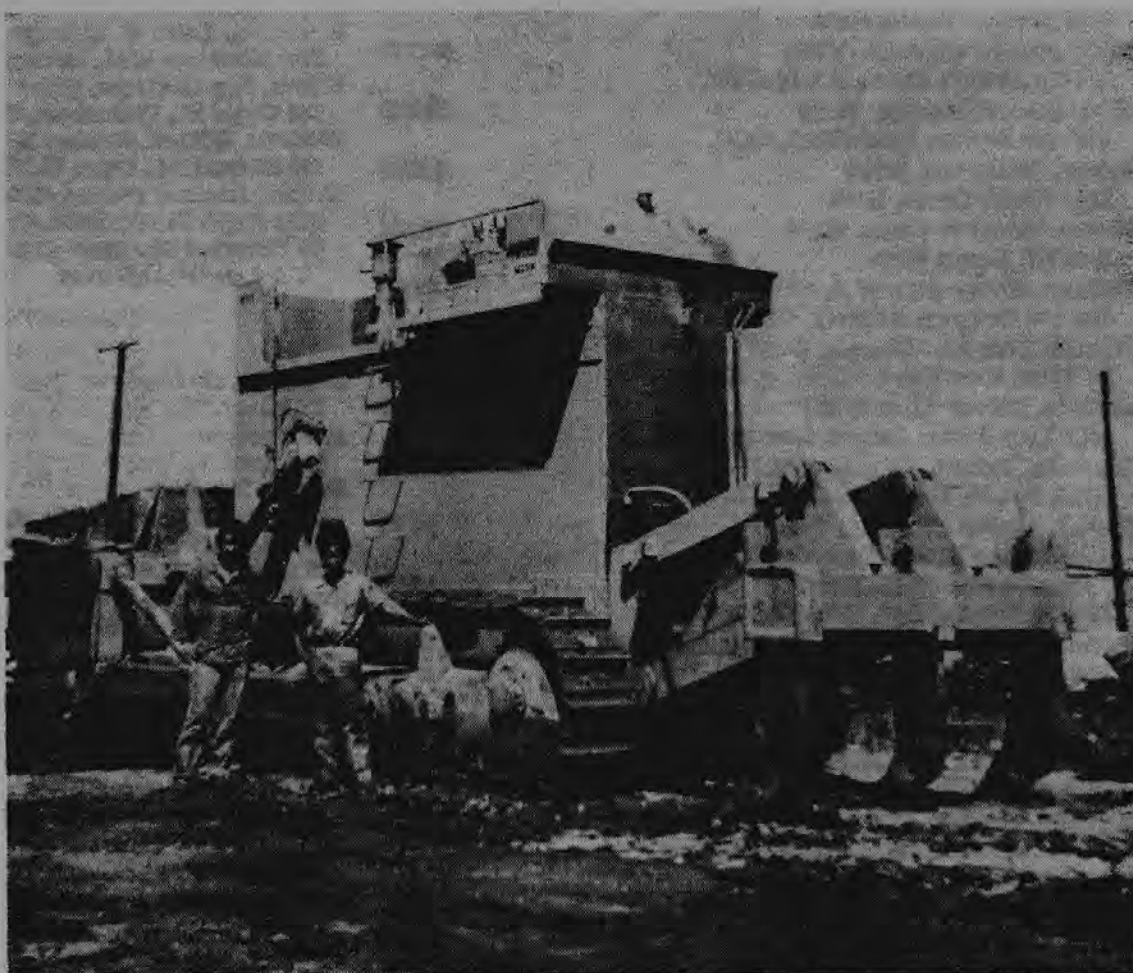
J. A. Thompson & Son, Inc. has quite a bit of work at this time. Their largest project is the Del E. Webb "Kuilima" Hotel and golf course. This project is unique in a sense that the hotel and golf course are completely divorced from the congested Waikiki area located at the extreme end of the Island of Oahu on the beach surrounded by sugarcane fields. They will move the fill with eight 651 Scrapers. The longest haul of this project is 6,500 feet and they are being pressed to move the one million yards in four months.

J. A. Thompson & Son, Inc. was the low bidder on the second increment of the H-3 Freeway project in Mokapu. This increment calls for moving one and one-half million yards of fill and building a bridge in 470 calendar days at a cost of five million five hundred dollars. They are presently awaiting notice to proceed.

J. A. Thompson & Son, Inc. sub-division projects presently include the Mililani Town Unit 10 and 12, the Waipahu Estates Unit 4 and the newly acquired Kaimioili Sub-Division in Hawaii-Kai which will include six months of work for our brother engineers.

One section of J. A. Thompson & Son, Inc.'s one and one-half million dollar utility work at the Wahiawa Sewer Project Sections 4, 5 and 6 has already been completed ahead of schedule.

CONDOLANCES—Our deepest sympathy to the families and friends of Brother's Candido Barbiato and Manuel Fernandez Sr. who both passed away during the month of August.



UNDERWATER CAT is this modified version of the D-8 constructed under the planning and direction of Mark Watasi of Mark Construction Inc. Local 3 Brothers Edwin Suganuma and Yoshio Murakami did the fabrication work.

Built for shallow water work, the modified Cat with its water tight engine stands 8 ft. from bottom of track to deck plate and has operated in depths up to five feet.



PUTTING THE EYE in the giant telescopic lens at the University of Hawaii Observatory Station which is located on Maui's highest mountain, Mt. Haleakala is Brother

Mack Lalalau, operator, and Brother Simeon Alionar handling the lens. There are a number of Local 3 members working on the job.

