

# Labor: "Prop 20 Would Be Disaster!"

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## Reagan May Call Special Session On Court Rule

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### Score Plan For Control Of All Water

"Tens of thousands of California workers and their families will come face to face with the stark realities of unemployment if Proposition 20 is not defeated on November 7," two of California's top labor officials warned today.

"Instead of providing a reasonable and effective means of protecting California's coastal resources for all Californians, Proposition 20 would dilute the authority of local and county governments to have a say in their own area's development and superimpose a new bureaucracy empowered to impose a de facto five-year moratorium on virtually all construction within a thousand yards of any body of water subject to tidal action," John F. Henning, executive officer of the California Labor Federation, AFL-CIO, and James S. Lee, executive officer of the State Building and Construction Trades Council of California, said in issuing a joint statement urging a "No" vote on the measure.

"Since California's 15 coastal counties house nearly 85 percent of the state's population, the impact of such a freeze on the state's economy would be devastating," they said.

"Such a freeze would not only throw tens of thousands of construction workers and employees in related fields out of work but it would also be likely to force a major boost in taxes at all levels due to the reduction in government revenues from normal construction activities," they said.

Referring to recent court action on environmental issues, they said:

"Claims made by promoters of the so-called Coastline Initiative that the measure was necessary

See 20 FEARS Page 2

"Serving the men who move the earth!"

# ENGINEERS NEWS

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



Guam, Where America's Day Begins • Hawaii, The 50th State • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

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PROPOSITION 20, the Coastal Initiative was the target of the California Federation of Labor, California State Building and Construction Trades and the San Mateo Citizens Council at a recent rally and press conference sponsored by California Con-

ference of Operating Engineers and Operating Engineers Local No. 3. Local 3 Business Manager Al Clem, who chaired the event, is shown at the mike while at right is James Lee, President of the Building Trades, and John Henning, State AFL-CIO.

### Local 3 Sponsored

## Labor Rally Scores Coastline Initiative

"With nearly half a million jobless workers already, California simply cannot afford Proposition 20, the admittedly flawed scheme to freeze all construction within a 1,000-yard permit area along California's entire coastline for up to 5 years," John F. Henning, executive officer of the California Labor Federation AFL-CIO, said.

Speaking at a press conference co-sponsored by the California

Conference of Operating Engineers and Operating Engineers Local 3 at the Del Webb Towne-House in San Francisco Monday which was chaired by Al Clem, Local 3's Business Manager, Henning said the State AFL-CIO is urging a "No" vote on Proposition 20 because "it would wipe out jobs for thousands of workers in construction and related industries and severely depress the state's entire economy."

Proposition 20 include: John F. Crowley, secretary-treasurer of the San Francisco Labor Council; James Lee, president of the State Building and Construction Trades Council; Clem; and Morris Weisberger, a State AFL-CIO Vice President and Secretary-Treasurer of the S.U.P.

Acting Governor Ed Reinecke—deeply concerned that a recent State Supreme Court ruling "could throw hundreds of thousands of Californians out of work"—today announced he is calling an urgent meeting Wednesday in Sacramento to determine the potential adverse impact the decision could have on California's economy.

Reinecke said he is inviting key members of organized labor, top representatives of the state's construction, agriculture, real estate and lending industries and members of the cabinet to the meeting to discuss the court's September 21 ruling which interpreted the California Environmental Quality Act of 1970 as being applicable to private projects.

The ruling, which takes effect next week, requires that environmental impact statements must be filed with local officials by construction firms and possibly even farmers before private building projects and certain agricultural activities can go forward.

"Preliminary reports have indicated that the court's ruling could throw hundreds of thousands of Californians out of work by wreaking havoc on two of the state's most important industries—building construction and agriculture. Hopefully, Wednesday's meeting will help us to more precisely assess the potential adverse impact the decision could have on the state's economy," he said.

"In addition, the meeting will provide an opportunity to discuss possible courses of action

See COURT RULE Page 7

## On State Propositions

The Voluntary Organization of Taxpaying Engineers (VOTE) recommends:

### Statewide Propositions

- |  |     |
|--|-----|
| <b>Proposition</b>   |     |
| 1. Community college bonds .....   | YES |
| 2. Health facilities bonds .....   | YES |
| 3. No Recommendation   |     |
| 4. No recommendation   |     |
| 5. No recommendation   |     |
| 6. Constitutional changes .....  | YES |
| 7. Vote for 18-year olds, open presidential primary .....                    | YES |
| 8. No recommendation   |     |
| 9. Approval of school bonds by simple majority .....                         | YES |
| 10. Raise blind veterans' property tax exemption .....                       | YES |
| 11. Include privacy as inalienable right .....                               | YES |
| 12. Limited tax exemption for disabled veteran .....                         | YES |
| 13. Pay awards to state in on-job deaths where there are no dependents ..... | YES |
| 14. Watson tax initiative .....  | NO  |
| 15. Criteria for state employee pay including compulsory arbitration .....   | NO  |
| 16. California Highway Patrol salaries .....                                 | YES |
| 17. No recommendation  |     |
| 18. Obscenity control .....  | YES |
| 19. Legalize Marijuana .....   | NO  |
| 20. California Coastline initiative .....                                    | NO  |
| 21. School busing .....  | NO  |
| 22. So-called Farm Labor Relations initiative .....                          | NO  |



BARRY KEENE      LOUIS J. PAPAN      ERNEST LA COSTE

## VOTE Strongly Supports

VOTE has given active campaign support to two candidates for the State Assembly: **BARRY KEENE**, 2nd District, representing Humboldt, Mendocino and Sonoma Counties; **LOUIS J. PAPAN**, 27th District, representing San Mateo County. VOTE is also strongly supporting **ERNEST LA COSTE** for the State Senate from the 3rd District representing Alpine, Amador, Calaveras, El Dorado, Inyo, Mariposa, Mono, Nevada, Placer, Tuolumne and Yuba Counties. We believe these three candidates are outstanding and will do an excellent job for all of us in the State Legislature. Your vote is important.

VOTE is also supporting Propositions A: Water Bonds, and Proposition B, Sewer Bonds in San Francisco. Members are urged to follow COPE endorsements in regards to other local propositions and candidates. Your union as such has made no endorsement in the Presidential campaign, however, a recent poll conducted of all members showed 40.5 for President Nixon, with 41.5 for Senator McGovern. 18% were uncommitted.





## Collectively Speaking with Al Clem

Since we last reported to you, while it seems as though the achievements have not been too great, we have been extremely busy with the nitty-gritty jobs, which make your organization tick, such as attending JAC meetings and the Affirmative Action Trust, where I and the rest of the Officers and the Employee Trustees have approved the various projects, so that we may continue to operate this organization in a businesslike manner.

We have spent considerable time giving depositions in the case where our hiring hall is being attacked and this takes a great deal of time, not only for myself but many of the Employees of the Union. We hope that the day will soon come when these problems will be resolved to the satisfaction of everyone.

On October 9, we hosted a Press Conference at the Del Webb Hotel, trying to interest all the labor movement in the pitfalls contained in Proposition 20. Proposition 20, in my humble opinion, is a very ill-conceived proposition and it has far reaching effects in the State of California. If it should happen to pass, it will bring to a stop many projects which are so vital to this great state of ours.

Proposition 14 is also one that we hope you will study thoroughly before you cast your ballot, for this also is a very vicious and ill-conceived proposition, by bringing to the electorate some things that would not be beneficial to the people in the State of California.

These will have an effect on the livelihood of every engineer and his family, as well as the workers in the construction industry in the State of California.

We urge that when you go to the polls and vote against these two propositions.

We started negotiations in the State of Hawaii on October 14, 1972, and as this Agreement was opened in its entirety it entailed several meetings to get the language adjusted to the satisfaction of the Union and the Employers. We have not yet reached an agreement on the economic package but after sitting at the negotiating table from Saturday to Friday I think that we have resolved most of the administrative clauses to the satisfaction of everyone concerned as far as it is possible to do so.

For it is well known that no one is completely satisfied when the negotiations of a labor contract finally come to an end. Everyone does the best for the people they represent.

During the month of August, I was fortunate to attend the District Meetings at Eureka, Redding and Marysville. These were well attended and it was indeed a pleasure to visit with the members in these areas and discuss with them the problems which confront us all. We have many problems involving our Local Union at the present time and everybody on the staff is extremely busy endeavoring to resolve them to the satisfaction of all concerned.

The Trustees of the Health and Welfare in the State of Nevada held a meeting on Friday, October 13, in Reno, where we renewed the policies and made some minor changes.

We note that as always, at this time, particularly in the months of August, September and October, the out-of-work list decreases considerably. It might be of interest to some of you that in the month of February the out-of-work list was 7,041, with 1,332 members dispatched. In the month of September this figure decreased to 3,485, with 2,420 members receiving dispatches.

These changes in the figures are no doubt due to the time of the year when everyone is endeavoring to finish up their work.

We hope that the construction industry, the ecologists and environmentalists as a whole will in the not too distant future be able to sit down and resolve some of their differences.

During the month we had a meeting with the District Representatives, where we discussed the problems of the Union as a whole. There will be another meeting on October 21. These are very informative meetings in two ways: Officers of the Union are informed of the conditions in the Districts and the District Representatives who are in attendance are informed of the problems facing the Local Union.

You will note that we have been holding Job Steward

See More COLLECTIVELY SPEAKING on Page 14

## #20 Fears

(Continued from Page 1)

because the Legislature had failed to act to protect the environment have been proved patently false in light of the State Supreme Court's September 14 decision holding that California's Environmental Quality Act of 1970 requires local government agencies to obtain environmental impact studies of any project—public or private—that would have a 'significant' impact on the environment.

"Responsible officials at every level of government in the state have already warned that Proposition 20, for example, would:

- Tie up action on 25 major projects in San Francisco;
- Bar the Los Angeles Water and Power Department from laying water mains even for projects already started;
- Halt construction of PG&E's \$800 million construction program, including the nuclear power plant at San Onofre in San Diego."

• "The measure fails to define with any precision just how far inland its jurisdiction might extend.

• "Permits would have to be approved by two-thirds of the total authorized membership of the regional commission, or the overall commission on appeal, regardless of whether the full commission were present or not. This could assure an indefinite freeze on construction.

• "Any person could file a court action to contest any decision by either the commission or its regional commissions without posting any bond or demonstrating any specific interest in the project other than a vague concern about disturbance of the ecological balance of the sea.

• "The measure makes no provision to require labor representatives, economic or business experts to serve on the Commission.

• "Its provisions that no renovation in excess of \$7,500 can be undertaken without prior approval of the State Coastal Zone Conservation Commission or one of its six regional commissions means that any homeowner living in the permit area, however far that may extend, would have to try to fight his way through a new layer of bureaucratic fat before he could add a room to his house.

"Proposition 20 is nothing less than an invitation to disaster. It would apparently also bar the legislature from even enacting critically needed legislation to clarify the intent of the Environmental Quality Act of 1970 which has already cast a cloud of uncertainty over hundreds of millions of dollars in construction projects now underway," they said.

## \$12,592,377 Is Cal. Land, Water Share

WASHINGTON, D.C. — California's share of a \$181.8 million Land and Water Conservation Fund apportionment for the current fiscal year is \$12,592,377. California Congressman Harold T. (Bizz) Johnson said the total represents the largest single allocation to any one state.

The funds are available to the states for matching grants for outdoor recreation acquisition and development by state, county and municipal agencies. The money represents collections from recreation revenues from federal areas.

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## Prop. 14: a Cruel Hoax

Proposition 14, the tax initiative on the November ballot, promises to cut your taxes, but it would actually raise them for nearly everyone. It would also badly damage public schools and cripple local government.

Prop. 14 would place a ceiling on property taxes and shift all welfare and some public school costs to the state. It would increase the sales tax and taxes on cigarets, liquor, banks and corporations and insurance companies and impose a severance tax on oil and minerals.

But what it would not do is generate sufficient revenues to offset the losses it would create for state and local governments and school districts. Estimates vary, but there is general agreement that the measure is underfunded by more than \$1 billion. That means that if it is enacted new tax sources will have to be found or other existing revenues increased. The personal income tax would be a logical place to turn in that event and making up a \$1 billion "shortage" could boost that levy by 60%. Furthermore, by shifting from taxes that are now deductible to levies that are not, Prop. 14 could increase federal income taxes for Californians by an estimated \$32 million.

A recent analysis by the Assembly Revenue and Taxation Committee shows that Prop. 14 would reduce property taxes statewide by \$2.9 billion. But only \$664 million of that benefit would accrue to homeowners; \$2.3 billion would go to owners of businesses and income producing property and vacant lots. Telephone companies would receive \$96.6 million in reductions, utilities \$80.3 million and railroads \$14.8 million. One Los Angeles industry alone would get an \$11,155,000 tax reduction.

Prop. 14 would establish an \$825 per pupil support level from state and local schools for public schools. That is \$170 less than the present average support level and would produce a \$770 million loss for the schools of the state. The result would be a drastic rollback in educational programs at a time when the schools are already strapped for sufficient funds to provide an adequate, proper education for our children. The loss to the Los Angeles Unified School District is estimated at \$104,540,000.

In amending the sales tax law, Prop. 14 wipes out the \$155 million mass transit fund wisely created by the Legislature only last year. Los Angeles, sorely in need of solutions to its transportation problems, would be stripped of more than \$6.5 million.

By freezing property tax rates into the state constitution without providing local government with adequate replacement revenues or revenue raising authority, Prop. 14 would create fiscal chaos and an inability to provide needed services in cities throughout the state.

These are just a few of the reasons why Gov. Reagan and former Gov. Brown are aligned against the measure and why the League of Women Voters, California Federation of Labor, California State Chamber of Commerce, League of California Cities, the Los Angeles NAACP, County Supervisors Assn. of California, the Democratic State Central Committee, dozens of educational agencies and organizations and scores of other groups are opposed to Prop. 14.

In 1968 the voters of California turned down a tax limitation initiative by the same author—Los Angeles Assessor Philip E. Watson—by a vote of more than 2 to 1. Prop. 14 should be defeated by an even larger margin. It is a cruel hoax. (Reprinted from the L.A. Times.)

## Vote NO On Proposition 19

By: SENATOR H. L. RICHARDSON

Legalization of anything encourages its use. Penalty always acts as a deterrent to any human action. We are a law abiding people. Laws now serve as a successful deterrent to drug abuse by many of our young. If we remove these laws, we are giving public approval to drug abuse. Some governments carry death penalties for trafficking in marijuana—the majority carry stiff penalties up to life imprisonment (where the sentence means exactly that). The World Health Organization states there is no justification for marijuana use. A study of 5,000 heroin addicts showed that 95% of them started on drugs with marijuana. Other studies show the same.

Never before has a governmental agency proposed legalization of a drug prior to the time its effects were known. Marijuana is an unpredictable drug. Backyard legalization for everyone would compound the unpredictability.

Marijuana's harmful effects are being glossed over. John Ingels, Director, U. S. Department of Justice, Bureau of Narcotics and Dangerous Drugs, states: "Expert medical opinion recognizes marijuana as a substance . . . that has not been proved harmless by scientific research. . . . There are persistent documented reports of its dangers. . . . I believe people have a right to know more about those effects before government condones its use."

We must not throw open the door legally to allow social disintegration through legal drug abuse, with marijuana.

I repeat: A study of 5,000 heroin addicts showed that 95% started drug abuse with marijuana.

Vote No on Proposition 19.

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## Life in State Much Better!

## California Congressman Cites Need For Greater Flexibility

AUBURN (Placer County)—Greater flexibility in water development projects has been urged by California Congressman Harold T. (Bizz) Johnson, chairman of the House of Representatives' Subcommittee on Irrigation and Reclamation.

In a speech to the meeting of the California Water Resources Association, Congressman Johnson outlined some of the environmental improvements which have resulted from water resource development throughout the state in recent years.

He cautioned, however, that some of these "environmental plusses" had not been foreseen when the projects first were designed years ago.

"Man cannot see any appreciable distance into the future—certainly not the usual 20 or 30 years from conception to implementation of a water project," the veteran legislator told the group of water officials. "Nor can anyone today tell us with any degree of certainty where the environmental movement is leading us, nor what effect, for example, the impending food crisis in the underdeveloped nations will have upon California's economy and its way of life."

It was at this point that Congressman Johnson urged state's leading water officials to "strive for ever greater flexibility in our water developments and indeed in this basic concepts supporting these developments."

As examples of new concepts, he cited the experiments in cloud seeding and the study now under way of moving water by undersea aqueduct rather than canals which consume great acreages of productive lands.

Looking at the "good old days" Congressman Johnson recalled that the Central Valleys of California were often flooded during winter and spring months and in summer and fall streambeds all but dried up.

"Life in California is better than it was in the 'good old days,'" Congressman Johnson declared. "Today we are living in a purposefully changed environment and I believe most of the changes made as a result of water resource development have been on the plus side of the ledger."

Emphasizing that one out of every four employed Californian works in agricultural related jobs, Congressman Johnson pointed out that Golden State farms are dependent upon a stable water supply such as has become available as a result of reclamation and other projects.

"I find it difficult to believe," he said, "that an increase in the supply and variety of food and fiber, an increase and stabilization of the productivity of agricultural lands, and jobs for one-in-four employed in any work force, can be described as anything but environmental enhancement for people."

In addition to economic stability, Congressman Johnson cited the flood control benefits, the enhancement of fish and wildlife, the smog free generation of electrical energy, and the battle against saline water intrusion into our inland waterways as examples of ways in which water resource development enhances our environment.

Among the examples cited:

Because of Federal water projects, the Sacramento River, acre for acre, is the most productive fall King Salmon spawning habitat in the world, with the salmon run near Red Bluff increasing from 49,000 in 1943 to 140,000 in 1970 and another 43,500 increase anticipated when the Tehama-Colusa fish facility reaches full operation.

Return flood releases from the CVP Mendota Canal have allowed restoration of the salmon run in the San Joaquin River system.

The CVP generated nearly 6.2 billion kilowatt hours of electrical energy last year "without adding one iota of smoke to the air and as long as water drains off the Sierras, the 'fuel' source will be available."

Flood damage prevented by federal projects in 1970 alone exceeded \$70 million.

Looking to the future, Congressman Johnson named several pending projects, in various stages of study and design which he felt would result in "environmental plusses" upon completion. Among them were the Cosumnes River Project, the East Side Canal, and the Peripheral Canal, which he pointed out could have quickened the clearing of salt water from the Delta after the Isleton levee break earlier this year if it had been in operation.

"There is no doubt in my mind that these projects, and numbers of others being planned by Federal, State and local agencies in California will turn out to be large plus factors in the California environment when they are finally constructed and put into operation," Congressman Johnson concluded.

## East Bay Work Still Hampered By "No Growth" Philosophers

By **BILL RELERFORD**, District Representative, and Business Agents **GUY JONES, JOHN B. NORRIS, HERMAN EPPLER, RAY MORGAN, RON BUTLER, JOHNNY RODGERS, and ERNIE LOUIS**

In District 20 our out of work list has declined to 551, which is deplorable for this time of year. Our fight against the environmentalists and other kooks is a never-ending battle. Whenever you Brothers receive a call to attend a City Council meeting or anything pertaining to work for the



Engineers, please try to be in attendance.

We are continuing to press our case for complete approval of the Equipment Dealers contract in spite of employer obstruction, bureaucratic red tape and the terms of the Economic Stabilization Act. To date and since completion of negotiations we have processed the agreement through the lengthy procedures of the Internal Revenue Service, and finally to the Pay Board. Also, we have been caused to seek dual approval on these agreements with both the Construction Committee and Pay Board.

The Construction Industry Stabilization Committee has approved on-site rates consistent with the Northern California Master Agreement. If these rates are not being paid you should contact your Business Agent. Otherwise, the rates are to remain unchanged until we can successfully receive an answer from the Pay Board.

Work in the Western Contra Costa County area is picking up at this time. There are several backhoes working in Walnut Creek and Martinez.

Pestana has a job going in Martinez that should be finished soon. They have had a lot of rock throughout the entire job. The Brothers from San Jose say they will be glad when the job is completed because of the long drive.

The biggest part of this work is grading, paving and underground with very little industrial work. However, it has been the same old story for quite some time now. Had it not been for the housing projects in the area, the work picture would be slim.

Syar and Harms has a good size job in Walnut Creek and is well underway now that the strike is over. They have several Brothers working on the project and as the dirt work is completed the blacktop crews will move in.

