

Pickets Protest 'Waldie Blockade'

"Serving the men who move the earth!"

ENGINEERS NEWS

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PRETTY PICKETEER Linda Gowder of Concord, California is joined by members of Operating Engineers Local Union No. 3 and the Seafarers International Union on the picket line around the office of Congressman Jerome Waldie. The two giant labor unions were protesting Waldie's sponsoring of a bill

that would halt the development of flood control and recreation area on the Klamath, Trinity and Eel Rivers in Northern California. Bill would halt all work and planning on some twenty dams, many of which are vital to the completion of the State Water Plan. (More pictures on pages 7 and 8)

PUC Pipeline Job

SAN FRANCISCO — The City's Public Utilities Commission called for bids yesterday on a pipeline job that is part of the Water Department program for bringing mountain water directly into San Francisco and northern Peninsula communities.

Estimated cost of the contract to lay the 3.5 miles of 60-inch pipeline between the intersections of Bellevue and Pepper Avenues in Hillsborough and Broadway and Meadow Glen Avenue in Millbrae is about \$2.4 million, according to Arthur H. Frye, Jr., Water Department General Manager.

Award of a \$1,030,100 contract to The Lowrie Paving Co. for

additional expansion of the terminal aircraft apron and relocation of Taxiway B at San Francisco International Airport was authorized yesterday by the PUC by the City's Public Utilities Commission.

"This contract," said Airport General Manager George F. Hansen, "will complete our goal of providing taxiway access to all portions of the present terminal areas as well as to the proposed North Terminal.

"It is the second such contract award and will include the area northwesterly from Pier B. Both projects will give us full capability of accommodating the Boeing 747 and other forthcoming 'super jetliners' to all portions of the terminal area."

Groundbreaking For Presbyterian Hospital Project

SAN FRANCISCO—U.S. Health, Education & Welfare Secretary Robert H. Finch was in San Francisco Friday afternoon for the groundbreaking of the new \$15 million-plus Presbyterian Hospital of Pacific Medical Center.

Architects for the eight-story, 311-bed facility, to rise on a site between Clay and Sacramento Sts. on Buchanan are Stone, Marraccini & Patterson. Contractor is Perini Corp.

The hospital has been granted \$5.5 million in state and federal Hill-Harris funds and remaining monies will come from a long-term loan combined with the hospital's own resources and private contributions.

By KEN ERWIN

Union Finds "Admiral" Is Unresponsive

The chief executive of the construction union that placed some 300 pickets around the Concord office of Congressman Jerome Waldie congratulated the California Democrat on "turning the real issues around 180 degrees."

Business Manager Al Clem, head of the 35,000 member heavy construction union — Operating Engineers Local Union No. 3 — said today that Congressman Waldie had made the issue one of "jobs or ecology" when the real issue had been one of "destruction or flood control."

"The primary purpose in picketing Jerry in the first place was to point out that the lack of flood control on California's wild rivers—the Klamath, Trinity and Eel—had and would continue to result in millions of dollars in flood damages and billions of gallons of wasted water unless those dams that had been programmed in over forty years of engineering study were to continue in planning and eventual construction," said Clem.

Clem pointed out that in 1964 alone there was \$195 million in flood damages in Northern California and that without the relief afforded by the major dams built in the past few years, last year's heavy rainfall would have resulted in total disaster.

"As it was," said the union leader, "nine counties were declared disaster areas and untold millions of dollars in property and natural resources were washed away."

Pointing out that Congressman Waldie in a meeting with union officials had stated flatly that his sole aim in introducing his amendment to the National Wild and Scenic Rivers Act of 1968 was to block the State Water Plan and "stop a single drop of water from going to Southern California" and to retain a privilege sanctuary for the "Sierra Club, Trout Unlimited and the Committee for Two Million and the some thirty conservation groups supporting them," Clem said he could hardly see anything altruistic in self-serving the few at the expense of the millions who sought water and recreation along with flood control.

"Of course, we would all like to join with Jerry in turning back the clock when people were few and birds were many, but then without "wild river" water and early dams and flood control Congressman Waldie's Contra Costa District would still be salt marshes and he would have to pass an amendment giving the Killdeers the vote," said Clem.

Clem, a Seventh Vice President of the International Union of Operating Engineers, also said that unions must begin to view with seriousness the new conservation aristocracy and their handmaiden—the seduced politician.

Brown Pulls Out on Ploy To Halt Water

Two international vice presidents of major labor unions with widely differing occupational skills had high praise today for the responsiveness and consideration of Congressman George Brown of Southern California.

Al Clem, Business Manager of Local Union No. 3 and Seventh Vice President of the parent International Union of Operating Engineers said that Brown's quick and honest response to the union's recent complaint about blanket legislation stopping the flood control projects on California's three wild rivers, the Klamath Eel and Trinity, was "forthright and immediate."

"After carefully reconsidering the amendment that would set the California Water Project back some forty years," said Clem, "Congressman Brown has asked Congressman Wayne Aspinwall (Dem.-Colo.), Chairman of the Committee on Interior and Insular Affairs to withdraw his co-sponsorship of the bill."

Clem said that Congressman Brown's action was a far cry from that of the bill's sponsor, Congressman Jerome Waldie, whose adamant stand was simply "not a drop of water for Southern California and save Northern California for the conservation aristocracy!"

"This, despite the untold hardships, destruction and water waste that will continue in Northern California until adequate flood control relieves the taxpayer of the millions of dollars in damages that result almost yearly from the lack of proper utilization of our natural resources."

Operating Engineers and the Seafarers International Union recently placed some 300 pickets around the Concord, California office of Congressman Waldie and met in an hour-long discussion with the lawmaker. The unions said they were unable to make any headway with the congressman and that Waldie was singularly dedicated to

(See 'WALDIEISM', Page 8)

HE UNDERSTOOD!



CONGRESSMAN BROWN



Collectively

Speaking

with Al Clem

The month of April was an extremely busy one. We had several jurisdictional disputes which we were able to resolve to the satisfaction of the members of Local 3, and in addition to this we attended the General Membership Meeting in the State of Hawaii, Oahu and Hilo.

While we were in Honolulu we started negotiations on the Hawaii Agreement which is only open for wages and fringe benefits this year.

Due to the fact that the Joint Apprenticeship Committee recently reduced the number of hours to 4,000 to finish the program, it was necessary for us to enter into negotiations to make an adjustment in the apprentices wage scale.

After holding a series of meetings, we reached a tentative agreement which the Employers have agreed to submit to their group and inasmuch as it only affects those people who are not yet members of the Union, it will be submitted to the Executive Board for their approval.

Both the meetings in Honolulu and Hilo were well attended and as there is considerable work on the big island there were many questions asked and answers had to be furnished.

During the month of April there was a joint committee of Employers and representatives of the Union who attended the Legislative Conference in Washington, D.C. It was here that we called on many of the government officials pointing out to them the necessity of more work opportunities to be made in Local 3. Many of them gave us a sympathetic ear but it was not only there but back home where we began to hear more of this word "ecology."

It is beyond our comprehension to understand the thinking of some of the politicians and the bird-watchers, for the politicians are advocating no more dams be built in Northern California claiming that it would spoil the recreation areas.

I am assuming that they were not worried about the workers who lose their homes in times of excessive floods. I wonder if they really know where the best recreation areas are in California now. It is my considered opinion that they are around the man-made lakes in Northern California.

I would suggest to the birdwatchers that if they want to get into the real wilderness and rough it, that there must be a place above the Arctic Circle where they may go. What if the pioneers and our forefathers who came before us took the same stand as some of the politicians and these do-gooders do today? These Western States would have been inhabited by jackrabbits and coyotes if these improvements such as the dams and the flood control projects had not been built.

On May 6, 7, 8 and 9, I attended the Western Conference of Operating Engineers which was held in Seattle, Washington. The conference was well attended and since we have reverted to the workshop concept at the conference, we find that they are very informative and extremely interesting. There was a whole series of subjects discussed dealing with transfers of employees, discussion of the Rock, Sand and Gravel Agreements, Mining Agreements and the jurisdictional problems and the problems confronting the surveying industry, as well as scrap yards, shipyards and welders.

These exchanges of ideas enables us to work toward uniform working conditions throughout the Western United States. There are now 13 states affiliated with the Western Conference.

While the work picture in some of the other areas is brighter than that in the jurisdiction of Local 3, it is still nothing to brag about.

Again, we ask of you and your families to study the voting record of the Congressmen and Senators in your district and when November comes, not only vote for those who are friends of organized labor, which doesn't necessarily mean some of those so-called intellectuals, but vote for the people who have proven themselves to be friends of the working men and women.

May we remind you once again that the weather is excellent now at Rancho Murieta and we hear nothing but favorable reports about the camp, so we urge all of you who are desirous of improving your skills to make an effort to attend our training center for a period of time.

Inasmuch as the Nevada AGC Agreement expires in June, we will enter into negotiations there. We have already sent cards to many of the brothers in Nevada trying to ascertain what they wish to be in the contract so we will keep the Nevada brothers informed as to the progress made from time to time. Local 12's contract in Southern Nevada is open for negotiations so this could be rather interesting negotiations.

\$3 Million Allocation Now Out For Yuba-Sutter Highway Work

By HAROLD HUSTON
District Representative
and Auditor

THREE MILLION FOR YUBA SUTTER HIGHWAYS

The Marysville District is presently receiving April showers which we hope will come and go. Most of the contractors were starting to open up their work which means jobs for our brother engineers. Again may I take this opportunity to express our appreciation to all the brothers who have been waiting so patiently for a job. Nothing would make us happier than to see every brother engineer working!!

We are very sorry our good Business Manager and International Vice President Brother Al Clem was unable to attend the District Meeting held in Marysville on April 2, 1970. We know with his heavy schedule of union business it is impossible for him to attend every meeting. However, we want to express to the 150 brothers who did attend a hearty thanks. For all the brothers who did not attend we urge you to make it your responsibility to mark your calendar now to attend the next District Meeting to be held in Oroville on July 23, 1970.

On Saturday, April 4, 1970 we met with all the brothers of Tenco Tractor Company who work in their shops at Sacramento and Marysville. This meeting was held at Roseville to personally discuss with them our forthcoming negotiations with this employer. We appreciate the constructive suggestions that were given to us, and at the present time we are putting the proposals together and hope to commence negotiations immediately. The representatives of both the Sacramento and Marysville Districts thank all of you who attended this special called meeting. The large attendance and many suggestions tell us how proud you are of Operating Engineers Local Union No. 3.

THREE MILLION FOR YUBA SUTTER HIGHWAYS—The State Highway Commission has allocated \$2.1 million in funds for the construction of a freeway on Highway 65 from South Beale Road to the intersection with Highway 70 freeway at Olivehurst. The allocations will be included in the 1970-71 state highway budget for construction and right of way, which allows a total of nearly \$3 million for Yuba and Sutter Counties.

The total cost of the freeway to be located on the west side of the existing Highway 65 is estimated at \$3.8 million, but the balance of the project is to be budgeted in 1971-72 by the highway commission. Project specifications call for a temporary connecting highway at the south end of the freeway section and interchanges at Forty Mile and McGowan Roads. In connection with the freeway project, the commission has authorized \$325,000 for additional right of way purchases on already approved routes. A majority of those funds will go for acquisition of right of way on Highway 65.

The commission has approved final funding for the extension of Hwy. 99 freeway north from Colusa Avenue in Yuba City to Lomo Crossing. Allocated was \$417,000 which is the balance of the \$3.4 million project budgeted for this fiscal year and which is presently under construction. It is the first link of freeway construction north from Yuba City to the Butte County line. The initial phase included interchanges at Queens Avenue and Eager Road.

SUPERVISORS RECEIVE BUTTE HOUSE BID—The County of Sutter received bids below the engineer's estimate on the reconstruction of Butte House Road from Onstott Road west about 3/4 of a mile. The Board of Supervisors referred the four bids to Public Works Director Milton Skaggs for review and a recommendation soon. The bids on the project included Baldwin Contracting Co., Inc. of Marysville, \$61,699; A. Teichert and Son, Inc. of Yuba City, \$61,840; M. L. Dubach, Inc. of Davis, \$75,360; and J. F. Shea Co. of Redding, \$107,292.

BALDWIN—LOW BIDDER—Baldwin Co. of Marysville is low bidder on three road construction projects, according to the Marysville office of the State Division of Highways. Baldwin submitted a bid of \$311,403.90 for replacement of the Prize Bridge on Grimes-Arbuckle Road, six miles west of Grimes. The new concrete structure will be 32 feet wide and changes in the levees along the Colusa Basin Drainage Canal make it possible for a shorter bridge. The existing bridge will remain in use until the new one is ready for traffic. Work will take about eight months, according to officials. Baldwin also submitted a low bid of \$27,475.50 to construct left turn lanes on Hwy. 70 about 10 miles south of Oroville in Butte County. The project is to improve traffic movements at Cox Lane and at the Oroville-Gridley Highway junction at Robinson's Corners.

The other low bid submitted by Baldwin was for \$16,988.10 for widening and curve realignment on Hwy. 113 about eight miles north of Woodland. The last two jobs referred here should get underway in the next few days and should require about six weeks to complete.

BALDWIN GETS STREET WORK—Baldwin has been the winner of several area contracts

in the past few weeks. Recently they were the low bidder on a street improvement project in East Marysville that includes the extension of 22nd Street easterly to Hwy. 20. Baldwin's bid of \$194,857 was the lowest of three submitted. It was barely lower than the bid of Teichert and Son. Teichert bid \$195,807 on the job, and J. F. Shea of Redding submitted a bid of \$241,736. The city was prepared to authorize a bond issue to finance the improvement district, but the unexpected low bids required a recalculation of assessments. The engineer's estimate on the job was \$223,411.

DEER CREEK RESUMES—Flagmen will interrupt traffic briefly for paving operations on Route 32 (Deer Creek Highway) north of Chico beginning shortly. Reconstruction of a nine-mile section south of Forest Ranch by the State Division of Highways has been resumed, following winter shutdown. Construction is more than 80 per cent complete. The roadway is widened and sections of it are realigned. About 50 short turnouts have been provided for parking along the route affording motorists views of the valley areas in the foothills of Butte County. When this project is finished sometime this summer travelers will have an improved road from Chico to Lomo at the Tehama County line.

OROVILLE LAKE ACCESS ROADS—The measure by Assemblyman Ray E. Johnson, from Butte County to appropriate \$1.5 million for construction of access roads and install utilities over privately owned land into the Bidwell Bar and Kelly Ridge areas of the Oroville Reservoir State Recreation Area has cleared its first legislative hurdle. The Bill, AB863, was recently approved by the Assembly Natural Resources and Conservation Committee and sent to Assembly Ways and Means Committee.

Roads to the recreational areas would go through property bought by the Southern California Financial Corp. Although Assemblyman Johnson did not identify the land owner by name, the assemblyman said the firm would share in the cost of the road construction—about 40 per cent.

Johnson said that otherwise the state would be expected to pay the full cost, if they went around the private property. In exchange the state would aid (See ACCESS ROADS, Page 3)

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Seek Access Roads

(Continued from Page 2)

the developer to open up the property which is planned for a subdivision. A brief controversy was touched off last winter when Assemblyman Jess Unruh charged the transaction had the effect of subsidizing the corporations development with tax money. Assembly Speaker Robert T. Monagan rejected Unruh's request for a legislative investigation. He based his decision on the report of analyst A. Alan Post who said "the state's interest if presently being protected."

DAM POPPIES FIZZLE—The anticipated bloom of California poppies across the upper face of the Oroville Dam will not materialize this spring. It was expected that 40 million of the flowers would appear, but apparently some type of blight has affected the growth, especially in the upper 10 feet. Officials of the State department of Water Resources are investigating in an attempt to discover what happened to prevent the blooming which should be well under way by now. The top 30 feet of the dam was planted by helicopter last November 1st following a month's long campaign to raise funds for the project. The Hughes Aircraft Company donated the use of a helicopter and the Ferry-Morse Seed Co. provided the seed at cost. Several thousand persons donated pennies, dimes and quarters, as well as some larger amounts to foot the bill. Agriculture officials are helpful that more of the flowers will come out in bloom. At present there are only a few forlorn clumps of them partially hidden in the rocky face of the dam. It is hoped the blight will be temporary and that the majority of the plants will bear blossoms next spring.

The Oroville area is not without an abundance of wild flowers, however. Atop Table Mountain, on the outskirts of the city, several thousand acres of varicolored flowers extend for several miles across the lava cap. Hundreds of visitors have been driving to the top of mountain each week to view the spectacular panorama.

CHICO STATE JOB—Two Sacramento firms have been awarded construction contracts at Chico State College. The office of Architecture and Construction awarded a \$2,056,071 contract to Continental Heller Corp. to build a three story applied arts building.

A \$544,798 job sent to Paul R. Christman to develop the college's farm area south of Chico and Hegan Lane. This project will include construction of a meat laboratory, cattle fattening barn, greenhouse and other facilities.

CAREER DAY AT LIVE OAK HIGH SCHOOL—During the past month I was requested to speak to the students at Live Oak High School. I appreciate this opportunity in behalf of the Operating Engineers Local Union No. 3 and felt we should put the following letter in the Engineers Newspaper, which we received from Scott Berry, Student Body President and Pam Martindale, Student Body Secretary.

"Dear Mr. Huston. On behalf of the Live Oak High School Student Body, we would like to extend our thanks for your participation in our recent "Career Day." I think that I can safely say that the time and effort

that you took with your presentation played a large part in the success of our program. One of the remarks repeated most often by the students was "I wish that I could have attended more classes." Such enthusiastic response must have been prompted by the fact that the lectures were interesting, inspiring, and realistic. The personal experiences shared by the speakers enabled the students to gain an understanding of the rewards and problems of various careers.

Thank you again for your participation. Your enthusiastic efforts will be remembered by students and faculty alike."

By **DAN SENECHAL**
Business Representative

WEST SIDE NEWS—Unseasonal weather came at a most inopportune time for area contractors, especially the muck haulers. Hughes and Ladd project on Highway 70 has been cancelled for the last three months, now when they can move in to start moving muck again the rains hit again. A freakish storm dropped temperatures and the snow line to about 2000 feet.

Local contractor Baldwin has thirty days in which to construct left turns storage lanes on Highway 70 at Cox Lane. Baldwin's bid was \$27,475.50. Good luck!

The mountain areas are waiting to commence work, but weather is still the big factor. Technical Enterprises is ready and willing to start their portion of work on the new Junior College at Quincy. Technical Enterprises is responsible for the structures. McGuire & Hester, a bay area firm, will move the dirt on this project which the bid for was for \$551,000.

Pacific Excavators of Alameda has begun construction on the Gold Valley Road across from the entrance to the Union Flat campground north of Downieville on Highway 49, the Forest Service project will be 6.67 miles long with 1200 feet of paving on the roadside and campground entrance. Chippers are being used to clear brush from the right ways. After the pioneers cats cut their way around the steep country. The road is only 18 feet wide and when the forest service says 18 feet that is what they mean. If a tree should be scratched and bruised a tree surgeon must be called in to perform his talents. This job will be a cat and can show because of the restricted right of way. They total cost of the project is over \$300,000.

COPE Says Yes

PROPOSITION 1, to authorize a \$246 million bond issue for statewide health science facilities at the University of California—Vote "YES."

PROPOSITION 2, to streamline Article XI of the State Constitution dealing with local government—Vote "YES."

PROPOSITION 3, to revise Article XII of the State Constitution dealing with public utilities—Vote "YES."

PROPOSITION 4, to repeal provisions in the State Constitution dealing with state institutions in public buildings and transfer provisions relating to convict labor from Article X to Article XX—Vote "YES."

PROPOSITION 5, to amend article XVIII and Article XXIV relating to amending and revising the constitution, and to civil service—Vote "YES."

(More on Page 15)



OPERATING ENGINEERS Local Union No. 3 offer their support to Sacramento County Sheriff John Mysterly who faces a tough campaign in upcoming elections. From left to right are Bob Mayfield, District Rep; Sheriff Mysterly, Clem Hoover, Apprentice Coordi-

nator, Don Moran, Dispatcher and BA's Marty Cooperder, Al Dalton and Al Swan. A good friend of Local 3, Sheriff Mysterly needs the voting support of all members and their families in Sacramento County.

