**Score Plan**

**For Control Of All Water**

"Tens of thousands of California workers and their families will come face to face with the immediate realities of unemployment if Proposition 20 is not defeated on November 7," said 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.

"California's 15 coastal counties house nearly 63 percent of the state's population, the impact of much of a freeze on the state's economy would be devastating," Henning added.

"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, Henning said:

"Claims made by proponents of the so-called Coastaline Initiative that the measure was necessary to protect California's economy are patently false."
Collectively Speaking with Al Clem

#20 Fears

(Continued from Page 1)

because the Legislature had failed to act to protect the environment, proved to be entirely and totally incorrect. The
measure is underfunded by more than $1 billion. That means that the losses it would create for state and local governments and school districts would be critically needed legislation to clarify the intent of the Environmental Protection Act of 1970 which has already cast a cloud of uncertainty over hundreds of millions of dollars in construction projects new under way.

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

WASHINGTON, D.C. — California's share of the $181.8 million Land and Water Conservation Fund appropriation for the current fiscal year is $12,592,377, California Congressman Harold T. (Doc) Edgcomb said in Washington. The figure represents collections for FY 1973 into the state's recreation lands fund. The measure makes no provision to require labor representatives, economic or business experts to serve on the Commission.

"Its provisions that no reno-

vations in excess of $7,500 can be undertaken on property declared free of the prior approval of the State Coastal Zone Commission, or on one of the six regional commissions means that any homeowner living in this area, however far that may extend, would have to try to get a permit anyway through a new layer of bureaucracy far before he could add a room to his house."

"Proposition 20 is nothing but an invitation to disaster. Those opposed to the measure would also bar the legislature from even enacting such legislation to clearly the intent of the Environmental Protection Act of 1970 which has already cast a cloud of uncertainty over hundreds of millions of dollars in construction projects new under way."

1972

Prop. 14 would reduce property taxes statewide by $2.9 billion. But only $544 million of that benefit would accrue to homeowners; $523 million would go to owners of businesses and income producing property and vacant lots. Telephone companies would receive $664 million as a reduction, utilities $508 million and railroads $14.6 million. One Los Angeles industry alone would get an $11,130,000 tax reduction.

Prop. 14 would establish an $832 per pupil support level from state and local schools for public schools; that is $170 less than the present average. A $572 million loss would produce the schools for the state. The result would be a drastic reduction in educational programs at a time when the schools are already strapped for sufficient funds. We need an adequate support system for all American schools. We have many problems involving our Local Union at the present time and everyone is happy to do so.

For it is well known that no one is completely satisfied with any governmental agency proposed legalization of anything encourages its use. Penalty always acts to promote the livelihood of every engineer and his family as well as the workers in the con- struction industry in the State of California.

Now we have come to a point where you go to the polls and vote against these two propositions.

We started negotiations in the State of Hawaii on October 14, 1972, and an Agreement was opened in its entirety entitled several meetings to get the language ad-

justed to the satisfaction of the Union and the Employers. We have not yet reached an agreement on the economic package. Although sitting at the initial meeting table from Sat-

urday to Friday I think that we have resolved most of the administative clauses to the satisfaction of everyone con-

cerned.

It is for well known that no one is completely satisfied with the negotiations of a labor contract finally come to an end. Everyone does the best for the agreement. It is impossible to do so.

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. We discussed the problems and dispelled them and the problems which confront all us. We have many problems involving our Local Union at the present time and every-

one 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 mem-

bers 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 educators and environmentalists as a whole in the not too distant future be able to sit down and resolve some of their differ-

ent views.

During the month we had a meeting with the District Representatives, where we discussed the problems of the Union and the negotiations of this month. October 21. These are very informative meetings in two ways: Offi-

cers of the Union are informed of the conditions in the Districts. This information is exchanged, and in the process attendance are informed of the problems facing the Local Union.

You will note that we have been holding Job Steward

More COLLECTIVELY SPEAKING on Page 14

Vote No On Proposition 19

By: SENATOR H. L. RICHARDSON

Legislation of anything encourages its use. Penalty always acts to promote the livelihood of every engineer and his family as well as the workers in the construction industry in the State of California.

Now we have come to a point where you go to the polls and vote against these two propositions.

We started negotiations in the State of Hawaii on October 14, 1972, and an Agreement was opened in its entirety entitled several meetings to get the language ad-

justed to the satisfaction of the Union and the Employers. We have not yet reached an agreement on the economic package. Although sitting at the initial meeting table from Sat-

urday to Friday I think that we have resolved most of the administative clauses to the satisfaction of everyone con-

cerned.