Silva's Pipeline Company has several Brothers working on two large housing projects. One is being built by Kaufman & Broad which is located in Union City on Hall Ranch Rd. At this time with approximately 15 Brothers working on the underground there, we will see a lot of work on that site until the rains come.

There are several housing projects to be built next year in Union City. This will be due to law suits over the proposed 238 freeway that will be necessary to remove approximately 800 homes. With the increase in population in that area, and the relocation of those families there will be much work in Union City next year.

Dan Caputo of San Jose is working on the overpasses of Highway 50 in Livermore and is now about 80 percent complete. They new have only two overpasses to complete. This is in conjunction with the widening

project of Piombo Construction on Highway 50 thru that area. The project has been going on for about two years and will probably be complete by the end of this year. This will complete the 8-lane section of Highway 5 thru Tracey.

We are looking for an early start to preliminary work on the remaining section between Hayward and Dublin.

Peter Kiewit is now using the CMI Machine putting down the new concrete center lanes of Highway 17 between DeCoto Rd. & Mission Blvd. in Fremont. They still have a little excavation to complete but the big part of the job which is left to complete will be guard rail and repair of the old highway sections.

## G.I. Bill Deadline For Cal. Veterans

Frank D. Nicol, Director, State Department of Veterans Affairs, today warned California veterans of the World War II and Korean War periods to be aware of the impending date of November 12, which, for many is the eligibility termination date for Cal-Vet Farm and Home loans. After November 12, 1972, the loan eligibility period for veterans of this State is limited to 20 years from the date of his discharge from Military Service.

California veterans may apply for loans at Cal-Vet Farm and Home Loan Offices located in San Diego, Anaheim, San Bernardino, Van Nuys, Fresno, Santa Clara, Oakland, San Francisco, Sacramento and Redding. General information is available from the County Veteran Service Officer in the county seat of nearly all counties.



SUMMIT MEETING on Army Engineers construction projects in the Western states was recently held in Washington, D.C. Shown left to right are Don Mulford, former State Senator and now a public and labor relations consultant in Oakland; Russ Graf, A.G.C. representa-

tive; Secretary of the Army Robert A. Froehke; Al Clem, Business Manager; Warren Mendel, E.G.C.A. Vice President; Lt. General Fred Clarke, Chief of Engineers; Local 3 Vice President Dale Marr.



# Labor's Special Union Edition Is Still In Big Demand

## Slow Mountain Work Doesn't Help Young

By NICK CARLSON

Work in the Modesto area has been slow for the apprentices. Normally there are a few jobs operating in the mountains, but this year there were not many new contracts.

The contractors at Pine Mountain Lake, the Boise Cascade land development, supplied training for five apprentices. Joseph Ramos Co., has had first step apprentice, Larry Kashur. They have a pipeline contract that has kept them busy for the last few months. Second step apprentice, Mark Olds, has been with the F. M. Co.; they also have a pipeline contract. Delta Const. Co., has fourth step apprentice, Kerry Dawes, on their grading and paving job. Geo. Reed Co., has had several apprentices throughout the summer. Among them, third step apprentice, Robt. Tomlinson, and fourth step apprentice, Steve Langer, at the Table Mountain Rock Plant.

Second step apprentice, Mike Childress has just returned to his home in Turlock from Rancho Murieta Training Center. He is most enthusiastic about his training courses and the instructors. Mike put his first aid training to practical use on his return home, and he probably saved a little boy's life. He was in his apartment on a Thursday afternoon, when he heard the shattering of glass. Upon investigation, he found that a four-year old boy had crashed through a sliding glass door in the apartment below, and was bleeding profusely. Mike grabbed some towels and ran to administer first aid to the boy. The little fellow had deep gashes above and below his knee on his left leg. His forehead and nose were lacerated. Mike applied pressure to the critical points, stemming the flow of blood until the ambulance arrived. Why aren't all of our glass doors equipped with safety glass?

## Utah Fair Booth Big

By John Thornton

The Utah State Fair for 1972 is again history. The Apprenticeship booth attracted thousands of spectators as it has in past years. This year the booth was named somewhat differently, V.I.C.A. (Vocational-Industrial Clubs of America) participated with us in handing out Selection Procedures and literature for their newly organized club. The Utah Chapter of V.I.C.A. was chartered only this year and they are in the process of soliciting memberships from high school students. Gary Lloyd, V.I.C.A. member and student of Jordan High School, with assistance from his advisor and shop teacher Roger King, scheduled and carried out the complete manning of the booth. Glenn Petty, a retiree, was on hand to supervise the booth and take care of the display and closed circuit television equipment. He did an excellent job.

See APPRENTICE Page 6

(Ed's Note: Local 3 was fortunate in obtaining 10,000 copies of this special edition and most have been distributed to the field through your local District Office. However a number of copies are still available and may be obtained from your Coordinator or Joint Apprenticeship System.)

Washington — The story of union-government cooperation in training the nation's work force is graphically portrayed in the special August issue of the Department's MANPOWER magazine.

The special issue was so popular with local labor unions that an additional 45,000 copies had to be printed.

Of the \$104 million the Labor Department has provided labor unions for manpower training programs over the past nine years, the bulk of it—\$72 million—has been allocated during the past three and a half years.

The magazine describes telephone workers being trained in Kentucky, hospital workers upgraded in Maryland, operating engineers trained in Tennessee, plumbers in Oklahoma City, retail employees in Pittsburgh, and so on.

In all, more than 70 individual union organizations now have

training contracts with the Manpower Administration, under such programs as Job Corps, Apprentice Outreach Program, Job Opportunities in the Business Sector, Public Service Careers, and On-the-Job Training, the magazine points out.

Featured in MANPOWER's special labor issue is the AFL-CIO's Human Resources Development Institute (HRDI), which has a network of 50 offices to promote and assist manpower training programs among unions.

Chief among its efforts is assistance to homecoming veterans, expedited by HRDI representatives stationed at Army and Navy bases where incoming Vietnam veterans are processed.

In another article, Samuel Gompers, the father of the modern American labor movement, is described as saying access to skills through "industrial education" is not only important to the individual worker, but to the Nation itself.

One of his arguments for better trained workmen was that they could compete better with foreign workers. He said that thoroughly trained workers could produce "cheaply" not because they were underpaid, but because they were efficient.

Winding up the issue are articles on training by the Operating Engineers union in Job Corps centers, on the work of the Plumbing and Pipefitting union, and on the buddy system used by many unions to help new workers from disadvantaged backgrounds succeed on the job.

## Local's Booth Draws Crowd At Cal Expo

By CLEM HOOVER

CALIFORNIA STATE FAIR BOOTH — The Operating Engineers Apprenticeship booth at the California State Fair this year was again a huge success. This was the tenth consecutive year that the Operating Engineers J.A.C. had a display booth. The attendance this year almost reached that magic one million mark. We are sure the two youths from the Industrial Clubs of America, who attended the booth, felt that at least half of those passed by the booth. They reported large crowds at various times. Our closed-circuit T.V. and the attractiveness of the booth itself caused many people to stop by and chat with the two representatives from V.I.C.A. The booth, with its cheerful colors of orange and brown, and each organization such as A.G.C. with their colors of red and white, E. G. C. A. with their colors of yellow and black, and Local Union No.3 with their colors of green and white, made it stand out and attract attention. These are the organizations that are involved in our apprenticeship program.

The Fair, since moving to its new location, has discontinued awarding prizes or we're sure we would have been in the running for an award. We received many compliments from many people, some who are involved in the program and some who are not. Numerous people, seeing our booth for the first time, connected it with the various schools available for a sizable sum of money. We explain to those that this is an apprenticeship program where you earn while you learn. They are amazed to find that they actually get paid while learning their trade. Over the many years of participating in the State Fair, we have helped many people learn about our apprenticeship program, and we firmly believe this is a worthwhile program and should be continued.

## Journeymen Helping!

By ED MIDDLETON  
Coordinator

Santa Rosa - San Rafael - Vallejo—The program is moving along at a fair pace, but not exceeding any speed limits by any means. It is good to see so many Journeymen becoming so interested in the training processes of apprentices. They are asking more questions and getting more involved—this is good. Good for the program, good for the members, and good for the union. And that's the idea: to make better Journeymen, better union members and better employees.

While on one of Teichert's jobs in Cotati, Brother Pete Swenson was there stirring up

a cloud of dust, and when it cleared I found newly indentured apprentice Art Leal up there with Pete learning the fine art of operating Paddlewheel scrapers. Bro. Pete was recently certified as a Journeyman by the Santa Rosa Sub-Committee and can remember the problems he had as an apprentice. The Teichert Company is 100 per cent behind the Apprenticeship Programs and are training two Apprentices in Santa Rosa at this time; Art Leal and Ron Burgson. In addition, they have Bob Fairbank and Larry Johnson in Willits.

We have Bro. Ben Collins, one of the first apprentices in the

program, who was certified by the JAC some years ago and is now Master Mechanic for Piombo Construction Company at the Warm Springs dam project. We also have three apprentices on this job: David Martiniz in the shop and Roy Bradley and Toby Curtin in the field on the equipment.

We will be setting up meetings in various areas in the near future to get to know the apprentices better and make them more aware of the workings of the union and the benefits contained therein. I am always available to help with any problem and answer your questions at 707-528-6916.

## Questions Seek Answers!

# Always A Need To Know

By CLIFF MARTIN

While servicing the jobs and talking to the Journeymen I am asked a number of questions. No. 1. How come you are dressed up like a dude with the tie, the pressed pants and the white hard hat? No. 2. Do you work for the state? No. 3. Every time we see you it looks like you have another new car, I guess our dues went up. No. 4. How come you won't answer our union questions?

In answer to the first question, it is an administrative policy that we dress in such a manner to make a good appearance due to various contacts that we make with representatives of employers, educators, local government officials and all around association with advertising the opportunity of Apprenticeship.

Question No. 2. Do you work for the state? I work for the Operating Engineers Joint Apprenticeship Committee. It is a negotiated item within the bargaining agreement under fringe benefits. Each individual employer covered by this agreement shall pay into the Operating Engineers and Participating Em-

ployers Pre-Apprentice, Apprentice, and Journeyman Affirmative Action Training Fund. This fund then makes it possible for Management and Labor to create a Joint Apprenticeship Committee which consists of five from Management and from Labor and they set the policies and procedures of the program. They employ an Administrator to administer their policies and set up the machinery to run a smooth organization.

Question No. 3. Transportation. I have a large area to service and approximately 65,000 miles a year. It is very important to have reliable transportation. Over the past years I have always kept my personal car in good appearance and top performance. I feel a bit of pride with being entrusted with a company car since I do not have to change my habits I try to keep it in tip top performance and in good appearance with a minimum expense. I would like to thank you for your comments, which I consider compliments, as my car at present has in excess of 54,000 miles.

Question No. 4. Union ques-

tions. Although I work very closely with the business agents and the dispatchers I am not a business agent. I service the Apprentice, and try to contact each Apprentice at least once a month and submit a field report card on each one. I spend as much time with the individual as possible to discuss whatever problems he may have and to advise him from my past experience. If I am not getting thru to him and he has other problems, he is then encouraged to appear before the Sub-committee for guided assistance. Normally, a newly indentured Apprentice will have no working relationship with the union or employer. We try to explain the portion of the bargaining agreement that pertains to him as an Apprentice and bring to his attention the Health & Welfare and pension programs, and other fringe benefits to which he is entitled after he has met the requirements of making application for membership. I service, I do not police and try to fill my obligations to AGC, EGCA, Local Union No. 3 and those who are signatory to participating agreements.

## First Place To 3 Booth In Nevada

By BOB HOBBS

SEPTEMBER — BLUE RIBBON MONTH FOR NORTHERN NEVADA APPRENTICES—Yes, September was a blue ribbon month for Nevada Apprentices. Kicking-off the month was Labor Day, and the Nevada State Fair. The fair booth this year, which drew many visitors from the 40,000 fair-goers, took first place in the Industrial Division Displays. It was through the time and interest shown by Nevada Apprentices, and the interesting closed circuit-T.V. display used, that we were able to take first place. We would like to say thank you, not only to the apprentices who manned the booth, but to those apprentices and journeymen who took the time to go to the fair and see the display.

With fall in the air the contractors are anxious to complete their projects before the snow falls. This has stepped-up the work pace, and additional Engineers and apprentices have been hired. The district now has a majority of their apprentices employed, and we hope to have the few remaining indentured apprentices working shortly.

Congratulations are in order this month to those apprentices who have completed the program: Charles Graham, Rudy Hernandez, John Marshall, Pete Muller, and Mickey Zimmerman. They have finished many long hard hours of training, but we are sure they can all say they feel that it was worth every minute of it, and the program is invaluable. The contractors that employ them will know that they are getting competent men, and that there will be little time and money wasted, if any, by these new journeymen. Congratulations, and good luck.



# Apprenticeship-College Study To IUOE

★ ★ ★

## Labor Grant Could Up-Grade Engineers

Washington—The International Union of Operating Engineers (IUOE) has been funded to conduct a feasibility study that may result in a new direction in apprenticeship and an upgrading of the status of the blue collar worker in the U.S.

Secretary of Labor James D. Hodgson has announced that a research contract has been worked out with Operating Engineers' President Hunter P. Wharton authorizing the union to explore the possibility of combining apprenticeship training with junior college instruction.

Hodgson said the union will assess the idea of a dual enrollment of applicants as both apprentices and candidates for the Associate of Science in Engineering degree.

The Secretary said the union has been granted \$72,000 to conduct an 18-month study on the feasibility of adopting the concept.

Attainment of the ASE degree would qualify apprentices for acceptance at four-year colleges, if they wish to continue their education, giving full credit to the academic part of the apprenticeship program.

Work through a national advisory committee, the IUOE will:

- Solicit participation of colleges offering a two-year associate degree;
  - Solicit participation of IUOE joint apprenticeship committees training apprentices;
  - Administer working relationships between participating colleges and apprentices training committees; and
  - Seek out four-year colleges which will credit the dual enrollment program toward a bachelor's degree.
- As one of the grant requirements, IUOE will also develop a model curriculum for apprentices participating in the dual enrollment program.

Completion of the project is expected to produce the following:

- Assessment of the academic quality of applied science courses required in apprenticeship compared with science courses required at the junior college level;
- Assessment of the knowledge gained in the college classroom when applied at the apprentice's job site;
- Acceptance and support for the program among IUOE apprenticeship programs; and
- Expanded vocational and academic options for participating apprentices. One hundred apprentices will be enrolled in the first year of the project, to be conducted in three junior colleges yet to be selected. Their experience will be compared with a (noncollege) group of participants.



BOB HOBBS

Cuban Vacation? Almost!

## Coordinator Is Almost Hijacked

When the hijacker entered the cockpit of the plane scheduled for a Reno to San Francisco run, passenger Bob Hobbs' first thought was to wonder where he'd be going—Algeria? Cuba? Hong Kong? Shortly after the man wearing a ski mask and carrying what appeared to be an M1 Carbine had entered the plane, all the passengers aboard were ordered back into the airport terminal by the flight officer, their plans for the day abruptly disrupted. After being interviewed by the F.B.I., they went on their way. Bob Hobbs caught another flight to San Francisco.

A Local 3 member for eight years, Brother Hobbs had planned to get the 7 a.m. flight that August 18th morning to fulfill his duties as Election Committeeman for District No. 11 and had boarded the plane that would take him to a 10 o'clock special meeting of the Election Committee in San Francisco, however, instead of showing up for the meeting, he made a phone call to San Francisco saying he'd be a little late due to the hijacking attempt. He made it to San Francisco on his second try and after the meeting pleasantly agreed to sit for an interview about his morning's experiences for the Engineers News.

At that time, Brother Hobbs was working as a loader operator for Teichert Construction, in Truckee, and living in Reno, however, just recently his work has changed and he is now serving as Apprentice Coordinator for the Nevada area.

and every apprentice read and familiarize himself with the Apprenticeship rules and regulations, as well as the By-Laws. It is necessary to familiarize yourself with all Union functions. Thank you.



ENDURANCE TEST finds Brother Bob McCreevy and his horse Fadin still going strong near the end of an annual 50-mile endurance test for Arabian horses. Winners are those who travel the 50 miles in 8 hours. Bob completed his apprenticeship training recently and is employed by Bowers Tractor Service at Rancho Seco.

## Cold Steel & Hot Horse Flesh Keep New Journeyman Busy

A good Operating Engineer is a man of all trades and often the master of many. New Journeyman Robert L. McCreevy, who earned his equipment spurs in August of this year, already had his boot toe in a couple of other ventures while he was seeking his white hard hat. Seems Bob wears another white hat — a Stetson — when he pursues his hobby-business as a breeder of pure bred Arabian horses and Shorthorn cattle.

Brother McCreevy recently sold two Arabian fillies, one to a client in Guatemala for \$8,000 and one to a buyer in Massachusetts for \$5,000. We didn't find out whether he is doing equally well with his registered cattle.

Last year Brother Bob rode his stallion Fadin in four 50-mile endurance tests in search of the magic 8-hour mark that would qualify him and his Arabian for a silver buckle trophy.

Bob's Arabian stock are not only known for their excellent riding quality, they also work well under a rifle and for packing deer and elk out. In a trip to Idaho in 1969 Bob used two of his Arabian geldings for just such a purpose and got his elk and proved out his horses.

Brother McCreevy resides on a small ranch in Herald, Calif., and presently works for Bowers Tractor Service at Rancho Seco. He hopes to get another winter at the new SMUD plant, if not, well there is always that other hat—the soft white Stetson.

## Don't Leave Job Without Good Cause

In all States, a worker who leaves his job voluntarily must have good cause (in Connecticut, sufficient cause; in Ohio, just cause; and in Pennsylvania, cause of a necessitous and compelling nature) if he is not to be disqualified from receiving unemployment insurance compensation.

## Short Jobs Are Keeping Many Busy

By Buford Barks

The work load for apprentices in San Francisco and San Mateo Counties has remained stable since the Concrete Strike. The short jobs have our indentured apprentices coming and going at a steady pace.

We have several apprentices in school at Rancho Murieta between short jobs. The reports from the men attending school are that the great variety of equipment available gave them some good experience and insight on better than average equipment. The apprentices tell me that scrapers are the most important equipment to learn to operate, since the opportunities are slim for an incompetent operator on a high production job. Period 4 apprentices should take advantage of this nice weather at Rancho Murieta preceding the rains.

If you are one of those with a language problem, insofar as taking instructions on the job or at Rancho Murieta, please feel free to ask help from the coordinator. He, in most cases, can direct you to the proper people. In order to be a safe and productive operator it is very important to understand the instructions.

Speaking safety we now have another State Safety Inspector in San Mateo from Highway 92 toward San Jose. Give him your cooperation by working safely.

## Hard Hat Outlook

## Hodgson Sees New Labor Chief

A new kind of hard-hat leader has emerged, one "with a broad and informed outlook," Secretary of Labor James D. Hodgson told the recent conference on Measuring Productivity in the Construction Industry at the Statler-Hilton here.

"Increasingly," the Secretary said, "I believe this industry is undergoing a kind of renaissance. There is a new kind of hard-hat leader, an individual with a broad and informed outlook."

"There are many people here today—labor and management—who can and do give President Nixon and me solid guidance on any number of common concerns. Certainly they have shown a profound degree of statesmanship in developing policies and approaches to relate construction collective bargaining and economic stabilization."

The one-day conference brought together invited participants from construction labor and management, government and universities. It was sponsored by the National Commission on Productivity and the Construction Industry Collective Bargaining Commission. Both are advisory groups established by President Nixon.

Secretary of Commerce Peter G. Peterson was the luncheon speaker and Dr. John T. Dunlop of Harvard University presided over the concluding session and made summary remarks on future research directions.

Conference participants discussed in workshop sessions the substantive and technical issues that have made it difficult to measure productivity development.

## Operating Is A Real Challenge

By Lou Brady

Although I've only been working with the Apprenticeship Program for a short time, it really does not take very long to learn that there are many people who are interested and attracted to the field of heavy equipment. I can see why. It is such a challenge as well as one of the most competitive skills in the construction industry.

Operating heavy equipment is a skill that must be performed by someone who is well coordinated, and by one who thinks

about his work. We as Operating Engineers do not always have feasible working conditions, so we must always be alert and on our toes.

As stated before, while working with the Apprentices I must say most of them have proven

to be alert and quite adapted. But do not let that be the extent of your goal. You are competing with many pros, so we urge each and everyone of you to do your best. Most of all, do practice safety.

We have what might be considered a good safety record, so let's try to maintain or better yet improve that record.