Capitol Brothers Back Mysterly; Poll For New Sacramento Office

By **ROBERT E. MAYFIELD**,
District Representative

SACRAMENTO HAS A NEW DISTRICT OFFICE — Located at 8580 Elder Creek Road in Sacramento, the new office was officially opened for business to the membership of Local 3 on April 6, 1970.

A poll was taken of the membership in the area and the voting results for the new location was overwhelming.

Your Business Manager & International Vice President, Al Clem, your officers and the entire Staff of the Sacramento Office wish to take this opportunity to welcome you to this new office, the more complete and modern facilities plus more than ample parking spaces are certain to expedite dispatching procedures and all other business that is conducted in a District Office.

We also have a new list of telephone numbers, so make a note of them. The new numbers are as follows: Area Code 916-383-8480, 383-3481, and 383-8482.

Work in the Sacramento Area at this writing is just starting to break as we have had an exceptionally dry Spring. In the past month this office has had at least a half dozen pre-job conferences for work recently let. Hopefully as a result in the coming weeks the work picture should become fairly good. As everyone knows the past couple of years in this area haven't

been the greatest, and some good work seasons are badly needed for this area.

Work in the mountain areas should be much better this year than it has for some time. Granite Construction and a host of other contractors are just starting in the Penn Valley area. This is a Boise Cascade Project and will include quite a large dam, a new golf course and will in fact be a new large settlement and a nice community. In addition to the \$132 million dollars that was recently released for State Highway work, Sierra and Nevada counties are earmarked for several stretches of new road.

A recent low bid of \$44 million dollars for more work at Rancho Seco Power Plant by the Sacramento Municipal Utilities District, (S.M.U.D.) was rejected. However, in talking to S.M.U.D. officials it is likely that this huge project will proceed on or near schedule as they are in the process of negotiating this same work at present and do hope to reach agreement shortly with a large combine.

I would urge everyone to gear their thinking about Politics and the upcoming elections that are only a short distance away. We as labor people have to unify our thoughts and all vote in the same way. Everyone should analyze the last three years and come to some kind of conclusion concerning our future.

Vote for the people who will and have supported Labor and vote against those who have not supported our Unions.

In closing I would like to remind everyone to come in and give blood to our Sacramento Blood Bank as several serious operations have drained our Blood bank to almost nothing. When donating blood be sure to donate in the name of the Operating Engineers No 3. Just remember the next time blood is needed it could be you or a member of your family.

By **KEN ALLEN**
Business Representative

UNDERGROUND CANAL JOBS—This year the big work started with the underground crews. Teichert & Son have a major sewer job in Citrus Heights. They are working approximately 15 brothers. Frontier, Granite and Geremia are all working on the relocation of Under-Ground service in the Highway 50 right of way.

Syblon Reid has started on their canal job with Brother Jim Hamilton Foreman, and Dick Hick, Job Steward.

Teichert has started its portion of Highway 50, this will be mostly an import job so there will not be too many of the brothers working on this job; they expect about 12 at the peak of the job.

We expect Guy F. Atkinson to get started any day now.

(Continued on Page Four)



NEW SACRAMENTO OFFICE of Local Union 3 above offers more space both inside and out and was overwhelmingly approved by

members in that area. Address of the new office is 8530 Elder Creek Road.

Tight Money Slows Oakland Construction

By ALEX CELLINI

Equipment Dealers, Scrapyards, Plants and Quarries — The Equipment Dealers are again on the move. Machinery Distribution Company has called their full crew back to work. Peterson Tractor has put a second shift on in their Engine and Transmission Department. Nixon-Eglihas also added a brother to their payroll. So things look a little brighter for our Equipment Dealers in the area.

Scrap Iron Industry business is doing very well at this time. One of the figuring factors for this is the price of scrap is high now and it is bringing more sellers into the area, which in turn, makes more work for our Brothers in the yards.

The Industry Plants and Shops are doing alright at this time except one. Pacific States Steel has kept a good number of our Brothers working, but at the present time the plant is on a one-furnace operation which will slow things down for a short time.

The Rock, Sand and Gravel Industry has again dropped into somewhat of a slump, with the home building down and B.A.R.T. projects nearing completion, as far as their requirements for the material that the quarries have been supplying for these purposes. These factors make the work picture in the Rock, Sand and Gravel Industry just a bit dreary.

By HERMAN EPPLER

Eastern Contra Costa — Work in this area is being effected with many other areas in the country, by the tight money problem. The cut in federal and state spending is having its effect on the contractors as well as working people. Several of the big jobs are coming to an end now and the employer hasn't got any place to put the equipment on new projects.

It's a bad time of the year whenever a project comes to an end and the company doesn't have another project to send its employees to. Result-

ing in the loss of good employees to other companies.

The Gordon H. Ball Company at Orinda has just completed the freeway Highway 24 through that area which makes room for the B.A.R.T. trains between the traffic. Some of the brothers on this job have gone to work for Peter Kiewit which has the next section through Lafayette on Kiewit's job. They are putting down the subgrade at this time and all traffic is detoured onto the West bound lanes. They have about 25 brothers on the subgrade and a total of 40 engineers on the project. Bigge has a couple of big cranes on the B.A.R.T. portion of this job, to set pre-cast beams for some of the longer spans.

Dravo has finished the big concrete pour in both tunnels located at Orinda. Now they will put in the rails for the B.A.R.T. system. They will use their main crew which is laying rail in Oakland. This operation moves fast with the new type of equipment.

There is a new subdivision starting in Martinez and it will be located on top of a hill south of Highway 4. Independent Construction is moving the dirt for this project which will be about 300,000 yards of cut and fills.

Work is as tight as the money in the area. Brothers don't quit one job looking for another at this time.

By PAT SHANKLIN

Upper West Contra Costa County—Thousands of people visit northern California each year. The San Francisco Bay Area leaves a different impression on each person, but all agree that it is forever changing and wonder if the growth and development will ever be complete—chances are it won't.

San Franciscans and their neighbors are forever doing something with their bay. Almost from the moment of its discovery, November 2, 1769, just over 200 years ago, they have been surveying, sampling, filling, dredging, diking, drain-

ing and developing it. They have built cities around it, bridges over it, and at least one island in the middle of it.

People in the Bay Area are continually bragging and in all fairness San Francisco Bay is something to brag about. No bay in the world is more beautiful. On a clear evening, the cities and hills encircling the bay, glitter and pulse with light and anyone who sees it is indeed impressed.

Scenery, however, is but one aspect of Northern California's great threshold on the world. The San Francisco Bay Area today is a vast human galaxy of 4½ million residents, overflowing the limits of more than 50 towns and cities in nine counties. Population is expected to double by 1990 and should

be about 15 million by the year 2020.

The bay's dimensions are equally vast. The great basin extends over an area of 422 square miles. It is nourished by many rivers and creeks, bounded by 300 miles of shoreline, and contains an estimated two trillion gallons of water at high time. No river on earth can match the bay in motion. Tidal current through the Golden Gate can reach a peak of 10 million cubic feet a second, half again the flow of that giant among giants, the Amazon.

What San Franciscans call "The Bay" is in reality eight bays — San Pablo, Suisun, Grizzly, Honker, Richardson, San Rafael, San Leandro and San Francisco Bay proper

joined together by a score of channels, dotted by islands, and cross-stitched by ten bridges.

More than a dozen bay cities share an annual traffic through the Golden Gate of some 12,000 ships and 33,000,000 tons of commercial cargo. Add military cargo to that total and San Francisco Bay as a whole ranks as the nation's third busiest port, topped only by New York and New Orleans.

The predictions of growth and development in the San Francisco Bay Area indicate that there is still a vast amount of construction work to be done. This sounds good for the Operating Engineers

(Continued on Page 11)



LAST BUCKET of concrete for Bush Creek Dam, the last dam in the link that completes the Sacramento Municipal Utilities District Upper American River Project was launched with a bottle of champagne by Mrs. H. G. Gustafson. Fifteen months of diligent labor was required to complete the structure and Dravo Corp., the prime contractor, is now putting the finishing touches on a tunnel and

intake structure that will complete the project. Local 3 members on the project include C. Comer, J. Scott, H. Sander, R. Pritchard, A. Denning, D. Timmons, J. Halkyard, W. Hepp, J. Killion, T. Braaten, D. Dalton, K. Fossum, W. Reynolds, D. Sutterfield, R. Colby, P. Downey, J. Kakuk, J. Williams, J. Steward, G. Cheatum, H. Virgo, J. Goz, J. Ball and D. Davis.

SOCIAL SECURITY

Aids Young Students

Half a million 18-to 22-year-old students are learning that you don't have to be 65 before you can count on social security. Some of them live right here in San Francisco.

In the upcoming school year, benefits to these young people will amount to more than the scholarships at all colleges and universities, Mr. J. Leland Embrey, San Francisco district manager for social security noted today.

Some 500,000 students, he said, will get \$490,000,000 in monthly benefits because of social security contributions paid over the years by a parent who is now disabled, retired, or dead. That's an average of almost \$1,000 per eligible student. Their parents earned the protection for them.

Explained Mr. Embrey, "The social security law was changed four years ago to continue a child's social security benefits past age 18 if he or she is attending school full time. Students who qualify if they stay in school and remain unmarried."

Even if the student works part-time or during the summer, he gets all his benefits if he earns \$1,680 or less for the year, Mr. Embrey pointed out. If his earnings exceed that, some or all benefits will not be payable, depending on how steadily he works and how much he makes.

About 41,800 young people in California are receiving these monthly benefits.

Mrs. Embrey noted that a 1967 change in the conditions under which payments can be made to the children of women workers made about 175,000 more young people eligible for payments. A large number of those made eligible are students.

Young people who feel they might qualify for benefits on the record of a retired, disabled, or deceased parent ought to check with the social security office, Mr. Embrey suggested.

"Don't guess at the answer. Tell us the details and let us give you the right answer. Maybe we can help with your education expenses," he said.

SACRAMENTO REPORT

New Mexican-American Center Set

(Continued from Page 3)

By MARTIN COORPENDER
Business Representative

SURVEYS — Good weather and clear sailing ahead with all the survey firms in Sacramento and the hills are getting their crews together and ready to go. Some are going full blast already and others are recalling last year's employees.

Make sure you have a recall slip filled out and get a termination slip when you leave, also make sure you have a dispatch in your pocket or truck at all times, as they will be checked and if you don't have one get into the hall and get a new one, with a letter of request, or look to be pulled off the job.

**VOTE a big YES
On Proposition 7**

By ALAN SWAN,
Business Representative

WEST OF 99 AND NORTH OF HIGHWAY 80—With all of this good weather, most of the companies have started up their dirt spreads, and this is giving the Owner-Operators an opportunity to get back to work on all the smaller jobs.

The State Division of Highways have announced completion of the design plans for realignment of California 65 between Lincoln and the Andora Underpass north of Roseville. Approximately \$1,900,000 was allocated for the job.

Planned for the new alignment is a 5.5 mile section of two-lane 40 foot wide roadway which can ultimately be expanded to an eight lane freeway. The project will also include about one mile of temporary connections, and 1.3

miles of reconstructed existing highway.

In the downtown area, Plaza De Las Flores Corporation, is planning a \$4.2 million Mexican-American center. Part of the project will be a 75-unit, high-rise housing facility, catering to the elderly. It will take up about 72,000 square feet. Some 60,000 square feet will be for small shops and businesses, including Arts and Crafts, restaurants and office spaces.

The center will be located on the block bounded by 5th, 6th, I and J Streets, just East of the new Chinatown now rising. Completion is slated for May 5, 1971, the anniversary of Mexican Independence.

Down at Grand Island, Granite-Stolte is running three shifts supplying materials for their job in Stockton. This job is keeping a number of our brothers employed.

On The Safety Side



By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY

This is the second and final column of a two-part summary in the Stanford University - Operating Engineers Local Union No. 3 study on the safety environment in the construction industry. Authored by Lance William deStwolinski, the study was distributed by the Construction Institute of the Department of Civil Engineering. We believe the study has made a unique and important contribution to the future success of safety in the construction industry.

3. WORKER CHARACTERISTICS.

One of the points most often neglected in accident prevention is man himself. What attitudes, beliefs, and impressions do workers have that might give clues to their susceptibility to accidents? In order to probe this problem, a number of questions concerned the employee's attitudes toward his job, his fellow workers, his foreman, job management, and the industry in general

a. Risk Taking and Minor Injuries. The first significant findings came in response to the question "Is taking risks a part of the job?" and "Are minor injuries on the job part of the job?" To both questions, more than 40 percent of the workers feel, either strongly or somewhat, that risk taking and minor injuries are characteristic of the work environment. This became of even greater significance when coupled with the discovery that a significantly higher percentage of those having lost time or minor accidents feel that risk taking and minor accidents are a part of the job than those who have not had a lost time accident in the last five years or a minor accident in the last year.

It must be acknowledged that some degree of risk taking is an everyday fact in construction because of the nature of the work. But the attitude toward it is all-important. One viewpoint is that because there is a hazard, the worker should be alert, on guard, and prepared to take any necessary action. The other is a more or less passive attitude of accepting what comes. It is this difference in thinking that is measured by the question, "Is risk an expected part of the job?" The findings here indicate that if, through proper education and supervision the industry could change this attitude toward risk taking, accidents could be substantially reduced.

b. Accident/Non-Accident Characteristics of Workers. Through statistical analysis it is possible to correlate the answers to certain questions with human attitudes and behavior characteristics. One such technique, known as multiple discriminant analysis, was used to see if there were significant differences in the answers supplied by individuals having lost time accidents and those not having them. Through this type of analysis it was found that the answers to the questions about one's job, his fellow workers, his foreman, job management and the industry in general could be used to predict a workman's accident experience.

The analysis indicated that the answers to ten questions were significant in classifying the men into "accident" and "non-accident" groups.

The questions, reworded into statements which represent the attitudes that were more prevalent in the accident group, and listed in the order of significance, are as follows:

1. My foreman believes very strongly that minor accidents are a part of the job.
2. My job management does not know its job well.
3. I would like to have a very strong opportunity for a good family life.
4. My co-workers are boring.
5. My job management does not praise good work.
6. I believe very strongly that risk taking is a part of the job.
7. My co-workers are not safety minded.
8. My foreman is stubborn.
9. I have worked only a few years in my present job classification.
10. I would like a strong say in making decisions as to how the work is to be done.

The results of the analysis showed that, using the answers to the questions in a mathematical formula, workmen that had had a lost time accident in the last five years could be correctly classified in 63% of the cases.

Based on the results just outlined, it is claimed that the questionnaire approach can be used to predict future accident expectations by having each individual complete a questionnaire prepared for his trade or other such grouping to determine whether a man tended strongly toward the accident or non-accident group. If he seemed disposed toward the former, it would give one a basis, along with personal judgment, to insist on further education in safety or to justify placing him in a position where his actions would not create a hazard for himself or for others.

It should be clearly understood that the procedure given above cannot and must not be used to support the claim that a particular individual is accident prone or is going to have an accident. The only thing that is certain is that, based on a statistically reliable sample of the members of the Operating Engineers Local Union No. 3, there is a 63 percent chance that the individual who is classified in the accident group has had one or more lost time accidents in the last five years. On this basis, along with the similar correlation that exists with minor injuries, there is a sound basis from which to conclude that the individual classified within the lost time accident group has the greater possibility of having lost time and minor accidents in the future.

c. Change to a different job. Another question asked: "If you" (See More SAFETY, Page 6)

Fresno's Industrial Look-Go!

By CLAUDE ODOM, JERRY BENNETT and BOB MERRIOTT

INDUSTRIAL FACILITIES WILL BE BUILT — There will be a warehouse-light industrial park built between Home Avenue and McKinley Avenue, bounded by Maple Avenue and Barton Avenue.

Construction of the first phase of the seven acre plant is scheduled to get underway within 60 days.

Each structure, with moveable partitions, will permit accommodation of one or many tenants. In addition private office space and telephone answering and accounting services will be provided in the center's central office facility. The space available to tenants will range from 1,000 to 100,000 square feet. All utilities will be underground and paved parking will be provided.

The developers said the first structures will be built on speculation. "The need is already in existence for modern warehouse facilities."

Increased use for air freight and the proposed Freeway 168 has prompted the formation of the development company to build the \$1 million warehouse-light industrial complex between downtown Fresno and the Fresno Air Terminal. The first phase of the complex will be completed this year.

SHOPPING CENTER START IS SLATED—Construction of a new shopping center in the 2200 block area of West Shaw Avenue, just west of the Thriftmart shopping complex, is scheduled to get under way by early summer.

To be called Picadilly Square, the center will offer a new architectural concept in a shopping facility.

Rather than a single building, it will be a series of structures connected by covered walkways. Each building will have its own roofline varying from flat to mansard to sharp hip roofs.

Tenants announced thus far include a theatre and restaurant. The theatre will be the 350 seat Jerry Lewis Cinema, the first San Joaquin Valley venture for the new Los Angeles headquartered theater chain bearing the name of actor Jerry Lewis.

The restaurant will be Pardini's, owned by Albert M. Pardini who also operate Pardini's on Clovis Avenue near Kings Canyon Road.

Other facilities will include a liquor store, drug store, junior miss shop, men's store, ice cream parlor, art gallery, wig shop, barber and beauty shops and coffee shop.

MOTOR INN BUILDING START NEARS — Construction of the Howard Johnson Motor Lodge and Restaurant on Blackstone Avenue at Griffith Way extended, just south of the White Front Store, will get under way soon.

Bids were opened April 2 for millwork, heating, air conditioning and accessories were "competitive."

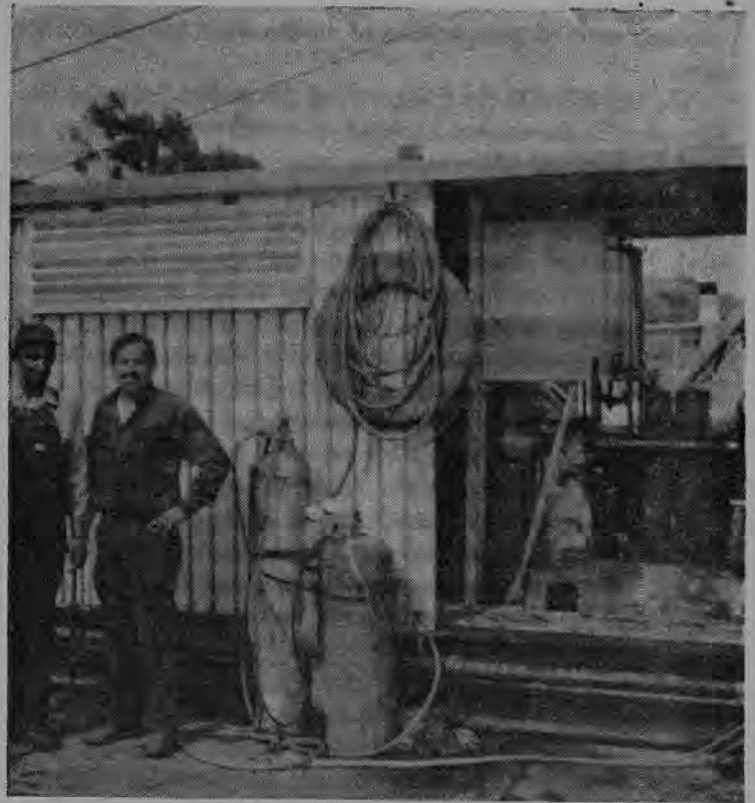
The bids, many from Fresno area contractors, have been taken under advisement, the spokesman said.

Howard Johnson, one of the nation's largest motor lodge (See More FRESNO, Page 10)

Dredging



By GUY JONES



WEST COAST DREDGE Yuba No. 1 is currently working the San Rafael Yacht Harbor and (l. to r.) Brothers Floyd Cryts, Sr., leverman; and Harry Ryner, Chief Engineer for WCD pose for a picture on the job above.