It is for well known that no one is completely satisfied with the negotiations of a labor contract finally come to an end. Everyone does the best for the agreement. It is impossible to do so.

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. We discussed the problems and dispelled them and the problems which confront all us. We have many problems involving our Local Union at the present time and every-

one 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 mem-

bers 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 educators and environmentalists as a whole in the not too distant future be able to sit down and resolve some of their differ-

ent views.

During the month we had a meeting with the District Representatives, where we discussed the problems of the Union and the negotiations of this month. October 21. These are very informative meetings in two ways: Offi-

cers of the Union are informed of the conditions in the Districts. This information is exchanged, and in the process attendance are informed of the problems facing the Local Union.

You will note that we have been holding Job Steward

More COLLECTIVELY SPEAKING on Page 14
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.

"The increase in population in California were often noted during winter and spring months and which consume great acreages of productive lands. Canal, which he pointed out, is a more efficient means of moving water by underground rather than canals which are not the most productive lands," said Congressman Johnson.

"Water resource development enhances the environment when they are properly planned and designed in basic concepts supporting these developments. In California, where the population is high, the ideals of the environment must be included in our planning, not, for example, the impending flood in Sierra County where there will be upon California's economy a great plus factor." It was at this point that Congressman Johnson urged state's leaders be more concerned for greater flexibility in our water developments. "In our state, we are en- ded in this basic concepts supporting these developments. It is the state's responsibility to see that these projects, and numerous projects by others being planned by Federal, State and local agencies, will turn out to be large plus factors in the California environment when they are properly planned and put into operation," Congressman Johnson concluded.

Return flood releases from the CVP Mono Basin Canal have allowed renovation of the salmon run in the San Joaquin River Valley.

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 Colorado River Project, the East Side Canal, and the Peripheral Canal, which he pointed out could have quickened the clearance of salt water from the Delta after clearing the Delta after clearing the Delta, and finally constructed and put into operation.

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

"The big part of this work is grading, paving and under- ground 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 have been bright. San Joaquin 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 job and the dirt work is complete. The contract was completed and finished.

We are continuing to cross our fingers for complete approval of the Environment Council contract with the Sierra Club, and other organizations, in 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 awarded the initial approval on three agreements with both the California State Water Resources Board and the Pay Board.

The California Construction Insti- tutional Committee has been in- proved on-site rates consistent with the National California Master Agreement. If these rates are not being paid you should contact your District Office. Otherwise, the rates are to remain unchanged until we can successfully receive an answer from the Pay Board.

East Bay Work Still Handicapped By "No Growth" Philosophers

By BILL RELERFORD, District Representative, and Business Agents GET JOHNSON, JORGE B. NOBLES, HERMAN EKPLER, RAY MORGAN, RON BUTLER, JOHN RODGERS, and ERNIE LOUIS

In District 29 our out of work list has declined to 516, which is deplorable for this time of year. Our fight against the envi- ronment and other levies is a rev- enue-rais- ing battle. Whatever you brothers receive a call to attend a City Council meeting or anything pertaining to work for the Engineers, please try to be in atten- dance.

We are continuing to cross our fingers for complete approval of the Environment Council contract with Sierra Club, and other organizations, in 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 awarded the initial approval on three agreements with both the California State Water Resources Board and the Pay Board.

The California Building Insti- tutional Committee has been in- proved on-site rates consistent with the National California Master Agreement. If these rates are not being paid you should contact your District Office. Otherwise, the rates are to remain unchanged until we can successfully receive an answer from the Pay Board.

By BILL RELERFORD, District Representative, and Business Agents GET JOHNSON, JORGE B. NOBLES, HERMAN EKPLER, RAY MORGAN, RON BUTLER, JOHN RODGERS, and ERNIE LOUIS

In District 29 our out of work list has declined to 516, which is deplorable for this time of year. Our fight against the envi- ronment and other levies is a rev- enue-rais- ing battle. Whatever you brothers receive a call to attend a City Council meeting or anything pertaining to work for the Engineers, please try to be in atten- dance.

We are continuing to cross our fingers for complete approval of the Environment Council contract with Sierra Club, and other organizations, in 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 awarded the initial approval on three agreements with both the California State Water Resources Board and the Pay Board.