We would also like to see more of you apprentices at the union meetings. These meetings are necessary and important to us all. It is important that each

## JAS News

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# Old Man Blow Hard Pushes North Coast

# Pollution Clean Up Deadlines Closer for Shasta Complexes

By RAY COOPER, District Representative, and GENE LAKE, Business Representative.

Another construction season is almost history as early signs of winter are beginning to show



Ray Cooper

here on the north coast. The days are getting shorter, the nights cooler and the leaves changing color and most important, the County and State Division of Highways are calling for bids to repair damage to roads and bridges caused by last winter's storms. To date several of these projects have been let and more will be let in the near future. None of these projects are large but, due to the time of the year and generally stiff penalties imposed by the contracting authorities, the Brothers employed on these jobs usually find themselves getting some overtime.

In reviewing these jobs we find that Eureka Construction Company was low bidder at \$125,700 on a project to restore Big Lagoon Bridge about eight miles north of Trinidad. Debris under the bridge will be removed and damaged piers replaced.

National Bridge Company of Woodside was low bidder, at \$99,319, to repair three storm damaged bridges on Route 169 between 8.8 miles and 19.3 miles west of Weitchpec. Pier supports and abutments will be repaired and reinforced and rock slope protection will be repaired at bridges crossing Pecwan, Cappell and Mawak Creeks.

Mountain States Construction Company of Concord was low bidder on repair to be done to Bain, Steven and Chezem Roads. These roads are like money in the bank, they produce a little income each year.

Over at Willow Creek and Hoopa — Art Tonkins got \$105,653 worth of repair work in the area also, last Wednesday he came up with another one at Orleans on the Ishi Pishi Road for \$143,235. The two jobs should keep Art's crew busy till the snow flies.

Peter J. Barretta of Healdsburg was low bidder on two smaller projects, one near Bridgeville at \$45,789 and the other near Klamath at \$73,655.

Anderson Construction of Redding was low bidder at \$127,966 on a small paving job on Highway 101 near Klamath. Their figure was almost \$8,000 over the Engineers estimate so we'll have to wait and see.

Work to come includes a short section of new roadway on Highway 36 near Van Duzen and Butte Creek bridges, levee restoration for the Corps of Engineers on Redwood Creek near Orick and Mad River near Blue Lake. At Orleans a small project will be let on Red Cap Road.

Mercer Fraser Company has just about completed their work in and around home base so they decided to go south to Lake County where they were successful bidders on a grading and paving job on Highway 53. Their figure was \$682,323 and the job will run into next year. This is also a shot in the arm for Art Burman and his crew as Mercer Fraser Company is renting his scrapers.

W. Jaxon Baker at Benbow is really making the dust fly with

Cat 631's, 657's and 8's and 9's. With the knowledge that they are in the north coast "rain belt," every minute of good weather is being taken advantage of. Mercer Fraser Company plant at Cooks Valley is producing the filter material for Baker.

We don't know who or what got into the way, but no Forest Service construction bids have been called for as of this writing. Not too late though—still time to do some clearing.

Granite Construction Company at Blue Lake is in the final lap in the race with the weatherman to get Highway 299 paved. Think I'll put my money on Granite.

W. Jaxon Baker has completed their portion of the grading at Big Lagoon and their equipment and crew of Engineers have moved on south to their Benbow project. Redwood Empire Aggregate's paving crew is doing the asphalt paving on the Big Lagoon project.

Eugene Luhr Company are now going two shifts on the Klamath River levee. This project was delayed pending a decision from the Del Norte County Planning Commission as to the location of the rock quarry. The quarry is located just off Highway U.S. 101 and the Klamath bridge adjacent to Simpson Lumber Company. Your Steward, Harris Pond and Safety Committeeman, Richard Fulton welcome any suggestions to keep this job accident-free and a harmonious working operation.

Madonna Construction Company are putting the finishing touches to the passing lanes on Crescent City hill at Wilson Creek. The heavy tourist traffic was a constant hazard on this job, but with daily safety reminders, there were no accidental injuries.

The Crescent City freeway has been completed, so Granite Construction Company can put more equipment on their Gasquet job and hope to beat the early rains.

A. J. Construction Company of Smith River was low bidder (\$97,800.00) to restore rock slope protection at four locations on Route 199 along the Smith River in the Gasquet vicinity. Owner of this new company is Tony Felipe, who was a partner of Allsup & Felipe Construction Company.

Well Brothers, that pretty well covers the work situation up here in the Redwood Empire at the present time. Remember, shorter days are here now and before long we'll be getting some rain, a combination which makes for hazardous driving, so on your way to and from work take a little more time and care.

## State Work Loss Differs

Some States disqualify for a specified period of weeks (4 to 11) any unemployment insurance claimants who refuse suitable work; others postpone benefits for a variable number of weeks, with the maximum ranging from 5 to 17. Almost half the States disqualify, for the duration of unemployment or longer, claimants who refuse suitable work. Most of these specify an amount that the claimant must earn, or a period of time he must work, to remove the disqualification.

By KEN GREEN and BOB HAVENHILL

Mt. Shasta, Dunsmuir and Siskiyou County officials are trying desperately to meet an October



Ken Green

1st deadline set by the State Water Control Agency to stop polluting the Sacramento River. They will discuss city - county responsibility for planning an area-wide solution to sewage pollution problems in southern Siskiyou County. Both Mt. Shasta and Dunsmuir have hired their own engineering consultants, who will cooperate in preparing proposed area-wide sewage treatment plans. An area-wide system would also serve the residents in the seven-mile unincorporated gap between the two cities—hence Siskiyou County is involved in the sewage problem. Complicating the matter even more is the fact the Siskiyou County Flood Control and Water Conservation District's sewage treatment plant at Mount Shasta pours an estimated 1½ million gallons of sewage effluent into the river daily. The district sewage plant must handle Mt. Shasta sewage for 15 years under a Superior Court order obtained by the city. Thus both the county and the district are involved in Mount Shasta as future sewer needs.

Dunsmuir has been ordered to clean up its river-side sewer plant, which also pours effluent into the river. The state has stopped the city from adding any sewer customers to its system until the pollution is stopped.

The city of Redding has been told it may have just two years to design, finance and begin construction on a new sewage treatment plant to meet new "more stringent" State Water Quality Board waste discharge requirements. It has also been told the new plant may be designated a regional facility for all communities from Clear Creek north to Shasta Lake and to plan for the eventuality.

In 1965 voters approved a \$2.1 million bond issue to help finance construction of the still relatively new plant at Clear Creek. The Clear Creek plant which serves some 25,000 area residents replaces a much smaller facility on Cypress Avenue. The Federal Government will pay up to 80 per cent of the cost of modifying the present facility or building a new one.

Plans have been presented by the State Division of Highways to widen Eureka Way to include new turn lanes at California and Market, and to install new traffic signals or modify the existing ones. Since the rerouting of traffic around the new Redding Mall has produced a heavier accident rate at Eureka Way and California, it is essential that safer traffic flow at these intersections be planned.

Morrison-Knudsen Company is all but through moving their dirt on Highway 36, Paynes Creek Project. Through the aid of AC-41 dozer, this has been a scraper spread. At the onset of the project with all the lava rock sticking through the brush, it would not have surprised the engineers in this area to have seen loaders and trucks on this project. It was originally estimated there would

be at least 40 per cent drill and shoot rock but as it stands now, there will only be two boulders to be popped out of the slopes. Brother Ken Wisniski, Superintendent for Morrison-Knudsen estimated that by October 1st, the project should just about be paved out. Dicco Corporation is crushing the base, making and laying the asphalt. At this writing it is raining and we hope this does not interfere with their schedule.

By BOB HAVENHILL

Hughes & Ladd, Inc., finally got the old S.P.R.R. bridge down, the stab trench in and the sub-grade made on the south end of their Highway 5 job at Lakehead. J. W. Vickrey, Inc., will have the paving completed before this goes to press.

Osborn Construction Company will be working all winter on their Dunsmuir High School job. The city of Dunsmuir will probably get started on their sewage treatment facility job in the spring of 1973, as will the city of Burney. Both of these jobs should take about a year to complete. C. Norman Peterson Construction Company will complete the Yreka Sewage Treatment Plant this fall. This has been a good job for several of the Brothers in this area.

Hughes & Ladd, Inc., and C. R. McConnell J. V. on Highway 5 at Hornbrook is going according to schedule and will work until the snow flies, with most of the Brothers coming back next spring. Brothers Ken Dickinson and Jim Murray are the Job Stewards on this job and their efforts are greatly appreciated.

Gordon H. Ball, Inc., have finished moving the bulk of the muck on their Highway 5 job at Weed and have moved some of the scrapers down to Granite Construction for use on their big canal job out of the Marysville District.

O'Hair Construction has been successful bidder on several paving contracts and should keep all of their employees busy the rest of the season.

Teichert Construction is about to wind up on their Dana Road job in Siskiyou County. This job has been pretty tough due to the water table being only about three feet below finish grade. Brother Vic Santino is the Job Steward on the Teichert job with

Brother Harold Hudson doing the Safety Committeeman's job.

Ray Kizer Construction should have their Highway 299 east job at Fall River Mills finished before the winter sets in and the heavy snows fall.

Eastco is working on their Bear Peak job at full bore trying to get things in shape for the winter. They are punching in a 12-mile Forest Service Road to reach one of the finest stands of virgin timber in Northern California.

North Valley Construction was successful bidder on the Highway 299 east job in Bella Vista and will be moving in on it as soon as they complete the Medicine Lake Road job near Bartle, Cal. They are working at elevations above 7,000 feet and everytime a cloud comes over it could mean a snow storm.

T & M Construction working with Dean Hammond Construction has just about wound up their Packers Road job in Shasta County. This road will ultimately provide additional access to Lake Shasta and a proposed new boat launching and parking facility. The Green Company is still crushing ballast rock for the S.P.R.R. in Modoc County and may be there for another year (they were offered an additional contract that would double the original one of 250,000 tons).

Glenn Shook Construction of Redding has completed the new water job for the city of Cedarville with P. D. M. Construction Company erecting the new surge tank.

Congratulations to the employees of International Harvester Company Truck Sales and Service on their affiliation with the Operating Engineers Local Union No. 3, and on the ratification of their new agreement.

## San Jose Looks Up

By HARLEY DAVIDSON

The work picture in the San Jose area is very good at this report. Some new jobs have started in the Salinas and Gilroy area. These jobs are taking a few Apprentices.

Granite Construction are doing their part in training Apprentices. In the Santa Cruz Department, we have Myron Lamber, 1st Period, Joe Robinson, 1st Period and Elroy Miller, 1st Period.

In the Monterey area, we have James Brown, 2nd Period and John Zamora, 1st Period.

In the Watsonville area David Dorr, 1st Period and Ernest Perez, 1st Period.

In the Salinas area, Billy Knauff 4th Period and Richard Barela, 1st Period.

The Department affords fine opportunities for training for Apprentices on all kinds of equipment and different kinds of work. A variety of supervisors on the jobs and their thoughts give the Apprentices a wide field of experience.

Let us hope that the work picture holds up, so the young men can continue their training. Please feel free to call me at my home number (408) 724-5490, if you have any problems or questions.

## Apprentices

(Continued from Page 4)

The training opportunities are holding up well for the apprentices. However most of the employers are racing with the weather to finish up work before the winter sets in. W. W. Clyde Construction, with jobs at Parleys Canyon and The Point-of-the-Mountain, is keeping quite a few apprentices working including Brian Mahaffey, Randy Nye, Mike Nelson, Richard Young, Louis Fossat, Allan Sheib, Luis Novoa, Nile Calton and Steve Hunter.

We would like to remind the apprentices in the Utah area that the Salt Lake City office is open until 8:00 p.m. on Thursdays and that I will be available, either by telephone or in person, to answer questions regarding the Program, the collective bargaining agreement, Health and Welfare benefits, Pension benefits, etc. Also feel free to call my home, telephone No. 801-756-4915, evenings or weekends.



## Balanced Effort Is Vital In Today's Ecology Fight

Rejecting both the "no-growth" environmentalists who disregard workers' needs and the attempts of industry to exploit the economic insecurity of workers by condemning all environmental reform, the California AFL-CIO last month staked out a middle ground calling for a balanced approach to efforts to preserve the environment.

"It is unnecessary to choose between environmental preservation and economic security," a policy statement on "Ecology" approved by delegates taking part in the Ninth Convention of the California Labor Federation, AFL-CIO, in Los Angeles said.

The statement attacked environmentalists who advocate "no growth" and those who "would sacrifice someone else's job for environmental purity."

Such advocates, it noted, "would preserve open space by stopping residential construction, even though the nation has critical housing needs."

It observed that "the nation's

tradition of largely unregulated capitalism has led to the massive exploitation of our resources" and said that industry "now seeks to recruit organized labor as an ally in its struggle to avoid environmental responsibilities."

In announcing its rejection of such attempts, the State AFL-CIO said:

"Jobs for all who wish to work must not be sacrificed by our commitment to a cleaner environment" and pointed out that "a stepped up attack on pollution" could actually create many new jobs.

Getting down to specifics, the delegates, representing California's 1.6 million AFL-CIO union members, pledged support for:

- Strong efforts to end air pollution. It specifically urged development of an alternative to the internal combustion engine which is the chief cause of air pollution.

- Massive programs to end pollution of the nation's waterways.

## COPE Supports S.F. Building Trades Council S.F. Labor Council

### FOR CONGRESS

District	
1 Wm. A. Nighswonger	(D)
2 Harold T. "Bizz" Johnson*	(D)
3 John E. Moss*	(D)
4 Robert L. Leggett*	(D)
5 Phillip Burton*	(D)
6 Roger Boas	(D)
7 Ronald V. Dellums*	(D)
8 Fortney H. "Pete" Stark	(D)
9 Don Edwards*	(D)
10 B. Frank Gillette	(D)
11 Leo J. Ryan	(D)
12 Julian Camacho	(D)
13 Lester Dean Cleveland	(D)
14 Jerome R. Waldie*	(D)
15 John J. McFall*	(D)
16 B. F. Sisk*	(D)
17 James "Jim" Stewart	(D)
18 Vincent J. Lavery	(D)

### FOR STATE SENATE

District	
1 Randolph Collier*	(D)
3 Ernest LaCoste	(D)
5 Albert S. Rodda*	(D)
7 Minot W. "Mike" Tripp, Jr.	(D)
9 Milton Marks*	(R)
11 Nicholas C. Petris*	(D)
13 Alfred E. Alquist*	(D)
15 Herbert R. Davis	(D)
17 Donald L. Grunsky*	(R)
19 Stanley Hart	(D)

### FOR ASSEMBLY

District	
1 Pauline L. Davis*	(D)
2 Barry Keene	(D)
3 Leroy F. Greene*	(D)
4 George Shaw	(D)
5 John F. Dunlap*	(D)
6 Eugene A. Chappie*	(R)
7 Harry J. Moore	(D)
8 Walter W. Powers*	(D)
9 Edwin L. Z'berg	(D)
10 Daniel E. Boatwright	(D)
11 John T. Knox*	(D)
12 Richard F. Nickerson	(D)
13 Carlos Bee*	(D)
14 Robert F. Crown*	(D)
15 March K. Fong*	(D)
16 Ken Meade	(D)
17 John J. Miller*	(D)
18 Willie L. Brown Jr.*	(D)
19 Leo T. McCarthy*	(D)
20 John L. Burton*	(D)
21 Gordon Duffy*	(R)
22 Open	
23 John F. Foran*	(D)
24 John Vasconcellos*	(D)
25 Alister McAlister*	(D)
26 Beth A. Labson	(D)
27 Louis J. Papan	(D)
28 Raymond "Ray" Gonzales	(D)
29 Rod Williams	(D)
30 John E. Thurman	(D)
31 Frank Murphy Jr.*	(R)
32 Alex Brown	(D)
33 Charles B. Garigus	(D)
34 Open	

The California Federation of Labor, AFL-CIO, recommends:

Proposition	Vote
1. Community college bonds	YES
2. Health facilities bonds	YES
3. No Recommendation	
4. No Recommendation	
5. No Recommendation	
6. Constitutional changes	YES
7. Vote for 18-year-olds, open presidential primary	YES
8. No Recommendation	
9. Approval of school bonds by simple majority	YES
10. Raise blind veterans' property tax exemption	YES
11. Include privacy as inalienable right	YES
12. Limited tax exemption for disabled veteran	YES
13. Pay awards to state in on-job deaths where there are no dependents	YES
14. Watson tax initiative	NO
15. Criteria for state employee pay including compulsory arbitration	NO
16. No Recommendation	
17. No Recommendation	
18. No Recommendation	
19. No Recommendation	
20. California Coastline Initiative	NO
21. School busings	NO
22. So-called Farm Labor Relations initiative	NO

A joint announcement by Daniel Del Carlo, executive secretary of the San Francisco Building Trades Council, and Jack Crowley, reports the recent endorsements by the two Councils on the City Propositions for the November 7 election:

**PROPOSITION A**—\$39 Million water bond issue: YES.

**PROPOSITION B**—\$25 million sewer bond issue: YES.

**PROPOSITION C**—Elimination of the chief administrative officer and transportation manager for the City Planning Commission: NO.

**PROPOSITION D**—A four-year contract limit for the superintendent of schools: YES.

**PROPOSITION E**—Public meetings required of all city boards and commissions and their committees: NO.

**PROPOSITION F**—Exemptions from gross receipts tax: NO RECOMMENDATION.

**PROPOSITION G**—Deputy sheriff's probation period: YES.

**PROPOSITION H**—Procedures for candidates for elective office: YES.

**PROPOSITION I**—Increase in police department's narcotics control fund: YES.

**PROPOSITION J**—Consolidation of California Legion of Honor and M. H. de Young Memorial Museum: NO.

**PROPOSITION K**—Reopening of Park and Potrero police stations: NO.

**PROPOSITION L**—City treasurer an appointive office: NO.

**PROPOSITION M**—Credits in civil service for persons serving in the armed forces: YES.

**PROPOSITION N**—Changes in retirement and survivor benefits for police and fire departments: YES.

**PROPOSITION O**—Increased health care payments for city, county and school employees: YES.

**PROPOSITION P**—Prevailing union wages and conditions must be met by contracts for city printing work: YES.

**PROPOSITION Q**—Expand police, fire and civil service commissions from three to five members: NO.

**PROPOSITION R**—Increase retirement and death allowances for police officers: NO.

## Safety An Issue!

### Your Vote Very Important

By BRAD DATSON,  
Safety Coordinator

This is national election time and all of us must get into the act. Did you ask what elections have to do with safety?

Most of us haven't taken the time to think out or talk with others about the effects of elections on safety; however, there is a very strong relationship between the two which is easy to see.

Voting for the most labor oriented person in each election race gives more support in future legislative and executive action for the safety laws and their enforcement which we so greatly need, not to mention that these same people (labor oriented) will support our needs for better labor and pension laws, as well as helping us work more each year by supporting the spending of construction money in our work areas, i.e. more jobs!

As you know, we have been talking about OSHA (Occupational Safety and Health Act) and the D.I.S. (Division of In-

dustrial Safety) which are the two policing agencies in construction along with your local union. The strength of these two agencies is directly related to the labor mindedness of Congress, the President, the state legislature, and the Governor, as well as the attitudes of all the local elected officials and the support which they give at the state and national levels. You should be sure to read the excellent articles by our esteemed General President, Hunter Wharton, and by Assistant Secretary of Labor, George C. Guenther, both in the August 1972 issue of your I.U.O.E. magazine, "The International Operating Engineer."

To say it simply, you can all help put muscle into the construction safety program by voting for labor people in each and every race at each and every election. Your vote will add support which is sorely needed for the growing movement to protect you, both life and limb! So be selfish, vote for those who will work most for you!

## Court Rule Hearing Set

(Continued from Page 1)

aimed at achieving both interim and permanent solutions to the problem," he added.

Reinecke said the administration is currently studying possible legal steps to delay or mitigate the adverse effects of the ruling. He noted that requests to call a special session of the legislature to clarify the legislative intent of the Act also have been taken under consideration by the administration.

Reinecke expressed additional

concern that the current efforts of some local jurisdictions to meet the emergency will be scattered, ineffective and possibly in conflict with the unequal protection provisions of the law.

"Some local governments," he said, "are frankly admitting that they are whistling in the dark hoping that ordinances they have adopted will not be challenged in court. But, there is no way to tell what the outcome of the court's decision really means for local governments," he added.

## Fear Proposition #20

## Cal Coastal Cities Fighting To Salvage Local Controls

San Francisco — Eleven more California coastal cities, representing more than one million persons from the Oregon line to the Mexican border, have come out against Proposition No. 20, the so-called Coastal Initiative.