Utah Dredging still going strong on their job in Oakland at the foot of 7th Street. They are using dredge, "San Mateo" on this job. This is a short job and will be winding up soon.

United Sand and Gravel have sold their dredge, "Sandpiper", and all the equipment that goes with the dredging business to Peter Kiewit. The "Sandpiper" will be used on Pier 95 job in San Francisco.

San Francisco dredge, "No. 4" is still working all around the waterfront in San Francisco and still working two shifts.

Hydraulic Dredging have their dredge "Papoose" and "Rogue", tied up in their Pittsburg Yard . . . No work.

Olympian Dredging are going three shifts on their Oakland Airport job. This job being worked with dredges, "Neptune" and "Monarch."

Western Pacific dredge, "Polhemus," is tied up for repairs at this report.

Dutra Dredging keeping busy throughout the months up and down the Delta.

Leslie Salt Company has continually worked to keep its levees ahead of the stormy weather, so its crews are not hard pressed at this time.

Pioneer Shell Dredging of Redwood City are working year around on their shell contract for Ideal Cement.

Manson General Dredging are working like beavers, securing permits and equipment for their Tracy job. They will be going full speed within the next six weeks.

Ideal Cement also very busy in Redwood City.

West Coast Dredging have been very busy with dredge "Sandstorm" on their Suisun Bay job. This job will be finished by the time this paper comes out.

West Coast Dredge, "Yuba No. 1" is working at San Rafael Yacht Harbor. There will be about two month's work on this project.

Smith-Rice Dredge "No. 14",

is keeping one crew busy on small jobs around the bay.

Great Lakes dredge "Boston," tied up at the Alameda Yard at this writing and keeping a small stand by crew.

THE SUPER RICH — Rich people pose a much larger threat to our environment than poor people. This is the opinion of Jean Mayer, professor of nutrition at Harvard University and Presidential adviser on hunger.

"Rich people occupy more space, consume more of each natural resource, disturb ecology more and create more land, air, water, chemical, thermal, and radioactive pollution than poor people," states Mayer.

The U. S. accounts for only 6 per cent of the world's population. Yet in 1966 this rich nation consumed 34 per cent of the cut timber.

The super-rich, Mayer claims, are also super-polluters. "We produce 800 million pounds of trash a day, a great deal of which ends up in our fields, our parks, and our forests. Only one-fifth of the 100 billion pounds of paper we use every year is reclaimed. Each year we abandon 9 million cars, trucks and buses."

LEARN HOW — You must have heard a worker say something like this:

"As soon as I get a little time, I'm going to read up on the safety rules of this job."

Accidents happen any time and they don't wait until a worker has studied his safety rules so he can avoid getting hurt. Accidents strike when a fellow is doing his job carelessly without the proper mental and physical safeguards.

Read the safety rules now — not later in a hospital bed.

One begins cutting his wisdom teeth when he bites off more than he can chew.

One woman describing another: "You might say she's a decided blonde — with just the slightest bit of hesitation around the roots."

Political Spread . . .

By ED PARK
Director of Education and Research, CSEOE

We were happy to note that State Senator Alfred E. Alquist, who is the Democratic candidate for Lt. Governor has amended his bill banning construction of a state highway to the important Mineral King project in Tulare County and has asked for a monorail study as an alternate mode of transportation to the important recreational development.

We had talked to the Senator about this project, informing him that Operating Engineers were interested on several counts including 1) the need for increased winter recreation areas to meet population increases; 2) increasing use of the wilderness area in which there was no sanitation facilities and the resulting contamination of the East Fork of the Kaweah River and damage to meadows and streams from uncontrolled driving and parking throughout the valley as well as camping and disposal of wastes at some 200 sites which lack any type of facilities; 3) Tulare County is a repressed work area with about one-half of the land off the tax rolls because of large federal ownership. A condition which can only get worse during the next two years when a potential 2 million acres in the county are preserved for agricultural use under the California Land Conservation Act of 1965.

Now if the powerful concetrats such as the Sierra Club and their political fiels will let the project out of the courts, maybe we can get on with Mineral King and provide the state and the people of Tulare with one of the nation's most beautiful and useful recreation areas.

Labor in California has selected those it will support in the upcoming primary on June 2nd and John Henning, executive secretary of COPE has asked us to seek your support for the Labor candidates in your area and statewide. In making the request, Henning pointed out that election of Jess Unruh as Governor would mean a return to high employment and social progress, "It will mean an expanding educational system and protection of workers' rights through state agencies dedicated to worker protection and bring stability and common sense to the Governor's office," said Henning.

We would ask you once again to fill out the form below and mail it in as soon as possible. VOTE is the political arm of Local Union No. 3 and it will only be as strong as the Engineers that support and work for it. We need your support to make it a success. You need VOTE to make your political voice heard throughout the land. So do your part today, fill out the form and mail it to: VOTE, 476 Valencia Street, San Francisco, CA 94103.

CLIP

Mail to: Voluntary Organization of Taxpaying Engineers
476 Valencia Street
San Francisco, Ca. 94103

I wish to do my part as a citizen and unionist toward Building a Better America.

- I am interested in receiving informational material.
- Notify me of VOTE meetings in my area.
- Call on me to help in political campaigns in my area.

Name SS. No.
 Street Address Phone No.
 City State Zip
 Congressional District No.
 Assembly District No. Senate District No.

Dear Sirs

On April 24th, 1970 I finished a six weeks course at Rancho Murietta. That morning I made a brief speech to the class, taking them back 48 years to the oil-fields of Kern County, California. I Told them of "then and now."

My father was one of the early union men in the oil fields. He took part in turning the train back at Maricopa, the train that contained 300 thugs from San Francisco, captained by the notorious "Black Jack Jerome" the strike breaker.

Now you have succeeded in getting management and labor to put Rancho Murietta together. It is a credit to you and your crew. I sincerely believe that you and your team have done more for the union since 1958 than had been done in any proceeding 50 years.

Of the "Rabble Rousers," "Knockers," and plain "Garmouth Artists" that I have heard, I do not know of a single one who could get in the door of the contractor's owce to negotiate. Their record is a negative one; yours is one of continued building and improvement. I am proud to be a member of the union, not just a card man.

In future years the young trainees will look back and think of Rancho Murietta with affection. They will say "I was a part of it."

The six weeks I was there were very enjoyable. The instructors are all capable, and trying to help the pupils make better craftsmen.

In closing, let me wish you and your team continued success with the project and the union's business. In future years Rancho Murietta will serve as a monument to your wise and capable leadership, and justly so.

Best wishes and luck,

David H. Brown
Modesto, California

Interstate 5 Work Keeps Wolf From Door in San Joaquin Area

By WALTER TALBOT,
Al McNAMARA, KEN GREEN

Needless to say, if it was not for the construction of Interstate No. 5 through San Joaquin County, this district would be in dire straights.

At this time, six separate contracts on Interstate No. 5 are under construction with one fast nearing the completion stages and two just getting started. It is anticipated that two more contracts will be let in the near future to complete the new route from Hammer Lane, five miles north of Stockton, to the Sacramento County line, a distance of approximately fifteen miles.

Polich & Benedict has all but completed their six mile stretch of Interstate No. 5.

Gordon H. Ball, Inc. and A. Teichert & Son will not complete their projects until 1971.

Granite-Stolte and Murphy Pacific Enterprises have 1972 completion dates for their projects.

The latest and sixth contract on Interstate No. 5 was awarded to Granite-Stolte at their bid of \$8 million for the final stage of the West Side and Crosstown freeways interchange. This project adjoins the Granite-Stolte job already under construction. The project will include undercrossings for Anderson, Church and Madison Streets; overheads at Taylor Street and Mormon Slough to carry the West Side Freeway over the Santa Fe Railroad tracks and a bridge over Mormon Slough. This project also has a completion date for 1972.

Total bid prices for the six contracts exceed \$82 million and, as stated earlier in this article, has been a boon to this district. Not only do they provide jobs for the prime contractors, the many sub contractors, but also all the construction allied industries with whom we have agreements.

Another facet of the new Interstate No. 5 freeway was the completion of the largest track relocation project in state history. The Santa Fe, Southern Pacific and Western Pacific railroads not only had to realign their own tracts, they had to agree to common trackage as a result of the interchange for the West Side Freeway, the Crosstown Freeway and Highway No. 4. The \$1.8 million job eliminated 29 crossings.

S. M. McGaw Co. was awarded a \$158,000 contract for reconstruction of 2 miles of French Camp Road from Airport Way to Highway 99.

Genz Construction Co. of Fresno commenced their \$280,000 contract with the City of Stockton for the construction of oxidation pond additions on Roberts Island.

Peter Kiewit Sons has two pile driving rigs busy at the new wharfing facilities at the Port of Stockton. American Demolition, Clow Crane Service, Larry Aksland, S. M. McGaw Co. and Schuler Plumbing Co. have sub contracts of Kiewit.

Lewis-Nicholson-Reed, a new joint venture, have engineers employed at Copper Cove as do the Claude Wood Co. of Lodi and the W. M. Lyles Co.

Gordon H. Ball Co. has the Tracy By-Pass job under way again with Asbury Contractors hauling the borrow material.

American Bridge Co. has a three to four month job con-

structing ten tanks for the Heinz Plant in Tracy.

Bids for construction of the New Melones Dam diversion tunnel on the Stanislaus River will be opened June 11th by the Army Corps of Engineers.

By KENNETH GREEN, Modesto

The present Melones Dam, built in 1923, will be inundated with the construction of the new Melones Dam on the Stanislaus River upstream from Knights Ferry. In calling for bids, the U. S. Army Corps of Engineers has set a construction schedule which will put completion of the \$155 million project back another year. The job for which bids now are sought is construction of a 3,300 foot long diversion tunnel, to dry up the construction site while the dam work goes on. The tunnel is expected to cost \$20 million and take 30 months to complete. The dam was first authorized in 1944 but repeated cutbacks and freezes in federal spending have delayed new Melones again and again.

The Acme Construction Company is the apparent low bidder on the Modesto-Stanislaus Public Library. The \$2.6 million structure will be built in Modesto in the blocks bounded by 16th and I St. and 15th and H St. Work will begin immediately. Directors of the Modesto and

Turlock Irrigation Districts have authorized bids to be called for the construction of the first phase of recreational facilities for the new Don Pedro Reservoir. Both the boat ramps and the water supply intake lines must be constructed before the reservoir fills. The new dam on the Tuolumne River will begin catching water around October 15.

Trico Inc. of Merced has been awarded a contract for clearing of 175 acres of steep lake bottom land near Jacksonville. The company is presently clearing slopes in and around the new Don Pedro Dam.

The Reeds Trenching Inc., A. C. Construction Co., and the Valley Construction Company have been awarded three separate subtrunk sewer projects in and about Modesto.

NEVADA —

Contract Negotiations were completed with Graid Equipment on March 31; the Brothers were all pleased with the new contract and it was ratified unanimously. We hope the Brothers and Graid Equipment can continue to prosper.

A pre-job was held on April 7, with Kirkwood & Bly, who was low bidder on the Christmas Valley Sewer Job. The contract went for \$700,000 and it (See WOLF NEAR, Page 10)

More 'Safety Side'

(Continued from Page 5)

had free choice, would you change to a different type or size of equipment, or to a different job altogether within the Operating Engineers?" The results of this question showed that 30% of the non-supervisory and 33% of the supervisory membership desire a change.

The reasons for this desired change were basically the following, in order of significance:

1. Steadier work
2. More pay
3. Could stay near home
4. Safer job.

From the questionnaire answers it was not possible to determine the desired shifts among job classifications because of the nature of the responses to this portion of the question.

4. Accident Characteristics.

a. **Lost Time Accidents.** The lost time accident rate for the Operating Engineers Local Union No. 3, as shown by the questionnaire, is approximately 4.6 accidents per year per 100 members. This rate is approximately 60% of the construction industry average, which has varied between 8.3 and 7.3 per 100 workers over the last five years.

b. **Minor Accidents.** The questionnaire indicated that there were approximately five minor accidents for the Operating Engineers for each lost time accident.

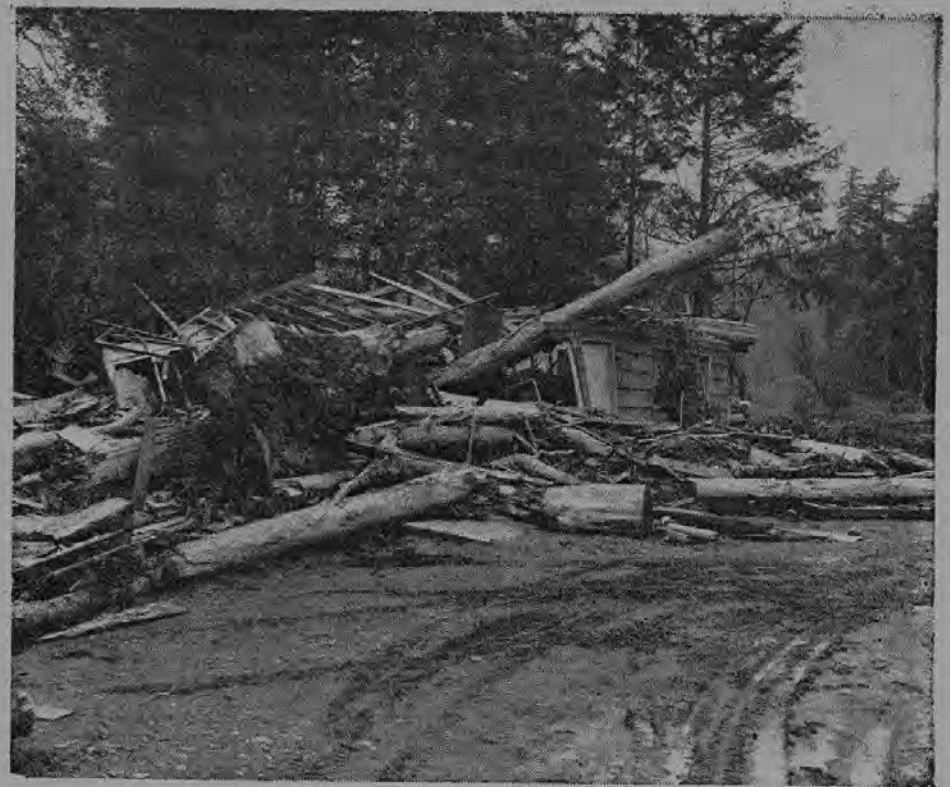
c. **Near Misses.** Near misses occurred at least once a month to 75% of the Operating Engineers, at least once a week to 20%; and at least once a day to 13%.

d. **Traffic Accidents.** Seven out of every 100 workers reported that they had been involved in at least one auto accident in the last year. This means that there is a 50 percent greater chance of the worker's having an "off the job" than an "on the job" accident directly associated with his work. It follows that if the contractor values the service of his employees, it may be appropriate to devote attention in his safety program to this problem as well. Humane reasons aside, it costs money to have equipment sit idle because there is no one on hand to operate it.

e. **Accident Correlations.** In all the four types of injuries or possible injuries listed above, some degree of accident proneness seemed evident. There was significant correlation between those individuals having lost time accidents and those having minor injuries, traffic accidents, and near misses. This finding would support the contention that certain individuals have characteristics or attitudes that make them more likely to have accidents of all types. It seems therefore that the questionnaire and multiple discriminant analysis, as discussed above, may provide an effective way to locate those persons who tend toward having accidents of all sorts as a first step toward correcting this difficulty.

CONCLUSION

The questionnaire described here was directed at workers in only one segment of the construction industry. It has, in the author's opinion, brought out a number of significant findings that can be helpful to management, the Operating Engineers Union, and to the workers themselves. In addition, it has shown that such a questionnaire, which has been considered a tool of the social sciences, can be useful to construction management and to labor in general in solving their mutual problems.



1964 FLOOD DAMAGE on Northern California's wild rivers including the Klamath, Eel and Trinity cost taxpayers \$195 million dollars and resulted in untold hardship, wasted water and damaged ecology. Last year's flood damage resulted in eleven Northern California counties being declared disaster areas and would have been much worse except several new dams

completed in the past two years. This was the primary reason that operating engineers were picketing the Concord, California office of Congressman Jerome Waldie recently in protest of an amendment he sponsored to stop all construction on the above rivers. Carter later complained that Contra Costa's "waste making" industries would be hurt by lack of fresh water.

Says Issues Were Distorted!

Edgecombe Excoriates Local Labor Hero

Paul Edgecombe, President of Operating Engineers Local Union No. 3, said today that Art Carter, Secretary-Treasurer of the Central Labor Council of Contra Costa County and the **Contra Costa County Labor Journal** had joined forces to "distort, debase and defenestrate" the real position of "our officers, our union and our members" in the current controversy with Congressman Jerome Waldie over his amendment to halt planning and construction of fifteen dams on the Trinity, Eel and Klamath rivers in Northern California.

Citing an item that appeared on the front page of the **Contra Costa Labor Journal** last week, Edgecombe said the total impression given by Carter and the **Contra Costa** labor paper was that "the Engineers had not quite understood what Congressman Waldie's legislation meant and through the good offices of Art Carter and a 'cordial' meeting with the congressman, they had finally been enlightened."

"It was Carter and not us that didn't understand the name of the game and though the meeting we conducted in a gentlemanly manner, it sure as hell wasn't cordial when it started nor cordial when it ended," said Edgecombe.

"We read Waldie loud and clear when he stated that it was his primary aim to 'stop one drop of water from going to Southern California; block the Peripheral Canal and halt Pat Brown's State Water Project'" added the union president.

"We are pretty good listeners, and although I use a hearing aid, it was in good tune when the Contra Costa congressman told us that he considered the Committee for Two Million which includes the Sierra Club, Trout Unlimited and 30 other assorted conservation groups as being a hell of a lot more important than the rest of the people in California," said Edgecomb.

"Although I wouldn't know Art Carter from a hill of beans, I am reminded now that he was the bright young man who attempted to lead the questioning of Waldie and turn the issue away from flood control and constructive ecology to one of 'jobs for our

members,'" said Edgecombe.

Edgecombe also said that the officers of his union who met with Congressman Waldie were in complete accord that the lawmaker was adamant in his vendetta with Bill Gianelli, Director of the Department of Water Resources, the State Water Project, the Peripheral Canal and Southern California in that order.

"We asked Jerry point blank questions and we got point blank answers, when he could answer. He had no answer on what to do with the millions of dollars in flood damages that almost annually destroy towns, farms and the streams and wooded ecology of Northern California; he had no answer to

Pat Brown's statement on the California Water project, "what is good for California is good for Californians!" He had no answer to the statement that the water wasn't his or Contra Costa's or the coaligned conservationist, but belonged to the state and that the people of the state had voted overwhelmingly in support of the State Water Project. He had no answer for the statement that his own county had been a tidal marshland unfit for human habitation until Shasta Dam and Reservoir came to the rescue and that Folsom, Trinity and Oroville Dams are now not only providing Contra Costa County with water but are protecting 90 per cent of the land once threatened by salinity," said the union president.

"Brother Carter, who as far as I know, wasn't invited and had no official position in this meeting, does not speak for either Local Union 3 or the Seafarers International Union who co-sponsored this action," said Edgecombe. "As far as the **Contra Costa County Labor Journal** is concerned, to my knowledge no one from that publication contacted or was

given a statement by any officer of this union," said the union official.

Edgecombe said that he had officially requested a clarification of the discussions with Waldie and the unions' aims and current position which is simply, "the discussion with Congressman Waldie over blanket legislation to stop all construction on the Trinity, Eel and Klamath Rivers in Northern California to the detriment of flood control, water conser-

vation and constructive ecology was totally unsuccessful. Congressman Waldie was firm in his stand and the Operating Engineers are firm in their dedication to continue to fight political grandstanding on the part of any legislator when he attempts to make press issues with the public good. We will be alert and expeditious in informing our members and when necessary, the general public, on the real issues in this type of legislation."