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:

Barnett, James (Marguerite, Wife) 6-10-70
4913 Sequoia, Salida, Calif.
Blair, Charles (Barbara, Wife) 2-27-70
101-5th Avenue, Redwood City, Calif.
Boos, John (Margaret, Wife) 6-12-70
578 - 9th Avenue, Menlo Park, Calif.
Briggs, James (Ila, Wife) 5-21-70
1527 Kiesel, Ogden, Utah
Carter, Gerald H (Zella, Wife) 5-22-70
Box 177, Lenon, Utah
Childers, Halley (James A. Childers, Son) 6-6-70
General Delivery, Auberry, Calif.
Harmon, Norman (Georgia, Wife) 6-70-70
35 Island View Drive, Pittsburg, Calif.
Hinkson, Robert (Kay, Wife) 6-11-70
3931 Twin Palms Avenue, Loomis, Calif.
Hironaka, Robert, (Nancy, Wife) 5-16-70
RR 1, Box 18, Wialua, Hawaii
Horrell, Mervin (Dorothy, Wife) 6-4-70
4124 Browns Valley, Napa, Calif.
La Rue, Donald (Vera, Wife) 6-1-70
128 California Street, Watsonville, Calif.
Puumala, John S. (John D. Puumala, Son) 5-29-70
P. O. Box 393, Warrenton, Oregon
Rowe, Ralph (Olivia, Wife) 6-6-70
125 Mesa Verde, Vallejo, Calif.
Shuman, Robert (Norma, Wife) 6-10-70
13 Riddle, Glen Ellen, Calif.
Barbieto, Candido (Restituta, Wife) 7-29-70
4-1674 Humuka Loop, Waimanola, Hawaii
Bose, Walter C. (Roy Bose, Brother) 7-29-70
756 Terrace St., Salinas, Calif.
Crews, Otis (Calla, Wife) 8-6-70
5610 - 25th St., Sacramento, Calif.
Crotzer, Jess (Henrietta, Wife) 7-26-70
1367 Johnson, Red Bluff, Calif.
Doyle, Edward (Ruby, Wife) 8-5-70
25252 Vespucci, Laguna Hills, Calif.
Fernandez, Manuel (Manuel, Son) 7-29-70
1820 Puowaine Dr., Honolulu, Hawaii
Holderfield, Troy (Eva, Wife) 8-2-70
2328 George St., Newark, Calif.
Jenkins, Daniel (Etta, Wife) 7-23-70
224 Carolina St., Vallejo, Calif.
Morse, R. L. (Edna, Wife) 7-22-70
6051 N. Glenn, Fresno, Calif.

Padgett, Roxie (Carlene Petrille, Daughter) 7-22-70
2234 So. Minawawa, Fresno, Calif.
Reid, Cova D. (Lavola, Wife) 7-23-70
1811 Huston St., Marysville, Calif.
Sargent, Ernest (Cora, Wife) 8-13-70
4947 Arboga Rd., Marysville, Calif.
Simpson, Jimmy (Norva, Wife) 7-30-70
405 B California, San Martin, Calif.
Washburn, Louis P. (Marilyn, Wife) 8-9-70
2697 Monterey Blvd., Oakland, Calif.
Wilcox, Ray D. (Irene, Wife) 7-27-70
733 Cedar St., Whitelhorn, Calif.
Williams, Willard (Shirley, Wife) 7-11-70
125 Parmac Rd., Chico, Calif.
Winger, Leonard (Eileen, Wife) 8-5-70
2050 E. 9th St., Stockton, Calif.
68 Deceased Members—June thru August, 1970
3 Industrial Accidents

DECEASED DEPENDENTS

June 1970

Naomi Elrod—Deceased June 11, 1970
Deceased Wife of Charles H. Elrod
Hilda Harrison—Deceased May 18, 1970
Deceased Wife of R. D. Harrison
Dorothy Headrick—Deceased June 13, 1970
Deceased Wife of Harold Headrick
Patricia Hiatt—Deceased June 5, 1970
Deceased Wife of Harlan Hiatt
Rosalie Hitchings—Deceased May 13, 1970
Deceased Wife of Sanford Hitchings

DECEASED DEPENDENTS

July 1970

Anderson, Elva—Deceased July 4, 1970
Deceased Wife of Clifton Anderson
Barney, Shirley—Deceased May 11, 1970
Deceased Wife of Edgar Barney
Burke, Fannie—Deceased April 5, 1970
Deceased Wife of Wayne Burke
Bushong, Robert E.—Deceased April 16, 1970
Deceased Son of Elmer Bushong
Chandler, Lois A.—Deceased July 6, 1970
Deceased Wife of Burl E. Chandler
Cooley, Tracy—Deceased July 15, 1970
Deceased Wife of John Cooley
Hendricks, Pauline—Deceased June 7, 1970
Deceased Wife of Jesse Hendricks
Hoffstutler, Paul Lee—Deceased June 25, 1970
Deceased Son of John Hoffstutler
Hunt, Mabel—Deceased June 30, 1970
Deceased Wife of R. C. Hunt
Kostka, Beverly—Deceased June 6, 1970
Deceased Wife of Don Elk
Thomas, Kevin—Deceased July 8, 1970
Deceased Son of Haskell Thomas

Labor Day Banquet in White House

President Nixon's Labor Day dinner claimed a unique guest list, considering it was a Republican Administration's bash . . . There were 85 top union officials and their wives there.

Perhaps initiating an election-year challenge to the traditional Labor-Democratic Party alliance, Nixon invited the officers to a lavish dinner, and engaged in a number of friendly toasts.