Long Beach Mayor Edwin W. Wade, former president of the League of California Cities and a statewide co-chairman of Citizens Against the Coastal Initiative, made the announcement.

"Proponents of Proposition No. 20 claim that the measure restores home rule to California and that it will give people a voice in land-use policy decisions which affect them but over which they have no control," said Mayor Wade.

"Nothing could be farther from the truth.

"In fact, under the restrictions of Proposition No. 20 just the reverse is true. The proposed six regional commissions and the new statewide super-agency remove the citizen even more from the decision-making process.

"Under the provisions of Proposition No. 20 home rule is wiped out and local control of local destinies is handed over to the bureaucrats.

"The proponents also claim that the new agencies would vanish on completion of their work in 1977.

"Did you ever hear of a governmental body self-destructing

on completion of its mission?" Mayor Wade asked.

The eleven additional coastal cities joining the fight against deceptive No. 20 include:

- Crescent City, population, 2,586.\*
- San Francisco, population, 715,674.
- City of Pacifica, population, 36,020.
- City of Half Moon Bay, population, 4,023.
- Ventura, population, 55,797.
- Port Hueneme, population, 14,295.
- Costa Mesa, population, 72,660.
- Coronado, population, 20,910.
- Seal Beach, population, 24,441.
- Imperial Beach, population, 20,244.
- National City, population, 43,184.

\* All population figures based on 1970 U.S. Census Report.

**SAN FRANCISCO**—West Coast longshore leader Harry Bridges and capitalist-developer T. Jack Foster of San Mateo County today came out against Proposition No. 20, the so-called Coastal Initiative on the November 7 California ballot.

The two signified their separate opposition to Proposition No. 20 because it would:

- Stall public and private development of sewer repairs, single-family homes, harbor improvements, recreational facilities and remodeling in excess of \$7,500.

- Create unemployment problems of major proportions in the permit areas affected.

- Make it impossible for the Legislature to enact into law thoughtful coastal zoning controls for four years.



# Engineers Man Giant Lumber Producer

★ ★ ★

By TOM BILLS, WAYNE LASSITER, LAKE AUSTIN, GEORGE MORGAN and REX DAUGHERTY

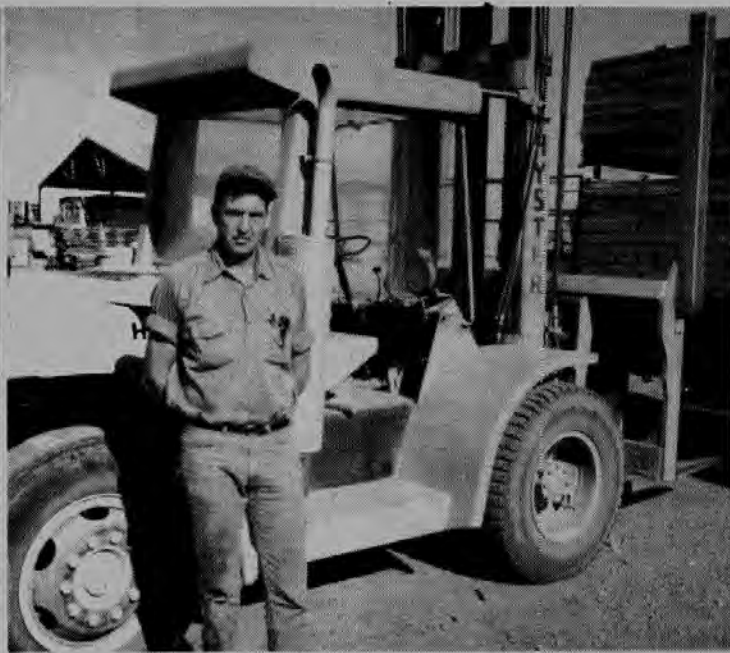
Kaibab Industries traces its history to the early 1890's, when members of the founder's family contracted to supply ties for the railroad that would eventually connect the West with established eastern trade centers. Kaibab Industries, Panguitch Division, is a continuance of pioneer logging and lumber industry in Garfield and Kane Counties. The Company is the largest producer of lumber in Utah. At the present Kaibab Industries of Panguitch have about 160 employees with an annual payroll of approximately \$1,000,000. Most of the employees live at Panguitch and surrounding communities.

Because all Kaibab's lumber facilities harvest lumber from National Forests, quality and efficiency of logging operations are of primary importance. The United States Forest Service determines which trees are to be cut on the basis of environmental and silvicultural aspects. Also, permanent roads, built by the company to gain access to the timber stands, are constructed to conform to Forest Service specifications. These roads serve as fire breaks within the forest and are also used by fire fighters, ranchers and recreationists. Logs are harvested principally from the United States Forest Service on the Dixie and Fish Lake National Forests. The Panguitch Division's annual production is approximately 25,000,000 board feet. We have approximately 115 Brothers working at the plant and in the woods.



LARGEST LUMBER PRODUCER in Utah is Kaibab Industries, Panguitch Division shown in the aerial photo above. Producing some 25 million board feet a year, the Panguitch Division has in the neighborhood of 116 brother engineers on the payroll. The annual payroll is

\$1 million plus and most of the employees live at Panguitch and the surrounding communities. Much of the lumber harvested by the company comes from National Forests.



## Union Credit Unions Grow

Madison, Wis. (Special) — Credit unions help labor union members to make their hard-won dollars go farther. In 1971, there was a large increase in labor union members who also belonged to union-sponsored credit unions, from 723,000 to 810,000.

Millions of labor union members are also members of other credit unions serving employee groups or communities, according to the *Credit Union Yearbook 1972* published by Credit Union National Association Inc. (CUNA), the Madison-based organization of U.S. credit unions.

There are 1,070 union-sponsored credit unions in the U.S., with 62 in Canada and 16 elsewhere. Total assets of the labor credit unions increased in 1971, to \$500 million. Loans outstanding also increased, to \$425 million.

The *Yearbook* shows that over 80 per cent of the nearly 24,000 credit unions in the U.S. serve employee groups. There are over 24 million members in U.S. credit unions today, embracing almost any area of common bond, such as church, employment, community or association.

Overall, U.S. credit unions grew by the largest dollar amounts in history in 1971, with the nearly 24,000 credit unions reporting a record savings spurt of \$2.8 billion, to a new high total of \$15.5 billion. Loans outstanding grew to \$16 billion and assets to \$21 billion. The assets growth of over \$3 billion was greater than the total assets of U.S. credit unions back in 1956.



BROTHER MEMBERS working at Panguitch include (top left) Carl Henrie, chip and saw operator; Ron Jenkins, company electrician; and James Anderson, pond operator. In photo top right is forklift operator Mac Ray Julander, a job steward who has worked at the

company for 10 years. In the photo lower left is Devere Cooley, a log truck driver and Job Steward-Woods. In lower right photo is Smith Willis, Lumber Jack 90 Operator.



# \$4 Million Freeway Opened In Yuba

By HAROLD HUSTON, Auditor and District Representative

The blistering hot weather has started to fade away and fall is looking us straight in the eyes. This means the contractors will try to get as much done as possible on their jobs before winter sets in. We hope we are blessed with a mild winter so the Brothers can work as much as possible.



The work Harold Huston picture looks brighter for 1973, however we want it clearly understood: **THERE ARE PLENTY OF BROTHERS WHO LIVE IN THIS DISTRICT TO COVER ALL JOBS.**

**FOUR MILLION FREEWAY OPENED IN YUBA**—A new \$4 million section of freeway on Route 65 in Yuba County was opened in September. This covers 4½ miles between South Beale Road near Wheatland and the junction of Routes 65-70 south of Marysville.

The freeway unit parallels the existing highway on the west and includes interchanges at Forty Mile Road and McGowan Road. Each of these structures carries the local road over the freeway and has sidewalks with protective wire fences.

The freeway will supercede a section of highway built by the state in 1915. At that time it was an oiled, graveled road just three feet wider than today's single lane.

Work on the new unit started in May 1971 after Baldwin Contracting Co., Inc., of Marysville and Merrill L. Dubach of Davis, a joint venture, was awarded the contract.

Construction has proceeded of new alignment several hundred feet from the existing highway and there has been minimal shifting of traffic except at each end of the project where new connections were built.

Twenty olive trees were moved from another area in the project and transplanted at the new Forty Mile Road interchange. Slopes along the travel lanes will be seeded with poppy, lupine and rye grass to provide growth during fall rains. There was no interruption to traffic when the transition from the old highway to the four lanes was made.

**BRIDGE LIGHTS AMONG AREA HIGHWAY JOBS**—Approximately \$130,000 has been allocated from the recently adopted state highway budget for highway projects in Yuba and Butte Counties during the 1972-73 fiscal year. James A. Moe, state director of public works, said \$40,000 will be used to increase lighting intensity along the Tenth Street Bridge in Marysville.

Another \$90,000 was allocated for construction of passing lanes along Highway 70, three and six miles north of the Yuba County line.

Meanwhile, bids have been called by the State Division of Highways to be opened Dec. 8 for road improvements in Sutter and Yuba Counties.

Officials said plain and reflective raised pavement markers are scheduled for emplacement along Highway 20 from Salt Creek in Colusa County to about one mile east of Wadsworth Canal in Sutter County, a distance of 23 miles.

The markers also would be set for 38.5 miles on Highway 70



**INSTANT LANDSCAPING**—The new method of landscaping on Freeways is done by spraying the seeds mixed with a mulch under pres-

sure to the slopes. Poppy, lupine and rye grass is used in this picture.

from the 24th Street junction in Marysville to the West branch across the Feather River in Butte County.

**LINDA-OLIVEHURST AREA CANALS**—Member entities of the South Yuba Drainage Commission are considering dissolving their agreement on the construction of two drainage canals in the Linda - Olivehurst area. Constructing the project—estimated to cost between \$80,000 and \$90,000—will be the Olivehurst Public Utility District, the Linda County Water District and Reclamation District 784.

The County of Yuba, which also is a member of the drainage commission, will not participate in any proposed construction because it does not want to assume responsibility for the project.

Funds for the construction of the ditches would come out of the \$100,000 contributed by the four member agencies. This is the first phase of a three-stage program. The canals will be operated and maintained by District 784. The cost and responsibilities will be shared equally by the three entities involved.

**Two Canals**—One of the ditches will be known as the "Clark Slough Diversion Canal." It will run along the east side of the Southern Pacific Railroad tracks to a point opposite Sixth Street in Olivehurst. The other will be known as "Brigham Canal." It will run along the east side of the Western Pacific Railroad tracks to a point about straight west of Scales Avenue near the Linda Mall which is under construction. It will run along the tracks to 11th Avenue in Olivehurst. The flow from the canal will run into a State Reclamation Board Canal south of Olivehurst which extends into the Plumas Lake area.

**Help Drainage**—The project will go a long way in keeping water out of the Olivehurst

area and will provide Linda and District 784 with better drainage access, according to Charles deSt. Maurice, engineer for District 784. The second stage of the proposal will be the eventual construction of a barrier and pump station in the Arboga area which will keep water from the Bear River from backing up into the area.

The canal project is not at this point directly related to a proposed \$3.9 million project to provide surface drainage in the Linda-Olivehurst area which has been recommended by the U. S. Army Corps of Engineers, but is compatible with the Corps plan.

**STORES JOIN WEST MARYSVILLE SHOPPING CENTER**—Representatives of two national retail firms were expected to complete negotiations for purchase of property in the West Marysville Shopping Center.

The two firms, according to reliable sources, are Lucky Markets and Long's Drug Stores. They are expected to establish retail outlets on the property, which already includes the Montgomery Ward store. The new store building would be approximately 55,000 square feet, to be divided by the supermarket and the drug store.

**NEW STRUCTURE**—The new construction would be north of the old Del Monte Cannery building and west of the Wards' property. The property presently is owned by the West Marysville Development Co., which owns the remainder of the adjacent property to be developed, including the brick cannery building, with the exception of a small section at the south end of the cannery.

The Marysville Development Co. disclosed that negotiations for purchase of part of the property were underway. At the time, the Marysville City Council agreed to extend an access road, that runs by the Marysville Dis-

trict office, and loops under the 10th Street Bridge, from 10th Street through the property, and to abandon a section of right-of-way on the west side of J Street. The promise was made contingent on the developer going ahead with the project.

**RIGHT-OF-WAY**—The City Council later declared its intention to abandon 20 feet of street right-of-way on J Street between Sixth and Eighth Streets. Part of the right-of-way will be used for parking for the development and the remainder will revert to West Marysville Development Co.

By A. A. CELLINI, Business Representative

Baldwin Contracting Co., Inc., has the Market Street extension which will consist of new sewer, water lines, storm drains and paving. Approximate cost of the project is \$205,000.00.

Up in Chico they have about 4,000 feet of sewer lines. Williams Boring Service is doing the boring under the railroad and Highway 32 for Baldwin.

Griggs & Peterson has a bridge widening and resurface job on Highway 99 east of Nord. Reliable Crane Service has been on the Stolte Inc. project setting up Stolte's tower crane. Dennis Luepke will be the operator for the tower crane.

Butte Creek Rock has a number of projects in the area. They have a widening and turn lanes south of Chico on Highway 99, resurfacing of streets in Chico, and weather permitting, will finish the dirt and paving work in Paradise Pines.

Granite-Ball, joint venture, on the Tehama-Colusa Canal, Reach 4. Approximate cost of the project is \$7,480,602.00. Length of the canal will be thirteen miles with three major syphons and seven bridges. This project has just gotten underway at this time.

By DAN SENECHAL, Business Representative

Construction shops and plants east of the Feather River and Mountain Area: As of this writing the work picture is holding its own, with the local contractors picking up most of the work. The projects out to bid as of June 1972 are not large, ranging from \$300,000 to \$800,000 although this area is busy with work. The out-of-work list is moving slow because the local contractors already have their established crews.

We held a pre-job conference with A. Teichert and Son of Yuba City on their \$800,000 industrial track at the Yuba County Airport. This project will consist of underground work, grading and paving, streets and sidewalks. H. E. Graf will subcontract the dirt work, E. E. Luhdoff from Woodland will do the well drilling work and Johnson-Webster Gunite from Oakland will do the canal lining. This project should be completed by late December.

Local shops and plants are busy at this writing. Baldwin's plant at Hollywood is getting in extra hours making material for Hughes & Ladd's job on Highway 49. Shields Construction Company from Modesto is putting the material down.

A. Teichert and Sons' Hollywood plant is crushing rock for sub-base and paving materials for their North Beal Road job. The plant is also keeping loader men busy loading trucks with cobble material for the Colusa levee.

Robinson Construction of Oroville is also keeping crusher crews busy making sub-base and the hot plant crew is getting extra hours making mix for Charlie Moorland's paving crew which is jumping around like crazy.



## Home Spurt In Stockton

By WALTER TALBOT and  
AL McNAMARA

The prospect for work in this district has been fair so far for the year, in spite of the lack of two major projects that were scheduled to be bid last March but which were postponed for further environmental studies. It now appears the largest one, New Melones Dam, will be bid this month. The

other, the completion of Interstate 5 in this County, has been delayed at least a year, possibly longer. However, to offset the loss of work on Interstate 5, the initial work on the Crosstown Freeway from Madison St. to Stanislaus St., in downtown Stockton, is expected to begin next summer—a year ahead of schedule. S. M. McGaw Co. of Stockton was low bidder at \$691,669 to widen roadway of Highway 120 from Highway 99 to Escalon—Bellata Road in Escalon. The McGaw Co. was also low bidder to widen the Escalon-Bellota Road near Farmington for \$76,270. The Company will be moving from Stockton to their new location south of French Camp whenever the office and shop buildings are completed. Their new 12,000 pound C.M.I. asphalt batch plant is already at the new site and has been in production during the past two months. Campbell Construction of Sacramento are progressing according to schedule on the Holt Center Complex at the New Delta College. Larry Aksland, A. G. Williams & Son, S. M. McGaw, Reliable Crane Service, Schuler Plumbing and Inland-Ryerson Steel Co., all subcontractors on the project, have engineers employed at the site. The next building complex, Shima Center, to be constructed at Delta College will be let for bid in January 1973.

A spurt in the home, apartment house and trailer court construction has afforded work for engineers employed by Stanfield and Moody, Teichert Constr., W. M. Lyles, Comconex, S. M. McGaw, Claude Wood Co., Rock Constr., and other local employers. Out of area contractors, as John DeFalco, of Anaheim, and R. H. Hapgood of Lancaster both have engineers employed on trailer court construction. The largest development to start in Stockton is the Lilval (Lincoln Village West) development to include Shopping Center, apartment buildings, office buildings, restaurants, service stations, boat berths and banks at an approximate cost of \$70 million.

Dinwiddie Constr. Co. of San Francisco has the RCE remote operational center near Lodi at Turner and Lower Sacramento Roads under construction. A student housing building at the University of the Pacific is scheduled to be bid this month for 2.5 million.

By BOB SHEFFIELD

Hensel Phelps Construction Co. of Burlingame was recently low bidder at \$14,175,000.00 on the bridge and new alignment on Route 49 crossing Stanislaus River 6.5 miles south of Angels Camp. There is 80,000 cubic yards of material to be moved. The project is necessitated by the future construction of the New Melones Dam and Reservoir which will inundate the existing

By ROBERT E. MAYFIELD, District Representative; JACK BULLARD, JACK CURTIS, TOM CARTER, and ROBERT FLECKENSTEIN, Business Representatives

By ROBERT E. MAYFIELD, San Felipe Project Study Continues — In a very recent news article, it was disclosed that a public hearing would be held within this month, where a breakdown of the costs and other feasibility of the San Felipe Project would be disclosed. Costs comparing recycling of wa-

ter and sewage as compared with fresh water brought through the proposed Pacheco Pass Tunnel by preliminary studies was disclosed to be from 5 to 25 per cent less expensive than recycled water and would be of a better all-round quality. Engineering firms headed by Bechtel had made this preliminary study. This firm is well known and respected throughout this country and the world as an engineering and construction company and hopefully its opinions will weigh heavily as to what will be the final outcome. At this writing with the exception of a couple of local councilmen, most big politicians from the surrounding countries seem to be on the band wagon for approval and a hurried-up starting date.

This past winter we received only about one-third of the normal rainfall, and as a result, the agriculture rich Santa Clara, San Benito, and Monterey counties are now literally starved or without water. Many wells have gone dry, water tables are at a near or at an all time low, and practically every reservoir is at record lows or completely dry. It seems such a shame to have a natural disaster such as this to open the eyes of the politicians, many are ultra-conservative citizens, along with groups of people whom nowadays are against any sort of progress regardless of what it might be.

Another project which now seems a reality within the next year is the Wilder Ranch Project. This parcel of land consisting of over 3,800 acres is intended to be developed just a few miles north of Santa Cruz and will be located on both the

## Railroad Outlay

Railroads in the United States plan a sharp boost in capital outlay this year for new plant and equipment, according to the Department of Commerce.

The federal agency's quarterly survey put anticipated railroad capital spending at just under \$2 billion for the year, an increase of 13 per cent over 1971 outlay.

highway. Trico Construction Co. of Merced, which sifted and shaped the salmon beds in the Tuolumne River at La Grange last year, are trying to make the river more suitable for spawning King Salmon.

George Reed, Inc. of Modesto has been awarded a \$211,600.00 contract by the State Dept. of Public Works for Route 120, widening and reconstruction, including alignment of a dangerous curve at Wildcat Creek, just west of the Tuolumne County line. The work will cover a 1.3 mile section.

ocean and mountain sides of Highway 1. It is reported that when completed, this development will have over 10,000 new dwellings as well as all schools, commercial buildings, and stores needed to service this many people. As an idea of the immensity of this project, it would be a complete city that would be somewhat bigger than the present city of Santa Cruz, which has a population of over 35,000. If this does start without being blocked by some against-everything-group, it has been said that some excavation might start as early as mid-summer or early fall of next year.

By the time this article reaches the press, the middle stretch of Highway 680 will finally be awarded by the State and a pre-job conference held with the contractor, Milburn Const. and representatives of the E. G. C. A.

Once more, we would kindly ask all able members and their wives and children to donate to our depleted blood bank. Just this past week two of our members had surgery, and the blood transfusions needed in the process totaled more than 60 pints for these two people. Please don't just pass over these matters lightly, as we're sure both of these Brothers had said that this won't happen to me, but it did. The next time it could be you.

By BOB FLECKENSTEIN

Work in the southern part of the area is still going pretty good. All the equipment dealers and shops are working steady. Some of the Brothers are getting a little overtime, which always comes in handy around this time of year.