The California Construction Insti- tutional Committee has been in- proved on-site rates consistent with the National California Master Agreement. If these rates are not being paid you should contact your District Office. Otherwise, the rates are to remain unchanged until we can successfully receive an answer from the Pay Board.

We are continuing to cross our fingers for complete approval of the Environment Council contract with Sierra Club, and other organizations, in 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 awarded the initial approval on three agreements with both the California State Water Resources Board and the Pay Board.

The California Construction Insti- tutional Committee has been in- proved on-site rates consistent with the National California Master Agreement. If these rates are not being paid you should contact your District Office. Otherwise, the rates are to remain unchanged until we can successfully receive an answer from the Pay Board.

We are continuing to cross our fingers for complete approval of the Environment Council contract with Sierra Club, and other organizations, in 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 awarded the initial approval on three agreements with both the California State Water Resources Board and the Pay Board.

The California Construction Insti- tutional Committee has been in- proved on-site rates consistent with the National California Master Agreement. If these rates are not being paid you should contact your District Office. Otherwise, the rates are to remain unchanged until we can successfully receive an answer from the Pay Board.

We are continuing to cross our fingers for complete approval of the Environment Council contract with Sierra Club, and other organizations, in 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 awarded the initial approval on three agreements with both the California State Water Resources Board and the Pay Board.

The California Construction Insti- tutional Committee has been in- proved on-site rates consistent with the National California Master Agreement. If these rates are not being paid you should contact your District Office. Otherwise, the rates are to remain unchanged until we can successfully receive an answer from the Pay Board.
E N G I N E E R S  N E W S  

October 1972

First Place

3 Booth
In Nevada

By BOB ROBES

SEPTEMBER — BLUE RIBBON MONTH FOR NORTHERN CALIF. APPRENTICES — September was a blue ribbon month in the Northern California area. Kicking-off the month was Labor Day, and the Nevada State Fair, which drew many visitors from across the nation, and is the site of the Shippen Assembly in the Interior Division Displays. It was through the efforts of the Nevada Apprentices and the Inter-Clinic Committee that the exhibition was used, that we were able to take first place. We would like to say that the Northern Cali- fornia area was not the immediate winner, but it is a fact that the winners came from various areas of the country who have had a long tradition of apprenticeship work. The Districts will continue to provide opportunities in the Business and Industrial Fields. The Districts will continue to provide opportunities in the Business and Industrial Fields.

Second Place

Journeyman Help

By CLIFF MARTIN

While serving the jocks and talking to the Journeymen I am asked a number of questions, No. 1. How much can we dress up? We are asked to dress as a dolt or tie the tie around our neck. Is this a good question? No. Do you work for the State of Kansas? Is this a good question? Do you look like you have another car, I can guess our dues rates. How can you develop a policy which won’t answer our union ques-

By NICK CARLSON

When it comes to apprenticeships in the San Francisco Bay Area, the California State Fair offers one of the most comprehensive programs available. As a member of the California State Fair Apprenticeship program, I have been able to provide valuable information to the public about apprenticeships and their benefits.

Second place apprentice, Mike Childers, 14, also lived in the home in Turlock from Rancho Martinetos Training Center. He is married and has two children, Anthony and Tanya. Mike has practical use on his return home, and probably he saved a lot of his boy's life. He was in his apartment on a Thursday afternoon, when he heard the whistling of a high. Upon investigation, he found that a window had crashed through a sliding glass door in the apartment be-

Second step apprentice, Mike Childers, 14, also lived in the home in Turlock from Rancho Martinetos Training Center. He is married and has two children, Anthony and Tanya. Mike has practical use on his return home, and probably he saved a lot of his boy's life. He was in his apartment on a Thursday afternoon, when he heard the whistling of a high. Upon investigation, he found that a window had crashed through a sliding glass door in the apartment below, and was bleeding profusely. Mike grabbed some towels and ran to attend to the victim first aid aid to him. The little fellow had deep green shirt sleeves above his knees and a blue jeans. He had the fellow, the nurse, and were banded. Mike pressed pressure to critical points, stopping the flow of blood and making him comfortable. Why aren’t all of our glass doors equipped with safety glass?