Nixon rose to toast George Meany, President of the AFL-CIO who has publicly supported Nixon's war policy.

"In this time of turbulence, when the old and good virtues are brought under question, this man stood like a pillar in a storm . . . strong, devoted to his country, his church and his President," said Nixon.

Meany responded that Nixon is trying to do his best for all Americans.

Next to Meany at the head table was AFL-CIO Secretary-Treasurer Lane Kirkland. A host of other labor officials attended the gala function.

Sand, Gravel Settlement

Union negotiators from the Operating Engineers, Teamsters, Laborers, and Machinists reached agreement with the Northern California Rock, Sand and Gravel Producers last week.

The unions involved will receive a \$2.15 per hour package over three years, \$3.80 of which will go to fringe benefits.

The various unions are applying the fringe benefits and distributing the wage increase over the three years, according to their individual situations.

The unions also won a "wage freeze" clause, to be applied in the event of government intervention regarding the wage scale.

In addition, seniority rights were attained by the agreement with the Rock, Sand and Gravel negotiators, and sick leave privileges.

The Teamsters union members voted Tuesday night, August 11, to accept the package brought back by union representatives. The other unions will vote this week. All are expected to ratify the agreement.

Those who negotiated for the unions were Don Kinchloe, Operating Engineers; Tom Nunes, Teamsters; Sal Minerva, District Council of Laborers; and M. McConglie, Machinists.

Crowding Your Luck?

Driving requires that decisions be made almost constantly. Most traffic emergencies must be recognized and action taken in split seconds, according to the National Safety Council. Try to decide in advance what action is best at any place for each emergency that may arise. Try to drive in such a way that you have plenty of time to make the right decision. Don't crowd those split seconds by crowding the traffic—and your luck.



NO GENERATION GAP here as proud sons Arthur, left and Dick, right, pose with their contractor father, Arthur "Buzz" Haskins, following a Joint Apprenticeship Committee awards banquet at the California Golf Club that paid special homage to "Buzz" who is retiring as first chairman of the JAC. Labor, management and the State Department of Apprenticeship Standards all presented special awards to the prominent Northern California contractor. Haskins helped pioneer the apprenticeship program for Operating Engineers Local Union No. 3, AFL-CIO, of which he and both his sons are members.

Personal Notes

SACRAMENTO

Brothers, I see there are over one million voters not registered to vote. If you are one, don't be, and get behind the man for labor, and in the meantime, pick up that important ballot lying on your table and vote on those amendments. Exercise your right under the democratic process and support the people that help and support us.

Brother George W. Meyer is on the disabled list.

Following is a list of donors to our Blood Bank: Mrs. Virginia Manas, Leo Bailey, Roy G. Manas, John J. Wise, Fred B. Lacert.

REMEMBER: DEADLINE TO REGISTER TO VOTE IN THE NOVEMBER ELECTION IS SEPTEMBER 10, 1970. WE HAVE A VOTER REGISTRAR IN THE OFFICE!

SAN RAFAEL

We are happy to hear that Brother Charles James is returning back to work for Basalt Rock, after his surgery—and being out of commission for several months.

Bouquets to Bruce Hoberg, son of Brother Stanley Hoberg of Novato—on being the 1st Runner-up in the recent scholarship award. Bruce was an outstanding scholar and active in sports, and the school band at San Marin in Novato High.

We here in Marin are saddened by the sudden and tragic death of Judge Harold Haley. He was a very good friend of Local 3, and has helped many members in the past and their families, in juvenile problems.

MARYSVILLE

Brother Steve Church of Yuba City, former Sutter County Deputy Sheriff, was down in Livermore area on business and was driving down the highway when he spotted a group of people standing on the bank of a water filled canal and staring at the top—all that was visible—of a car that had just plunged into the water. Steve stopped and asked if anybody was in the car. Everybody supposed so since they hadn't seen anybody get out of it. So Steve plunged in up to his chin, managed to open the car door and pull the woman driver from the vehicle. She was unconscious, but soon was revived and apparently wasn't injured.

Brother Edward "Bud" Dick has been released from the Hospital in Oroville after having an accident on the job. In talking to Brother Dick—he says the food was lousy and there were no good looking nurses.

Hospitalized this past month were Brother Hank Ross of Chico and Brother James E. McCoy. We understand both of them have to go back in again. Best of luck to both of you!!!

Killed this month in a logging accident was Brother Cova D. Reid. Our sympathies to his family and friends.

Two of the most faithful people in this district have once again donated blood to our Blood Bank—Ken and Sandra Bettis. Don't know what we would do without them!!

EUREKA

We wish to extend our deepest sympathy to the family of Brother Ira Prather, who passed away after a lengthy illness July 20, 1970.

We express our deepest sympathy to the family of Brother Ray Wilcox who passed away after a lengthy illness July 27, 1970.

We wish to extend our deepest sympathy to the family of Brother Charles O. Johnson, a retired member who passed away July 21, 1970.

UTAH

We would like to wish a speedy recovery to Brother Alvis Hancock who suffered a crushed vertebra while operating a 651 scraper at Clay Hill Pass near Halls Crossing. We hope to see him back to work soon so that he can take advantage of the benefits of a journeyman after having just recently completed the long training in the Apprenticeship Program.

STOCKTON

Three on job injuries were reported this past month. Brother Farrell Dobbs broke his arm and wrist when the cat threw him off as he was unloading it from a low bed truck on the Murphy-Pacific job on Highway 132. Brother Perry McCollum broke a shoulder bone when he fell from a platform while welding on the Murphy-Pacific job at Mossdale. Brother Burl Trull received third degree burns from a boiling pump motor on the Stanfield & Moody job on South Airport Way.