Modular Pre-Cast has quite a job going on along the Foothill Freeway. They are putting up a pre-fab wall for a noise barrier from traffic along the freeway. This is the first of its kind in the area. They also make the pre-fab walls in their yard in Mt. View, which keeps ten Brother Engineers working.

Gabilan Iron has their fabrication shop working ten hours a day now for about a month. They are busy in all three shops and putting a few more men to work, so things are going along fine for them. They are doing quite a bit of work now for the farmers in the area and also out at Firestone.

Quinn Tractor in Salinas is going along real good and busy with some of the mechanics getting a little overtime and a few Saturdays in. They are doing the repair work for Madonna Const. there on Highway 101, which is moving along just fine.

Huntington Bros., out of Napa, is double-shifting their job on Reservation Road in Salinas. We were glad to see that. It helps to put some more men to work off the out-of-work list. They will be there until around February 1973, which will help some of the Brothers. Doyle Holbrook is the steward there and doing a good job. Tom Huntington is looking after the day shift and Gerald Eastman is taking care of the second shift. They also have 20 men working there now and plan on putting a few more to work in the future.

Granite Const. is pretty busy in the area with jobs going on all over. They are putting the finishing touches on the job at Hartnell College, also out at Solidad on a low income housing project.

They haven't any real big jobs going but enough small ones in

the area to keep the Brothers busy. There is quite a bit of sub-division work and apartment house building going on in the area.

Brothers, we have our office in Salinas at the Teamsters' Hall on Market and Sanborn. The office hours are Monday and Tuesday from 3-5 p.m. and Thursday from 4-7 p.m. The phone number there is (408) 422-1869. You can call anytime during the day and leave a message with one of the Teamsters' secretaries.

By JACK CURTIS

Work in the southern part of District 90 is about the same as it was in the last writing.

In the Monterey area, work has been very bad this year. Most of our Brothers had to work out of this area.

In Santa Cruz County, the underground, overlay or paving, and building work is still good—moving southward.

Roberson Bros., a local contractor, picked up a 5,000-foot underground job in Scotts Valley and have been very busy this year.

The Convention Center in Santa Cruz is going to be built. This will consist of a shopping center and hotel, and will run about \$25 million and will start in Feb. 1973. We will have more information on this project.

The Santa Cruz County Building and Trades met with the Wilder Ranch developers September 14th and showed us the whole layout on this project. This development will consist of over 10,000 dwellings, and city with a population of 33,000. This whole project will take up to 25 years to develop and they hope to get started on the excavation work in 1973.

Milburn Const. at Fort Ord hopes to wind their highway job up in April 1973.

Peter Kiewit and Sons are going two shifts on their Moss Landing job, which consists of pile driving and 3,000 feet of pipe, which will convert the water from Kaiser Refractories out in the ocean.

Floyd Fleeman in Salinas has enough paving and underground work to last about a year.

Madonna Const. is moving right along on their approaches and off-ramps off of Highway 101 in Salinas.

By TOM CARTER

The State Highway Dept. on Friday, September 8th, awarded a major contract for the construction of Interstate 680 in Santa Clara County. This \$6,700,000 contract went to Milburn Const. Co., Inc., of Riverside for constructing three miles of Interstate 680 as an eight-lane freeway between Alum Rock Ave. in San Jose to Berryessa Road.

A pre-job conference is now scheduled and work will begin before the end of September.

The first unit of the new Santa Theresa Community Hospital is beginning to take shape. All the structural steel is up and they are making ready to pour the concrete floors. The first six-story building of two that will be constructed on this site, plus a two-story parking garage, this job will keep about 10 engineers and oiler busy for the next two years. Each of the two units will have about 300 beds.

Granite Const. has a large crew busy re-routing PG&E gas lines along the new freeway right-of-way from Ford Road in San Jose

through the Coyote area to just north of Morgan Hill. This section of Highway 101 is scheduled for bid in early 1974.

By JACK BULLARD

Santa Clara County, west of Highway 17, also Tech. Engineers Testing and Inspection Members.

Plenty of Freeman-Sondgroth news again — Norm Gates and Stan Walker went with them. Norm in supervision, Stan estimates. Brother Gary Chiotti back at work quite a while now, but still thinking of his Rugby days. He was on the U.S. All-Star team, toured with them to New Zealand, where they played the New Zealand national team. Sixteen-game schedule.

One Freeman-Sondgroth employee worked out of his classification Saturday. Set the grade LOW on his own driveway, had to order extra concrete. We won't mention the name, but the initials are Ted Holmes.

Clyde Whitmore works in the shop, son Al a member also, mechanic for Petersen Tractor. Al and wife had a 7 lb.-8 oz. boy named Jason, everybody proud about it all. Red Drennon has dogged it off, retired March 1972. Lube Engineer for Freeman, later Freeman - Sondgroth, ten years in all. Red met President Paul Edgecombe soon after Paul came to S.F. from the Friant Dam in 1940, fast friends since. Red has been a member 34 years now, Reg No. 264046.

Percy Padilla has had a bad run of luck, bad hip, hemophilia, ulcer. He hit El Camino Hospital, even lapsed into a coma for awhile. He needs blood. Call San Jose office for directions where to go to give blood. We're all concerned.

Brother Paul Hodges is shop dispatcher, recovering from heart attack, back to work this Oct. 1st. Ran into Mike Jorgensen, Bob Dunn, Apprentice Paul Proud on Charleston Ave. in Mt. View, small rock and pave job. Mike must spend dollar a week on French mustache wax for his handlebar. He has the second biggest I've seen in our Local. Piledriver operator in Oakland, Fred Zadkoff, has the biggest I've seen. Joe Scott was with Casey Fogli on the same job site.

Carl George is steward at Engstrom-Nourse. His grandson had major surgery, rough on a small tyke. Carl and his wife went out to Salt Lake City where the operation was performed. Little boy OK, Carl's back, his wife stayed out there awhile. We need donated blood here too. Call the hall.

Gus hit problems on the tanks built by Elmer Freethy at San Jose Treatment Plant. Ray Johnson operates the P & H crane, Lester Lallor is assistant. Bill Kasari runs pumps, Mike Luviano runs Pettibone, and Don Franks inspects for Testing and Controls.

O. C. Jones has grade and pave, curb and gutter, etc. on Calabazas Ave. between Monroe and San Juan Ave. in Santa Clara. Bernie Baker on blade, Reg. No. 311473. Fred Arnold is foreman, Jim Park is grader setter. Jim's dad is a member, been around here for a long time. Bill McAuley runs dozer—he's our steward there.

Bill Dalton's six-year-old daughter having a rough time—Good Samaritan Hospital first, then transferred to Stanford

(Continued on Page 11)



# Kietzie Lane Job Nears End; 95 at Mina Should Winter Out

By DALE BEACH, District Representative; LENNY FAGG, IAN CRINKLAW, JAY VICTOR, Business Representatives

Brother Frank Forrengo is in the hospital and would appreciate hearing from his many friends. Frank has been a Grievance Committeeman for four years and has been doing a real fine job. We feel that it is time all of us showed Frank that we really appreciate the time and effort he has given our local union.

Helms Construction and Development is almost finished with the 395 job from Kietzie Lane to Mount Rose Highway. By the time this article goes to press most of Helms highway crews will be working on the Highway 95 job at Mina. This one is supposed to go all winter.

Byars' Pyramid Lake job is pretty well up to the subgrade, except for two or three spots that were supposed to be dirt and turned out to be rock. That problem will more than likely be whipped in 30 days or so.

The Ring Road is in full swing again in all phases of development. This job plus the Bellview interchange in Washoe Valley will keep the Brothers working for Byars busy the rest of the season.

Alder Construction from Salt Lake City, Utah, is making good progress on the gym at Stewart. They have been real good contractors to work with and we welcome them into Nevada.

The Duffel Construction and Finance Company is another new contractor in the area. They are doing some development work in the south end of Reno that promises to go on for quite some time. Their work is in phases, so they use only about four Brothers at a time.

**East**—We have recently pre-jobbed the PKS job which was 1.2 million, consisting of an overlay and seeding on the old Rodger's job, just west of Carlin on I-80.

PKS is coming along in good shape on their LaMoille Canyon job and is moving their crusher to the Carlin job. It will run three shifts, "till the snow flies."

At this writing Max Riggs has the grade made, and is waiting for the sub-contractor to do the paving. Riggs is just now moving on to their Beowawe Rest Stop job which will keep their crew busy the rest of the season.

The much awaited tunnel job at Carlin is soon to be a reality. Work began in earnest the 25th of September and will run three shifts with about 15 Brother Engineers on the job. The portal will be on the west end as all the tunnel muck will be used as fill from the tunnel towards the west. This is going to be a drill and shoot job, using loaders and atheys to move the muck.

**Mine News**—According to recent mining journals, many large mining companies are encouraged by the fact that gold prices have been holding well above the \$35 an ounce mark. This has caused many of them to move exploration offices to Northern Nevada. A prime example of such maneuvering is Getchell Mine, a well-known gold and tungsten producer from 1931 to 1967. Getchell Mine was shut down not because of the depletion of ore but because the stripping ratio became too great to justify mining the ore at \$35 an ounce. There are two oil companies who have an option on this property

and are doing extensive drilling to determine the size of the remaining ore bodies.

Carlin Gold Mine is making plans to expand their operation approximately ten miles from their original mill site. This increase in production should hopefully create new jobs for the local Brothers.

Cortez Gold Mines geologists have resumed work at the Gold Acres Property. We have been informed that a decision as to whether this mineral deposit will develop into a feasible mining operation, will be made in the next few months. We are hoping for a favorable decision as the life of this mine depends on the locating of new ore bodies.

The joint board of the N. I. C. council at Anaconda Copper in Yerington, Nevada, has decided to hold its meetings on the Tuesday preceding the Wednesday night union meetings. This reason being they need more time to discuss their problems, and prepare detailed minutes to be read at the union meetings.

**Lake Tahoe - Truckee Area**—The work in this area is going fairly strong. Starting at Tahoe, South Shore, George Reed Company has completed an overlay job in this area. Moving on up to State Line, Continental Hiller is putting in a sixteen story complex for Harrah's Club. We have two truck cranes and a crawler-type crane doing the iron structure. One of the truck cranes belongs to Bigge Co. They are putting up the prefabricated paneling. We also have several small backhoes on this job that belong to MacSween Construction Company. The MacSween Construction Co. also has a fairly good size job going in at the Lakeview Estates just north of State Line. This job employs several Brother Engineers. They will be working five-tens and an eight until the snow flies.

Working our way around the lake to the Glenbrook area we don't have much activity in this area. On over to Incline Village we have J. G. Shea Company putting in guard rails along the highway in three locations in the lake area between Incline and Tahoe City. They have several large truck-mounted drill rigs on this job that will keep several Brother Engineers busy for some time. The George Sayer Co. out of Incline Village has a small job on the California side that will keep about four engineers busy for a short while. The activity in the Tahoe City area is very light.

On over the short cut between Truckee and Kingsbeach we have Pacific Pipeline working on the International Pipeline Agreement. This will keep several engineers on the payroll until the winter sets in. Also in this area at Martis Creek we have G T S Construction Co. building roads and campgrounds. We also have Teichert Construction Co. on the North Star Project and also Alpine Peaks. On over in the Truckee area, we have one big project, called the Lakeworld Project. Teichert is the prime contractor in this area. There are several sub-contractors in there. T & S Construction Co. is putting in the water lines. This is a very large project consisting of about 58 miles of roads, services, water lines, etc. Teichert Construction Co. is also at the rock plant right in the Truckee area which keeps about 20 Brother Engineers busy throughout the season. C & B Construction Co. has part of the batch plant leased from Teichert.

We have somewhat of a problem there. They are supposed to have a meeting between C & B and Local 3 to resolve this problem right away.

The area in the Reno area west of 395 is comparatively busy now. We are looking forward to enough activity to keep the out-of-work list fairly small until the winter sets in. This just about sums up the work picture in the area from 395 west. We will have considerably more information for you at the next writing.

We would like to use this opportunity to thank all the Brothers who made it to our Sept. 16th District Meeting. These meetings are very important, as they are one way that the membership can communicate with the Representatives and Officers. The next meeting is December 2nd, 1972, at the Musicians Hall at 8 p.m. We are looking forward to seeing all the Brothers who are within reasonable driving distance to attend.

## San Jose

(Continued from Page 10)

Medical Center for further diagnosis. We wish her well. Bill's with Easley Brassy at Mt. View Landfill.

Power-Anderson does the site work you see south side of Bayshore Freeway on the San Jose side of Oregon Expressway turn-off. This is the site of the Colorado Utilities Station, city of Palo Alto. Dan Power superintendent, Brothers Lee Mullin, Joe Doll, and Mike Rankin operate. Wet job, ground elevation 6.0 ft., drilling and pouring column footings way below that. The bay comes up in the hole. Garcia Case drills the hole, Al Jamarillo runs drill, and Chris DaSilva assistant.

Brother Max Michoff has his own company now, son Glen with him. Johnnie Veitch has his equipment working for Max at the Hewlett-Packard Cupertino expansion, near Wolfe Road and 280. This is in Valco Park. Other members with Johnnie are Wes Cushman, George Hansen, Steven Veitch (Johnnie's son), and Mac McKinley.

Dan Caputo came in low bidder on Bowers Ave. S.P.R.R. underpass. Job went for one and a quarter million. Bill Johnson with Caputo says Aadco will grade and pave, Caputo does their own structures and shoo-fly. Industrial Railway will do the track work, and Foundation Constructors will pile drive. Pisano Brothers got the pipework, Rosendin got the electric. Job takes about one year, with contract calling for 300 working days.

**Testing & Inspection**—Steve Frymire with Soil Services, Inc., contracted mononucleosis. He's off for several weeks while he recovers.

Emilio DeSoto left Hales Testing Lab. to take a Civil Service job. He's going to keep up his card with our Union. Best of luck to you.

**Surveyors**—Johnnie Cann went with Creegan and D'Angelo early September, running a crew there now. Had a small meeting with some of the Monterey Bay type surveyors, George Davidson, Bill West, Dave Pullin, and Bill Shoulet were there. Ron Hochgraef had to miss, his wife had surgery on short notice. She's doing well.



**HARD HATS' CONGRESSMAN** is Harold T. "Bizz" Johnson from California's Second District. An eight-term veteran, Congressman Johnson has consistently led the fight for major public works projects and during the closing days of the 92nd Congress was active in such vital legislation as revenue sharing, adequate funding of our educational programs, ratification of the strategic arms limitation agreement, extension and expansion of nationwide water pollution control program, the question of what to do about foreign aid, extension of the housing program, extension of our economic development program, continuation of our highway program, the war in Vietnam and the future size and strength of our military forces, especially in the light of an all volunteer army concept. In the photo above Congressman Johnson receives a Local Union No. 3 hard hat from Sacramento Business Agent Al "Bud" Dalton.

## Water Planning Is Now Saving Many

By RALPH WILSON, District Representative, AL DALTON, AL SWAN, MIKE WOMACK and BOB BLAGG, Business Representatives

**WATER PROJECTS** planned and built years ago save Californians from disaster now. California is in the midst of one of its dry spells, but the impact has not been drastic because of the planning and building of water storage projects in the Central Valley during the past several decades.

Ralph Wilson

This is a tribute to those of vision who worked so hard to get public approval of the funding of these public works, some of which were expensive. The spring runoff in the Sacramento Valley this year was 70 per cent of normal. In the San Joaquin Valley, which needs high snowmelt to survive, the streamflow was half of normal. In Southern California the spring and summer flows were one-fifth of normal. Considering the state as a whole, we have been saved from a disaster in the drought of 1972 by the reservoirs and water distribution system that man has provided to minimize the damaging effects of maldistribution of rainfall around the year and around the state. The principal suppliers of water for farms, factories and homes are the federal Central Valleys Project and the State Water Project, which have been subjected to bitter criticism, much of it unwarranted, in recent years. The experience of this year certainly seems to rebuke the argument such projects have become obsolete. It also is important to note one section of the state did get a large amount of rainfall last winter—the north coast. The lack of storage facilities there to hold the excess for summer sup-

plies meant most of this water went unused into the ocean.

**THE WORK SITUATION** in this area looks fair for 1973. Following is a list of jobs which are being considered for 1973: Widening of portions of Highway 50. Teichert and Granite Construction picked up 10 miles of I-5 and this leaves the remaining miles on the priority list for 1973. Interstate 5 from San Joaquin County line to Pocket Road, 16.0 miles. Route 99 from Florin Road to 12th Ave. 1.5 miles (add two lanes). Interstate 80, new route from B St. to connect with Interstate 880 near Roseville Road at Longview Dr., 7.0 miles freeway construction. Interstate 80 (present route from B St. to Watt Ave.). Retain State Freeway System. State Route 160 from Del Paso Blvd. to I-80, 1.0 mile. Widen six lanes. State Route 130 from American River to C St., 1.0 mile realignment.

Also State Route 143 (Arcade Freeway) from McConnell (U.S. 50) via proposed 244 to 80, 20 miles freeway construction. State Route 244, Interstate 80 to proposed State Route 65, 8 miles freeway construction. State Route 99 from Interstate 5 to Sutter County, 5 miles freeway construction. El Camino Ave. at Interstate 80 reconstruction of interchange. Arden Way at Interstate 80, reconstruct interchange. State Route 35 from Placer County line extended to San Joaquin - Amador County line, 35 miles freeway construction. State Route 148 from State Route 143 to Interstate 5, 8 miles freeway construction. State Route 16 (Jackson Freeway) from U.S. 50 to Amador County line, 21 miles freeway construction. State Route 256, Interstate 80 to Placer County line, .3 mile freeway construction. State Route 104, widen to 2 standard lanes. State Route 99-Mack Road Interchange, redesign to full interchange. State Route 102 from Interstate 5 to Placer County line, 22 miles freeway construction.



## Santa Rosa Looks Ahead

By RUSS SWANSON  
and BOB WAGNON

Since winter is just around the corner, we can't help but look back over the past summer, and say that we had a fairly prosperous work year. Looking forward into the year of 1973, we anticipate a moderate to good work year.

After being "postponed" for three years, the bid has finally come up for the connecting piece of Hwy. 101 from Healdsburg to Geyserville. Peter Kiewit & Sons' Co. is going great guns and hopes to get as much done as possible before the winter rains set in. Also, the next link of Hwy. 101 that will connect Geyserville to Cloverdale is supposed to come up for bid in 1973. Let's hope this job isn't three years in being let.

Over at Warm Springs Dam there is money in the budget for the years 1973 and 1974. The appropriations haven't been what we would like them to be but have kept quite a few Brothers working in recent years. This has been mostly on road relocation work. We are hopeful that Congress will appropriate the money (around \$50 million) for the main dam construction in 1974. This dam is not only needed very badly for flood control but Sonoma and Marin Counties do have a bad water shortage. These two counties have just grown out of their water supply, hindering the growth of both counties.

P.G.&E.'s \$831 million dollar nuclear power plant on the Mendocino Coast suffered a major setback. A 1968 agreement under which the State Resources Agency promised it wouldn't oppose P.G.&E.'s application to construct the plant has been ruled void. The ruling was a victory for the Sierra Club, which had challenged the validity of the agreement, contending that the proposed plant, near Point Arena, wouldn't be appropriate to scenic Mendocino County. P. G. & E. spokesmen declined comment until their attorneys can study the decision.

In a twelve-page report issued last month, the Sierra Club claimed the Pt. Arena site was selected "to nail down as many coastal power plants as possible before the environmental consciousness of the public makes further coastal setting impossible." Denying this, P.G.&E. noted that all coastal power plants under construction, or planned in California up to 1990, would occupy only five of the 1,050 miles of the state's coastline. Five miles subtracted from 1,050 miles leaves 1,045 miles for other purposes. Isn't this a little ridiculous?

How can a state of over 20 million people (and still growing) continue to live and prosper without some kind of power for added electricity?

Each time a decision is made to "temporarily halt" progress, it goes from one appeal to another with months and even years lost in the process. This just seems to add fuel to the ecology groups to enable them to tackle something else. There is going to have to be a stopping place somewhere.