Bechtel Retained On TWA Facility

SAN FRANCISCO — Trans-World Airlines has retained Bechtel Corp. to do preliminary design work for a new, multi-million-dollar TWA maintenance facility at San Francisco International Airport.

The facility is being engineered specifically to handle advanced jetliners such as the Boeing 747. A 38-acre site at the north end of the airport has been selected for the installation. TWA plans to begin construction next spring, with completion scheduled for mid-1971.

What Jobless 'Percent' Means

"President Nixon has apparently built his economic policy on the hope that more Americans will become unemployed soon," Congressman George Brown (D-29th; Los Angeles) has charged.

"The Administration has told us many times in the year of its incumbency that inflation will slow as the unemployment level nears 6 per cent. But it doesn't bother to explain that each 1 per cent rise in unemployment represents about 800,000 people out of work," Brown explained.



SOME 300 PICKETS were on the line at the peak of the protest against blanket legislation introduced by Contra Costa Congressman Jerome Waldie to halt all construction on the Klamath, Eel and Trinity rivers in Northern California. Pick-

ets were reduced to twenty following announcement by Congressman George Brown that he had withdrawn his co-sponsorship of the legislation. Art Carter later said local industries needed the fresh water.

Seafarers' VP Hits Industrial Polluters

(Continued from Page 1)

"stopping the State Water Plan."

Frank Drozak, an international vice president of the Seafarers International Union also congratulated Congressman Brown on his "understanding of the needs of all the people of California, especially our members who are constantly seeking more outdoor recreation for themselves and their families."

"Most of our members are from the 'Gee, whiz!' generation, a generation that believed, and still believes, in man's ability to use the resources of this planet in ways that will benefit the vast majority of the people. Simply because a few industrial exploiters have ravaged the land and polluted the cities, you don't join the "****— you!" generation and fold up your tent and steal silently away, you attack the problem at the source and the primary source of pollution in this country is industrial waste, a great amount of which can be found pouring into the delta from Congressman Waldie's own backyard," said Drozak.

Both international vice presidents said that they would continue to fight the amendment for the benefit of all Californians.

Other sponsors of the bill include Congressman Paul N. McCloskey, Republican, and Democrats Don Edwards, Charles H. Wilson, Richard T. Hanna and Thomas M. Rees.



CONGRESSMAN GEORGE BROWN'S Northern California labor coordinator, Rod Larson, announces that the Southern California lawmaker has withdrawn his name as a co-sponsor of the Waldie Bill.



LOCAL 3 OFFICERS talk with Congressman Jerome Waldie just prior to meeting with the Contra Costa lawmakers in an hour-long discussion over his legislation to halt all construction on three Northern California Rivers. Shown (l. to r.) Norris Casey, President of the Contra Costa County Building Trades

Council and District Representative and Guard for Local 3; Congressman Waldie; Don Kinchloe, Treasurer; Paul Edgecombe, President and T. J. "Tommy" Stapleton, Recording-Corresponding Secretary. Talks were stalemated.

REGISTER WITH
VOTE TODAY

(See Page 6)



LOCAL UNION 3 OFFICERS A. J. "Buck" Hope and T. J. "Tommy" Stapleton joined picketing members in front of Congressman Jerome Waldie's Concord, California office.

Congressman Waldie later met with union officials but remained firm on his bill that would halt all flood control projects on three major Northern California rivers.



MARITIME TRADE Department & Seafarers International Union joined Local Union No. 3 in protesting Waldie proposal.

HAROLD T. (BIZZ) JOHNSON
26 DISTRICT, CALIFORNIA
OFFICE ADDRESS:
2147 HUNTS CREEK BUILDING
WASHINGTON, D.C. 20515
DISTRICT OFFICE:
314 VANDERBILT STREET
SAN FRANCISCO, CALIFORNIA 94102

Congress of the United States
House of Representatives
Washington, D.C. 20515

April 25, 1970

Mr. Al Clem
474 Valencia Street
San Francisco, California

Dear Al:

I hear through Men Eruin and Gene Watson, my field representative, of your concern over the legislation which would block future construction on the Eel, Klamath and Trinity Rivers. I would not be too concerned about this if I were you, because the legislation is not going anywhere, at least this session. Certainly, there will be no consideration of this bill given in the Committee or on the Floor this year.

I recognize that there are those who support the stopping of all water development in this area, but I feel that generally we are not being true conservationists by ignoring the importance of flood control, water resource development, fish and wildlife protection and other benefits of this type of construction.

I am not saying that these specific streams should have future construction, because the feasibility of any of the proposals under consideration has not been determined, nor has the need. This must be done in the normal course of events, and not because of an arbitrary proposal to stop all construction.

Sincerely yours,

Harold T. Johnson
HAROLD T. (BIZZ) JOHNSON
Member of Congress

Brown's Letter To Aspinall . . .

April 17, 1970

Honorable Wayne Aspinall
Chairman
Committee on Interior and
Insular Affairs
1324 Longworth
Washington, D.C.

Re: H.R. 16854

Dear Chairman Aspinall:

After thoroughly reviewing the potential impact of the above bill, which would amend the National Wild and Scenic Rivers Act of 1968 (Public Law 90-542) to include the Eel, Klamath, and Trinity Rivers as components of the national wild and scenic rivers system, I have come to the conclusion that I cannot support the bill in its present form.

I request that you consider this letter a withdrawal of my co-sponsorship of this bill.

Sincerely,
George Brown
Member of Congress

Still Low Pay!

Farmworkers are still among the lowest paid workers in the nation. The national average farm wage for 1968 was \$1.43 an hour, while the average for production workers in manufacturing was \$3.01 an hour.

Privileged Few? Would Halt Progress On State Water Plan

Below are fifteen of the twenty dams on which Congressman Waldie's proposed legislation would stop planning and construction. By including almost the entire length of these wild rivers in the National Wild and Scenic Rivers System, Congressman Waldie hopes to block the Peripheral Canal and the State Water Project at the behest of the so-called Committee of Two Million which includes the Sierra Club, Trout Unlimited and 30 other neo-conservationist groups.

PORTIONS OF THE KLAMATH, TRINITY AND EEL RIVERS RECOMMENDED FOR INCLUSION IN THE NATIONAL WILD AND SCENIC RIVERS SYSTEM

River	Area For Inclusion
Klamath River	
Main Stem	Beginning 100 yards below Iron Gate Dam thence down stream to the Pacific Ocean.
Scott River	Beginning at the mouth of Mill Creek west of Fort Jones thence downstream to the river mouth near Hamburg.
Salmon River	Beginning at Cecilville Bridge thence downstream to the river mouth near Somesbar.
North Fork Salmon River	Beginning at the intersection of the river with the south boundary of the Marble Mountain Wilderness Area thence downstream to the river mouth.
Trinity River	
Main Stem	Beginning 100 yards below Lewiston Dam thence downstream to the river mouth at Weitchpec.
North Fork Trinity River	Beginning at the intersection of the river with the southern boundary of the Salmon-Trinity Primitive Area, thence downstream to the river mouth near Helena.
New River	Beginning at the intersection of the river with the southern boundary of the Salmon-Trinity Primitive Area, thence downstream to the river mouth near Burnt Ranch.
South Fork Trinity River	Beginning at the junction of the river with Highway 36 thence downstream to the river mouth near Salyer.
Eel River	
Main Stem	Beginning 100 yards below Van Arsdale Dam thence downstream to the Pacific Ocean.
South Fork Eel River	Beginning at the mouth of Section Four Creek near Branscomb thence downstream to the river mouth below Weott.
Middle Fork Eel River	Beginning at the intersection of the river with the southern boundary of the Middle Eel-Yolla Bolly Wilderness Area, thence downstream to the river mouth at Dos Rios.
North Fork Eel River	Beginning at the Old Gilman Ranch thence downstream to the river mouth near Ramsey.
Van Duzen River	Beginning at Dinsmore Bridge thence downstream to the river mouth near Fortuna.

PRELIMINARY ENGINEERING FEATURES OF PROPOSED RESERVOIRS ON THE KLAMATH, TRINITY AND EEL RIVERS*

Project	River	Height Of Dam In Feet	Normal Pool Elevation In Feet	Capacity In Acre-Feet
Humboldt (Ab Pah)	Klamath River	735	770	15,000,000
Hamburg	Klamath River	574	2,080	3,510,000
Happy Camp	Klamath River	740	1,680	5,887,000
Calahan	Scott River	271	3,355	133,000
Helena	Trinity River	558	1,840	2,831,000
Burnt Ranch	Trinity River	475	1,345	600,000
Beaver	Trinity River	765	1,000	9,000,000
Eltapom	S.F. Trinity River	337	1,565	1,000,000
English Ridge	Eel River	535	1,695	1,800,000
Bell Springs	Eel River	492	1,130	1,350,000
Yellow Jacket	Eel River	800	950	8,650,000
Dos Rios	M.F. Eel River	730	1,530	7,600,000
Mina	N.F. Eel River	577	1,607	800,000
Larabee Valley	Van Duzen River	452	2,686	568,000
Dinsmore	Van Duzen River	395	2,695	715,000

*From California Department of Fish and Game, 1968.

McCloskey Will Re-examine Bill To Block 'Wild River' Controls

Congressman Paul N. McCloskey (Rep.-Calif.) has promised the leaders of two giant Northern California labor unions to "re-examine the questions of the Eel and Trinity" in light of the protest that legislation co-sponsored by him and five other congressmen would block badly needed flood control, halt the California State Water Plan and prevent the development of recreation areas in Northern California.

International Vice Presidents Al Clem, Operating Engineers, and Frank Drozak, Seafarers International Union, said today that Congressman McCloskey's reply was "thoughtful and responsive."

Clem, Business Manager of the 35,000-member construction union said that although the bill's sponsor, Congressman Jerome Waldie (Dem.-Calif.) has attempted to polarize the issue as being "jobs versus ecology" this was a far cry from the Engineers and Seafarers real reasons in taking issue with the bill.

"Only fools would believe in make-work that is destructive to the ecology," said Clem, "we have not only watched almost yearly the flood damage in Northern California that is costing all Californians millions of dollars in taxes, but have been physically involved in restoring the ravaged countryside. So we know first hand of the wasted resources, destroyed farms and towns, clogged rivers and streams that are the byproducts of uncontrolled water resources."

Clem said despite Congressman McCloskey's "reasoned reply" his refusal to re-examine the Klamath "on which four generations of McCloskeys have fished and on which I hope my great grandchildren will one day have the same opportunity," smacked a little of the same "Waldieism that viewed the Sierra Club, Trout Unlimited and the so-called Committee of Two Million" as the sole inheritors of a California locked away from the everyday man.

"In this instance," said Clem, "I would have to agree with the Seafarers' Frank Drozak that the benefits for the majority must be placed above the privileged few."

Drozak, whose Seafarers International members joined with members of Operating Engineers in putting some 300 pickets around the Concord, California office of Congressman Jerome Waldie has stated, "our interest in this matter is both selfish and patriotic. We cannot accept the seemingly popular fallacy espoused by numerous congressmen who have ridden to power on the backs of the laboring people that only a few will be allowed to live in and enjoy the beauty of our great state. The need for continuous flood control and planning of the expanded use of the recreational resources of this area are immediate and irreversible. For this reason our officers, with the complete support of the membership are joining with the Operating Engineers in making this public protest."

Pointing out that Operating Engineers had been the first labor union to support Congressman McCloskey in San Mateo,

Clem said that subsequent relations with the congressman had proved him "concerned and helpful in almost every instance. We don't want to hit Pete over the head because we disagree on one issue but a question of this importance must be brought to the public's attention." Clem, who resides in Burlingame, said that officers of the union had been in contact with other sponsors of the bill and that Congressman Brown in Southern California had withdrawn his name from the bill. He also said that reassuring response had come from Congressman Charles H. Wilson. "However, we have yet to hear a word from Democratic Congressman Don Edwards, Richard Hanna or Thomas Rees. We will continue to seek their explanation," said Clem.

Clem noted that "our members live, work and play in Northern California and feel strongly that they must fly in the face of the current ecological craze that puts political engineering ahead of people engineering. Such poorly planned and blanket political legislation is little more than emotional blackmail that pleases a few and halts progress for the many."

"If Congressman Waldie and other energetic lawmakers really want to do something constructive, let them seek and pass emergency funding to provide waste disposal systems and anti-pollution facilities that will stop the poisoning of our cities and the surrounding areas, including Congressman Waldie's own Contra Costa County."



LOCAL UNION 3 Vice President Dale Marr (foreground) with BA's Don Luba & Tom Cartel walked the line during Waldie protest.

Labor Looking Glass More Fresno

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

One of the most vital propositions on the June 2 primary ballot is Proposition 7. It must be approved to avert disaster to the State of California's entire bond program and we would ask all our members and their families to vote to approve this proposition and to encourage their friends and neighbors to do likewise.

At the present time, \$1.3 billion in bonds that have been approved by the voters cannot be sold because of the tight money market. The ceiling of five per cent interest on the bonds is not sufficient to attract buyers. So, the state has been unable to sell its bonds, and vital state programs have been placed in serious jeopardy.

A yes vote on Proposition 7 would allow an increase in the interest rate up to seven per cent on the bonds that are still unsold. And it would also permit the maximum interest rate on these and future bonds to be raised if necessary—but only by a two-thirds vote of the Legislature and approval by the Governor.

Proposition 7 would provide funds for the following state programs:

- State Water Project, \$600 million of bonds for construction. This project is more than half completed. It is designed to bring needed water to 13 million people in many areas of California by 1972.
- State Aid for Local School Construction, \$275 million of bonds to build needed classrooms for local school district.
- Cal-Vet Loan Program, \$200 million of bonds to help California veterans acquire a home or farm of their own. More than 200,000 veterans have been helped in the past. Especially hard hit by a curtailment in this program would be veterans returning from Vietnam.
- Other bond programs: \$75 million for beaches, parks, recreation and historical facilities; \$78 million for higher education construction; \$50 million for junior colleges; and \$30 million for other state facilities.

I emphasize again that the above bonds have already been approved by the voters, but the five per cent interest rate is too low for the bonds to be competitive in today's tight money market.

If Proposition 7 fails, the state's water project would grind to a halt; many of our returning veterans would be unable to take advantage of the Cal-Vet Home Loan Program; many children would be denied classrooms, especially in impoverished areas; needed facilities at our state college and university would not be provided. And our recreation and parks program would be handed a crippling setback at a time of increasing need.

I believe it is essential to the state's continued progress that Proposition 7 be approved.

(Continued from Page 5)
and restaurant operators, has selected Fresno for its first major full-line venture in the San Joaquin Valley.

The Fresno facility, costing \$1.5 million, will have 100 rooms, a restaurant seating 148 persons, cocktail lounge, two meeting rooms with removable pantries and a heated swimming pool. It will be the 837th in the Johnson chain.

SAN LUIS DRAIN IS PINCHED BY BUDGET PRESSURES—Construction of the San Luis Drain is inching along toward "tentative" completion in 6 or 7 years.

The 188-mile drain will stretch from Kettleman City to near the Antioch Bridge when finished, but so far, only 15 miles from South Dos Palos to Firebaugh has been laid.

A \$6.8 million contract for an additional 25 miles of work from Russell Avenue to Kesterson Reservoir will be awarded in July.

Edward Brannan, project construction engineer, said the \$98 million project could be finished with 6 or 7 years if the funds are available.

M. L. Dubach has started moving dirt on Interstate 5 at Los Banos. This looks like a good job that will last through the winter.

Granite Construction Company was the successful low bidder on another phase of Westland Water District's water distribution system at \$6,280,165.23. The job will start the middle of May and will take approximately one year to complete.

Griffith Company started their paving spread on Interstate 5 April 20. It will take approximately 8 weeks to finish the concrete paving. The company spent a week getting their plant in running order. L. D. Folsom Company of Coalinga is busy with the asphalt paving on this project.

Frank Pozar and Fresno Paving Company were low bidders on 2.2 miles of four-lane divided highway on County Road 140 from .3 miles south of Avenue 280 to State Route 198. The widening includes construction of reinforced concrete bridges over Cameron and Packwood Creeks.

W. M. Lyles Company is winding up their Highway 65 job in Porterville and most of their men will go on the Highway 41 project south of Lemoore. They have approximately three months on this job.

R & D Watson has moved back to their Lloyd Meadows job and are busy with the culverts and headwalls before they start the finish dirt spread. They have approximately two months of work left and will go six days a week.

The U. S. Forest Service is calling for bids to be opened on 1.9 miles of forest service road at Sherman Pass, elevation 7,000 feet.

Wolf Near

(Continued from Page 6)
should last till December.

Robert L. Helms Construction Co. was low bidder on a 24 mile stretch of Interstate 80 east of Sparks, the contract went for \$1.7 million and it calls for resurfacing and widening.

Holcomb Construction Co. picked up a contract for building 3 more overpasses in Reno. They will be located on Interstate 80 at Washington, North Virginia Streets and Valley Road. The contract went for \$557,000.

Auto Insurance Plan Made More Available

By JAMES "RED" IVY
Credit Union Treasurer

All members of the Local Union No. 3 Credit Union who are minimum share holders are now eligible to participate in the Credit Union's Group Auto Insurance Program. Previously the program to purchase auto insurance at reduced rates had been limited to those share holders with a minimum of \$200.

In asking me to make this announcement to the membership, Business Manager Al Clem pointed out that besides expanding the eligibility to purchase reduced Credit Union Auto Insurance, negotiations with one of the nation's largest carriers—the Hartford Company—should lead to much better service on processing both applications and claims.

HOWARD T. GOODMAN, president of SITCO, the program administrator said, "In bringing members of Operating Engineers Local Union No. 3 under the protection of one of the nation's largest and best known insurance underwriters, we are assured of superior service in both processing applications and claims."

Goodman pointed out that the Hartford Company had 300 offices and 3400 representatives in Northern California, Utah and Nevada that would be readily available to the membership.

Besides the excellence of service and the national reputation of the new underwriter, Goodman pointed out that "Hartford's Good Driver Incentive Program makes the Local Union No. 3 Credit Union Group Auto Insurance plan an excellent buy because minor violations such as speeding and illegal turns are not counted in figuring premiums."

Goodman also pointed out that members could expect a 21 per cent savings from special auto rates and 35 per cent savings from family auto rates and that "a greater selection of types of coverages will be available including: 1) single limit liability packages ranging from \$35,000 to \$500,000; 2) \$50 to \$250 deductible collision coverage; 3) comprehensive coverage that includes towing and road service at no additional charge."

"Another bonus for HOT-RODDING ENGINEERS is the

Hartford Co.'s policy of not penalizing drivers of high-performance sports cars and charging them only at the same rate as other members who drive the tamer models," said Goodman.

"Hartford also has available a SPECIAL DISCOUNT DISCOUNT plan that offers the two-or-more car family a 20 per cent care below base savings cost," according to Goodman.

Because of the expected interest in this expanded service and coverage, members are asked to fill out the form on this page as soon as possible and mail it in so that processing will be accelerated and coverage under the new policies can be put into effect by July 1.

Goodman pointed out that holders of old policies that did not come under the Credit Union Group Auto Insurance Program could best plan on participating in the improved program by keying their change-over and applications to the expiration date of their old policies, "however," said Goodman, "because of the processing and paperwork involved, members should fill out the form on this page and mail it in as soon as possible.

There are more points and benefits in this new program and I will be talking with you about this and other Credit Union advantages at the various meetings in your area. Please make every effort to attend these meetings as they are held solely for your benefit.

CLIP AND MAIL

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

SITCO
P. O. Box 10113
Oakland, California 94610

Gentlemen:

I am interested in saving money on my auto insurance. I am sending you the information below so you can contact me regarding my insurance needs.

My present policy expires:

Name..... Month Day Year

Street Address

City, State and ZIP Code

If You Call, I am Usually At Home: Check One:

- In the Morning
- In the Afternoon
- In the Evening
- I am a Credit Union Member (\$10 minimum)
- I will open a Credit Union Account (\$25 minimum) if I decide to enroll in the
- Auto Insurance Plan

Also, Please Send Information on:

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

Please Mail Completed Form to: SITCO
P. O. Box 10113
Oakland, California 94610

DON H. CLAUSEN
187 DUBUQUE CALIFORNIA
FEDERAL REGISTERED
MEMBER OF THE NATIONAL ASSOCIATION OF PUBLIC RELATIONS

Congress of the United States
House of Representatives
Washington, D. C.