Brother Bob Henley and his wife are both recuperating from a serious automobile accident.

A speedy recovery is wished for these Brothers.

Our deepest sympathies are extended to the families and friends of retired Brother "Hap" Frerichs and Brothers Leonard Winger, Virgil E. Stockton, Alton L. Sartain and Louis A. Wenger, who recently passed away. We also extend our sympathy to Brother and Mrs. Bertis L. Bush on the loss of their infant son.

FRESNO

Deaths in the past month have included Oscar Clark, Paul Woods, Art L. Morse, Walter Sutton and Roxie Padget. Our deepest sympathies are extended to their families.

Our many thanks to Robert Daniels for his donation to our blood bank.

SAN JOSE

Congratulations to Jack Farnham of Woodard Road. He was re-elected President at a recent Board meeting of the Cambrian School District Trustees. We appreciate all his hard work on behalf of his community.

Brother John Hackett and Mrs. Hackett recently returned from a seven weeks vacation which took him and his wife through the Grand Canyon, Carlsbad Caverns, New Orleans, Florida, Washington, D.C., Maine and Nova Scotia. While in Maine, they visited the Desert of Maine and this was one of the most interesting points on their trip. The Desert contains 43 acres of land, with 32 known different kinds of sand. The unusual actions of the different sands creates a unique phenomena.

See MORE PERSONALS Page 16

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 100 GAL. AQUARIUM, stainless steel, incl. access, filter & pump, wrought iron stand, \$250. Call 415/994-0727. Reg. No. 0865511. 7-1.

FOR SALE: WF 300 AMP. PSH ARC WELDER mounted on Ford truck. Custom body, power winch w/"A" frames to 23' lift. Extra wire rope, chains, chokers, C clamps. Smith comb. torch & hose, cables & app. 700 lb. welding rod. Also 200 amp. Lincoln arc welder & cables, elec. motor driven. M. M. Pickner, 541 Zinfandel, Ukiah, Ca. 95482. Phone 707/462-6972. Reg. No. 0935453. 7-1.

SALE OR TRADE, 3 BR. HOUSE, large kitchen plus dining area, lg. liv. room, w/w carpet, fireplace, lg. patio, partly covered, yard in fruit trees, nr. schools, in Oroville. Write Virgil Carpenter, 1235 Maple Dr., Oakdale, Ca. 95361. Reg. No. 0821018. 7-1.

PATRICK'S POINT, TRINIDAD. Calif., ocean bluff, level lot, one acre, Lee F. Kirkman, phone 916/533-4025, Oroville. Reg. No. 0301425. 7-1.

TRAILER PARK SITE FOR SALE. Adjoins town of Happy Camp, Cal., 14 acres, \$2,200/acre. City water & blacktop road frontage. Charles Shannon, 8423 Churn Creek Rd., Redding, Ca. Reg. No. 1414672. 7-1.

NICE TRACTOR FOR SALE, 1961 Ford 2.000 series gas tractor w/12" backhoe, no loader, 3 speed aux, Sherman transmission, good rubber, exceptionally low hours. \$2,500. Russ Stoner, Marysville 916/743-4831. Reg. No. 0950747. 7-1.

1961 INTERNATIONAL B152 SERIES, Gormet 4x9' dump w/comper shell. Dual gas tanks, Brownie 2 sp. aux. trans. Front end winch, 7 ton cap. Duels or singles on rear, ex. tires, rims, chains & misc. parts. Call 415/364-0140 days, 365-0784 after 5 p.m. \$1,500 or offer. R. Slovec, Reg. No. 1178225. 7-1.

FOR SALE: 1963 380 HY-HOE mounted on 180 International 50 model, powered by Ford Industrial engine on Hy-Hoe. Clean. \$5,250. Phone 209/523-6834. Reg. No. 0689121. 7-1.

BLACK LABRADOR PUPS FOR SALE: A.K.C., good stock, whelped May 13, 1970. F. W. Stanley, Rt. 2, Box 590, Calif. Call 953-632. Phone 916/685-4564. Reg. No. 1171873. 7-1.

TEARDROP CAMP TRAILER FOR SALE. Cook area in rear. Attached 8x10 tent on new 225. 2056 Lucerne St., Stockton, Cal. Phone 209/463-4344. Reg. No. 1328239. 7-1.

FOR SALE: 12 1/2 ACRES, Middletown, Cal. New fencing, well, covered with pines, knoll overlooking valley. Road cut to top of knoll. Owner will finance at 6 1/2 per cent int. Call 707/994-6581. Reg. No. 1025234. 7-1.

SALE OR TRADE FOR BACKHOE, one 1958 GMC 3-axle 160 Cummins diesel engine, Allison auto. trans. 10 vd. drum. Phone 415/223-0985. Reg. No. 094431. 7-1.

FOR SALE: 30 GAL. ELECTRIC hot water heater, very good condition, \$25. Al Alves, P.O. Box 97, Pittsburg, Cal. 94555, phone 415/458-2494 or 6 PM. Reg. No. 372963. 7-1.

TRIPLEX FOR SALE. Two 2 BR., one 3 BR. 2 bath, all elec. Kitchens, cen. heat, laundry facilities. No brokers fees. 4 yrs. old. \$500 mo. income. In Oakland. Roy Chemlis, 707/763-6920. Reg. No. 991149. 7-1.

1965 FORD F-100 LWB, LB custom cab, good brakes all around, new rear end with post. traction, 2-speed wipers, deluxe radio, Luther Walker, care of Credit Union, 415/431-5865. Reg. No. 0876129. 7-1.