Our County of Sonoma has in its budget, for the coming year a considerable amount of county road work, plus, in November there will be a state highway contract let on Hwy 12 from Cal-

See more SANTA ROSA Column 5

## Proposition Will Mean More Like This



POSEY PLUCKERS' PARADISE or ALVIN DUSKIN'S FOLLY might be apt captions for the above photos of four blocks of the court-delayed Yerba Buena Project south of Market Street in San Francisco. Project has been held up almost four years by the Legal Aid Society and Judge Stanley Weigel, environmentalists headed by Alvin Duskin, local garment manufacturer, recently filed suit to further delay the

project. Maybe Mr. Duskin would give his non-union-scale factory employees a day off to police the area and plant some flowers so the place wouldn't remain an eyesore and safety hazard. Don't hold your breath till he does, we suspect his zeal stops right after he has read his name in the daily papers.

### Pay Check Thieves!

## Yerba Buena Project Is Stalled Again

By DON LUBA, Business Agent  
**ECOLOGISTS SHUT DOWN WORK!!!!**—In recent weeks we have had many millions of dollars worth of construction work stopped by environmentalists. This work stoppage, needless to say, is causing a great hardship on the bread and butter concerns of our Brother Engineers and their families, and also thousands of brother building tradesmen and their families.

The construction stiff in general, but more particularly, the operating engineer has always throughout the history of his line of work, looked upon the winter months with a great deal of apprehension. The winter months meant a great loss of income, and in a large percentage of cases, no income at all to bring the necessities of life home to the family.

In recent years, and even more so in recent months, we have seen a completely new giant element, decreasing, and in some cases terminating our weekly paychecks. This is the element of organized ecologists, and self-serving individuals, utilizing the judicial system of the land to bring a no-growth concept or philosophy to an absolute reality. With the job shut downs of recent weeks, an accurate consensus would have to be, this new element is succeeding in

what it set out to do. So we now have two elements confronting us in our efforts to provide our families with a way of life; old man winter, which we can do nothing about, and the no-growth concept environmentalist which we can do everything about, if we wake up in time.

Some of the work shut downs in recent weeks in San Francisco are the 50 million dollar apartment, shopping center complex at Playland at the Beach; the 50 million plus, apartment complex on Russian Hill; the 365 million plus Yerba Buena Redevelopment Project. This Yerba Buena project has already been held up approximately four years because, out of over 2,200 people relocated from the project area south of Market St., to north of Market St. area, to apartments or rooms comparable or better than they had south of Market, at comparable or less rents, three people protested through the Legal Aid Society. The matter was in and out of the courts almost four years. Since that time the area has been eliminated of the rat and termite infested structures most of which were also fire hazards, and not in compliance with the existing building codes. Now there exists in this approximate four square block area nothing but holes, below street elevations where base-

ments once were. It looks like Berlin after the clean-up following World War II.

One of the first contracts to be let, for the purpose of redevelopment of this area, was a 2½-million dollar sewer construction job to Pamco Constructors of Seattle. The job was in progress approximately four weeks, when one individual named Alvin Duskin, because of a recent State Supreme Court ruling of another issue in Mono County, filed a petition to stop work until an "environmental impact" study is made. Meanwhile, working men and their families are deprived of their needs of employment on this project once again. If Mr. Duskin were to search his soul, he would probably find the basic needs of these men and their families are as much a reality to the environmental impact of the community, as any reasoning he may find detrimental to the environment. It should be further pointed out that if this self-appointed leader of the community and leader in the fight of preventing high rise construction in San Francisco, were truly concerned with the environment we live in, he would first concern himself with the sub-standard, non-union wage he pays the employees of his garment manufacturing shops, for poverty is also a pollution.

Brothers, it is time to make a stand. The place is the ballot box November 7, 1972. Study the candidates and the issues as well. This writer urges an absolute "No" on Proposition 20. It is titled beautifully. To vote against the title of the proposition, would seem to be like voting against motherhood and apple pie, but read it in its entirety. There is no balance or co-existence with a growing economy in this proposition and no provisions to amend it in the future, except in a manner that would throw it further out of balance with an expanding economy.

### More S. Rosa

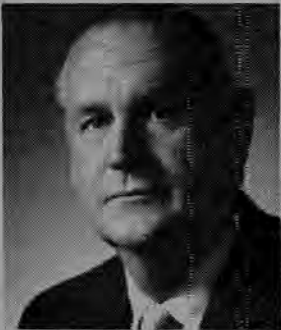
(Continued from Column 1)

istoga Rd. to Lawson's Corner, in excess of one million dollars. This is another contract that was supposed to have been let in the early part of summer, but was held up until November. The contract let in November means not too much can be done until spring.

Most current work consists of subdivisions, mobile home parks, building sites and county road work. Not too many big jobs, but the numerous small ones are keeping our members busy at the present time.



# On The Safety Side



By DALE MARR  
Vice President & Director of Safety

Brother Engineers we need your help to help you! We know it is a busy time of year for most of you, however, the response to the Safety Questionnaire reprinted below has been extremely poor. Business Manager Al Clem has asked the District Representatives and Business Agents to make every effort to get a substantial number of these forms filled out and returned so that we can assist the State Bureau of Occupational Health and Environmental Epidemiology to do a job for all the members of our industry. If you are a machinist rather than an operator of equipment, scratch out operator and write in machinist and give us the run down on fumes, heat and noise within your working assignment. Only with your help can we hope to bring pressure to bear on the employer to provide improved safety conditions on all your jobs. Please mail your completed Questionnaire to:

Dale Marr, Director of Safety  
Operating Engineers Local 3  
474 Valencia Street, San Francisco, CA 94103

Only you can tell us the things we need to know in this important survey. Would you write today?

Clip and Mail

## LOCAL 3 HEALTH & SAFETY SURVEY

Social Security No. \_\_\_\_\_ Age \_\_\_\_\_  
Title \_\_\_\_\_

- How many years have you worked in the construction industry? \_\_\_\_\_
- What is your current job classification? \_\_\_\_\_
- What is the total amount of time you have worked on this kind of machine in the years you have been with the construction industry (even though you may have done other jobs in between)?  
\_\_\_\_\_ yrs. \_\_\_\_\_ mos.
- In the course of a year's work do you change from one job classification to another?  
\_\_\_\_\_ frequently \_\_\_\_\_ occasionally \_\_\_\_\_ not at all?
- Please list below all of the machines you have worked on in the past year and the approximate amount of time spent on each (as well as you can remember).

Machine	Time spent
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

6. Below are listed a number of machines. As nearly as you can remember, give the total amount of time you have spent working on each of these machines since you started working in the construction industry. If you have never worked on a particular machine, put zero.

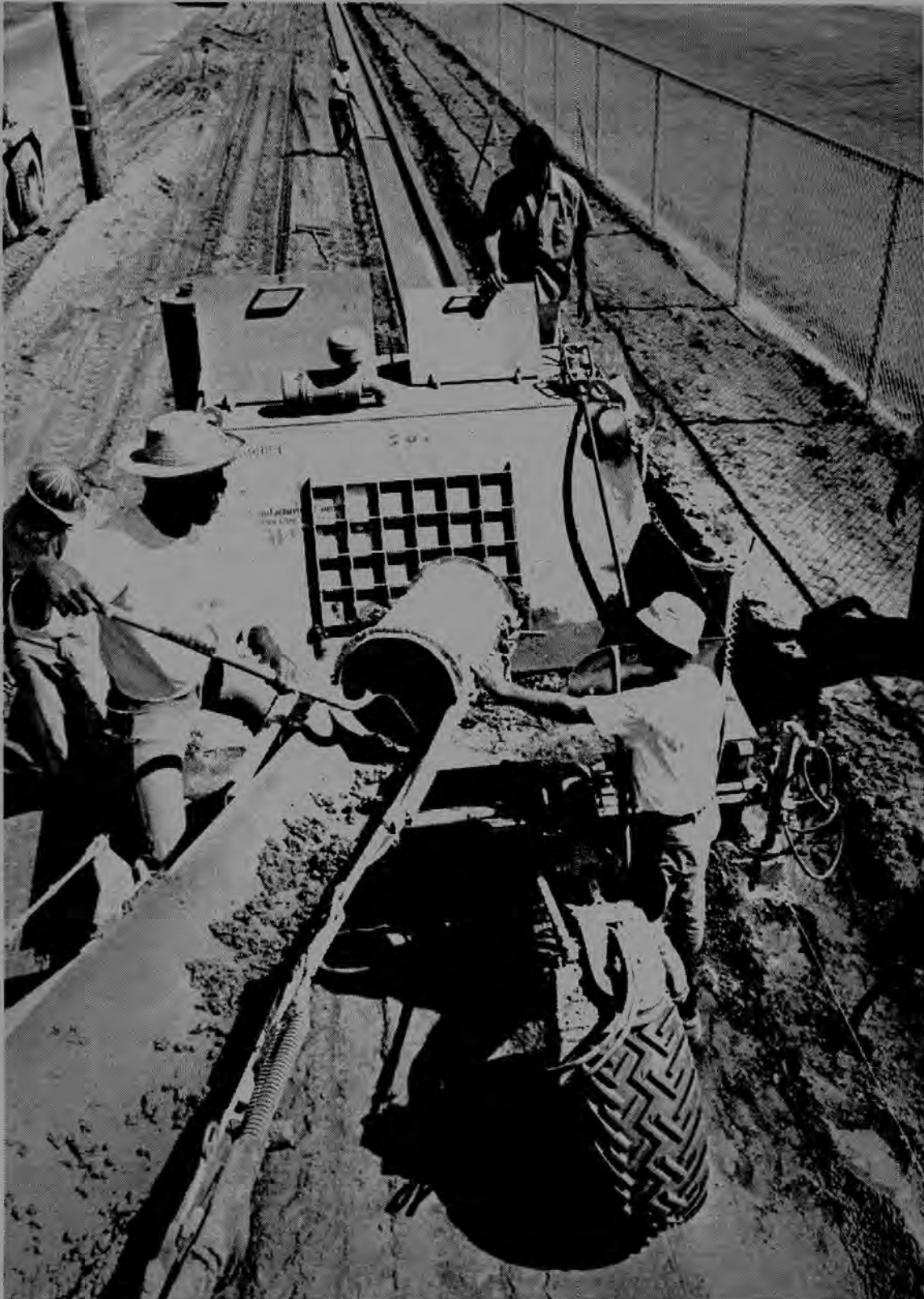
Self-propelled Compactor	_____ yrs.	_____ mos.
Dozer	_____ yrs.	_____ mos.
Push cat	_____ yrs.	_____ mos.
Rubber-tired earth moving equipment	_____ yrs.	_____ mos.
Rubber-tired dozers	_____ yrs.	_____ mos.
Loaders-rubber-tired or track type	_____ yrs.	_____ mos.
Rubber-tired scraper, self-loading	_____ yrs.	_____ mos.
Locomotive	_____ yrs.	_____ mos.
Motorman	_____ yrs.	_____ mos.
Trenching machine operator	_____ yrs.	_____ mos.
Roller	_____ yrs.	_____ mos.
Mechanical finishers (Barber-Greene, etc.)	_____ yrs.	_____ mos.
Portable crushing and screening plants	_____ yrs.	_____ mos.
Combination backhoe and loader	_____ yrs.	_____ mos.
Blade operator	_____ yrs.	_____ mos.

7. Have you worked on any machines other than those listed above on which you feel your body was vibrated considerably?

\_\_\_\_\_ yes \_\_\_\_\_ no  
If your answer to the above question was "yes" please list those machines and the number of years or months which you worked on them below:

_____ Machine	_____ yrs.	_____ mos.
_____ Machine	_____ yrs.	_____ mos.
_____ Machine	_____ yrs.	_____ mos.
_____ Machine	_____ yrs.	_____ mos.
_____ Machine	_____ yrs.	_____ mos.

Clip and Mail



BROTHER JAMES TUCKER, OPERATOR FOR AMERICAN PAVING'S EASY POUR CURB & GUTTER MACHINE—There was a jurisdictional dispute over this machine and some other employers had made

assignments to the Cement Masons. Through the efforts of Business Manager Al Clem, Local 3 was able to retain its jurisdiction over this machine.

# Highway Contracts In Fresno Keeping Many Brothers Busy

By: CLAUDE ODOM,  
BOB MERRIOTT and  
HAROLD C. SMITH

STATE EYES BIDS ON VALLEY ROAD JOBS: The Great Valley Construction Co., Inc. and the Helm Co. jointly bid \$1,308,868 for a Tulare County project to reconstruct and widen 6.4 miles of Highway 190. The 22-foot highway will be widened to 40 feet from Frazier Valley Road about 8.4 miles east of Porterville to Balch Park Road just west of the Sequoia National Forest Boundary, it will be widened to 28 feet.

The William E. Brewer, Inc. firm of Fresno was low bidder on a Fresno County project to reconstruct a four-mile section of Russell Avenue about a half-mile north of Althea Avenue to the Merced County Line near South Dos Palos. Brewer's bid was \$287,858. Hunsaker Construction Co. of Clovis was low bidder with \$165,064 to construct a reinforced concrete bridge to cross the Fresno River on D Street in Madera. The bridge will have four traffic lanes and a five-foot

walkway on both sides. The existing two-lane bridge was built in 1915.

Siblon & Reed from Folsom, California were low bidders at \$1,300,000 for a project on the Friant-Kern Canal with two locations, one near Orange Cove and the other near Lindsay. The contract consists of repairing damaged concrete along with new earth work.

Sukut & Coulson have 15 engineers working on their two projects. They have approximately 1,500,000 cubic yards to move on these two projects in Huron and Five Points.

Ball, Ball & Brosamer have started the trimmer operation on the Mendota Master Drain job and are scheduled to start the paving soon. They have approximately 20 engineers on this project.

"FRESNO SCRAPER" COMES OUT OF RETIREMENT FOR DEDICATION OF FREEWAY 41: A device called a "Fresno Scraper" that helped revolutionize the preparation of agricultural farm land in the San Joaquin Valley came out of retirement for a few minutes on September 26th. The scraper, like those that were born in the 1800's when projects like the Herndon Canal were under way, gouged out a few yards of dirt in

the symbolic start of the new Freeway 41 through the City of Fresno. While at its birth the land-moving device was pulled by mules, this one was tugged along by a tractor that also has a vintage date.

Mayor Ted C. Wills took the wheel to signal the start of the most costly single piece of highway construction in Fresno County's history. Because of the importance of the event, Fresno's James M. Moe, who signed the \$6,578,459 contract as State Director of Public Works, was here to take part. These funds will buy the 1.3 mile stretch starting near Broadway below Ventura and ending at about Divisadero Street. In the years to come, more contracts will be awarded, when money is available, to push the multilaned highspeed thoroughfare north past Herndon Avenue.

Starting at Broadway the section that was dedicated will be below ground for a time then elevated. Sound barriers to hush the noise of an expected parade of mostly local traffic will be installed where the new construction passes alongside the South Angus Street Redevelopment Area.

If all goes as scheduled, the first leg of Freeway 41 should be completed in about a year and one-half.



## Obituaries

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:

Bagley, Charles (Lola, Wife)	8-31-72
4824 N. Clark, Fresno, Calif.	
Beecroft, Eugene (Vivian, Wife)	8-26-72
56 Meadowbrook, Ukiah, Calif.	
Campbell, Joe (Ruth, Wife)	9-29-72
1808 Lucille St., Anderson, Calif.	
Castle, Edward (Mildred Castle, Sister)	9-25-72
252 South Taylor, Little Rock, Arkansas	
Childers, James (Gloria, Wife)	8-29-72
15 Michigan St., Yuba City, Calif.	
Crotts, Harvey (Annie, Wife)	9-13-72
P.O. Box 87, Bolinas, Calif.	
Cuffee, James (Catherine, Wife)	8-30-72
610 Nestora Lane, Capitola, Calif.	
Douglas, Clyde O. (Margery, Wife)	9-11-72
1811-6th Avenue, Oakland, Calif.	
Fodge, Tom (Mary, Wife)	9-8-72
Box 642, Project City, Calif.	
Garcia, Frank J. (Emily, Wife)	8-20-72
2421 Orange St., Martinez, Calif.	
Garlock, Dale (Norma, Wife)	9-2-72
1235 Wildwood Avenue, Sunnyvale, Calif.	
Greening, Don R. (Violet, Wife—Donald D., Son)	8-29-72
1015 Williams Ave., Woodburn, Ore.	
Juelch, Buck (Ima, Wife)	9-12-72
2811-37th Street, Sacramento, Calif.	
Kauppi, Arthur (Ruth, Wife)	8-19-72
3810 Vineyard Avenue, Pleasanton, Calif.	
Kimberling, Lester (Esther, Wife)	9-1-72
77 N. Pollasky, Clovis, Calif.	
Lacey, Duane (Dewina, Wife)	9-7-72
150 El Bonita Way, Benicia, Calif.	
Leroy, Charles (Alma, Wife)	9-13-72
384 Leigh Avenue, San Jose, Calif.	
Menge, Fred (Dorothy, Wife)	9-7-72
P.O. Box 714, Angels Camp, Calif.	
Milligan, Virgil (Mary, Wife)	9-12-72
P.O. Box 201, Dunsmuir, Calif.	
Newman, Harry (Lorna, Wife)	9-8-72
Box 158, Victor, Montana	
Schultz, Dan (Johanna, Wife)	9-5-72
P.O. Box 645, Battle Mtn., Nevada	
Souza, Lloyd (Gloria, Wife)	9-15-72
260 West 20th St., Merced, Calif.	
Turner, Walter (Lavoun, Wife)	9-15-72
4060 W 4490 South, Salt Lake City, Utah	
Visweswaran, Carol (Geanesha, Husband)	9-12-72
1427 E. Austin, Fresno, Calif.	
Weiser, Richard (Beatrice, Wife)	8-18-72
2625 Kaumana, Hilo, Hawaii	
Williams, Malcolm (Hazel, Wife)	9-9-72
3341 Woodland Drive, Mariposa, Calif.	
Wittman, Henry (Terry, Wife)	9-9-72
5848 Garden Avenue, Marysville, Calif.	
Woodside, Leonard (Winifred, Wife)	9-3-72
77 Adobe Drive, Concord, Calif.	
Woolstenhulme, Claude (La Ree, Wife)	9-13-72
3754 Lake Shore Rd., Lexington, Michigan	

### DECEASED DEPENDENTS

Branscum, Esther—Deceased September 13, 1972
Deced Wife of Sherman Branscum
Brazelle, Arline—Deceased August 25, 1972
Deceased Wife of Charles Brazelle
Dunfield, Madeline—Deceased 1972
Deceased Wife of Edward T. Dunfield
Giprdano, Mary—Deceased July 5, 1972
Deceased Wife of Peter Giordano
Hansen, Vera Mary—Deceased September 2, 1972
Deceased Wife of Don W. Hansen
McDonald, Karen—Deceased September 15, 1972
Deceased Wife of David McDonald
Mohr, Helen—Deceased September 5, 1972
Deceased Wife of C. L. Mohr
Reed, Helen M.—Deceased September 23, 1972
Deceased Wife of Roger Reed
Russell, Dorothy C.—Deceased August 25, 1972
Deceased Wife of Clarence Russell
Williams, Azalea—Deceased July 30, 1972
Deceased Wife of Elmer Williams

## More Collectively Speaking

(Continued from Page 2)

meetings throughout the territorial jurisdiction of the Union and these will continue. If any of you would like to be a Steward on the Job and do a job for your fellow engineers, contact your Business Agent and advise him of your wishes.

As we have said many times before, the labor movement as a whole faces many problems. The non-union contractors are on the march and of course some of these problems can be resolved if we all just work together.

As I told the membership at the meetings that we attended during the past month, Local 3 has made more progress in the past twelve (12) years than it has in all the past history of the Engineers Union.

This was achieved by members and Officers working together. I only hope and pray that we can continue to make such strides in the years to come, for we can only do it by working together as a team.

# Ecologists Still Blocking Work On Key San Mateo Projects

By A. J. "BUCK" HOPE and DICK BELL

All construction on proposed Devil's Slide Bypass of Highway 1 in San Mateo County was halted by a U.S. District Court judge in early September. He also set a court hearing for September 27th to determine if he will issue a preliminary injunction against the 6.9-mile, \$16 million project between south of Pacifica and north of Half Moon Bay Airport.



A. J. 'Buck' Hope

A halt to the project, which is planned to reroute Highway 1 about a mile east of the present route, was requested by the Sierra Club and conservation and hiking groups. The judge said the State may advertise for bids on the project but may not open the bids nor proceed in any way with construction of the proposed four-lane freeway. He also stayed notices to vacate properties along the route, which were to be effective September 15th.

Today's frantic, fanatic, gung-ho environmentalist, although extremely dedicated and basically a "do-gooder," both admirable qualities in today's society, is convinced he is pursuing a course and a quest which will better mankind, and is committing a grievous error.