April 14, 1970

COMMITTEE ON PUBLIC WORKS
SUBCOMMITTEE ON RIVERS AND HARBOURS
FIELD CONTROL
WORKS
FEDERAL AID HIGHWAYS
ECONOMIC DEVELOPMENT
COMMITTEE ON INTERIOR AND INDIAN AFFAIRS
SUBCOMMITTEE ON BRIDGE AND RECREATION
NATIONAL PARKS AND RECREATION
PUBLIC LANDS

Mr. T. J. Stapleton
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

Dear Mr. Stapleton:

Thank you very much for your recent communication regarding the Napa River bridges, and the Truman-Jobbs Act.

I have advised the United States Coast Guard that, in my judgment, the railroad bridges at Brazos Crossing and the Mare Island Causeway impose serious and unreasonable restrictions on Napa River shipping and, therefore, constitute a major deterrent to industrial development of the area. I have asked for prompt action in replacing or modifying the existing obstructive structures to provide the necessary clearances.

Again, thank you for writing. I am pleased to have your support in this important matter.

Sincerely,
Don H. Clausen
DON H. CLAUSEN
Representative in Congress



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address Only No
Commander (oan)
Twelfth Coast Guard District
640 Sansome Street
San Francisco, Calif. 94126

3272
24 April 1970

Mr. T. J. Stapleton
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
of the International Union of
Operating Engineers
474 Valencia Street
San Francisco, California 94103

Dear Mr. Stapleton:

Receipt is acknowledged of your resolution dated 15 March 1970 concerning the proposed alteration of the Napa River drawbridge at Brazos and the Mare Island Causeway Bridge. Your resolution has been made part of the record of this case.

Sincerely,

William Doan
W. DOAN
Commander, U.S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Get a \$100,000 Drill!

Nevada Silver Strike Could Top "Comstock"

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

ANACONDA'S PROFIT TOP 23 MILLION — Nevada's mines continue to hold onto the state's money spotlight by adding 27 million dollars to their profits over and above 1968. Anaconda's huge copper mine at Yerington topped all mines with a net profit of 23 and a half million dollars. The state's largest producing gold mines, the Duval in Battle Mountain, Newmont Mining near Carlin and the Cortez Gold in the Crescent Valley netted nearly 12 million in gold bullion during 1969. An increase in the state's exploration program is contributing to the 35 percent increase in gold output. Over 600 brother engineers are presently at work in these profit-making enterprises, which are in operation around the clock, producing the state's gold, silver and copper. A number of small mines are springing up around Battle Mountain and Austin, which adds to the state's mini gold boom.

SILVER STRIKE — Nevada's latest silver strike will probably go down in history as the largest since the famous Comstock strike in historic Virginia City. State geologists reported a million dollar ore deposit can be seen on the surface and extends downward to an estimated 230 feet, which lends itself to open pit mining. New Products, of Ogden, Utah, made the discovery in the Hamilton mining district, some 60 miles west of Ely. Note: Before you weekend prospectors head for the Nevada gold fields with your mining picks and hard hats, get yourselves a small \$100,000 drilling rig, this is what it takes to get started in the mining business, brothers.

CONSTRUCTION — Boise Cascade is a construction project which should excite Nevada's out-of-work brother engineers. Located on the Nevada side of Lake Tahoe's north shore, this proposed project should involve both a lot of equipment and a lot of operators. The estimated cuts and fills requires moving quite a few hundred thousand yards of dirt. No date has been set for starting.

In spite of the late snowfall, construction in Nevada is about to break through. The multi-million-dollar-plus freeway job west of the city of Winnemucca will begin in the latter part of May. Dravo Construction Co. presently doing the stripping job for the "Big Mike" mine south of Winnemucca, will complete the project sometime in July, and the ore hauling will begin soon after. The anticipated Carlin Canyon job is still on the state's plotting board, however, the Elko west freeway job should start in May.

Industrial Construction will return to complete the Elko east freeway job this summer. A ten-mile stretch of road surface work will be let soon for the Wells area, which will put to work those brothers living in the Wells area. Jack Parsons Construction Co. began work on the Elko city job which involves some 25,000 square yards of resurfacing city streets. An estimated \$125,000 cost to Elko County. Local No. 3 welcomes Hunt, Sand & Gravel of Elko, who recently signed an agree-

ment with the Operating Engineers. Nevada Rock Construction Co. will complete the road job near Wild Horse as soon as the weather permits.

RENO

Construction work at Lake Tahoe is well under way now. Byars Construction Company, and Teichert Construction Company are busy with their subdivision work at Incline Village.

Byars has four projects which are close to 50 per cent completed, and it appears that they will be nearing completion by December. These projects are the Incline Village Unit No. 3, bid at \$1,088,000; Incline Village General Improvement District Collection System, bid at \$2,697,000, and the Incline Village Unit No. 1-A, bid at \$586,000. They currently have the following equipment working: Two P&H 418's, one P&H 312, one Northwest Model 6, two Poclain LC 80's, two Clark 700's, four 75A Michigan loaders, two 125A Michigan loaders, one 85A Michigan loader, one Cat 950, and one Cat 955K.

Byars is currently employing approximately 140 men, 46 of whom are Operating Engineers.

The Byars company will be bidding on the next subdivision units that are coming up for bid at Incline Village. This will be about a \$2 million job.

There are several pipeline jobs now underway at Lake Tahoe. Highland Construction Company is approximately 40 per cent completed with their job at Woodland on the west side of the Lake. Terry Construction Company has started their pipeline excavation on the south end of Lake Tahoe. Dorfman Construction Company is working at Brockway, which is on the North Shore, laying pipe.

Lake Tahoe seems to be a hot spot for construction this year.

Court Rules Employer Must Pay

Should an employer refuse to discharge an employe after the union serves notice that the worker has failed to satisfy his financial obligations to the union, the company can be made to pay that worker's delinquent initiation fees and dues.

This finding by Arbitrator Martin Zimring has been affirmed by a Superior Court ruling in Santa Barbara, Calif. By not discharging the worker upon the union's request the company, under Zimring's finding, failed to abide by the contract, and by keeping the worker on the payroll the company assumed responsibility to the union for the dues involved.

The Arbitrator said that the contract made it incumbent on the employer, the proprietor of a cafe in the case at issue, to provide the union with the names of all employees on the payroll and the dates of commencement of their employment. In so ruling he ordered the employer to pay the initiation fees and delinquent dues to the union for all employees who remained on the payroll 31 days or longer without satisfying their obligation to tender initiation fees and dues in accordance with the contract.

Redding Area Still Smarting From Bureaucratic Slowdown

By LOU BARNES

We recently enjoyed a very informative meeting, for our normal quarterly meeting. Brothers Clem, Marr and Hope were in attendance and were warmly received. Brother Clem advised the membership that the jobs are going to be more and more harder to find and that we as members are going to have to be more and more vocal in finding out why our legislators are letting much of the needed public works projects go begging for lack of funds.

For a good example of this, the Redding area has had one small highway job let for bids since Summer of 1969—this project amounted to 1.7 million dollars. The other projects have not amounted to much of anything that have been let in other than dirt moving type projects. So, we here don't have prospects of too good of a season. The Highway Department has funding for several more projects to be let, but at this writing it seems that they are going to postpone awarding until early June. The largest of these is only 5.4 million budgeted so we don't anticipate much until late this fall.

We've had about 6 weeks of fairly good weather as we can't understand why the "People with the brains" don't anticipate getting these projects to bid earlier so the work can commence earlier and consequently ease the strain on men and equipment later in the season. This has been a constant struggle to figure out since time began I guess.

Gordon H. Ball's project just north of the City of Yreka is currently scheduled to commence their C.T.B. operating the first week of May. This schedule should allow them to complete their job by early fall if all goes according to plan. The adjoining job immediately to the south through the City of Yreka, contracted by Hughes & Ladd is also moving along swiftly. They should also be into the windup of their job later on this Summer, as they have a portion already concreted.

Newcastle Construction Company is a Sub-Contractor on the new Lassen Junior College in Susanville, for grading and anticipate hiring a few men. This project is currently getting underway and will provide work for a month or so.

Don McCollum is starting to show signs of activity on his State-County project south of the town of Callahan. He should be winding up soon on this also.

A. Teichert & Son are currently trying to get going again on their several small projects in the area. They have recently done some re-aligning in their area offices, placing Glen Waters as Manager again in Marysville-Chico-Redding.

J. F. Shea Company is going strong on several of their privately funded projects in this area. They have acquired several small bridge widening type jobs in the past several weeks also and are currently looking for more.

Watkins-Seibold is the contractor on the recently started landscaping of the Redding Civic Auditorium and have several men working doing the work preliminary to planting and also finishing. We join in the hope of the Redding City "Father" that this will help encourage

outside groups to come into the Redding area and bring an additional industry which is so sorely needed here.

On further south of Redding in the Red Bluff area, the Gibbons & Reed combine project is full speed ahead and are currently about 55-60 per cent complete on the grading. Equipco, a new concern to this area, is set up to commence trimming of the completed portion of the canal and have called several men to work. Henry Waits, Dale Bryant, Art Woggon, Gary Kimmel, Lelane Ellison, Chuck Fisher are among the Brothers on this job. With all the frills that are on this job, they should enjoy a good long season with the finishing touches not coming until next Spring.

Lord & Bishop have been driving piles on their job east of Red Bluff and have put several men to work.

We have recently received a large supply of the newly revised Operating Engineers Pension Plan booklets. These are extremely well written and are of invaluable help in planning your future. I would recommend that all of you contact your office and secure a copy of this booklet. As they are awkward to mail we would appreciate your coming in or getting a copy from the agents in the field. Also, in this regard if you have questions regarding insurance coverage or pension hours, we would appreciate it in the future if you would bring the latest copies of your hours as sent you from the Trust Fund office. We have been able to assist in finding shortages of hours much easier when these cards are brought in along with your time records, etc.

We have written at various times about some proposed dams southwest of Redding in the Cottonwood area. These are proposed flood control structures that they think would provide additional needed flood control for the Sacramento River Basin. We feel here in this area that these projects are

badly needed as well as many more. We would appreciate any correspondence to your representatives to include reference to these projects. As we all know, fresh water is getting to be a very scarce commodity. Does it make more sense, as the "bird watchers" advocate, to let water run amok during the winter to be lost forever to the sea, or conserve it? This is the glaring inconsistency of the so-called "conservationists," they cite damage to fish and wildlife below the various dams, but never mention the wonderfully enhanced areas above the dams besides recreation and irrigation opportunities provided.

We think that a bit more planning could go into the construction of these major projects that would perhaps keep the "birdwatchers" happy also. I know these people would like to go back to the time of the pits in the back yard for sanitary disposal and forget about construction of sewage disposal facilities. I suppose they haven't ever dropped into one of these pits with their shoes off???

REDDING BLOOD DONORS

—Once again we want to thank the many Brothers and their wives that turned out for the Annual Blood Drive. Willie and his wife Ruby Vardanega are still runner ups for the number of pints donated in the Redding area. The donors were:

- | | |
|-------------------|-------------------|
| Ron Andrus | John Nash |
| Roy Anderson | Frances O'Neil |
| Herbert Aldridge | Jack O'Neil |
| Lou Barnes | Donald Norred |
| Dennis Bartels | Lois Pace |
| William Baumann | Jeanne Parrish |
| Edward Benz | Charles Potter |
| Beverly Bertram | Carl Powell |
| Noel Blessing | Richard Prewett |
| George Bowen | Walt Proebstel |
| James Bowen | John Reynolds |
| Russell Burchett | Cliff Robinson |
| Irwin Clifton | Evelyn Sargent |
| Glenn Copher | Anthony Serpa |
| Jack F. Cramer | Duane Schoniger |
| Steven Cramer | Susan Schoniger |
| John DeJong | Steve Schwilling |
| Robert Fetscher | Bernard Storkmow |
| Ward Fisher | John Steel |
| Ira Goins | Shirley Stockton |
| Maudie Gregory | James Thomas |
| Lester Griffith | Betty Thompson |
| Jack Griner | Howard Thompson |
| Richard Harison | Leona Trublood |
| Robert Johnson | Elmer Utley |
| Doug Kuykendoll | Ruby Vardanega |
| Ralph LeMarr | Willie Vardanega |
| James Melby | Lionie Waits |
| L. A. McCormick | Wesley West |
| "Luke" | Christine Wilson |
| Russel McConnell | Oliver Wilson Jr. |
| Alfred Mellow | Woodrow Wilson |
| Lawrence Michaels | Barney Word |

Freeway Work Helps

(Continued from Page 4)

and will keep a good many of our Brothers employed for the next several years.

By TOM CARTER

Southern Alameda County —

The freeway work in the southern Alameda area is keeping a large number of the brothers busy at this time.

The new section of freeway between Mission San Jose and Warm Springs is in full swing since the break in the weather this Spring. Most of the excavation on the job has been completed and they are now placing the sub-base rock and cement treated base. This is a 20 million dollar project and should be paved out early next year and ready for traffic.

The job on Highway 50 between Dublin and Pleasanton is also underway again. They are now working on the fill section for the bridge over the railroad tracks. The sub-grade should be ready for base rock within the next three months.

Gordon Ball has the paving on this job and they are scheduled to start moving their batch plant and paving equipment in about June.

The State Highway Department is scheduled to advertise for bids for the next section of Highway 50 from Pleasanton to Vasco Road in Livermore in May. The engineers estimate, for this job, about 14 million dollars.

Meany Supports Cambodia Action

WASHINGTON — AFL-CIO Pres. George Meany has voiced support for Pres. Nixon's decision to move U. S. forces against North Vietnamese concentrations in Cambodia.

"The President has clearly outlined the problem to the American people," Meany said following Nixon's television broadcast. "It is unmistakably clear that he made his decision on the basis of his clear obligation as commander-in-chief to protect American servicemen."

"As other presidents before him have done, he acted with courage and conviction. In this crucial hour, he should have the full support of the American people. He certainly has ours."

Work Picture Brighter As Weatherman Smiles

By RAY COOPER & GENE LAKE

During the past three weeks the weather man has been good to the construction industry here in the Redwood Empire. Each day a few more of the Brothers are being recalled by their employers. New dispatches also are on the increase as new projects are being started.

One of the most recent starts was a clearing project on the Murry Road Extension in McKinleyville. This job was awarded to Nally Enterprises in the amount of \$101,236 by the County of Humboldt. A Euclid 8240 crawler tractor equipped with a special built stump splitter is being used to dig out and break up the huge redwood stumps, some of which exceed 15 feet in diameter. The "Euc" is operated by Brother Harry Metaxas who is also serving as Job Steward. On the Ray Kizer freeway job at Stafford Nally Enterprises have just about finished the clearing. With continued good weather the dirt moving should be started in the very near future. This is going to be a combination effort including both trucks and scrapers. Traffic is going to present a major problem here this summer when the tourists and vacationers take to the highways.

K. S. Mittry has begun his bridge job at Jordan Creek. They recently moved in their 45 ton Link Belt truck crane. Fred J. Maurer and Son of Eureka are subbing the pile driving.

On Hiway 299 Granite Construction Company has started their project after the winter shut-down. At present no dirt is being moved as the rubber-tired equipment hasn't been brought in yet, however they still have a lot of clearing and burning to do. This will still be the biggest job in this area this season.

Further east on Hiway 299 Ray Kizer Construction is making the dust fly. The cat and can spread is going to be moved to their Gasquet-Orleans job as soon as possible. Three "Cat" 657's are being added to this project at this writing. During the winter a considerable amount of extra work was created by slides and slip-outs. Jensen Drilline is also back on this project with one horizontal drill rig.

Mercer Fraser Company at Willow Creek had also started up with crushing operations. It is anticipated that the crusher will be moved to Gasquet in the near future. If this materializes it should be a good season for these Brothers.

On Hiway 96 between Willow Creek and Hoopa, Hughes & Ladd have just about completed their slide removal job. This one has kept a few of the brothers busy this past winter keeping the road open. The crew will soon be moving to their realignment job at Somes Bar.

Bids will soon be called for on two small bridge jobs and a major paving job in the Orleans area.

In Samoa, Wright Schuchart & Harbor have started their remodeling of the Crown Simpson Pulp Mill.

Two large truck cranes are being brought in from the Bay Area to make the heavy lifts. The first pick will be a seventy-five ton vessel which will have to be raised into position.

Recently a railroad trestle west of Arcata collapsed under the weight of a crane belonging

to the N.W.P. Railroad causing the crane to drop some thirty feet into the bay. (See photo). Fortunately no one was hurt. The Selvage Construction Company of Eureka moved in with their skid-rig to drive new piling and make the necessary repair to the trestle.

Work in the plants and shops around the Eureka area is moving along fairly well for this time of year.

The J. F. Shea Company has been struggling along on their Arcata Sewer job thru the winter. They have had their problems with wet ground, etc., however with good weather around the corner more production and longer hours can be looked forward to.

All in all the work picture looks good in District 4 for the coming season but there is still a lot of room for improvement. P.S. Brothers, don't forget to check your out-of-work list re-registration dates.

Bids are being advertised for construction of a four-lane freeway on the Redwood Highway (U.S. 101 and 199) from the north side of Crescent City to north of the Route 101-199 intersection. The 5.8 mile long project will be parallel to the existing highway. Overcrossing structures are to be built for Washington Boulevard and Railroad Avenue and a separation structure will carry south bound Route 199 traffic over Route 101 at their intersection. Bids for the \$4 million project will be opened on May 20 and should be completed in the fall of 1971.

Bids will also be opened this month for widening and improvement on North Crest Drive north of Crescent City.

Kizer Construction Company has a few pioneer rigs going on their Summit Valley job back up in the Forest Service Big Flat area east of Gasquet. They will be moving in cat and cans very shortly for this rough and rocky project. The Gasquet to Orleans road will be 56 miles long when completed. Thirteen miles has been constructed from the Gasquet end, and six miles that Kizer is working on now. From the Orleans end, eight miles of one lane road has been constructed and six miles of this is planned to be widened to a two lane road this year. Planned 1970 construction from both ends still leaves eleven miles in the center to be built later. The opening of the Gasquet to Orleans forest service road would increase the yearly lumber cut from 54 million to 81 million board feet per year. The U.S. Forest Service has ruled against a proposed Sierra Club Wilderness Area that would have included 171,000 acres in the Siskiyou and Six Rivers National Forests astride the Del Norte-Siskiyou County line. Instead, the Forest Service ruled in favor of continuing development of the area under multiple use planning.

The Guy F. Atkinson Company, Eureka to Samoa bridge, spanning Humboldt Bay, will in all probability be held up an undetermined period of time due to the unavailability of obtaining the pre-stressed girders which are to be shipped from the State of Washington, due to the labor dispute at the manufacturing plant.

Piombo Construction Company has come out of hibernation and back to work on the Trinidad freeway project. A few

Construction Plot Lengthens San Mateo Out-of-Work List

By BILL RANEY & DICK BELL

Despite the very exceptional spring weather prevailing for the past month or more the out-of-work list in the San Mateo hall is far too long. This situation is primarily due to the fact that no new jobs of any size have been let in San Mateo County for quite some time, thanks to the present administration's policy of starving the construction union members into submission.

Piombo Const. is going full blast again with several jobs in the area. Their Bayshore Freeway job is keeping quite a few of the good brothers busy. Also this same company has at present two fill jobs going for the City of San Francisco, at the airport, one is a bay-fill job on the Coast Guard Road. The other is on the west side of Bayshore Freeway at the main entrance of the San Francisco Airport. These fills are being supplied with fill material being trucked from two Piombo excavation jobs, one in San Bruno just off of Westborough Ave. which is a future housing project. The other, just east of 280 Freeway in Millbrae, is an Engstrom Nourse job with Piombo doing the excavation. This, when completed, will be a water filtration plant.