FOR SALE: GOLDEN WEST CUSTOM Mobile home 20x60, 2 BR., 2 bath set-up in park of Palmdale. Roy Chemlis, 707/763-6920. Reg. No. 991149. 7-1.

TRADE FOR AIRCRAFT, CABIN CRUISER or 14500, Backhoe M/F w/4 bks. & scraper, can include bob tail dump & lift trailer. 415/388-6844. Reg. No. 0987276. 7-1.

FOR SALE: 1961 BUICK ELECTRA 225 convertible, white w/black top, leather int., power window & seats, brakes & steering, \$400. Merrill Galenski, Box 127, South San Francisco, Ca. Phone 415/589-9636. Reg. No. 1087691. 7-1.

HIGHWAY TRAILER FOR SALE: 1957 Belair, 8x31' full bath & shower, has everything, ready to travel, \$1,200. Merrill Galenski, Box 127, South San Francisco, Ca. Phone 415/589-9636. Reg. No. 1087691. 7-1.

FOR SALE: 1-35'x8' TANDEM AXLE HOUSE TRAILER, with electric brakes, gas heater, gas stove, double sink, elec. ref., shower toilet, double bed and Hideabed. Lots of closet space. \$500. Robert Brunner, 1870 N. Filch Mtn. Rd., Healdsburg, Ca. Phone (707) 433-4789. Reg. No. 1058381. 7-1.

TEN ACRES approx. 2 miles south of Compton for West Lake \$10,000. Will consider trade. Clifford Vincent, 7779 Highland Ave., Clifton Heights, Ca. 95610. 725-5968. Reg. No. 0788206. 8-1.

FOR SALE: KEESHOND PUPPIES, championship sire, AKC reg., Col. Apple-sack of Carmel. Telephone 415/783-9442. Martin Brown, 28454 Brighton St., Hayward, Ca. 94544. Reg. No. 1164884. 8-1.

FOR SALE: F 600 1961 FORD, 5-speed, dump or flat bed: 1966 350 John Deer w/4 in 1 draft bucket, loader w/12 lb. bar S. No. 93 offset backhoe w/12 lb. 24 & 32 buckets. Will sell backhoe at 1/2 price. R. J. Haug, 1733 Murrell Lane, Livermore, Ca. 94550. Reg. No. 0999132. 8-1.

FOR SALE: 200 FT. of 2" ALUM. IRRIGATION pipe w/couplers and rain bird heads. R. J. Haug, 1733 Murrell Lane, Livermore, Ca. 94550. Reg. No. 0999132. 8-1.

FOR SALE: 1957 CHEVY CAMEO pickup, a classic item, excellent cond. Ted L. Wherry, 5441 McKay St., Fair Oaks, Ca. 95628. Phone 916/961-0923. Reg. No. 1192222. 8-1.

FOR SALE: 35 HEALEY aluminum racing body, big motor, driven very little last 4 years, boy in the service, good motor and body. \$450. J. Hoskins, P.O. Box 913, So. San Francisco, Ca. 94080. 415-583-2652. Reg. No. 0904865. 8-1.

FOR SALE: THREE BEDROOM HOME, completely furnished, air cond., w/w carpet, insulated, 6 peach trees, lot 60x185, \$16,500 cash. B. Heuston, P.O. Box 204, Winton, Cal. Reg. No. 0303797. 8-1.

FOR SALE: ONE STEEL COT MATTRESS \$5, spray gun \$10, heater \$5, manila \$25, lawn mower \$5. C. A. McKay, 5681 Ocean View Drive, Oakland, Ca. 94618, phone DL 2-3275. Reg. No. 460963. 8-1.

FOR SALE: 1956 300 L.H. TRACTOR w/Parson backhoe & loader, 4 buckets: Gibson garden trac. 10 hp. Wisc. eng., dozer blade, plow, cultivator, mower, etc.; 3-pt. Ford disc plow, 3 disc; 3-pt. Ford 2-bottom mow board plow. R. J. Haug, 1733 Murrell Ln, Livermore, Ca. 94550. Reg. No. 0999132. 8-1.

REFRIGERATOR, COLD SPOT, Frost free with large bottom freezer \$110. Phone 415/282-3190, Vern Dickinson, Reg. No. 28914. 8-1.

FOR SALE: APPALOOSA QUARTER Leopard colt, 15 mo. old, very gentle & lovable, can be used for \$250 slug now. J. Haskins, P.O. Box 913, So. San Francisco, Ca. 94080. 415/583-2652. Reg. No. 0904865. 8-1.

CHRIS CRAFT, 16 FT., 50 HP outboard, on 1 axle trailer, Ex. cond. \$900. A. Andreini, Jr., Rt. 1 Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

PORTABLE 500 AMP ARC WELDER on trailer, \$600. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

FOUR USED WHEELS, 16"x5 1/2" rim from a 1/2-ton Chevy pick up, \$7.50 each. Call Frank Haiduk, 916/371-7095. Reg. No. 422810. 8-1.

FOR SALE: HOLLAND FIFTH WHEEL, \$50. Little M. W. pressure pump and 20 gal. tank \$50. Bryant Shure, Rt. 2, Box 5120B, Anderson, Ca. 96007. Phone 357-2544 afternoons. Reg. No. 1328361. 8-1.

FOR SALE: 1967 F-100 FORD P.U. custom cab long W.B. wide bed, 352 cu. in. motor, cruise-matic, post. trac-H.D. Mon-rope stabilizers, new tires. One owner. Wolf Lange, 1843 Cordelia Lane, Camino, Ca. 95709. Phone 644-2334. Reg. No. 258737. 8-1.