In his self-appointed role as physician and healer of society's ecological and environmental ills, he is neglecting to ask of the very society he is dedicated to help, if the cure he is proposing is not worse than the sickness. This is a common failing of any reformist or dedicated cause the world over and is something that is understood and expected by all levels of society.

Every visionary or dreamer throughout history has been bent on creating an earthly Utopia whether or not the man on the street wishes it. It is another cross that man has to bear.

But this doesn't mean that we have to be complacent and we sure shouldn't be complacent about the recent splurge of court injunctions issued in behalf of individual and various leagues, associations, committees and other high sounding names that are intended to disguise what in reality is a "Dog in the manager" extremely selfish interest group.

Brothers, it is way past time for us to voice our opinions on the question of environmental issues and especially on the question of what your local politicians are doing for you in this regard. It's sad to say in this area there are several local and state politicians I will have to actively campaign against because of their views, sadder to say, several of them are Democrats.

If these do-gooders are sincerely interested in promoting the public welfare and as they claim, are stopping construction in the people's interest, then I for one say by thunder, let them prove it!

I say, they cannot prove it for it isn't so, they are not concerned about the people.

With this thought in mind, I would suggest the following sign be posted on both the north and the south end of Devil's Slide:

"Notice To The Public:

We, the Sierra Club of California, do hereby publicly state and aver that we do collectively accept all responsibility for future traffic accidents and fatal-

ities on that certain stretch of road known as Highway No. 1 "The Devil's Slide," having in our infinite wisdom and very extensive though unlisted and unadvertised qualifications as Traffic and Highway Engineers seen fit to disregard human anguish and suffering and the sudden death of victims in the numerous accidents on that portion of State Rte. No. 1 known as Devil's Slide (and aptly named); also having seen fit to ignore the recommendations of the State of Calif., Division of Highways, San Mateo County Board of Supervisors and also the San Mateo Transportation Committee.

And, having assumed the role of judge and jury and also dictator in this matter, in utter contempt for the wishes of the general public; and having sued for and received an injunction to stop work on a planned realignment and "safe" bypass to the existing unsafe stretch of Highway 1 known as Devil's Slide, we feel it is only right and proper that as dedicated and responsible citizens of this community and of the State of Calif. that we herefor assume sole responsibility for our actions and as stated do hereby realize the seriousness of our actions, the additional loss of life this delaying action will cause and do in fact accept full responsibility and blame for all misery, suffering and death as a result of the delay in construction of the Devil's Slide Bypass by the State of California. Sierra Club of California."

By BILL RANEY & DICK BELL

Work in the San Mateo area at this time is quite frankly lousy. Between the withholding of construction funds at the Federal level and the Sierra Club's penchant for court injunctions to halt all progress, it can be said, these are black days for Operating Engineers.

The Polich Benedict 380 freeway job in San Bruno is nearing completion, this was mostly concrete structure work.

Peter Kiewit Co. is at this time pouring concrete on their portion of 380 freeway in San Bruno, they have the ramps and connector lanes to hook up to 280 Interstate freeway which is north-southbound while 380 freeway is east-west.

Buzz Haskins Co. normally the area's major earth mover is down to a skeleton crew at this time, doing the finishing touches on Sea Bowl Drive in Pacifica, and one or two small jobs in the area.

Dinwiddie Const. finishing up their Emporium building at Tanforan Center in San Bruno.

P & Z Drilling Co. of South San Francisco are staying fairly busy at this time with their same very highly skilled crew of craftsmen in the shop. These Brothers are truly amazing in their ability to build or rebuild drilling equipment or to invent or design needed innovations on

existing equipment. Our hat is off to you, Brothers, and your skills. You're truly a credit to the Operating Engineers and to the industry.

We have a new job steward in this shop, Art Johnson by name, who is doing an outstanding job.

The various home and apartment builders in the area are going full blast since the Teamsters concrete strike was settled which keeps our Brothers in the batch plants and quarries working full time to keep up with the demand for concrete.

C. A. P. Concrete, South San Francisco plant, just up and collapsed during the period of the strike. It was extremely fortunate that no one was around when it happened. C. A. P. has moved into a temporary plant to try to keep up with the demand until their new plant arrives and is installed. Several other plants in San Mateo County have increased their capacity recently so it looks like good days ahead for plant crews.

Healy Tibbetts Co. of San Francisco was awarded the contract for the fishing pier and sewer outfall line in Pacifica, and not Guy F. Atkinson Co. as was reported in local papers. Healy Tibbetts is assembling a walking crane platform called a "spider" that will walk into the surf with a piledriving rig on its back to construct the pier. The "spider" as it is called has seen service with the company recently in Hawaii.

Freethy Co., who is constructing the sewage treatment plant in Pacifica which the aforementioned outfall line will connect to, are progressing very satisfactorily at this time.

The plants and shops in San Mateo are busy at this time. Geo. M. Philpott Co. is staying very busy with their crew of highly skilled journeymen, always happy and smiling, it is a pleasure to stop and say hello to these Brothers as they are always so friendly, as is true with the other shops and plants in this area.

Brown-Bevis Co. have an addition to their staff of highly specialized craftsmen in the presence of Mike Darrough, until recently a dispatcher in San Mateo. We wish Mike much success in his new job.

Know Your  
Business Rep!  
—  
Check Your  
Contract!

## FOR SALE

### ESTABLISHED WELDING BUSINESS

Shop Equipment, Truck with Portable Welder  
One Pick-Up, Inventory Steel  
\$12,500 CASH

LEASE SHOP & YARD SPACE \$250 MONTHLY  
Owner Tired

Phone 415/366-5791

or write

P. O. BOX 408, REDWOOD CITY, CA. 94064



# Personal Notes

## STOCKTON-MODESTO

Retired Brother Harold Hamrick returned from a successful hunt in Alaska with a bull moose, a caribou and a goat. All this, plus a lot of salmon and grayling.

Our deepest sympathies are extended to the family and friends of retired Brother Fred Menge who passed away last month.

Brothers Ed Knutson, Clifford Morris and Leslie Lincoln were hospitalized this past month. A speedy recovery is wished for all.

## SAN JOSE

Congratulations to Mr. & Mrs. Richard Valdillez, proud parents of a baby girl!

We are urging anyone who is able to give blood to do so at this time, since we are in need of 60 pints.

We would like to extend our condolences to the families of the following deceased members: Charles Leroy, Dale Garlock, James Cuffe, Walter Jones, Woodrow Simmons, and Elmer Triplett.

## SACRAMENTO

Our deepest and most sincere condolences to the family of Brothers Buck L. Juelch who passed away on September 12, 1972. Also, our sympathies to Brothers Charles W. Brazelle and J. H. Cox, whose wives passed away recently.

Dear Brothers:

We are again in dire need of blood donations. We just recently released 27 units for one single member who has been very ill. This, along with all the other members in need of smaller donations of blood, has again just about depleted "YOUR" Sacramento District Office Blood Bank. Please make an appointment with the blood bank and help your Brothers, and perhaps yourself and your family someday.

The address of the Blood Bank is 3230 "J" St., Sacramento, Cal.

## SANTA ROSA

You just can't keep an "old" engineer down, especially when it comes to our Santa Rosa Grievance Committee member Les Crane. He is speedily recovering after recently undergoing hip surgery. Get well soon, Les.

Ray Turbeville is still under the weather, having spent a considerable amount of time in and out of the Veteran's Hospital with a service connected shoulder injury. Sincerely hope they can correct the problem and that you will be back operating again soon, Ray.

## MARYSVILLE

Brother Woody Stewart entered the hospital in Oroville recently. We hope his stay will be short.

Our most sincere condolences to Brothers Cy and Frank Shephard who recently lost their father, George S. Shephard of Clinton, Oklahoma.

Also, our sympathy to the family and friends of Brother James M. Childers, who recently passed away following a heart attack.

## EUREKA

We wish a speedy recovery to Brothers Virgil "Jiggs" Williams, James Howard who are convalescing at home after surgery. Aldo Giuntoli who suffered a heart attack, we hope you will be home from the hospital soon. Brother James Frasier who is convalescing at home after a industrial accident.

Many thanks to Brother Jim Wood who donated blood to our Blood Bank during August.

## FRESNO

We would like to express our sincere condolences to the families and friends of Brothers Lloyd Souza, Malcolm Williams, Lester Kimberling and Jack Patterson who recently passed away.

We wish a speedy recovery to Brother C. L. "Mac" McPherson who has been recently hospitalized.

## SWAP SHOP CORNER: Free Want Ads for Engineers

**FOR SALE: MASSEY FERGUSON 202** diesel leader & drag bucket like new, good for concrete \$2,400. Call 246-7848. Santa Clara. Reg. No. 1022442. 8-1.

**FOR SALE: 1968 BUDGER MOBILE HOME**, 40x15, awnings, skirting, cooler, etc. Very clean. Delbert Rossiter, 3252 Old Orchard Lane, Loomis, Ca. 95650. Reg. No. 0921440. 8-1.

**FOR SALE: THREE BEDROOM HOUSE** in Smartsville. Older hse in gd repair w/gar., on 2 acres. Needs paint & yd. work. Full price \$19,000, \$3,500 down. Ph. 916/273-5655, or write G. Booker, P.O. Box 454, Rough & Ready, Ca. 95975. Reg. No. 0448689. 8-1.

**FOR SALE: 68 CHEVY PICKUP** with metal tool box w/locks. Low mileage, gd. tires, gd. cond. Jack Trotter, 5215 Gayle Dr., Santa Rosa, Ca. Ph. 542-4347. Reg. No. 0339459. 8-1.

**FOR SALE: BACKHOE, FORD 1968 w/ digmore & 3 buckets, good shape.** \$6,500. Call Joe, 537-3576, Hayward, Ca. Reg. No. 1463524. 8-1.

**FOR SALE: 1939 KENSKILL 22 FT. TRAILER.** Shower & Cooler, good cond. \$1,500. R. R. Qualls, 10134 Mills Road, Grass Valley, Ca. 95945. 916/273-3528. Reg. No. 0592931. 8-1.

**FOR SALE: 1960 NO. 210 CESSNA-172T** 380 fact. smoh orig paint, always hangered, like new \$10,500. 1969 BSA 250, \$250. 67 Suzuki 250 overhld, exec. cond. \$300. Dale Cole, P. O. Box 792, Jamestown, Ca. 95327. Ph. 209/984-3320 or 532-3638. Reg. No. 1154547. 8-1.

**FOR SALE: TWO CHOICE CEMETERY LOTS** in Skylawn Cem., Vallejo, Ca. \$700. Ph. 408/476-2863. M. D. Gebert, 560-30 Ave., Santa Cruz, Ca. 95060. Reg. No. 0982943. 8-1.

**FOR SALE: MALSBARY 220 STEAM CLEANER** for hvy equip, mounted on tire, oil fired, A-1 cond., 200 lbs. solution incl. \$1,600. R. T. White, 2 Trinity Ct., Pittsburg, Ca. 94565. Ph. 415/432-0408. Reg. No. 1191153. 8-1.

**FOR SALE: DISHWASHER, KENMORE** port. tid \$75. Presto elec. coffee pot \$15. Ster. all. flatware for 12, serv. pieces, chest, etc., Intl. (open) Pre-lude Valve \$700 plus, make offer. BMW R-69 1967 motorcycle \$895. K. Mahoney, 455-41st Ave., S.F., call 386-6313 after 5 P.M. Reg. No. 0883769. 8-1.

**FOR SALE: 70 BROADMORE MOBILE HOME**, del. Manor mod, 12x64, exp. frt liv rm, 3BR, 2 baths, elec., air cond. Nr. Willows, \$7,500. Call 916/934-3586 or 707/459-2038. Reg. No. 1219597. 8-1.

**1965 HD SPORTSTER—chopped** \$2200. Two '23 Ford coupes one apart one complete \$1500. '27 model "T" Rd 365 hp 327 cu. in. 4-sp. Chev. posi. rearend, fast, \$2500. A. Silva, 1362 T St., Newman, Ca. 95360 Ph. 862-3462. Reg. No. 1199172. 8-1.

**FOR SALE: MOBIL HOMES LOT** in Copperopolis, Ca., on Lake Tullock, Copper Cove Vill.; club hse, swim pool, tennis crt, all util at dr. J. Hardy, 1893 Woodland, Palo Alto, Ca. 94303. Ph. 322-6376. Reg. No. 0290556. 8-1.

**FOR SALE: TWO LOTS W/3 HOUSES.** Gd. soil, many trees & shrubs, 5 ml. to Oroville Dam, \$16,500 on terms, \$5,000 dn, or \$15,000 cash. G. H. McCauley, 4853 Lincoln, Oroville, Ca. 95963. Ph. 916/534-1056. Reg. No. 0357477. 9-1.

**FOR SALE: 6.91 ACRE HOMESITE.** 10 ml N of Roseburg, Ore. Beau. view over Ompqua River, nr lake, fishing. \$8,500 cash. Ph. 415/443-9530. Ralph L. Clevenger, 642 Chase Ct., Livermore, Ca. Reg. No. 1328136. 9-1.

**FOR SALE: 1963 10x55 KIT OLYMPIA.** Dbl awnings, skirting, util. shed, 2BR, frnt kitchen, bld-in air cond., \$4,500. B. Hunt, 223 E St., Carson City, Nev. 89701. Ph. 702/882-5975. Reg. No. 0488162. 9-1.

**FOR SALE: 12x60 MOBILE HOME**, turn 10x60 Dupl Tlr. Both now rented, gd income. Ph. 707/459-3166. P.O. Box 562, Willits, Ca. 95490. Reg. No. 0908550. 9-1.

**FOR SALE: 5.8 ACRE LOT**, incomparable setting, Lake Don Pedro, nr golf crse & marina, \$24,750. B. Hulhee, 710 Del Monte Ave., South San Francisco, Ca. 94080. Call 589-7035. Reg. No. 0714953. 9-1.

**LOT FOR SALE: PINE MT. LAKE**, off Hwy 120, nr Groveland, Ca. All recreational facil. Reas. Call 209/847-3285, Oakdale, Ca. Reg. No. 1154323. 9-1.

**FOR SALE: 955 LOADER—will sell** for parts. Fishing boat, corn, seaworthy, w/gurdees, cabin & hd, Evinrude 75 HP w/tlr \$1,800 or trade. H. E. Sampson, 1196 Liberty Rd., Petaluma, Ca. Ph. 762-4620. Reg. No. 664005. 9-1.

**FOR SALE: 7-G TRACK LOADER, 4-1** bucket, hyd. rippers, P-800 Ford & LoBoy comp. \$10,500. B. Hunt, 223 B Street, Carson City, Nev. 89701. Ph. 702/882-5975. Reg. No. 0488612. 9-1.

**FOR SALE: 1970 FUTURA MOTOR HOME**, self-cont., 17,000 ml., Onan 4,000W generator, overhead air cond., extras, \$7,500 firm. R. Gledhill, 280 14th Ave., Santa Cruz, Ca. 95060. Ph. 408/475-5565. Reg. No. 1079609. 9-1.

**FOR SALE: 225 AMP LINCOLN LINCOLN WELDER**, 110 AC power, elec. start, 30 ft. ground cable, 60 ft. stinger cable, eng. just majored. \$500. B. Bueh, 126 Navarra Dr., Scotts Valley, Ca. 95060. Ph. 408/439-3469. Reg. No. 1187169. 9-1.

**FOR SALE: BOAT, 12 FT STARCRAFT**, alum., flotation seats, automatic bailer, gd cond. R. Landrum, 26818 Jane Ave., Hayward, Ca. 94544. Ph. 581-2126. Reg. No. 0304356. 9-1.

**FOR SALE: TWO ACRES CALIFORNIA CITY.** Close in, \$6,500. Sam Rossi, 120 Northam, San Carlos, Ca. 94070. Reg. No. 0643982. 9-1.

**FOR SALE: 1971 RIFPER for D4.** New pt \$150. 4 diesel injectors for D4 like new. W. L. Fischer, Rt. 2 Box 67-B, Placerville, Ca. 95667. 916/622-2483. Reg. No. 0574273. 9-1.

**FOR SALE: 1971 MOBILE HOME 24x60** on 5 acres, 2BR, 2 baths, den, dining area, porches, exc. well, Clarence Gill, 4327 Pleasant Creek Rd., Rogue River, Ore. 97537. Reg. No. 0494256. 9-1.

**FOR SALE: TWO MOTORCYCLES** in ex. cond. 70 1/2 Honda CB 450, fairs & rack \$575. 70 Moto-Guzzi 750 Ambassador, full dress \$1,150. Edward Hall, 517 Patterson Blvd., Pleasant Hill, Ca. Ph. 415/935-0543. aft. 6 wkdays. Reg. No. 0814847. 9-1.

**FOR SALE: GASOLINE 3" WATER PUMP, 6 H.P.** Briggs & Stratton eng., about 16' suction hose, gd cond. \$275. W. L. Fischer, Rt. 2 Box 67-B, Placerville, Ca. 916/622-2483. Reg. No. 0574273. 9-1.

**FOR SALE: THREE 10-ACRE PARCELS** nr Coloma, remote, secl, Vw Amer. River, beach access, gd hunt & fish. \$5,500. \$7,500. \$10,000 w/terms. W. L. Fischer, Rt. 2 Box 67-B, Placerville, Cr. 916/622-2483. Reg. No. 0574273. 9-1.

**FOR SALE: 10 ACRES PERMANENT PASTURE.** No bldgs. Fenced, \$600 per acre. 916/824-3856, Rt. 2 Box 21, Corning, Ca. 96031. Reg. No. 0745123. 9-1.

**FOR SALE: SEVEN YARD CEMENT MIXER \$800.** One-third int. in 10 acres nr reservoir, Monterey City on paved frontage rd \$3,000. Call Agustin Rodriguez 408/246-7848. Reg. No. 1022442. 9-1.

**FOR SALE: LARGE CURTA CALCULATOR.** Almost new \$125 or offer. Mark Hammer, 235 Oak Road, Danville, Ca. 94526. Phone 415/837-9335. Reg. No. 0650623. 9-1.

**FOR SALE: SIX ACRES IN FRENCH GULCH, CALIF.** Secluded, w/well & shade trees. \$9,000. Ph. 916/359-2286. M. MacGinniss, P.O. Box 50, French Gulch, Ca. 96033. Reg. No. 1276836. 9-1.

**FOR SALE: 55 MACK DUMP TRUCK** 5x3 spd, ready to haul! \$2,800. Fred Barber, 16 Evergreen Ave., Windsor, Ca. 95492. Reg. No. 1152603. 9-1.

**USED CHINCILLA CAGES,** Florishim light for sale, Frigidair dishwasher \$85. Kenmore Shop vacuum cleaner \$40. Martin Anderson, 2214 Rene Ave., Sacramento, Ca. Ph. 925-5151. Reg. No. 0291349. 9-1.

**FOR SALE: 10 FT-6 TROPICANA CABOVER CAMPER** w/monomastic toi., heater, 4 mounted jacks, gd. cond. C. Gilstrap, P.O. Box 122, Goshen, Ca. 93227. Ph. 209/734-3846. Reg. No. 0585199. 10-1.

**FOR SALE: 1962 MONTEREY MERCURY STA. WAGON,** 352 motor. \$350 or trade for pickup equal value. Vox Portable organ \$350, Silvertone organ \$250. C. C. Pray, 974 Crockett Ave., Campbell, Ca. 95008. Reg. No. 0750369. 10-1.

**1971 LAND ROVER FOR SALE.** Short wheel base jeep, 10 mileage like new, pow steering & brakes. \$3,795. Joe C. Haslouer, 209/931-0781. Reg. No. 0921408. 10-1.

**FOR SALE: BALDWIN ORGA-SONIC ORGAN** w/2 manuals, 13 pedals. Ex. cond. just tuned. \$850 cash. Call 408/269-2124. H. O. Mobley. Reg. No. 0883283. 10-1.

**FOR SALE: TWO 1970 A.T.V. \$850** complete. \$375 no engine. Tote Gote \$115. B&S Starter generator \$20. 8 HP riding tractor, plow & cultivator \$400. C. Eikenberry, 14057 Arcadia Palms Dr., Saratoga, Ca. 408/867-3806. Reg. No. 0750266. 10-1.

**FOR SALE: 50 X 100 FT. LOT AT CLEAR LAKE PARK, Ca.** at 6th St., bet. Bush & Oak. A. L. Gabriel, 1730 Almond Ave., Merced, Ca. 95340. Ph. 209/722-1891. Reg. No. 0714912. 10-1.