A 3 Booth

By ED MIDDLETON

Coordinator

San D. Rojas - San Rafael 

The story of CIO's Human Resources Development

By ED MIDDLETON

California State Fair

and "Train the Trainer" Program

By ED MIDDLETON

Local 3 was formed in 1941 as an independent union, separate and distinct from any other office, for the purpose of representing its members in the collective bargaining, and other aspects of their employment relationship with the employers. The local has been affiliated with the AFL-CIO since 1957, and is one of the largest local unions in the nation. The local represents over 30,000 workers in the construction industry in California, including carpenters, bricklayers, plumbers, pipefitters, and other skilled trades. The local is dedicated to providing its members with excellent training opportunities, and to representing their interests in the workplace. The local also supports community programs and initiatives that benefit the local community. The local has a strong track record of advocating for workers' rights and improving working conditions, and is proud to be a part of the American labor movement.
Apprenticeship-College Study To IUOE

Short Jobs Are Keeping Many Busy

By Buford Barks

The work load for apprentices in San Francisco and San Mateo Counties has remained steady since the concrete strike. The short jobs have our indentured apprentices working and going at a pretty pace.

We have several apprentices in between short jobs. The reports from the area attending school are that the great variety of equipment available gave them some good experiences 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 a apprentice should take advantage of this fine weather at Santa Maria Patricia preceding the rain. 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 co-ordinator. He, in most cases, can direct you to the proper people. In order to operate safely and productive operator it is very important to understand the instructions.

Speaking safety we now have the safety inspector, Mr. Hodges, inspecting San Mateo from Highway 92 toward San Jose. Give him your cooperation by working safely.

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 a couple of other ventures while he was seeking his white hat. Severe bob wears neither white hat — a Stetson — nor his 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 $5,000 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 Fidel in four 30-mile endurance tests in search of the future show horse that would qualify him and his Arabian for silver buckle trophies.

Bob’s Arabian stock are not only known for their excellent riding quality, they also work well under a rifle and for packing and silo cut. In a trip to Mafia in 1969 Bob used two of his Arabians geldings for just such a purpose and got his Jill and proved out his betters.

Brother McCreevy raises 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 Rancho Seco plant, if not well there is always other hat—oh the white Stetson.

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 record, conference on Measuring Productivity in the Construction Industry at the Radish-Miller hall. “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—leaders and managers—who can and do give President Nixon and me solid guidance on so many number of common concerns. Certainly they have shown a profound degree of statesmanship in developing policies and approach to relate construction collective bargaining and economic stabilization.”

The one-day conference brought together invited participants, committee on labor and management, government and industry, all of whom was sponsored by the National Commision 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 John D. Dunlop of Illinois Institute of Technology presided over the concluding session and made summary remarks on future research directions.

Conference participants discussed in the shop sessions the substantive and technical issues that have made it difficult to make in the construction industry—measure productivity development.

Labor Grant Could Up-Garde Engineers

Washington—The International Union of Operating Engineers, as 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 a research contract has been worked out with Operating Engineers’ President Hunter F. Wharton authorizing the undertaking of the possible apprenticeship training with junior college instruction.

Hodgson said the union was granted a $72,000.00 contract based on the possibility of adopting the concept.

According to the ASK degree would qualify apprentices for acceptance at least two years colleges, in which they wish to continue their education, giving full credit to the academic part of the apprenticeship program.

Work through a national advisory committee will be made for the grant.

• Solicit participation of colleges offering a two-year associate degree;
• Solicit participation of IUOE joint advisory committee training allowances;
• Seek out four-year colleges which will credit the dual enrollment toward a bachelor’s degree.

As one of the grant requirements, IUOE will also develop a model curriculum for apprentices preparing for the dual enrollment program.

Completion of the project is expected to produce the following:

• Assessment of the academic quality of applied science courses required for AA degree compared with senior colleges required at the junior college level;
• A good and full knowledge gained in the college classroom when employed at the apprentice’s job site;
• Acceptance and support for the program among all apprenticeship programs and;
• Expanded vocational and academic options for participating apprentices.

One hundred applicants will be selected in the first year of the project, to be identified in those junior colleges yet to be selected. Their experience will be compared with a (noncollege) group of participants.

Operating is All a Real Challenge

By Lon 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 a challenging 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 have to be alert and on our toes.

At states, we’re always working with the Apprentices I must say most of them have proven to be alert and quite adaptive. Bob said not let that be the end of your goal, you are competing with your own boss and everyone of you to do your best. At all of this, do practice safety. We have what might be considered a serious record, we’re not trying to maintain or better but we’re not discouraged.

We 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
by BY RAY COOPER, District Representa- tive, Mountain States Construction Company, Business Executive.