FOR SALE: 228 CRAWLER with 3/4 vd. dragline and 3/4 vd. backhoe attachments. Good condition. Olin D. Rogers, P.O. Box 431, Durham, Ca. 95938. Phone 916/343-1510. Reg. No. 350106. 8-1.

DOUBLE HORSE TRAILER, front walk through, 1 axle w/new tires, ex. cond. \$600. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

VW DUNE BUGGY, speckled blue body, extra seats. \$600. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

FOR SALE: UNIQUE HOME IN WEST-MORE OAKS nr W. Sacramento. 2 BR., dining rm, living rm w/fireplace, kitchen w/utility porch. Drapes w/w carpeting. FHA estimate. Dbl. garage w/1000 lb. rm. attach. Call Frank Haiduk, 916/371-7095 or write 1620 Fernwood Cir., West Sacramento, Ca. 95691. Reg. No. 422810. 8-1.

FOR SALE: PUP TRAILER 10 vd, 2 axle dump \$2,500. Ludwig Belchert, 41223 Roberts Avenue, Fremont, Ca. 94538. Phone 415/656-1149. Reg. No. 1030397. 8-1.

FOR SALE: DOUBLE LOT each facing paved street, 5 rm. 1 bath older home, beautiful lawn, fruit trees, near schools, downtown. \$9,000 cash. Phone 702/423-3242. P.O. Box 267, Fallon, Nevada 89403. Reg. No. 0163668. 8-1.

1961 GRADALL G100 & attachments: 8' extension, ripper, & buckets (two 3', 4', 6', 8' and one pavement removal bucket) \$25,000. Phone 916/456-9186. Reg. No. 0970365. 8-1.

MUST SELL 3 BR HOME due to illness. 1 1/2 bath plus 2 apt. rentals income \$115/mo. Ideal for retirement. \$5,000 down, total price \$22,000. Will finance 7 per cent. Phone 916/534-0691. Reg. No. 269256. 8-1.

FOR SALE: AKC IRISH SETTER PUPS. Whelped 6-29-70. Thunderer Line. \$75 for female, \$100 for male. Call 209/389-4333. Reg. No. 1117487. 8-1.

HIDDEN VALLEY LAKE private recreational area. Two gently sloping lots \$5,300 each, 10 1/2 down. Impressive view of lake. Golf, country club, marina on Clear Lake. George Hildebrand, 1158 Santa Ana Drive, Santa Rosa, Ca. Tele. 707/546-5059. Reg. No. 0512540. 8-1.

SECLUDED 10-40 WOODED ACRES nr. Coloma. American River view, hunt, fish, beach access; borders Gov. Land. \$400-1,000/acre. 916/622-2483. Warren Fisher, Rt. 2, Box 67B, Placerville, Ca. 95367. Reg. No. 0574273. 9-1.

TWENTY-SEVEN FOOT TRAVELITE, \$850. Great Lakes 3 bed Mobil \$2,500. GMC dsl 471 2-1/2 T flat bed w/5th wheel apr. 5 speed. Brownie, 2 speed Mec. good \$1,000. \$450/545/745. Reg. No. 1058528. 9-1.

TWO AND A HALF ACRES, 3 dwellings incl. new 24x60 trailer, 2 rentals 1 on antique shop; new septic tanks, 3 barns, hiwy frontage; 2 wells, apples, walnuts, many fruit trees, \$38,500. Leon Van Housen, P.O. Box 333, Boonville, Ca. 707/895-3144. Reg. No. 1281319. 9-1.

FOR SALE: MASSEY FERGUSON 202 w/loader & Baker Olsen attachment. Gd. cond. recently overhauled. Salvador Dorado, 430 N.E. 2nd Ave., Visalia, Ca. 93277. 209/732-4623. Reg. No. 1058404. 9-1.

FOR SALE: 10x55 MOBILE HOME in Clearlake Oaks. 2 BR., most. BR. ex-pand, 2 bathrms, screened porch. Furn. boat hse, storage shed, 1 blk to lake. \$12,500. J. C. Enos, 1093 Marigold Rd., Livermore, Ca. 94550. Ph. 415/447-4957. Reg. No. 620122. 9-1.

TOOL BOX FOR SALE. Fits narrow bed pickup, 23" long 13" deep. Heavy steel constr. \$65. John Bauer, 942 S. Stearns Rd., Oakdale, Ca. Phone 847-3203. Reg. No. 1427996. 9-1.

FOR SALE 1956 WILLYS 4-wheel drive sta. wagon Chev. 283 C.I. V8 engine, \$500 or best offer. Robert J. Morcison, 436 Scenic Ave., Santa Rosa, Ca. 95401. Phone 707/544-7422. Reg. No. 1312926. 9-1.

NORTHWEST 25 BACKHOE good shape \$5,000. Two yd. Hough loader w/20' Digamare case backhoe diesel \$5,000. Bill Yates, P.O. Box 1418, Colfax, Ca. 95713. Phone 916/587-3452. Reg. No. 0598551. 9-1.

FOR SALE: THREE BR RANCH STYLE home, freshly painted, w/garage & private road, 1/2 acre, room to park equip. Non-trad. G.I. appr. \$24,500 poss. trade for country location. E. S. Borello, 25 Chance Ln., Walnut Creek, Ca. 415/932-2642. Reg. No. 1181536. 9-1.