Buzz Haskins Co. is off to a good start on their new earth moving job just behind the new Daly City fire station on the Daly City side of Westborough Ave. This will be a two year project with this company's usual line-up of earth moving experts. Being an old dirt mover myself, it's a pleasure to watch this crew of skilled journeymen perform.

L. C. Smith Co., stretch of No. 280 Freeway in San Bruno is progressing ahead of schedule with what looks to be the last of the scraper dirt moved and the scrapers laid off April 10, at least temporarily. This job is still a long way from completion and will keep a crew of engineers busy for quite some time.

The San Francisco Airport is, as usual, a mad house with contractors everywhere and, as usual, in each others way.

Carl Olson Co. is putting the finishing touches on the new 747 hangar for United Airlines. By the time you read this, the company will have completed this job which has been a very good job for several of the brothers, with very little time off over a period of a year and a half. I understand United Airlines will build another hangar the same size next to the one just completed.

Swinerton & Walberg Co. is

Dear Sir:

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

Also, I shall treasure always the beautiful white Bible given to me.

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

winter slides will make a little extra work for them, and then Redwood Empire Aggregate will be right on their tail laying the C.T.B. and plant mix. This job should be completed early this spring.

making progress on the new American Airlines hangar with San Jose Steel Co. doing the steel erection on this building which when finished will supposedly be one of the world's largest buildings.

Lowrie Paving Co. has started their new job at San Francisco Airport, this is an extension of taxiway's A & B. It seems to be a never ending process repairing and replacing runways and taxiways although this job is more in the way of a beef-up job, with more attention to base preparation due to the heavier 747.

New highway and road construction recommended for San Mateo County by the "Greater Highways Committee" of San Mateo County are as follows:

State Rt. 1 (Coast Highway) 2.0 miles from Edgemar Freeway-Skyline Blvd. intersection to Junipero Serra Freeway, construction to multi-lane freeway.

State Rt. 35 (Skyline) 4 lanes from Sharp Park Rd. to College Drive (under 1 mile). Also I understand (unconfirmed) that a section of State Rte. 186/360 which is called the San Bruno freeway and will eventually connect Bayshore Freeway with Highway 280 and Highway 1, is to be let this year. This will be the section from Bayshore to El Camino and will cross the south edge of "Old Tanforan Race Track" in San Bruno, also unconfirmed, a section of 280 Freeway from Belmont to Woodside is to be let this spring so if even part of these jobs are let plus proposed work at San Francisco Airport, it looks like a good year in San Mateo County.

AIRPORT PROJECTS, MINI-BUSES OK

The city Public Utilities Commission endured some long-winded discussion of airport expansion and "mini-bus" projects yesterday but, after some sniping at the experts, approved both plans.

The commissioners' votes cleared the way for extensive construction of San Francisco International Airport and for the purchase of 25 "mini-buses" for shuttle service in the city.

The commissioners scheduled a special informational briefing on airport plans for April 23

after the discussion of three airport expansion projects grew increasingly complex.

BIRDS

Architect Len Blackford and airport official Dale H. Fearn stood before blueprints and drawings at opposite sides of the hearing room and struggled to explain why the commissioners should call for bids on \$15.2 million worth of airport construction.

After some grumbling the commissioners voted in \$15.2 million worth of airport construction.

"If you gentlemen are confused, don't feel bad," said Blackford, "This is an unbelievable jigsaw puzzle."

After some grumbling the commissioners voted in favor of calling for the bids. The three projects involve extensive expansion of airport roadways, building of a rotunda for big airplanes like the Boeing 747 and laying the foundation for a new terminal building.

TERMINALS

The roadways project, which will cost \$9.6 million, includes widening by three lanes the road looping around between the terminals and the parking area which will be connected by a network of tunnels, bridges and an underpass.

BUILDING UPSWING DUE, NIXON ASSURES LABOR

Washington

President Nixon, apparently indicating further steps to loosen economic restraints, has assured building trades union leaders there will be a big upswing in home construction and other building activity in the coming months, it was reported yesterday.

"I want you to understand there'll be a lot of work this year, and a lot of jobs," an informed source paraphrased the President as telling the union leaders at a White House meeting Monday. Labor Secretary George P. Shultz attended.

In his housing message to Congress last week, Mr. Nixon released \$1.2 billion in Federal matching funds for state and local projects held up last September in a budget cutback to help curb inflation.

United Press

PAUL N. McCLOSKEY, JR.
11th District, California

COMMITTEE ON GOVERNMENT OPERATIONS
AND
SUBCOMMITTEE ON
MERCHANT MARINE
AND FISHERIES

Congress of the United States
House of Representatives
Washington, D.C. 20515

April 15, 1970

Mr. A. A. Pennabaker
Operating Engineers
Joint Apprenticeship Committee
P. O. Box 2949
San Francisco, California 94126

Dear Mr. Pennabaker:

In response to your letter of April 10, I regret very much that my position on extending Wild Rivers protection to the Klamath, Trinity and Eel would draw the wrath of the Operating Engineers.

I have fully appreciated the present woes of the construction industry, and have advocated full and immediate action in housing, highway, airport and rapid transit construction.

On the basis of your letter and Al Cien's telephone call I will re-examine the questions of the Eel and the Trinity. On the Klamath, however, I have to draw the line. As Oliver Wendell Holmes, Jr. once said, "A river is not just an amenity; it's a treasure."

I would hope those of your members who are steelhead fishermen, backpackers and outdoorsmen (as most of my Operating Engineers friends are) would recognize that we are desperately seeking a balance between wild rivers, future population demands and jobs.

I can only plead for your understanding and confidence that I will work equally hard to provide construction jobs in efforts and fields which do not destroy a river, the Klamath, on which four generations of McCloskeys have fished and on which I hope my great grandchildren will one day have the same opportunity.

Best regards,

Paul N. McCloskey, Jr.
Paul N. McCloskey, Jr.

Obituaries

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

Name — City	Local Social Security No.	Register Security No.	Deceased
Boger, Ellis F.	3	0267474	3-9-70
Fanny Robinson—Sister Box 955 Redding, California	SS #553-03-8698		
Brannon, Richard Robin—Wife P.O. Box 105 Gorveland, California	3 SS #554-58-8373	1219522	3-12-70
Carlson, Don E. Elsie—Wife 5705 S. Virginia No. 2 Reno, Nevada	3 SS #526-03-6707	1235268	3-21-70
Cooper, Lorenzo Helen—Wife 312 Pueblo Avenue Modesto, California	3 SS #542-10-9731	1091180	3-4-70
Forsythe, Wm. P. Joyce—Wife 690 East "M" St., No. 18 Benicia, California	3 SS #444-03-4771	0741784	3-15-70
Graven, Frank John Graven—Brother P.O. Box 990 Fairbanks, Alaska	3 SS #296-36-4595	0937276	2-14-70
Johnson, Opal Gordon Tucker P.O. Box 114 Downieville, California	3D SS #552-16-7621	1309144	3-11-70
Johnson, Paul M. Mary—Wife 2219 18th Street Sacramento, California	3 SS #564-22-2192	0347011	3-10-70
Kamei, Hajine Kiyoshi—Brother 656 Hinano Street Hilo, Hawaii	3 SS #564-20-9097	1235178	3-20-70
Kellar, Harry Freda—Wife 1728 Schiller Street Alameda, California	3 SS #565-05-5984	382149	3-27-70
McKinnon, Elmer Mamie—Wife 3401 E. Bayshore Redwood City, California	3 SS #569-05-9202	0266313	3-30-70
Manson, Bert Dorothy—Wife 6th & "A" Street Biggs, California	3 SS #547-20-2001	908599	3-5-70
Morris, Gerald Hilda—Wife 1336-1st Street Livermore, California	3 SS #501-05-0579	0947305	3-24-70
Muns, Fred Laurie—Wife P. O. Box 721 Sutter, California	3 SS #547-03-8030	287948	3-24-70
Murray, Wm. C. Betty—Wife P.O. Box 6132 Santa Rosa, California	3 SS #567-16-7481	1050664	3-9-70
Myetich, Frederick Frances—Wife 261 Hillside Drive Pacifica, California	3 SS #333-30-3085	1372791	3-11-70
Orton, Don B. Rula—Wife Parowan, Utah	3D SS #529-05-0572	1344798	3-20-70
Ostrom, A. D. Blanche—Wife 4579 Alum Rock Avenue San Jose, California	3 SS #530-03-3248	0262550	3-4-70
Pilcher, Lee Laura—Wife 16799 Lahontan Dam Fallon, Nevada	3 SS #530-09-3718	0287352	3-11-70
Simonsen, Arnold Lena—Wife 2450A - 15th Street San Francisco, California	3 SS #556-07-7452	0258539	3-25-70
Smith, R. W. Vivian—Wife 2130 Tacoma Avenue Martinez, California	3 SS #450-10-6157	698533	3-23-70
Thunen, Fred Helen—Wife P.O. Box 39 Summia City, California	3 SS #565-01-0145	0321276	12-21-69
Triplett, C. J. Hildred—Wife 1272 Villa Sp. 94 Clovis, California	3D SS #564-12-0764	1166746	11-26-69

Marvelous Marin Is Sowing Seeds of Steady Progress

By AL HANSEN
Business Representative

FUTURE FORECAST — The aura of progress prevails over Marin County area—as never before. The emergence of better roads, new buildings, more new homes, more commercial activity is a constant news factor in the community. It takes no crystal ball to foresee that the area is growing and that it will continue to grow. But how it will grow is becoming a more genuine concern to many.

CIVIC CENTER — The Marin County Civic Center with its newly completed wing, housing the Hall of Justice and all court-related county offices, the jail, the social services departments, the transit district — the \$11 million project, which has been more than two years in the making, marks another step of completion in the master plan conceived by the beautiful building's architect, Frank Lloyd Wright. Occupancy of the new addition took place in January.

MEMORIAL AUDITORIUM — The Veterans' Memorial Auditorium down the hill towards the fairgrounds site, is still under construction, pointing toward a realistic completion date of September, 1970.

Annexation to San Rafael may be well in the future of the Gallinas Valley. This fall, 1,000 acres were annexed which included land around the Civic Center and the Smith Ranch lands which extend north from that point. The Gallinas Valley area would probably grow more rapidly if it were annexed because, in financing new construction, preference is given to incorporated area with stable tax rates, especially when money is tight.

Groundbreaking before the end of the year is expected for construction of new insurance company headquarters on a six-acre parcel adjacent to the Civic Center Frontage Road, north of the Northwestern Pacific Railroad tracks.

Holiday Inn will also expand this new year, an office building of about 60,000 square feet to be added.

Other developments that may come alive this year include the possibility of new apartments on San Pablo Road in Santa Venetia, and more apartments on Merrydale Road. The area around the Enco station Lucas Valley Road may yet boast of a small shopping center. Considerable progress has been made in the past 15 years in the Gallinas Valley.

THE QUAIL HILL PROJECT — Overlooking the Gallinas Valley, one doesn't miss the giant crane perched on Quail Hill. Construction of the \$2.5 million, 8-acre project should end by November, 1970. Final paving of the last few streets has been set for December, but could be delayed until spring if the rains come early. The grading is complete. Curbs, gutters and drainage has been installed. Aberthaw Construction Company of South San Francisco was awarded the bid for the three-storied structure, which will become western headquarters for the Commerce Clearing House.

Murphy-Pacific Overpass job in San Rafael is taking shape — it really is adding a "new look" to this area.

Roberts Brothers job is al-

ready underway at Bahia Del Norte in Novato. This job should keep some of our brothers busy for a while.

P & H Construction Company is back in operation at Lorkspur — with a few rigs.

Robert Mulloy Excavating has started their new job in Mill Valley—behind Sabella's—this job should last for a while.

ATTENTION: YOUR VOTE DOES COUNT. But it won't unless you register. You need to see a deputy registrar from your county if:

- you have moved since you last registered, or—you didn't vote in the 1968 presidential election, or
- you have changed your name since you last voted, or
- you want to change political parties when you vote in the June 2 primary election.

GENERAL REQUIREMENTS FOR VOTING ARE:

1. American citizenship
2. Age 21 years by election day
3. Residence in California at least one year, in your county 90 days, and at your present address at least 54 days prior to June 2nd.

POLLUTION: WORDS? ACTION?

Environmental pollution, ecology, the "quality of American life" and a host of other synonyms and interchangeable phrases and parts are beginning to dominate the vocabulary of the major mass media, and in another month or so the flood will reach avalanche proportions that in turn will pose a new disposal problem for American Society.

At the beginning of the 1960's the media discovered poverty. The trade union movement, social organizations, outstanding political leaders and scholars had been working to eliminate, cut back, ease the impact of poverty. Finally, TV, radio, magazines, newspapers, book publishers blossomed

forth with detailed accounts of "The Other America."

Today — the same sort of problem is shaping an environment. Who can possibly be in favor of filthy rivers, soot and smoke-laden air, beer can littered roads and obnoxious burning garbage dumps?

BUT as with poverty—which in some circles was extended to describe the nation's culture, its social ways, its ethics and morality—so with pollution.

Indications from the early courses of the anti-pollution onslaught is that the word pollution may be stretched to cover the entire society and all facets of our lives. The contention is that the country is polluted by racism and militarism and the philistinism of pop music and art; the list is endless.

But the fight for clean water, air and land and to restore a biological balance as best as possible is a specific and definitive struggle. We know what the struggle for civil rights is all about; what the endless battle to wipe out the slums and build decent housing means; what a decent wage and standard of living is all about.

The problem is to rivet the attention of the American people on a specific problem long enough and dramatically enough so that the **NECESSARY POLITICAL ACTION AND ECONOMIC AND SOCIAL SUPPORT IS FORTHCOMING.**

We had better decide here and now that clean air, water and land are obtainable, reachable objectives in their own terms; not "in" and "out" fads and slogans and phony demonstrations and confrontations, but legislation and money and programs and a sharp definitive sense coming from across the nation that the American people will no longer tolerate despoilation of their land, air and water.

Obituaries continued

DECEASED DEPENDENTS
March 1970

- Carrigan, Lydia—Deceased March 13, 1970
Deceased Wife of S. P. Carrigan
- Dutra, Diane—Deceased March 6, 1970
Deceased Daughter of Hentry Dutra
- Fairbanks, Auburn—Deceased March 28, 1970
Deceased Wife of Ivan Fairbanks
- Fick, Mary K—Deceased February 18, 1970
Deceased Wife of Frank Fick
- Logan, David Scott—Deceased February 27, 1970
Deceased Son of Jack Logan
- Oding, Ruth L.—Deceased February 14, 1970
Deceased Wife of Howard Oding
- Stacy, Fern T.—Deceased March 1, 1970
Deceased Wife of Alvin Stacy
- Swegle, Debra—Deceased February 28, 1970
Deceased Daughter of Forest Swegle
- Whittenburg, Julianne—Deceased March 2, 1970
Deceased Wife of Clarence
- Yardley, Elizabeth—Deceased February 5, 1970
Deceased Daughter of Marcus Yardley

SAN JOSE

The following Local 3 Golf Tournament is slated for June, with the time and place as yet to be decided upon, by the Tournament Chairman, Brother George Curts, phone number 258-2628. Please feel free to call Brother George Curts for further information.

We would like to extend our sympathy to the families of the following deceased Brothers: John Spurlock, Charles A. Gassaway, LeRoy Parmley, Edward S. Noon and John Chiarle.

Our thanks to Brother Dean Zaner for donating a pint of blood to the Engineers Blood Bank. Due to an unusually heavy demand for blood we are now down to one pint. A Brother member is going to have open heart surgery and we are appealing to the members to take a few minutes and build up the Blood Bank so we can help him with a supply of blood.

Recent Retirees

International Vice President and Business Manager Al Clem and the Officers of Local Union No. 3 congratulate and offer their best wishes for long and happy retirement to the following members:

Names and Address	Amount	Effective Date
Anderson, Lamont F.	\$218.75	12/6
Avilez, Daniel	\$252.00	1/70
Beaumont, Clark	\$204.00	7/69
Davidson, Frank M.	\$252.00	1/70
Gerhard, Melvin F.	\$141.75	3/70
Miller, Marion O.	\$141.75	3/70
Peterson, Charles O.	\$255.75	2/70
Rawley, Milo E.	\$162.75	4/70
Wandtke, Otto	\$252.00	3/70
Wheeler, Leslie J.	\$232.50	1/70
Wilhite, Joseph	\$252.00	3/70
Wilson, Vern C.	\$241.00	3/70
Workman, Robert C.	\$170.00	10/69
Wright, John S.	\$222.75	3/70
Wright, Lester P.	\$252.75	3/70

EARLY RETIREMENT PENSION

Anderson, S. Victor	\$201.50	2/70
Butterfield, Ray W.	\$226.00	3/70
Cameron, Benjamin A.	\$214.00	3/70
Clements, Tom	\$143.00	1/70
Cooper, Sam	\$222.00	2/70
Cudd, Charles B.	\$ 99.50	12/69
Dorresteyn, William	\$240.50	3/70
Gantert, Emmet L.	\$187.50	2/70
Johnson, Carl L.	\$226.50	2/70
Keller, Garnard	\$112.00	1/70
Miller, Lawrence C.	\$229.00	2/70
Moorhead, Alex	\$180.50	3/70
Nobel, Alfred S.	\$212.00	12/69
Prather, Ira E.	\$105.50	3/70
Semenza, Laurence	\$120.00	1/70
Wild, Carl F.	\$127.50	6/69
Yeager, Earl E.	\$144.50	3/70

DISABILITY PENSION

Brown, Stanley R.	\$180.00	1/70
Cagle, Thurman L.	\$132.50	1/70
Cowger, Fred W.	\$216.00	6/69
Dansie, Jesse H.	\$125.00	12/68
Evans, Floyd H.	\$214.50	3/70
Gunter, Dewel L.	\$223.50	5/70
Jones, Walter G.	\$230.00	1/70
Marshall, Charles M.	\$135.00	5/69
Robinson, Archie F.	\$100.00	5/70
Spurlock, John D.	\$160.00	2/70
Taylor, Loren H.	\$170.00	1/70
Trout, Ralph J.	\$132.50	2/70
Venti, Joseph R.	\$223.50	2/70
Younce, Robert	\$153.00	7/69

PRO-RATA PENSION

Andreotti, Guido S.	\$ 41.50	9/69
Baumgardner, W. S.	\$ 18.00	1/69
Heniser, Roscoe D.	\$ 20.00	1/69
Maxwell, Claude E.	\$ 7.50	11/69
MsGarvie, Ronald	\$ 54.00	5/69
Norriss, James T.	\$ 72.00	1/69
Vaughn, Anderson	\$ 5.00	1/69

CHANGES

Edwards, Roy C.		
Rt. 1, Box 88, Biggs, Cal.	\$170.50	
(Increase of 1 year of pension credit, retroactive to October 1969)		
Johnson, Stanley W.		
5600 San Jose Ave., Richmond, Cal.	\$250.00	
(Increase of 4 years of pension credit, retroactive to November 1969)		
Macklin, Loran A.		
2150 South 1st #146, San Jose, Cal.	\$207.00	
(Increase of 1 year of pension credit, retroactive to September 1969)		
Wehl, Chester O.		
Gen. Del., 201-13th St., Oakland, Cal.	\$145.00	
(Increase of \$18.00 12/69-2/70—\$54.00 2 years additional pension credit)		
Straus, John E.		
3050 Shane Dr., Richmond, Cal.	\$180.00	
(Increase of 3 years of pension credit, retroactive to April 1969)		

REINSTATEMENT

Strickland, Cleo		
1616 Mt. Diablo St., Concord, Cal.	\$222.00	
(Reestablished Disability Social Security placed him on their rolls again)		

NORMAL PENSION

Carlisle, Clellan K.	\$110.50	1/70
Chappelone, Donald	\$220.00	2/70
De Mott, Don B.	\$218.75	1/70
Di Duca, James	\$104.50	1/70
Eades, Carl E.	\$180.00	11/69
Field, James F.	\$120.00	12/69
Lacy, Fay W.	\$261.25	1/70
Lange, Walter P.	\$252.75	1/70
Lloyd, Douglas J.	\$252.25	1/70
Maxey, Perry T.	\$180.50	11/69
McCann, Lyle W.	\$252.75	1/70
Mortenson, Darol K.	\$115.00	2/70
Mullineaux, Fred	\$190.00	2/70
Serna, Joseph	\$120.00	2/70
Shorthill, Fred M.	\$250.00	12/69
Slack, Guy	\$251.75	1/70

Pineapple Joe Land!