Another construction season is almost upon us. We are beginning to show signs that we are starting to look north. The days are getting a little shorter, the nighthawks are starting their changing color and mist is in the air. County and at Blue Lake is in the final lap on the township. At Orleans a small project is underway near Klamath at $73,655. In the Gasquet vicinity, Owner of the Gasquet job, is renting his amount that the claimant must keep Art's crew busy till the end of the season. To date several of these projects have been let and more will be let in the near future. Non-construction projects are low due to the fact that the early summer is usually just at its peak. The contractors employed on these jobs usually find themselves getting more work.

In reviewing these jobs we find that the Mercer Fraser Company was low bidder at $250,000 on a project to restore Big Bridge, 9½ miles north of Trinidad, Debris under the bridge will be removed and damaged bridge will be replaced. The Northern Bridge Company of Woodside was low bidder, at $200,000, to repair damaged bridge on Route 183 between 8½ miles and 19½ miles. These roads are like money in the bank, they produce a little income each year. These roads are like money in the bank, they produce a little income each year.

Mountain States Construction Company has a low bidder on repair to be done at Bain, Stevenson and Chestnut Roads. Their final stage of negotiations will be to keep the bridge closed this weekend.
Balanced Effort Is Vital
Today's Ecology Fight

Rejecting both the "no-growth" and "underground workers' needs" scenario, and the attempts of industry to exploit environmental concerns for its own ends, labor and environmentalists have joined forces to ensure that the November 2nd elections are a balanced approach to making California a cleaner, more livable place.

"It is unnecessary to choose between environmental preservation and economic growth," said Mayor Wade. "Whether the province is California or the nation, the choice is clean or dirty. The choice is health and disease. The choice is the preservation of our resources or their degradation. They are not mutually exclusive. They are not alternatives. They are not elusory. They are not beyond our control. They are not unimportant. They are not optional. They are not impossible to achieve. They are not the responsibility of anyone else. They are ours. We must achieve them. We must make them happen. We must make them work."

[Continued from Page 1]

Fears Proposition #20
Cal Coastal Cities Fighting to Salvage Local Controls

San Francisco—Eleven more California coastal cities, representing more than one million people 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.

"Propositions of Proposition No. 20 are the measure that must rest home to California and that it will give people a voice in city planning policies which affect them but over which they have no control," said Mayor Wade.

"Nothing could be further 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 inter-agency review board will receive more citizen input than ever before."

"Under the provisions of Proposition No. 20, any rule or ordinance requiring new investments must be approved by the commissions, and all rules and regulations will have to be approved by the board."

"The proponents who claim that the new agenda would vanish on completion of its mission" are wrong, Wade said.

"The eleven additional coastal counties which affect them but over which they have no control, will support our needs and will not solve the problems they purportedly are trying to solve."

Coastal cities have joined forces to fight against the November 20th ballot issue, the California Coastal Initiative, which is seeking to take away the power of millions of coastal residents to save their beaches and natural areas.

San Francisco—West Coast longshore leader Harry Bridges, and capitalist-developer Jack Crowley, report that the November 2nd elections are a balanced approach to making California a cleaner, more livable place.

"It is unnecessary to choose between environmental preservation and economic growth," said Mayor Wade. "Whether the province is California or the nation, the choice is clean or dirty. The choice is health and disease. The choice is the preservation of our resources or their degradation. They are not mutually exclusive. They are not alternatives. They are not elusory. They are not beyond our control. They are not unimportant. They are not optional. They are not impossible to achieve. They are not the responsibility of anyone else. They are ours. We must achieve them. We must make them happen. We must make them work."

"Propositions of Proposition No. 20 are the measure that must rest home to California and that it will give people a voice in city planning policies which affect them but over which they have no control," said Mayor Wade.

"Nothing could be further 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 inter-agency review board will receive more citizen input than ever before."

"Under the provisions of Proposition No. 20, any rule or ordinance requiring new investments must be approved by the commissions, and all rules and regulations will have to be approved by the board."

"The proponents who claim that the new agenda would vanish on completion of its mission" are wrong, Wade said.

"The eleven additional coastal counties which affect them but over which they have no control, will support our needs and will not solve the problems they purportedly are trying to solve."

Coastal cities have joined forces to fight against the November 20th ballot issue, the California Coastal Initiative, which is seeking to take away the power of millions of coastal residents to save their beaches and natural areas.

San Francisco—West Coast longshore leader Harry Bridges, and capitalist-developer Jack Crowley, report that the November 2nd elections are a balanced approach to making California a cleaner, more livable place.