FOR SALE: STRAUB 12T BALL MILL 80% liners ask \$1200. '50 Dodge 1 1/2 T cabover, cargo. Model HG42 Olvr. trac. f. end loader, 650 Sherm. 12' backhoe on RD4 cat. hyd. blade \$1450. Phone 916/824-5654 or 916/467-5103. Reg. No. 0904478. 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 receipts 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.

FOR SALE: D7 CAT W/DOZER 37 Series Cat 25 power unit good condition \$5,800. 23T saw bay gas tractor \$3,100. Terms arranged. Phone 408/663-2865. Reg. No. 0431500. 9-1.

FOR SALE: 2C TURNA-PULLS, good cond. See at 1099 E. North Ave., Fresno, Ca. \$300 for both. Phone 233-6063. Reg. No. 51363098. 9-1.

FOR SALE: 20x57 CUSTOM MADE Edge-wood-Viking Mobile home, 2 BR., 2 baths, choice location in Auburn. John W. Fish, 84 Primrose Ave., Auburn, Ca. 95603. Phone 885-2544. Reg. No. 494330. 9-1.

SALE OR TRADE in Sacramento area 20x56 Broadmore Mobile home, in beautiful location, Grass Valley, Carpet, cabana, lawn, etc. Phone 273-6481. Charles A. Moore, Rt. 1 Box 573, Grass Valley, Ca. 95945. Reg. No. 73415. 9-1.

DIESEL FUEL PUMP, 4-cyl. Amer-Bosch \$25; 3kw DC generator w/flex coupling \$35; 2500W 115V AC ONAN life plant \$175; 250 amp Wilson welding generator \$75. R. Brunner, 1870 N. Filch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

OLD-FASHIONED RIDING TYPE grindstone. \$25; 6"x24" thick plow w/power feed rolls \$200; 250 ft. 7/16" cable new 10c ft. R. Brunner, 1870 N. Filch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

HOUSE FOR SALE. 4 yrs. old, 3 BR 2 bath, Btl-in elec. range, forced-air ht. system, 2-car garage w/shop, 2 wells, 100x200 lot. \$25,000 part down. Phone 707/459-5344. Reg. No. 1199192. 9-1.

80 ACRES CATTLE OR DAIRY FARM. 60 acres under paid up water right. New 3 BR elec. home on Oregon-Idaho line, 40 mi from Boise. \$38,500. Dwane Daugherty, Rt. 3, Parma, Idaho 83460. Reg. No. 1013757. 9-1.

HUG OR HUNT. English Springer Spaniel pups. AKC champ, stock whelped 7-17-70. Nick Rustad, 5787 Indian Ave., San Jose, Ca. 95123. Call 408/225-5445. Reg. No. 1273469. 9-1.

FOR SALE: 3T D7 CAT w/straight blade & Selby Canopy. Exc. cond. \$5,000. Phone 707/433-1313. Mike Delfino, 1639 Chialufa Rd., Healdsburg, Ca. 95448. Reg. No. 1219554. 9-1.

JEEP ENGINE, 4 CYL L HEAD, w/marine manifold \$60; 6V 100 amp alternator w/regulator \$25; apple press 1/4 BU cap. \$45; Bardon Bumper for slepside jeep w/49-1/2 frame spce \$15. R. Brunner, 1870 N. Filch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

FOR SALE: SIX 5 amp 115V watt hour meters \$3 each; 1/4" fibre oil trough 15' L 3/4" W 12" deep open both ends \$25. R. Brunner, 1870 N. Filch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

99 FORD RANCHERO PICK-UP. Best offer 415/793-3054. Reg. No. 1235577. 9-1.

DITCHER FOR SALE. Buckeye 12. Good condition \$1,500. 209/931-1807. John Bolts, 4035 Cherry Lane, Stockton, Ca. 95205. Reg. No. 0625842. 9-1.

TEETH FOR 955 BACKHOE like new, \$120 Ripper cot \$55 \$700. Water tank for water wagon, 4,000 gal. \$700. L. Belchert, 41223 Roberts Ave., Fremont, Ca. Phone 415/656-1149. Reg. No. 1030397. 9-1.

WANTED: 1926 MODEL T FORD truck cab. Wanted—old trucks. L. Belchert, 41223 Roberts Ave., Fremont, Ca. Phone 415/656-1149. Reg. No. 1030397. 9-1.

TRADE 1965 HALF TON PICK-UP & dump for same without dump. Otis Wilbor, 742 Francisco Blvd., San Rafael, Ca. 94901. Phone 415/457-2925. Reg. No. 0679071. 9-1.

HUNTER'S PARADISE FOR SALE. 1 acre improved, water, elec., bldgs on black top, Nor.

MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

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

DISTRICT & SUB-DISTRICT MEETINGS

SEPTEMBER

1 Fresno, Tues., 8:00 p.m.
3 Ukiah, Thurs., 8:00 p.m.
11 Salt Lake City, Fri., 8:00 p.m.
12 Reno, Sat., 8:00 p.m.

OCTOBER

6 Eureka, Tues., 8:00 p.m.
7 Redding, Wed., 8:00 p.m.
8 Marysville, Thurs., 8:00 p.m.
14 Kauai, Tues., 7:30 p.m.

28 Honolulu, Wed., 7:00 p.m.
29 Hilo, Thurs., 7:30 p.m.

NOVEMBER

3 Sacramento, Tues., 8:00 p.m.
5 Watsonville, Thurs., 8:00 p.m.
10 Stockton, Tues., 8:00 p.m.
12 Oakland, Thurs., 8:00 p.m.
18 San Francisco, Wed., 8:00 p.m.