Busy Building Better Boom

By HAROLD LEWIS
Trustee and Sub-District Rep.
WALLACE LEAN, BERT NAKANO, WILFRED BROWN, KENNETH KAHOONEI & VALENTINE WESSEL
Business Representatives

HIGHWAY WORK DOWN TO NORMAL—We have had a good year of work and now the number of work is beginning to show some cut in employment. This is due to the lack of excavation work. A major portion of the freeway system is nearing completion and equipment is being put into storage. However, to some de-

gree, the employers manage to maintain a small reliable work force on small odd jobs. From our observation, this does not mean that the work is at an end; temporarily there is a hold-off only until bids are let for adjacent freeway routes. The freeway has several miles to be completed and within the freeway system there are quite a number of ramps to be constructed.

In the previous month, Mark Construction, Inc. and Stewart-Pacific-Erickson were both low bidders on the Waimalu and Aiea sectors of the freeway. Award for this work will be con-

firmed after the thirty day period.

In the Leeward District, the entrance of Nanakuli to Maile is presently being converted into a four-lane system. This long awaited improvement is being constructed by Highway Construction Co., Ltd., A. C. Chock, Ltd. and Pacific Constructors, Inc.

The Kapaa-Kailua Highway and part of the H-3 Freeway is being constructed by Hawaiian Dredging & Construction Co., Ltd. This project began the latter part of 1969 and has still more than a hundred foot cut to maintain. This approach begins from Kaneohe Bay Drive and will cut into the hillside route of Kapaa Quarry.

On the overall view of the highway pattern, the Waipahu Junction phase is the beginning of the H-2 approach. Although work is far from being let, this will be quite an undertaking. The route eventually will extend to Schofield.

The State Department of Transportation is focusing its attention to concrete medial dividers as a precautionary safety measure to motorists. This no doubt will bring about more work for small equipment. It is estimated that a considerable amount of small equipment has been allotted for this use.

SUB-DIVISION WORK CONTINUES—Sub-division development has shown a continued growth in nearly all areas of the State, but the work force in this type of work never increases except for a few.

Recently, general contractor Gilbert Kobatake, Inc. was afforded to perform excavation and utility work for a private developer at Ewa. Within the past two years, Ewa Beach properties has acquired twelve hundred additional new homes to that district. Territorial Contractors, presently in the process of grubbing the third increment of the Ewa Beach Estate, will provide another six hundred units there.

Haitsuka Brothers, Ltd. has a forty unit tractsite under development in Nanakuli.

Not too often have we had the opportunity to spotlight the Makakilo project at Barbers Point. This development began eight years ago by Oahu Construction Co., Ltd. Now in its seventh increment stage, Makakilo community has approximately sixteen hundred homes.

There are a number of new areas being developed at this point. The Waikele Estate in Waipahu by J. A. Thompson & Son, Inc., Pearl City Naval Housing by Del E. Webb Corporation, Momilani Sub-Division unit five by J. M. Tanaka Construction, Inc. and Pearl Ridge Estate at Kohonohi Ridge by Quality Pacific, Ltd. Lets proceed to the east end of the Island and observe the following development there. Island Construction Co., Ltd. is still engaged in the development of the Lake Ridge Estate at Enchanted Lakes, Tom Gantry Homes in Kailua by M & C Construction, Inc. and Mauanawili Terrace by Pacific Constructors, Inc. In Kaneohe we have the Haiku Village Estate by J. A. Thompson & Son, Inc. and Quality Pacific Ltd. The largest area of earth transformation is the Ahuimanu project adjacent to the Valley of the Temples. The work is being done by J. A. Thompson & Son, Inc.

(See HAWAII Page 16)

More Retirees

Tenney, Dave	\$119.50	2/70
Trusty, Gus	\$142.00	2/70
Whittington, Richard	\$ 65.00	12/69
Woolridge, L. A. Sr.	\$253.00	1/70
Young, George F.	\$140.00	12/69

EARLY RETIREMENT PENSION

Accatino, Thomas	\$154.50	12/69
Bjorson, Gustare E.	\$214.00	1/70
Bose, W. A.	\$229.00	1/70
Campbell, Francis L.	\$217.00	1/70
Cook, Bill D.	\$202.50	2/70
Cox, Charnock L.	\$178.50	1/70
Dooley, Harold C.	\$231.00	2/70
Duncan, Homer C.	\$209.50	12/69
Edwards, Roy Cecil	\$162.200	10/69
Frank, Leo M.	\$114.50	1/70
Godwin, C. F.	\$ 99.00	9/69
Hagle, Earl	\$210.00	10/69
Haverstadt, David H.	\$ 96.00	2/70
Henry, Kenneth A.	\$184.00	12/69
Hood, J. W.	\$176.00	2/70
Hunt, Vincent P.	\$ 5100	11/69
Irwin, Richard	\$232.50	1/70
Lane, William T.	\$ 85.00	1/70
Mehl, Chester O.	\$127.00	12/69
Meisenbach, John A.	\$146.00	11/69
Morgan, Hale E.	\$133.00	1/70
Nelson, George	\$120.00	2/70
O'Dell, Roy A.	\$215.50	2/70
Rein, Robert R.	\$235.00	1/70
Salonius, Erle H.	\$235.00	12/60
Stevenson, Roy O.	\$195.50	1/70
Sweet, Martin	\$197.00	1/70
Woodcock, Glendon	\$112.50	2/70

DISABILITY PENSION

Alexander, Cecil	\$180.00	11/69
Boyer, Vearl A.	\$222.00	1/70
Boze, Thomas M.	\$160.00	12/69
Browning, William H.	\$117.00	7/69
Cox, Thurmon M.	\$200.00	10/69
Dahl, Bert G.	\$250.00	4/70
Drahos, Wencil J.	\$134.75	2/70
Furtado, Bennie	\$153.00	9/69
Hammond, Francis E.	\$144.00	7/69
Harm, Michael P.	\$ 88.50	12/69
Johnson, Stanley W.	\$230.00	11/69
Kerner, Kenneth D.	\$129.50	12/69
Maxham, Jess L.	\$ 90.00	10/68
McGarvin, Al	\$ 99.00	6/69
Miller, O'Neal	\$140.00	12/69
Mort, Clarence	\$225.00	10/68
Neal, Marvin L.	\$225.00	5/69
Nelms, Pete	\$ 99.00	10/69
Orton, Don B.	\$ 87.50	12/60
Parnell, Isaac L.	\$ 90.00	7/69
Parsons, Albert	\$ 92.50	11/69
Petty, Glen K.	\$192.50	12/69
Spikula, Nick N.	\$170.00	3/70
Watkins, James	\$157.25	2/70
Weeks, Wilbur R.	\$250.00	10/69
Whalen, Dennis E.	\$225.00	7/60
Younkin, Lloyd	\$198.00	7/69

PRO-RATA PENSION

Jones, Archie E.	\$ 6075	7/69
Lambert, John S.	\$ 69.75	7/69
Richards, Robert B.	\$ 27.50	11/69

CHANGES

Boger, Ellis F.	\$142.00	
(Increase of 3 years pension credit, retroactive to August 1969)		
Robinson, Robert W.	\$ 99.00	
(Increase of 1 year of pension credit, retroactive to May 1969)		
Talbot, Raymond B.	\$153.00	
(Increase of 1 year of pension credit, retroactive to September 1969)		
Wyatt, William E.	\$170.75	
(Increase of 1 year of pension credit, retroactive to July 1969)		

Personal Notes

SACRAMENTO

We wish to extend our deepest sympathy to Brother Howard Bedal on the loss of his wife, instead of Richard Bedal. Also the family of Brother Paul M. Johnson, a retired member. Brother Henry Stobart is in the Mercy Hospital on "J" Street for back surgery, so drop him a line or go in to see him, he is in Room 290-D, we wish him a speedy recovery from the Sacramento Office, and his many friends in the area.

MARYSVILLE

We have just been informed of the death of John Gossett of Chico. Our sympathies to his family and friends.

We had two gracious blood donors in this district last month, James Wallace and Mrs. Judy Dickens, wife of Brother Art Dickens. We thank you!

Hospitalized recently at Fremont Hospital were Connie Story and David Haggard. Helen Dodson is in Rideout Hospital and Charles Sanders is hospitalized at Yuba General Hospital. A speedy recovery to all of you.

FRESNO

We wish a speedy recovery to the following brothers who have been "under the weather"—John Merrill, George Gomez, Raymond E. Johnson, M. B. Shellenbarger, Frank Longcor and John J. Hall.

EUREKA

Our deepest sympathy is extended to the family of Wolton Hitchings, who passed away February 13, 1970.

We wish to extend our sympathy to the family of C. A. Fountain who passed away February 19, 1970.

Also, we wish to extend our sympathy to the Marcus Yardley family on the loss of their infant daughter on February 5, 1970.

SAN RAFAEL

Rex Silvernale, Public Relations Man for Brown-Ely Company has been named 1970 President of the Marin Property Owners Association. Congratulations, Rex!

Congratulations are in order to Brother Dan Pecenka and his wife on becoming proud parents of a girl, born March 22, 9 lb., 2 1/2 oz.

Best wishes to Brother "Duke" Harms for a fast and speedy recovery after having had surgery on his hands. Brother A. M. Dewey is still confined at Kaiser Hospital in Terra Linda, and from last report received, is doing real good!

Brother Duane Goebel has been on the sick list, too. Best wishes for a fast recovery.

Brother Karl Wolff is recuperating nicely from his recent surgery. Also Brother Charlie James who is at home recuperating very nicely.

Brother Henry Hahne still out of commission, but able to get around.

STOCKTON

Our deepest sympathies are extended to Brother and Mrs. Mildred Quinn on the loss of their son, First Lieutenant Melvin Quinn USMC, who was killed in action in Vietnam.

Brothers William Abright and Arthur Fehling were seriously injured recently in an automobile accident. We are happy to report both are recuperating nicely.

Brother Gordon Bosley, Grievance Committeeman, was injured on the Frederickson-Watson job when the electric pull jumped out of gear while going uphill. Brother Bosley also is recuperating satisfactorily.

Brother W. H. Edwards is back in St. Joseph's Hospital with a new problem. We hope for a speedy recovery, Bill.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: BACKHOE SERVICE established 10 years, gross \$28,000 av. per year, at Williams in Colusa County. Includes beautiful spacious 4 BR home on 3 acres, equipment yard, 2 shop bldgs. 60 x 40, 50 x 80, fenced in, located 1/2 mi. from home. Owner selling for health reasons, selling all or part. Lawrence's Backhoe Svc., P.O. Box 636, Williams, Ca. or phone 916/473-252. Reg. No. 1281288. 3-1.

SKI BOAT FOR SALE. Single hull, 16'6". Eng. Olds 88 just overhauled. Single axle trailer 1970 Lic. Very good condition, \$1,450. Phone 415/689-4622 Pleasant Hill, Ca. after 7:00 evenings, or Sundays. Reg. No. 780286. 3-1.

LORAIN BACKHOE and shovel comb. for sale. 3/4 yd. wide tracks crawler, old but good, \$3,000 or offer. Phone 415/552-2235. Reg. No. 0678953. 3-1.

BUCKRUSHER SHOVEL for sale. Air operated, 1 1/2 yr. diesel crawler, old but good, \$2,300 or offer. 415/552-2236. Reg. No. 0678953. 3-1.

FOR SALE: 8-YARD DUMP body with 10 yd. ends & hoist. \$200. Phone 415/562-9236. Reg. No. 0678953. 3-1.

FOR SALE: DOUBLEWIDE 1963 VAGABOND mobile home on 2.63 acres in Paradise, Ca. Thomas M. Hoffman, 950 Meridian No. 43, San Jose, Ca. Phone 408/287-1344. Reg. No. 360617. 3-1.

FOR SALE MEMBERSHIP in Royal Pines Lake Club, hunting, fishing, camping, etc. near Marysville, 3 acres with building site near Santa Cruz. Arnold Rush, 1902 Story Road, San Jose, Ca. 95122. Phone 259-1182. Reg. No. 519755. 3-1.

WANTED: DELCO LIGHT PLANT. Model 2000, any condition. Herbert Higginbottom, P.O. Box 212, San Pablo, Ca. 94805. Reg. No. 0947083. 3-1.

MASSEY FERGUSON BACKHOE 220 diesel, 7 buckets, new tires w/optional 181 1/2" trailed w/hyd. brakes. Ramon Hernandez, 1943 San Luis Ave., Mountain View, Ca., phone 961-9230. Reg. No. 799052. 3-1.

SMALL FEED MILL FOR SALE. Complete for 200 to 400 animals, ready to install. Homeite C-9 model chain saw, 24" bar, like new 1955 int. P.U. 304 V-8, new rubber worn hubs & R&H, extras. A-1 cont. 5 cu. ft. concrete mixer, new 1/2 HP motor. Vince Coe-well 11718 - 1/2 Mile Past Oakdale, Ca., phone 209/847719. Reg. No. 579354. 3-1.

FOR SALE: CLEVELAND TRENCHER Model No. 95 (front bottom buckets) plus trailer. Good condition, \$4,500 for both. E. Paxton, 1149 Sonoma Ave., Campbell. Phone 378-0856. Reg. No. 1043767. 3-1.

FOR SALE: INSLY MODEL 500 crawler backhoe, boom extension, four buckets, \$18,000 for all. E. Paxton, 1149 Sonoma Ave., Campbell, phone 378-0856. Reg. No. 1043767. 3-1.

1963 TRAILER HOUSE 10 x 54 Detroit, 2 BR, new awning, fire alarm system, washing machine, complete with furniture. Eastern Built, \$3,500. Located in Williams. Call 408/274-3480. Robert Jehs, 3074 Rosemore Way, San Jose. Reg. No. 1079834. 3-1.

1964 SQUAREBKW driven only by careful school teacher on weekdays. Good tires, new brake shoes. Quick low price \$625 or \$660 cash. Kenneth Mahoney, 455 41st Ave., San Francisco. 386-6543. Reg. No. 889769. 3-1.

HOME FOR SALE. 2 BR house & garage on 1.2 acres of choice garden land. North of Santa Rosa near Larkfield shopping area. Grapes & fruit trees. \$18,950. Don H. Mowof, % General Del., Brownville, Ca. Phone 895-3567. Reg. No. 0459144. 3-1.

FOR SALE: 3-SPEED SPICER Trans. w/shift lever & flanges 200 RPM split under, direct over. Excellent condition. Edward Clester, 152 Sp. 1220 N. Lawrence Exps., Sunnyvale, Ca. Phone 408/734-2093. Reg. No. 991004. 3-1.

LIGHT PLANT FOR SALE. 5KW, four cylinder gas engine mounted on two wheel trailer, or trade for late model compact car, 1967 Dodge van for sale or trade. Call 415/454-8441. Reg. No. 0736418. 3-1.

1968 DATSUN P.U. in good condition. Radio & heater, hardon bumper, trailer hitch, plywood bed, gun rack, economical, best offer. Jim Alkinson, 5050 Jarvis Rd., San Jose. Ca. 95118. Call 264-9400. Reg. No. 1014520. 3-1.

FOR SALE: 1959 INTERNATIONAL PICKUP, 3/4 camper, radio & heater. Air cond., new paint and brakes, \$585. Lee Pischke, 3021 E. 18th St., Oakland, Ca. Phone 534-0820. Reg. No. 082968. 3-1.

WANTED: OLD BOTTLES (before 1900). Beers, bitters, whiskeys, sodas, black glass bottles, etc. Send description, price to Ted Siri, Jr., 205 Sanford Lane, Ukiah, Ca. 95482. Reg. No. 115484. 3-1.

TWO BOBTAILS FOR SALE or will trade for 10 wheeler—will assume. Phone 408/269-5432. John Brown, Reg. No. 0434969. 3-1.

FOR SALE: PONIES, all sizes, colors and prices. Phone 209/878-3530. Ben Stoner, Box 91, Dooltown Rd., Coulterville, Ca. 95311. Reg. No. 0829600. 3-1.

FOR SALE: TWO 2-BR HOUSES on one lot in Vacaville, each house furnished, very easy to keep rented. Also 18 acres on Winters Freeway fenced and good road on 3 sides. New well, pump house. Will sell all or part. R. Woody, 450 J. Jefferson St., Dixon, or phone 678-3268. Reg. No. 347177. 3-1.

FOR SALE: 1964 DODGE 1-ton mechanics truck. Radio, heater, power take off compressor, boom cable hoist, 1 1/2 ton comp. long. Real good condition. Call or see Mervin Horrell, 4124 Braunsby Rd. (B) Napa, Ca. 94558. 707/255-3016. Reg. No. 095286. 3-1.

WANTED: PLAYER PIANO ROLLS, any tunes. Premium for Ampico, Duo-Art or Welte labels. Also want electric player piano in any condition. C. Billard, 21716 Reonart Rd., Cupertino, Ca. 95014. Phone 408/252-2104. Reg. No. 1382585. 3-1.

TO LEASE: 80 ACRES planted to perm. pasture, 1.650 sq. ft. living area. 3 BR 2 bath, large liv. room w/firepl., Oil furnace w/forced air. Lots of water from springs. \$3,000/yr. Located at 13A-6, Renben Rd., Glendale, Oregon. L. H. Freeman, owner, to be contacted at 1010 Atlantic St., Salinas, Ca. 93901. Phone 422-3347. Reg. No. 0512523. 3-1.

FOR SALE: ONE 20 TON LOW-BED Kenworth tractor, 300 diesel engine, dual drive, good condition, reasonable. Owner retiring. Phone 209/826-2555. (Los Banos). Reg. No. 500838. 3-1.

REGISTERED QUARTER HORSE for sale, stallion. Beris Day No. P-90, 5L8, grandson of Bert P-227. Phone 209/878-3530. Ben Stoner, Box 91, Dooltown Rd., Coulterville, Ca. 95311. Reg. No. 0829600. 3-1.

WANT TO BUY CRANE BOOM for Model E Quickway. Al Pierzina, 1054 Lindell Dr., Richmond, Ca. 94802. Telephone 415/525-2165. Reg. No. 745737. 3-1.

FOR SALE: 2460 GRADALL BUCKETS 16", 48" and 48" pavement bucket with H&L shank on 1 points. \$550, 24" Hopto bucket \$125. 916/447-1650 or 916/383-7461. Reg. No. 4152683. 3-1.

FOR SALE: LARGE LEVEL LOT near Sonoma, live, yr. round stream, trees, on new paved road, water & electricity on property, swimming, boating, horseback riding & golf. C. M. Orr, Rt. 2, Box 974-No. 39, Sonoma, Ca. 95370. Phone 209/532-3871. Reg. No. 087249. 4-1.

WANTED: 35 foot boom & shives for AC350 Shield Bantom Crawler, also a Fairlead. Want to buy a Crawler Crane 1/2 or 3/4 yd. good cond. H. G. Hinks, 504 Forrest Ave., Lodi, Ca. 05240. Reg. No. 0863761. 4-1.

FOR SALE: P&H SHOVEL Serial No. 11376, 855B. Steel shod wood heel boom. 2 yd. shovel front, 671 GMC engine. Good cond. Rails poor. Lyle D. Wittgins, 1290 Lincoln Ave., Arcata, Ca. 95521. Telephone 827-3552. Reg. No. 1195055. 4-1.

BOAT FOR SALE: Howard 427 Ford, Volvo drive, 18 ft. Make offer. Phone Silva, 415/278-1557. Reg. No. 0976224. 4-1.