"It is unnecessary to choose between environmental preservation and economic growth," said Mayor Wade. "Whether the province is California or the nation, the choice is clean or dirty. The choice is health and disease. The choice is the preservation of our resources or their degradation. They are not mutually exclusive. They are not alternatives. They are not elusory. They are not beyond our control. They are not unimportant. They are not optional. They are not impossible to achieve. They are not the responsibility of anyone else. They are ours. We must achieve them. We must make them happen. We must make them work."

Propositions of Proposition No. 20 are the measure that must rest home to California and that it will give people a voice in city planning policies which affect them but over which they have no control," said Mayor Wade.

"Nothing could be further 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 inter-agency review board will receive more citizen input than ever before."

"Under the provisions of Proposition No. 20, any rule or ordinance requiring new investments must be approved by the commissions, and all rules and regulations will have to be approved by the board."

"The proponents who claim that the new agenda would vanish on completion of its mission" are wrong, Wade said.

"The eleven additional coastal counties which affect them but over which they have no control, will support our needs and will not solve the problems they purportedly are trying to solve."

Coastal cities have joined forces to fight against the November 20th ballot issue, the California Coastal Initiative, which is seeking to take away the power of millions of coastal residents to save their beaches and natural areas.
ENGINEERS NEWS
October 1972

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, Pan-guitch Division, is a continuation 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 a year, the Panguitch Division has in the neighborhood of 115 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.

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.

BROther MEMBERS working at Panguitch include (top left) Carl Hennis, chip and saw operator; Ron Jenkins, company electrician; and James Anderson, pond operator. In photo top right is forklift operator Nat Ray Jandaler, a job steward who has worked at the company for 10 years. In the photo lower left is Devere Cooley, a log track driver and Job Steward-Woods. In lower right photo is Smith Willis, Lumber Jack 90 Operator.

Union Credit Unions Grow

Madison, Wis. (Special) — Credit unions help labor union members to make their hard-earned 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. (CUINA), the Madison-based organization of U.S. credit unions.

There are 1,970 union-sponsored credit unions in the U.S., with 90 in Canada and 26 elsewhere. Total assets of the labor credit unions increased in 1971, to $500 million. Loans outstanding also increased, to $435 million.

The Yearbook shows that over 85 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 amount 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 1966.
By HAROLD HUSTON, Auditor and District Representative

The blistering hot weather has started to fade away and fall is looking us straight in the eye. This means the contractors will try to get as much done as possible on their jobs before winter sets in. We hope you are blessed with a mild winter so there won’t be work here as much as possible.

The work on the Feather River Bridge looks as though it is still under way in 1972, however we want it clearly understood: THERE ARE PLENTY OF MEN WHO LIVE IN THIS DISTRICT TO COVER ALL JOBS.

FOUR MILLION FREEWAY OPENED IN YUBA—A new $4 million project, freeway on Route 65 in Yuba County was opened in September. This covers 4½ miles between South Butte Creek Road near Westhill and the city limit, a distance of 65-70 miles south of Marysville.

The freeway unit parallels the existing highway on the west side and includes Interchanges at Fortuna, Olivehurst and McGowan Bridges. Each of these structures carries the local road over the freeway, and has bridge rails with protective wire fences.

The freeway will supersede a section of the old road built by the state in 1915. At that time it was an ungraded gravel road, just three feet wider than the old highway. This road was made.

Construction has proceeded on new alignment several hundred feet from the existing highway, and there has been minimal shifting of traffic. This was the end of the project where new connections were built.

Work on the 24th Street Bridge, from the 24th Street junction in Marysville and Butte County, is expected to be finished in time to be open for traffic when the project is completed.

BRIDGE LIGHTS AMONG JOB STORIES—Approximately $120,000 has been allotted from the recently adopted state highway budget for highway projects in Yuba and Sutter Counties for fiscal year 1972-73 (fiscal year). A. N. Morgan, manager of bridge programs, said $65,000 will be used to increase lighting intensity along the South Yuba Bridge in Marysville.

A bridge renewal project is scheduled for construction of piers along Highway 70, three and six miles north of the Yuba County line.

Meanwhile, kids have been called by the State Division of Highways to be on the lookout for road improvements in both Yuba and Sutter Counties.

Officials at the Nevada and reflective raised pavement markers are scheduled to be installed along Highway 20 from Salt Creek in Colusa County to about one mile east of West America Canal in Butte County, a distance of 22 miles.