**FOR SALE: 1/2 TO ONE TON ELECTRIC PICK UP HOIST** 4 ft. swivel boom. \$250. Ideal for pickup. Joe Haslouer, 209/931-0781. Reg. No. 0921408. 10-1.

**FOR SALE: TRAILER, ROAD RANGER,** never used. 22 ft. self. cont. bath, 6 ft. refrig., 3 beds, orig. \$3,400 price \$2800. John Estes 4236 Strawberry Park, San Jose, Ca. 95128. Ph. 408/374-7368, 287-9945. Reg. No. 0947263. 10-1.

**FOR SALE: ONE EVEREST JENNINGS WHEEL CHAIR** and one commode. Used one month. C. Mourey, 760 Geary St. No. 505, San Francisco, Ca. 94109. Call 775-4974. Reg. No. 0373964. 10-1.

**FOR SALE: SPARTAN ROYAL MAN- SION TRAILER,** 2 bdrm. 40 x 8 ft., can be moved w/out permit. For appt. 415/585-5002. Reg. No. 0454821. 10-1.

**FOR SALE: 1972 CASE 580B LOADER BACKHOE,** 200 hrs., warranty, 5 buckets. 1970 General 6-ton trailer. 916/363-2560. Reg. No. 1466912. 10-1.

**FOR SALE: OLD TIME PARTS FOR CARS & STEAM ENGINES.** Lubricators & hand forged tools, rock collection, etc. W. Klob, 322 N. Vanderhurst, King City, Ca. 93930. Reg. No. 0310690. 10-1.

**FOR SALE: BOX OPEN COMBINATION WRENCHES** 3/8 drive, 1/2 in. drive socket sets, tote tray hand tools. R. Young, 210 Athol Ave., Oakland, Ca. 94606. Call 835-3584. Reg. No. 0408158. 10-1.

## More Steward's Spotlight

### JOB STEWARDS APPOINTED

(Continued from Columns 1 and 2)

Dist.	Name	Agent	Dist.	Name	Agent
30	Millard Lebow	W. Talbot	20	Clifford Campbell	W. Relford
30	Frank Pitto	W. Talbot	20	Larry Douglas	W. Relford
30	William Powell	W. Talbot	20	Clyde Pierce	W. Relford
30	Beauford Roots	W. Talbot	20	Loren Ross	W. Relford
30	Louis Sanguinetti	W. Talbot	31	Elwyn Wallis	W. Talbot
30	Henry Schaffer	W. Talbot	40	Andy Lafazio	E. Lake
30	Joseph Sobrero	W. Talbot	60	Norvin Cox	A. Cellini
30	Milo Steele	W. Talbot	70	Walter Hurlbut	K. Green
30	Orlando Tirapelle	W. Talbot	70	Jim Murray	K. Green
30	Leonard Turner	W. Talbot	70	Jerry White	K. Green
30	Felix Uri	W. Talbot	90	Len Benson	J. Curtis
30	Robert Vandepol	W. Talbot	90	Ralph Hoffman	R. Fleckenstein
30	Eugene Vierra	W. Talbot	90	Charles Krismier	R. Fleckenstein
30	Roger Beaver	W. Talbot	90	Ed Mayhew	R. Fleckenstein
31	Harlan Climer	W. Talbot	90	Dick Whitewing	R. Fleckenstein
31	Larry Collins	W. Talbot	90	Charles Grubaugh	R. Swanson
31	David Dorman	W. Talbot	10	Robert Munson	R. Wagon
31	W. E. Flower	W. Talbot	10	Steve Stevens	R. Wagon
31	Merla Halstead	W. Talbot	10	Richard Williams	R. Swanson
31	Alvin Hinchman	W. Talbot	11	William Deighton	I. Crinklaw
31	Charles Kizart	W. Talbot	11	Wade Henderson	I. Crinklaw
31	A. J. Loftis	W. Talbot	11	A. J. Madeiros	I. Crinklaw
31	James Palmgren	W. Talbot	11	Manuel McCloud	J. Victor
31	George Torrains	W. Talbot	11	Cecil Orr	J. Victor
31	Vernon Widick	W. Talbot	11	Dennis Ryan	J. Victor
31	B. H. Whalley	W. Talbot	11	Allen Todd	J. Victor
31	James Williams	W. Talbot	11	Leon Walden	J. Victor
20	Robert Armstrong	W. Relford	12	Alfred Blomquist	R. Daugherty
20	Lawrence Botelho	W. Relford	12	Quentin Erickson	R. Daugherty

### SAFETY COMMITTEEMEN APPOINTED

Dist.	Name	Agent	Dist.	Name	Agent
02	Peter Maneha	A. Hansen	10	R. Kaundart	R. Swanson
04	Willard Nations	A. Smith	10	Robert Kearns	R. Wagon
04	Garin Datson	A. Smith	10	William McReynolds	R. Wagon
30	Milton Jasper	A. McNamara	10	Clem Mora	R. Swanson
31	Edward Derby	A. McNamara	10	George Newport	R. Swanson
31	Charles Ammon	E. Lake	10	Paul Wane	R. Swanson
40	Ervin Dimmick	R. Cooper	10	Richard Williams	R. Swanson
60	Wilbur Brown	D. Senechal	10	Clyde Williamson	R. Swanson
60	Julius Gray	A. Cellini	10	William Wood	R. Swanson
60	Glen Prater	D. Senechal	10	Walter Landgrebe	R. Wagon
60	James Smith	A. Cellini	10	Charles Schumacher	R. Swanson
10	Ken Allen	R. Wagon	10	A. L. Simmonds	R. Wagon
10	Marvin Baswell	R. Swanson	10	Fred Snyder	R. Wagon
10	Berle Blehm	R. Swanson	10	James Voss	R. Wagon
10	Craig Chandler	R. Swanson	10	Leslie Whitehead	R. Swanson
10	John Clapham	R. Swanson	11	David Campbell	I. Crinklaw
10	Daniel Dorth	R. Swanson	20	Gary Newman	W. Relford
10	Frank George	R. Wagon	20	Edward Simpson	W. Relford
10	Marvin Jaques	R. Wagon			



### JOB STEWARDS APPOINTED

Dist.	Name	Agent	Dist.	Name	Agent
01	Vernon Baumbach	D. Luba	30	Wayne Fregien	W. Talbot
01	Frank Callahan	W. Parker	30	Lloyd S. George	W. Talbot
01	Larry Garis	W. Parker	30	Bobby Goforth	W. Talbot
01	Ray Helmick	D. Luba	30	Blake Guinn	W. Talbot
01	Robert Marr	A. Hansen	30	Othal Hardy	W. Talbot
01	David C. Nuner	W. Parker	30	Fielden Harper	W. Talbot
01	N. E. Schindler	D. Luba	30	Lloyd A. Herring	W. Talbot
04	Kevin Donohoe	A. Smith	30	N. L. Howard	W. Talbot
04	Percy Laws	A. Smith	30	N. Huerta	W. Talbot
30	R. E. Allen	W. Talbot	30	Daniel Hurdle	W. Talbot
30	Jack W. Bartlett	W. Talbot	30	Edward Jones	W. Talbot
30	Robert Buck	W. Talbot	30	Roy Liel	W. Talbot
30	Karl Burchard	W. Talbot	30	John Lloyd	W. Talbot
30	Allen Chaffin	W. Talbot	30	C. A. Louderbaugh	W. Talbot
30	James Cloward	W. Talbot	30	George McCray	W. Talbot
30	Donnie Creach	W. Talbot	30	P. E. Mohrmann	W. Talbot
30	Vernon Deloney	W. Talbot	30	Juel C. Muns	W. Talbot
30	Albert English	W. Talbot	30	Charles Muratore	W. Talbot
30	Arion Farmer	W. Talbot	30	Joe Pereira	W. Talbot
30	Ronald Fidelity	W. Talbot	40	Jack Bebe	R. Cooper
30	William E. Fowler	W. Talbot	40	Pete Ekberg	R. Cooper
60	Sheridan Atkinson	D. Senechal	50	Louie Cook	C. Odum
60	Everett Hartman	H. Huston	50	James Foster	C. Odum
90	Max Barela	B. Mayfield	50	R. J. Lepper	C. Odum
90	Lewis Hardin	B. Mayfield	50	Riley Merriott	C. Odum
90	William McCauley	B. Mayfield	50	Frank Rocha	C. Odum
10	William Heath	R. Swanson	50	Ras Stark	C. Odum
10	William Hunter	R. Swanson	10	Fred Barber	R. Swanson
10	Preston Jones	R. Swanson	10	Joe Biasca	R. Swanson
10	James Kennemer	R. Swanson	10	Phil Bourns	R. Swanson
10	Lavan Martinson	R. Swanson	10	John Brodnansky	R. Swanson
10	Keith Nelson	R. Swanson	10	Orvil Cameron	R. Swanson
10	Thomas Rich	R. Swanson	10	Clem Cover	R. Swanson
10	Richard Steel	R. Swanson	10	Don Elk	R. Swanson
10	Ronald Prybil	R. Swanson	10	Lloyd V. Giannoni	R. Swanson
10	Mike Pritchard	R. Swanson	10	Wesley Hay	R. Swanson



# 1972 MEETINGS SCHEDULE

## 1972 SCHEDULE OF DISTRICT & SUB-DISTRICT MEETINGS

## OCTOBER

3 Eureka, Tues., 8 p.m.  
4 Redding, Wed., 8 p.m.  
5 Marysville, Thurs., 8 p.m.  
25 Honolulu, Wed., 7 p.m.  
26 Hilo, Thurs., 7:30 p.m.

## NOVEMBER

1 San Francisco, Wed., 8 p.m.  
2 Watsonville, Thurs., 8 p.m.

9 Oakland, Thurs., 8 p.m.

14 Stockton, Tues., 8 p.m.

21 Fresno, Tues., 8 p.m.

28 Sacramento, Tues., 8 p.m.

## DECEMBER

1 Ogden, Fri., 8 p.m.

2 Reno, Sat., 8 p.m.

7 Santa Rosa, Thurs., 8 p.m.

## DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bld. 474  
Valencia St.

Eureka, Engineers Bldg., 2806  
Broadway.

Redding, Engineers Bldg., 100 Lake  
Blvd.

Oroville, Prospectors Village, Oro-  
ville Dam Blvd.

Honolulu, Washington Inter-  
mediate School (Cafetorium), 1633 S.  
King Street.

Hilo, Kapiolani School, 966  
Kilauea Ave.

San Jose, Labor Temple, 2102  
Almaden Rd.

Stockton, Engineers Bldg., 2626  
N. California.

Oakland, Labor Temple, Miller's  
Hall, 23rd & Valdez.

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

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

Ukiah, Labor Temple, State  
Street.

Salt Lake City, 1958 W. No.  
Temple.

Reno, 124 West Taylor.

Marysville, Elks Hall, 920-D Street.

Watsonville, Veterans Memorial  
Bldg., 215 Third.

Santa Rosa, Engineers Bldg., 3900  
Mayette.

Provo, Eldred Center, 270 West  
500 North.

Ogden, Teamsters Hall, 2538  
Washington Blvd.

## Graphic Arts Unions Merge

Labor Day 1972 marked the  
creation of North America's larg-  
est printing trades union, the  
Graphic Arts International  
Union.

The new union, resulting from  
the merger of the Lithographers  
and Photengravers International  
Union and the International  
Brotherhood of Bookbinders be-  
came effective September 4.

## DISTRICT NO. 3 TO ELECT GRIEVANCE COMMITTEEMAN

At its regular quarterly  
meeting on November 14, 1972,  
the District No. 3 (Stockton)  
membership will elect a Griev-  
ance Committeeman to serve  
the balance of an unexpired  
term left vacant by resigna-  
tion. The meeting will be at  
8:00 p.m. in the Engineers  
Building, 2626 North Califor-  
nia Street, Stockton.

## HONOLULU ELECTION FOR GRIEVANCE COMMITTEEMAN

At its meeting on October  
25, 1972, the Honolulu District  
No. 17 members will elect a  
Grievance Committeeman to  
fill the balance of the unex-  
pired term left vacant by elec-  
tion of Shoichi Tamashiro as  
District No. 17 Executive  
Board Member. Meeting will  
be at the Washington Inter-  
mediate School Cafetorium,  
1633 South King Street, Hono-  
lulu, at 7:00 p.m.

Dear Sir:

I'd like to thank you for the  
lovely bible you gave me in  
memory of my husband, Clem W.  
Kerr.

Also, I want to thank you for  
your promptness and courtesy in  
handling all our insurance and  
credit shares.

Sincerely,  
Dixie J. Kerr  
Newark, California

Paid Advertisement

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LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

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CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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



## Business Offices and Agents Phone Listing

### DISTRICT 01—SAN FRANCISCO

Dispatch Office:  
470 Valencia Street 94103  
(Area 415) 451-5744  
A. J. "Buck" Hope, Dist. Rep. 992-1182  
Don Luba 592-6871  
Bill Parker 359-1680  
Fran Walker, Trustee 368-9357  
Walter Norris 447-5108

### DISTRICT 02—SAN RAFAEL

76 Belvedere Street 94901  
(Area 415) 454-3565  
Al Hansen 479-6874

### DISTRICT 03—SAN MATEO

1527 South "B" 94402 (Area 415) 945-8237  
Bill Raney 368-5690  
Dick Bell 359-6867

### DISTRICT 04—VALLEJO

404 Nebraska Street 94590  
(Area 707) 644-2667  
Aaron S. Smith 643-2972

### DISTRICT 20—OAKLAND

1444 Webster Street 94612  
(Area 415) 893-2120  
Bill Releford, Dist. Rep. 451-2103  
Guy Jones 525-5055  
Herman Eppler 278-7966  
Ray Morgan 444-4486  
John Norris 825-4877  
Ernie Louis 828-7399  
Ron Butler 686-0653  
John Rodgers 465-9290

### DISTRICT 30—STOCKTON

1626 N. California 95204  
(Area 209) 464-7687  
Walter Talbot, Dist. Rep. 477-3210  
Al McNamara 464-0708  
Elvin Balatti 948-1742

### DISTRICT 31—MODESTO

401 H Street 95354 (Area 209) 522-6833  
Bob Sheffield 522-2262

### DISTRICT 40—EUREKA

2806 Broadway 95501 (Area 707) 443-7328  
Ray Cooper, Dist. Rep. 443-1814  
Eugene Lake 443-5843

### DISTRICT 50—FRESNO

5121 East Olive 98702 (Area 209) 485-0611  
Claude Odom, Dist. Rep. 439-4052  
Bob Merriott 734-8696  
Harold Smith 222-8333  
Randall Chase 486-2681

### DISTRICT 60—MARYSVILLE

1010 Eve Street 95901 (Area 916) 743-7321  
Harold Huston, Dist. Rep. 742-1728  
John Smith 743-6113  
Alex Cellini 742-4395  
Dan Senechal 673-5736

### DISTRICT 70—REDDING

100 Lake Blvd. 96001 (Area 916) 241-0188  
Ken Green, Dist. Rep. 347-4097  
Robert Havenhill 241-3769

### DISTRICT 80—SACRAMENTO

8500 Elder Creek Road 95828  
(Area 916) 383-8486  
Ralph Wilson, Dist. Rep. 961-2880  
Al Dalton 622-7078  
Al Swan 487-5481  
Mike Womack 933-0300  
Bob Blagg 488-1231

### DISTRICT 90—SAN JOSE

760 Emory Street 95111 (Area 408) 295-8788  
Bob Mayfield, Dist. Rep. 925-0103  
Mike Kravnick 265-7502  
Jack Curtis 476-3824  
Jack Bullard 476-1962  
Tom Carter 779-3863  
Bob Fleckenstein 449-0028

### DISTRICT 10—SANTA ROSA

3900 Mayette 95405 (Area 707) 544-2487  
Russell Swanson, Dist. Rep. 545-4414  
Robert Wagon 539-2821

### NEVADA

#### DISTRICT 11—RENO

185 Martin Avenue 89502  
(Area 702) 329-0236  
Dale Beach, Dist. Rep. 882-8643  
Lenny Fagg 635-2737  
Ian Crinklaw 867-3463  
Paul Wise 882-3457

### UTAH

#### DISTRICT 12—SALT LAKE CITY

1958 W. N. Temple 84103  
(Area 801) 328-4946  
Tom Bills, Dist. Rep. 255-6515  
Wayne Lassiter 487-2457

#### DISTRICT 13—PROVO

125 E. 306 South 84601  
(Area 801) 373-8257  
Lake Austin 374-0851  
George Morgan 896-6081

#### DISTRICT 14—OGDEN

520 26th Street 84401  
(Area 801) 399-1139  
Rex Dougherty 621-1169

#### DISTRICT 17—HONOLULU, HAWAII

2305 S. Beretania 96814  
(Area 808) 949-0084  
Harold Lewis, Dist. Rep. 395-5013  
Wilfred Brown 455-9466  
Wallace Leon 941-3456  
Gordon McDonald 488-9876  
Bert Nakano (Hilo) 968-6141  
Valentine K. Wessel (Hilo) 935-6187

#### DISTRICT 06—GUAM

P. O. Box E-J 96910 749-9064  
William Flores 749-2400  
Mike Pope 746-4586  
Virgilio Delin 746-4586  
Tom Zink 746-6016  
Eustaquio Punzalan 749-9064

## We Get Letters

Dear Sir:

I would like to send my sincerest thanks to all at Operating Engineers Local 3 for the loving kindness shown me and my family at the time of our loss of a loved one.

I am very grateful for the promptness in which the Operating Engineers paid us the burial fund. It was a big help at this time of sorrow to know we were prepared for this emergency. But most of all, I wish to thank you for the beautiful Bible given me in my husband's name. This I will cherish always.

Sincerely yours,  
Mrs. Elmer A. Triplett  
San Jose, California

## Credit Union Notes

# Conserve Those Summer Savings

By JAMES "RED" IVY  
Credit Union Treasurer

With the extremely early winter shutting down the work in many areas, this is an opportune time to think about conserving our savings.

Recent and pending transfers of Vacation/Holiday Pay to Members' Credit Union share accounts will increase the combined savings of more than 17,000 Members of the Credit Union by several million dollars.

This money was accumulated in a rather effortless manner, thanks to the contracts negotiated by the Local Union. The record indicates that much of it will be withdrawn and spent during the winter—some because it is sorely needed—some, just because it's there.

Not all of this money will be withdrawn, James "Red" Ivy however. Some of the Members have seized the savings opportunity afforded by these (Vacation/Holiday Pay) plans and hung on tenaciously. Some now have 5-6-7 thousand dollars—accumulated through these plans alone—during the few years they have been available.

## HOW DO THEY DO IT?

Some people are fortunate enough to have sufficient income to meet all of their obligations without having to draw on their reserves—but their number is very small. Most of us, including those with substantial Credit Union share accounts, at some time either get our "Back to the Wall" due to an unforeseen circumstance—or we just plain want to buy something that we do not have the cash in our pocket or checking account to pay for.

When this happens, those Members who truly wish to conserve their savings—whether it be for some long range goal such as a new home, a trip around the world when they retire, or just the pleasure of the secure feeling that goes with having a nice savings account—think about a low-cost Credit Union share loan. Share loans can be obtained as quickly and easily as making a withdrawal from your share account with payments tailored to fit your budget.

Here are some things you might consider before you withdraw from your shares.

## WHEN YOU WITHDRAW:

1. You lose the dividends you have earned on your savings.
2. You lose the Life Savings Insurance on your savings.
3. You lose the money itself (probably). It is often difficult to replace withdrawn funds by saving a second time.

## WHEN YOU BORROW INSTEAD, THESE ARE THE ADVANTAGES:

1. You keep your dividends and the insurance too.
2. Your savings help you get faster loan service.
3. You still have all your money as you repay your loan.
4. Your loan is covered by Loan Protection Insurance coverage (without cost to you) against death to age 70 provided you are insurable at the time you make the loan.
5. You are getting these benefits, and all interest paid on your loan is deductible on your personal income tax return.
6. Finally, your savings earn dividends . . . Your dividends, combined with the value of the Life Insurance and further enhanced by the tax deduction, may more than offset the interest you pay.

## LOANS—FOR ANY GOOD PURPOSE

Not all Members have the choice of simply withdrawing and paying cash—or making a share loan. Often, they only have part of the money needed in their share account—or maybe none at all. This should not stop them from applying for a Credit Union loan.

If you are buying a new (or used) car, mobile home or just about any other consumer product and have a down payment or trade-in and a good credit record, your Credit Union may finance the balance. If it is a matter of withdrawing your Credit Union shares to make the down payment—it is quite possible we could finance 100 per cent—and let you keep your money in your share account.