FOR SALE: MOTORGRADER, 1957, Model BT19403, licensed, very gd. condition. Used only two weeks since 1966, illness forced owner's retirement. \$5,800 cash. James L. Williams, Rt. 1, Box 251, Biagas, Ca. 95917. No. 4th St., N. of city limits. 916/868-5785. Reg. No. 0294588. 4-1.

FOR SALE OR TRADE FOR BACKHOE, 5-acre lot in Toopas Ranch Estates, Nevada, On Hwy. No. 3, 3 mi. E. of 395. Overlooks future Hove Canyon Dam, Panaramic view. \$4,400. 344 Beale Dr., Hayward, Ca. Phone 581-4640. Reg. No. 0541036. 4-1.

JEEP 1055 V8 ENGINE. Winch front hubs, dual rear wheels, large brakes, seat tanks chains front & rear, lowbar, 100 AMP alternator, two wheel sleeping trailer. 1875 - 25th Ave., San Francisco. W. Thorman. Phone 664-7707. Reg. No. 1094417. 4-1.

FOR SALE 2 1/2 TON COMPRESSOR UNIT for central air conditioner with pre-charged coil. Wayne M. Staleson, 216 Bancroft Rd., Concord, Ca. 933-6576. Reg. No. 1181650. 4-1.

19 FT. CABIN CRUISER for sale. Larson Lap line 75 H.P. Evenrude engine, trailer, \$1700. H. Hamilton, 22408 Victory Dr., Hayward, Ca. Reg. No. 1196348. 4-1.

THREE BEDROOM TWO BATH house for sale includes 1 bedroom duplex furnished. Large lot 500 income incl. sewer, lights and gas. Box 33, Kinas Beach, Ca. Phone 916/546-3350. R. No. 419387. 4-1.

BACKHOE M/F DIESEL, 4 Buckets, loader & scraper w/International dump & lift trailer plus going business. All for \$6,500. 415/388-6844. Reg. No. 0987276. 4-1.

FOR SALE: 1964 CHEV. El Camino V8 3 speed slick shift, excellent condition, 55,000 mi. Phone 969-9033. Roy Tillman, 1075 Space Park Way, Mt. View, Ca. 94040. Reg. No. 0996036. 4-1.

COVERALLS FOR SALE: Several hundred pairs, freshly laundered, all sizes. \$2 pr. 4634 E. Tyler Ave., Fresno. Phone 251-7770. Reg. No. 297439. 4-1.

FOR SALE: 1-DRAIN TRUCK CRANE, 35 ton Model 535 W. Serial No. 29029. 4-axle, 10 ft. wide, 105 ft. boom, 25 ft. lift. Phone 662-2093 or write Don Lamberly, P.O. Box 401, Woodland, Ca. 95695. Reg. No. 313329. 4-1.

MODEL 8000 H-O PAK FOR SALE with hoses & quick connectors. \$900 for quick sale. Phone 707/448-4319 after 6 PM. Troy L. Rouland, 354 Buck Ave., Vacaville, Ca. 95688. Reg. No. 0845466. 4-1.

FOR SALE OR TRADE FOR BACKHOE: One 1958 GMC 3-axle 160 Cummins diesel engine. Allison auto. trans. 10 yd. dump. Phone 415/223-0965. Reg. No. 094431. 4-1.

FOR SALE TWO BUCKETS to fit Case 530 Backhoe 18", 24", both in good shape. Call 415/588-8326. Reg. No. 1087495. 4-1.

JOHN DEERE 450 DOZER & RIPPER. Perfect condition. 415/837-4567. Reg. No. 123153. 4-1.

FOR SALE: ENCYCLOPEDIA AMERICANA. Like new. 30 Volumes & 7 year-books. Never used. 1108 - 107th Ave., Oakland, Ca. 94603. Phone 569-0699. Reg. No. 0469307. 4-1.

FOR SALE: 1964 OLDS-F85-4-dr. H.T. R&H; P.S.; A.T. and Factory Air. Excellent 2nd car. After 5 p.m. J. Hartman, 2509 Alhambra Dr., Santa Clara, Calif. Phone: 241-6280. Reg. No. 136424. 4-1.

FOR SALE: 1965 FORD FALCON - 2-dr. H.T., R&H; A.T. Good condition. New paint, new tires-\$750. After 5 p.m. J. Hartman, 2509 Alhambra Dr., Santa Clara, Ca. Phone: 241-6200. Reg. No. 135924. 4-1.

TANKS (Galvanized) 19 1/2 gals. Good for Aux. tanks (gas, oil, or water). 28 1/2 x 16 1/2 x 9 1/2", 85 each. L. Davidson, 8620 Leatham Ave., Fair Oaks, Calif. 95628. Phone: 916/966-1502. Reg. No. 0711792. 4-1.

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

BUNGALOW: 5-rm. furnished, garage, 2 other buildings. Berries, fruit, garden, ample water. One acre, \$10,900. No. 26 Canyon Rd., off Doris Dr., Grass Valley, Calif. D. J. McGeever. Reg. No. 403010. 4-1.

FOR SALE: D8 1953 MODED. Late 7U serial 21980, with single dozer, canopy, Cat 25 rear unit, motor transmission, rear end excellent condition. Oil clutch, needs tracks & some rollers-\$3,500. J. Hust, Star Route, Banor, Calif. Phone: (916) 679-2406. Reg. No. 580098. 4-1.

FOR SALE OR TRADE: 18 ACRES PASTURE LAND, HOUSE, BARN, 2-bdrm., hardwood flrs., fireplace plus 45 olive trees & fruit trees, barn (28x80), garage, sta. shed and water, \$30,000. Star Route, Banor, Calif. Phone (916) 670-2406. J. Hust. Reg. No. 580098. 4-1.

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

FOR SALE: 25 ACRES, all or part. Above the smog, below the snow. East of Lake Folsom. James Livie, Jr., Box 23. Rescue, Ca. 95672. Phone 677-2673. Reg. No. 0593086. 4-1.

PACIFIC CAMPER FOR SALE. 8 ft. large windows, ice box, storage space, ins. w/knotty pine, 2 lacs, \$550. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, Ca. 94019. Call 72614736 after 7 P.M., before 7:30 A.M. Reg. No. 1006579. 4-1.

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

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

D-4 CAT, 9U w/dozer & BEGE pump. \$5,555. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, Ca. 94019. Call 726-4735 after 7 P.M., before 7:30 A.M. Reg. No. 1006579. 4-1.

FOR SALE: 1952 MILITARY JEEP, V-8 Mustang eng., two bar, full auto, twin winch, 5 ea. of 15" & 16" wheels. Exc. cond., \$1,200. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, Ca. 94019. Call 726-4735. Reg. No. 1006579. 4-1.

TRAVEL TRAILER FOR SALE. New 69 Pan Pacific 2 1/2 self-contained front, twin beds, tandem wheels, A-1 cono. Clyde L. Cozad, J1002 E. Fisk Rd., Manteca, Ca. Phone 209/982-1824. Reg. No. 535826. 4-1.

FOR SALE: 1965 OLDSMOBILE, 2 DR. HT—new tires, engine overhauled, \$1,000. Albert O. Rourke, s/o No. 566-03-1161. Reg. No. 0360932, 1367 Church St., S.F. 415-282-5042.

FOR SALE: GEM TOP CAMPER, tinted windows, fluorescent light—for long wide bed pickup. Leroy Tillman, 1075 Space Parkway No. 203, Mt. View, Ca. 94040. Reg. No. 0996036. 5-1.

FOR SALE OR TRADE: 1 1/2 ACRE Napa County in foothills, valley view, two houses. Appraised at \$10,500. George Walker, 1321 N. Demaree Rd., Visalia, Ca. 93277. Phone 209/732-7173. Reg. No. 1059538. 5-1.

ONE OR FIVE ACRES for sale or trade of Hayward, Ca., residential district. Phone 582-3777 or 656-2852. Reg. No. 267678. 5-1.

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

STREAMLINED TRAVEL TRAILER, Imperial self-cont. 1969, 29', like new, many extras. \$7,600. Phone after 6 PM 707/464-6284 or P.O. Box 27, Gasquet, Ca. 95543. Reg. No. 0346986. 5-1.

FOR SALE: MTA FARMALL tractor, low bed trailer and disc \$1,595 TD9 Dozer \$2,750. Case Backhoe with 11ft bed trailer \$4,650. W. L. Maddox, Santa Fe Grade, Los Banos, Ca. 209/826-0884. Reg. No. 1043538. 5-1.

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

HAVE BRICKS, COMMON red for sale, like new, no cement on them. 1500 for sale, one or all, at 6c apiece. Telephone 653-3275. 5681 Ocean View Drive, Oakland, Ca. 94618. Reg. No. 450983. 5-1.

FOR SALE OR TRADE: R. 2 Lake Tahoe near Tahoe Airport, room for 14 units. Phone 582-3722 or 656-2852. Reg. No. 267678. 5-1.

FOR SALE: CAT 12-99E Blade \$660 Service. Also 10-12 ton Ingram Roll-Rollomatic. Price is right. Lynn C. Williams, 82 Thomson Lane, Petaluma, 707/763-0872. Reg. No. 899649. 5-1.

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

JIB 20 FT. FOR 150 P&H truck crane, easy to adapt to another rig. Make offer. Phone after 6 p.m. 707/464-6284 or write P.O. Box 27, Gasquet, Ca. 95543. Reg. 034986. 5-1.

CORVETTE FASTBACK 1966 silver gray, 427 cu. in., 390 HP, Mickey Thompson tires, Anson mag. AM-FM radio, exc. condition. Must sell. \$2,200 or best offer. D. Kernaghan, 659 Kirkland Dr. No. 9, Sunnyvale, Ca. 94087. 408/736-4653. Reg. No. 1276874. 5-1.

Vote No on 6

PROPOSITION 6 would eliminate the constitutional provision requiring the State Board of Education to adopt textbooks of "a uniform series," to have them printed and published by the State Printing Office, and the requirement that they be continued in use for not less than four years without any change that would require new books. It would require free textbooks to be furnished pupils in grades 1 thru 8 rather than to children attending "the day and evening elementary schools." It would also eliminate the provision that county superintendents and county boards of education shall have control of the examination of teachers and the granting of teachers' certificates within their jurisdictions. By eliminating these provisions from the constitution, such matters would become subject to legislative control. VOTE recommends a NO vote.

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.

CHARLES H.

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MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

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

SEMI-ANNUAL MEETINGS	
JULY	13 Oakland, Thurs., 8:00 p.m.
11 San Francisco, Sat., 100 p.m.	25 Sacramento, Tues., 8:00 p.m.
	27 San Jose, Thurs., 8:00 p.m.
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.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Eureka, Engineers Bldg., 2806 Broadway.	Fresno, Engineers Bldg., 3121 E. Olive St.
Redding, Engineers Bldg., 100 Lake Blvd.	Ukiah, Labor Temple, State Street.
Oroville, Prospectors Village, Oroville Dam Blvd.	Salt Lake City, 1958 W. No. Temple.
Honolulu, YWCA Community Rm., 1040 Richard St.	Reno, Musicians Hall, 120 W. Taylor St.
Hilo, Hawaii Tech. School, 1175 Manono St.	Marysville, Elks Hall, 920-D St.
San Jose Labor Temple, 2102 Almaden Road.	Watsonville, Veterans Memorial Bldg., 215-3rd.
Stockton, Engineers Bldg., 2626 N. California.	Santa Rosa, Engineers Bldg., 3900 Mayette.
Oakland, Labor Temple, 2315 Valdez.	Provo, 165 West 1st North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

STATEWIDE LABOR CHOICES

U. S. Senator	GEORGE E. BROWN, Jr. (D)
	JOHN V. TUNNEY (D)
Governor	JESS UNRUH (D)
Lt. Governor	ALFRED E. ALQUIST (D)
Secretary of State	EDMUND G. BROWN, Jr. (D)
State Controller	HERMAN SILLAS (D)
	HOUSTON I. FLOURNOY (R)
State Treasurer	MILTON G. GORDON (D)
Attorney General	CHARLES A. O'BRIEN (D)
	VELLE J. YOUNGER (R)
Supt. of Public Instruction	JULIAN NAVA
	WILSON RILES

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Council Rates City Propositions

Paul Edgecombe, president of Operating Engineers Local Union No. 3 and a member of the executive committee of the San Francisco Labor Council, has announced the labor council's position on the following city propositions:

● Proposition A — School Bonds, to the amount of \$45,000,000.00. Included in this proposal are plans for either 57 or 117 bungalows, which are claimed to be needed. Your committee recommends a 'Yes' vote.

● Proposition B—A bond issue of \$5,000,000 for improvement of street lighting. This issue is designed to improve our street lighting system and thus present safer streets. Your committee recommends a 'Yes' vote.

● Ballot Proposition C—A bond issue of \$5,767,000 to improve the fire protection systems and equipment of the City and County of San Francisco. This proposal was designed to present a number of improvements throughout the city of our fire protection system. Your committee recommends a 'Yes' vote.

● Proposition D — Provides the creation of an Airport Commission as successor to the Public Utilities Commission in the management and control of airports and air transportation facilities owned or operated by the City. A serious charge was leveled against City Hall for its failure and refusal to provide copies of this legislation for concerned organizations. It was also pointed out that the Supervisors have neglected to provide proper safeguards for City employees in the areas of job protection and have arrogantly decided to remove a number of jobs from Civil Service. The Committee recommends a 'No' vote.

● Proposition E — Provides for changing the hours of work in the Fire Department and allowing the City to provide overtime, night and holiday pay for the first time. Your Committee recommends no position.

● Proposition F—Charter amendment providing for increased bonded indebtedness in sewage and air transportation facilities has now become essential legislation because of the necessity of our City and County of San Francisco being required to face up to its respon-

sibilities in this regard. Recommended a "Yes" vote.

● In the matter of a Charter amendment of Proposition G—The method of fixing salaries of disability transferees and provides a transferred employee holding the position for ten years shall have his salary fixed in accordance with the salary standard provisions. Your committee recommends a 'Yes' vote.

● Proposition H—Declaration of Policy; School Busing. This disruptive proposal, irresponsibly placed on the ballot for base political purposes, completely ignores the true issue, namely "Quality Education". Your com-

mittee recommends a 'No' vote.

● Proposition I—An initiative now being circulated by policemen and dealing with hours, wages, fringe benefits and promotions within their department. The Fire Fighters pointed out that for many years they have enjoyed Section 36.3 of the Charter which guaranteed parity as between the police and fire departments. In this proposed petition Section 36.3 guaranteeing parity has been deliberately deleted thus depriving the fire fighters of parity. Because of this unfortunate action on the part of the policemen your Committee recommends a 'No' vote.

San Jose Picking Up

By BOB SKIDGEL,
MIKE KRAYNICK &
JACK CURTIS
Business Representatives

UPSWING IN SAN JOSE BUILDING—With the end of the rainy season at hand, the equipment is starting to roll again. The out-of-work lists are still long, but next month we may see more names off that list. The San Jose City Building Department issued \$26 million worth of construction last month boosting the value of permits issued this year to \$55.4 million. An increase in residential construction including \$7.4 million in apartment buildings helped push the total up. The City Councilmen are about to undertake the third phase of the widening of Park Avenue between Guadalupe River and Montgomery Street. The section between Sunol Street and Montgomery Street including the underpass at the Southern Pacific Co. rail-lines is under construction now and are going at full speed. A new \$310,000 bridge over the river will be erected in the future. Total cost of work on this entire widening project will run about \$2.5 million.

Another high-rise building will be underway early this summer in the Financial Plaza of the Park Center urban renewal project. Holiday Inns will construct a \$5 million, 300 room hotel at the southeast cor-

ner of Vine Boulevard and San Fernando Street.

Two major apartment complexes in Santa Clara County totaling \$6,440,000 are being financed by John Hancock Life Ins. Co. The first project, called Victoria Station, contains 176 units at Lawrence Expressway and Homestead Road in Sunnyvale. The second is the 284 unit Islandia Apartments located at the intersection of Stevens Creek Blvd. and Calvert Drive —near Lawrence Station Road in San Jose.

Metropolitan Life Insurance Co. will finance \$1.95 million for three two-story office buildings in the Stanford Industrial Park in Palo Alto. The unnamed project is owned by Wheatley Jacobsan Inc. of Palo Alto.

In Los Gatos a \$2 million filter plant that will be able to handle 20 million gallons of water a day is under construction by San Jose Water Works at its Montevina Reservoir. Superintendent Del Fox of Osborn Const. Co. is overseeing the job and William Rollins is resident engineer. Washwater lagoons and sludge drying beds will be located west of Highway 17.

Central Coast area state highway construction projects ordered delayed last year have been reinstated in the 1970-71 state budget. In Santa Clara County, \$2.45 million is budgeted for Route 101 construction of a six lane freeway from San Martin to Cochran Road, Route 17 will

Hawaii Still Booming . . .

(Continued from Page 14)

ASPHALT PAVING INDUSTRY—Hawaiian Bitumuls & Paving Co., Ltd. has resumed resurfacing Runways 11 and 26 at the Honolulu International Airport. Approximately four layers of asphalt base which is equivalent to 180,000 tons will be used in this venture. The employer has a period of two hundred calendar days to complete the work.

Brother William Ko, Grievance Committee Chairman and also Job Steward at Hawaiian Bitumuls & Paving Co., Ltd. has indicated that the work situation for the year 1970 looks very promising which includes work assignments on the outside Islands. Hawaiian Bitumuls & Paving Company, Ltd. has recently hired eight more engineers bringing the total of two hundred employees employed.

HOOK INDUSTRY—Brother Benjamin Limahai, Steward at Associated Steel Workers, Ltd., has informed us that the work situation in the Hook Industry is beginning to slow down.

NEGOTIATIONS—Interim re-

opener negotiations with American Trucking Co., Ltd. has been completed and the Memorandum of Agreement has been approved and ratified unanimously by the members. Contract reopeners were for wages and group medical insurance.

Engineers employed by American Trucking Co., Ltd. (general freight hauling company) have gained substantial wage increases as follows:

CLASSIFICATIONS	RATES PER HOUR	
	Effective 1-1-70	Effective 7-1-70
Automotive Mechanic 1st Class	\$4.11	\$4.35
Automotive Mechanic 2nd Class	3.96	4.18
Tractor Trailer Operator	3.63	3.86
Fork Lift Operator	3.63	3.86
Tire Repairman or Lubeman	3.45	3.68
Flatbed Truck (under 5 tons)	3.45	3.68
Truck Helper	3.06	3.32

10c per hour premium while handling commodities such as Creosoted Products, Bitumen type pipe, and Aqua ammonia. 75c per hour premium while handling explosives.

The brothers at American Trucking Company are satisfied with the gains they have obtained.

Negotiations with Hawaiian Equipment Company (Honolulu) a newly organized employer

has recently been completed. This new employer deals strictly with equipment sales and shop maintenance work. The new Agreement includes gains as follows: Seniority, Five Day Work Week, Starting Time, Relief Break, Travel and Subsistence, Wage increases, Reporting Pay and Call-Back Pay, Medical Plan (total cost borne by employer), Dental Plan (total cost borne by employer), Group Life Insurance, Retirement Plan, Sick Benefits, Holidays, Vacations, Severance Pay, Funeral Benefit, Jury Duty. Wage increases are as follows:

Classifications:	Per Hour Effective	
	3-1-70	11-1-70
Heavy Equipment Dept.		
Mechanic, Journeyman	\$4.42	\$4.76
Welder, Journeyman		
Mechanic, 1st Class	3.90	4.21
Welder, 1st Class		
Mechanic, 2nd Class	3.45	3.66
Welder, 2nd Class		
Helper	2.93	3.11
Automotive Dept.		
Mechanic, Leadman	4.67	5.01
Mechanic, Body & Fenderman-Painter, Journeyman	4.42	4.76
Mechanic, Body & Fenderman-Painter, 1st Class	3.90	4.21
Mechanic, Body & Fenderman-Painter, 2nd Class	3.45	3.66
Helper	2.93	3.11
General		
Fuel Pump Technician	4.67	5.01
Janitor	2.75	2.93