The markers also would be set for 24.5 miles on Highway 79 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 $50,000 and $60,000 — will be the Olivehurst Public Utility District, the Linda County Water District and Rocklin District 784.

The County of Yuba, which is also 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 canals would be expected to come from the four member agencies which are the first phase of a three-stage program. The canals will beoppered and maintained by District 784. The cost and responsibilities will be shared equally by the four entities involved.

Two Canals — One of the canals will be known as the "Clark Slough Diversion Canal." It will run parallel to the east side of the Southern Pacific Railroad tracks to a point opposite Sixth Street in Olivehurst. The other will be known as "Bingham Canal." It will run along the eastern side of the Western Pacific Railroad tracks to a point about one mile west of State Avenue near the Linda Mill 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 recreation basin canal south of Olivehurst which extends into the Plum Creek Lake area.

INSTANT LANDSCAPING—The new method of landscaping on Freeways is done by spraying the seeds mixed with a mulch under pressure to the slopes. Poppy, larkspur and rye grass is used in this picture.

OPENED IN YUBA — A new $4 million freeway opened in Yuba County to about 40,000 feet; an additional $300,000 500,000 feet; and $90,000 will be the Olivehurst Public Utility District.

Funds for the construction of the canals would be expected to come from the four member agencies which are 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 four entities involved.

The canals will be known as the "Clark Slough Diversion Canal." It will run along the eastern side of the Southern Pacific Railroad tracks to a point opposite Sixth Street in Olivehurst. The other will be known as "Bingham Canal." It will run along the eastern side of the Western Pacific Railroad tracks to a point about one mile west of State Avenue near the Linda Mill 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 recreation basin canal south of Olivehurst which extends into the Plum Creek Lake area.

This project is $205,000.00.

By A. A. CELLINI,
Business Representative
Baladin Contracting Inc., has the Market Street extension which will consist of new sewer, water lines, storm drains and paving. Approximate cost of the project is $520,000.00.

Up in Chico they have about 4,000 feet of sewer lines William Davis Engineering Co. is doing the hauling under the railroad and Highway 32 for Baldwin.

Griggs & Peterson have a bridge widening and resistance job on Highway 99 east of Maud, Relius Crane Service has been used on the Shirleys Inc. project setting Shirlers tower crane. Dennis Longe will be the operator for the tower crane.

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 project cut off at $62,000 in June 1972 are not large, ranging from $300,000 to $500,000 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 $300,000 industrial track at the Yuba County Airport. This project will consist of underground work, grading and paving, grading and weather permitting, will finish the hard and paving work in November.

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

A. Teichert and Son's Millwood plant is crushing rock for sub-base and paving materials for their North Real Road job. The plant is also keeping truckers busy loading trucks with embankment material for the Colusa levee.

Rodinson Construction of Orville is also keeping crusher crews busy making rub-and-burn and the hot plant crew is getting extra hours working mixing for Charlie Mills' L and A paving crew which is jumping around like crazy.
**In Stockton**

By WALTER TALBOT and BOB SHEFFIELD

The prospect for work in this district has been so far so good for the year, in spite of the fact that two major projects last March were postponed for further envi- ronmental studies. It now appears that this largest, New Delta M. D. I., will not be bid until late in the summer, or early fall.

The Stockton Seller, who met with the bridge and new alignment on Highway 129 from Highway 9 to Sacramento, said the McGaw Co. was also low bidder to widen the Ralston-Bellevue Road stretching for several miles to meet Highway 4 for $27,870. The company will be moving from their present location south of French Camp where the office and shop buildings are complete. Their new 12,000 c.f.m. compressor has been brought into the new site and has been in production for a month.

Campbell Construction of San Francisco and the P. C. Jones Co. were low bidders on this work. They are expected to be moving into the new location sometime in the near future. The project is scheduled to be completed by September 1.

A story in the same newspaper mentioned that the next small location south of French Camp where the office and shop buildings are complete. Their new 12,000 c.f.m. compressor has been brought into the new site and has been in production for a month.

**By ROBERT E. MATFIELD, District Representative; JACK LAMBARD, Chairman; TOM CARTER, and ROBERT FLECKENSTEIN, Business Manager**

By ROBERT E. MATFIELD, District Representative

In the real news article, it was disclosed that a large fire had destroyed a large portion of the building. The insurance company offered to settle for $10,000 but the fire was not declared a total loss. The public was allowed to view the remains for two days before the building was demolished.