DECEMBER

1 Fresno, Tues., 8:00 p.m.
4 Ogden, Fri., 8:00 p.m.
5 Reno, Sat., 8:00 p.m.
10 Santa Rosa, Thurs., 8:00 p.m.

DISTRICT & SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

Honolulu, I.B.E.W. Hall, 2305 So. Beretania.

Hilo, Hawaii Tech. School, 1175 Manono St.

San Jose Labor Temple, 2102 Almaden Road.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Engineers Building, 1444 Webster Street.

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

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

Ukiah, Labor Temple, State Street.

Salt Lake City, 1958 W. No. Temple.

Reno, Musicians Hall, 120 W. Taylor St.

Marysville, Elks Hall, 920-D St.

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

Santa Rosa, Engineers Bldg., 3900 Mayette.

Provo, 165 West 1st North.

Ogden, Teamsters Hall, 2538 Washington Blvd.

More Personals . . .

(Continued from Page 15)

NEVADA

Brother C. L. Kendrick was injured in an automobile accident on August 10, 1970. He was on his way to work at Helms Construction Co. He is at Mashoe Medical and we are sure would appreciate cards and visits from some of his Brother Engineers. We wish Brother Kendrick a speedy recovery.

We wish to express our sincere sympathy to the family and friends of Brother Donald Douglass who passed away of a heart attack July 9, 1970. He will be missed by his fellow workers at the Carlin Gold Mine.

SANTA ROSA

James Shelly is resting and just about recuperated after having become the proud "Papa" of twin boys!!

"Rocks"—The second annual "Shindig of Gems" will be held in Cloverdale on Sept. 19th and 20th, in the Fine Arts Bldg. at the Cloverdale Citrus Fairgrounds. You Operating Engineer "Rock Hounds" take note — the reason — Club President Dick Gregory, Leo Beers (Geyserville Fire Chief and Committeeman), Carl Van Horne, Committeeman—all Operating Engineers who got involved because of a hobby having to do with the various minerals which the Operating Engineers usually work around. You could learn something if you attend and also get acquainted with a lot of Operating Engineers who are sure to be in attendance.

We wish to extend our deepest sympathy to the families and friends of Brother Newman Cole and Brother Shirley White, who both recently passed away.

CREDIT UNION

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Ask Massive Program to Meet Calif. Housing Crisis

California's AFL-CIO trade unionists have attacked congressional "foot dragging" in the housing field and called for "massive public and publicly subsidized housing programs to provide adequate shelter for low and middle-income Americans in both urban and rural areas."

In adopting a policy statement on Housing at the Eighth Convention of the California Labor Federation, AFL-CIO, at the Civic Auditorium in San Francisco, the delegates indicated that adequate housing has been put beyond the reach of most Americans because of rising land and home financing costs and pointedly noted that on-site labor costs have "dropped from 33 to 18 per cent of the total cost of home construction" over the past 20 years.

RECALLING THAT Congress agreed in 1949 that the nation needed 800,000 public housing units within the next six years but that only 500,000 units were produced in the next 20 years, the delegates said:

"We condemn the foot-dragging of the past."

They said a "great and immediate expansion of housing construction is an outstanding need," and added that:

"A SOUND HOUSING program is an essential element in the nation's effort to eliminate slums and ghettos, to challenge racial discrimination, to support the spread of education among minority and low-income groups, to make public services more readily available to those who need them, to dampen the fires that feed violence in the 'urban crisis' and to create a decent environment for every citizen."

The delegates' statement also noted that although a bigger proportion of Negroes and other minority groups are subjected to "miserable" housing, "a far bigger number of Whites are poor and in bad housing."

"THE TRADE UNIONISTS also attacked the upside-down nature of existing housing subsidies and cited a section from a recent report by the National Commission on Urban Problems to drive home the point:

"We often subsidize the richest people in the country," the report said. "About 3½ times as much in housing subsidies goes to those with middle or higher incomes through income tax deductions than the amount of the subsidies that go to the poor for housing."

"In a recent year, the upper 20 per cent of income groups got twice as much in housing subsidies as did the lower 20 per cent . . . Based on Lincoln's principle that government should do what private citizens

cannot do or cannot do as well themselves, and on the principle that aid should go to those who need it most, the strongest case can be made for helping those at the bottom of the economic ladder," the report said.

In recognition of the inability of municipal governments to finance housing programs ade-

quately, the delegates urged "massive increases in financial support of housing by state and federal governments as necessary contributions to community well being."

They also called for adequate funding of public housing programs, including the financing of Cal Vet homes.



OUTSTANDING SERVICE to the Joint Apprenticeship Committee, Operating Engineers Local Union No. 3, AFL-CIO was rewarded recently at an awards banquet at the California Golf Club, South City. Winners from the management side included (l. to r.) W. Gainer Elbright, EGCA; Frank Pozar, JAC Chairman and William Blair, former JAC member from AGC. Gil Davidson of the Department of Apprenticeship Standards for the State of California made the presentations.



D.A.S. AWARD WINNERS pose with Gil Davidson, Area Supervisor, Northern Coastal Counties, (second from left) following a recent awards banquet at the California Golf Club in South City. Receiving Certificates of Merit were (l. to r.) F. O. "Fran" Walker, Local Union No. 3 Trustee and a member of the JAC; Gil Davidson, Arthur "Buzz" Haskins, retiring first chairman of the JAC and honor guest; Art Pennebaker, Assistant Administrator of the JAC, Operating Engineers Local Union No. 3, AFL-CIO.

No Party

Christmas is the season when radios keep you awake until 3 in the morning playing "Silent Night."

Europe for first time in history might have fuel independence in sight, and the world oil business becomes a new ball game.