**By BOB SHEFFIELD**

Hesal Phillips, Operating Manager of Downtown was recently low bidder at $14,175,000.00 on the northern section of Stockton Fwy. He is putting in 2480 crossing Sturtevant River 4.6 miles south of Angola Camp. There are 60,000 cubic yards of earthmoving to be done before this project is completed. The work will consist of the existing highway, Trico Construction Co. will widen the highway and reshape the salmon beds in the area. The project is expected to be finished by next month, but the last year, try to make the river more suitable for spawning salmon.

George Reed, Inc. of Modesto, was recently awarded a right of way contract by the State Dept. of Public Works. They will be widening the road, widening and reconstruction, including alignment of a dangerous curve, and completing the project in the Tuolumne County line. The work will cover 4.8 miles.

**Railroad Outlay**

Railroads in the United States plan a huge boost in capital outlay this year for new equipment and service, according to the De-

The federal agency’s quarterly report shows railroad capital spending at just under $22 billion for the year, an increase of 12 per cent over 1971 outlay.

** hade**

Highway 160, crossing Sturtevant River 4.6 miles south of Angola Camp. There are 60,000 cubic yards of earthmoving to be done before this project is completed. The work will consist of the existing highway, Trico Construction Co. will widen the highway and reshape the salmon beds in the area. The project is expected to be finished by next month, but the last year, try to make the river more suitable for spawning salmon.

George Reed, Inc. of Modesto, was recently awarded a right of way contract by the State Dept. of Public Works. They will be widening the road, widening and reconstruction, including alignment of a dangerous curve, and completing the project in the Tuolumne County line. The work will cover 4.8 miles.

**Railroad Outlay**

Railroads in the United States plan a huge boost in capital outlay this year for new equipment and service, according to the De-

The federal agency’s quarterly report shows railroad capital spending at just under $22 billion for the year, an increase of 12 per cent over 1971 outlay.

** hade**

Highway 160, crossing Sturtevant River 4.6 miles south of Angola Camp. There are 60,000 cubic yards of earthmoving to be done before this project is completed. The work will consist of the existing highway, Trico Construction Co. will widen the highway and reshape the salmon beds in the area. The project is expected to be finished by next month, but the last year, try to make the river more suitable for spawning salmon.

George Reed, Inc. of Modesto, was recently awarded a right of way contract by the State Dept. of Public Works. They will be widening the road, widening and reconstruction, including alignment of a dangerous curve, and completing the project in the Tuolumne County line. The work will cover 4.8 miles.
Kiezie Lane Job Nears End; 95% At Min. Should Winter Out

By DALE BEACH, District Representative, Local 375

October 1972

ENGINEERS NEWS

Page 11

By RALPH WILSON, District Representative, AL DALTON, D. SWAN, MIKE WOMACK and NON ROY, Business Representatives

WATER PROJECTS

planned and being built by local Californians from disaster now. California is in the midst of one of its driest spells but the impact of the planning and building of water projects in the Central Valley is evident in the area from 1972 to 1975. The long-awaited tunnel job on the California side that has been held up for several weeks while he fall around the year and around the world. The water project in the Truckee area is just now moving up and is expected to be a large job which will keep their crew busy for several months.

The much awaited tunnel job at Carlin is soon to be a reality. Work began in concert the 25th of September and will run through the winter. We have learned that the progress is very good and that the project is moving very quickly.

A new section of the state highway is under construction at the 395 job at Kietzie Lane. This one is being built by T & S Construction Co. has part of the site becomes too great to justify moving further. A site closer to the town is being considered.

The project of note one section of the state highway is under construction at the Kietzie Lane job. This one is being built by T & S Construction Co. has part of the site become too great to justify moving further. A site closer to the town is being considered.

The project of note one section of the state highway is under construction at the Kietzie Lane job. This one is being built by T & S Construction Co. has part of the site becomes too great to justify moving further. A site closer to the town is being considered.

The project of note one section of the state highway is under construction at the Kietzie Lane job. This one is being built by T & S Construction Co. has part of the site becomes too great to justify moving further. A site closer to the town is being considered.

The project of note one section of the state highway is under construction at the Kietzie Lane job. This one is being built by T & S Construction Co. has part of the site becomes too great to justify moving further. A site closer to the town is being considered.
by Russ Swanson

After talking to Bob Wagon

Since winter is just around the corner, we can’t help but look back over the past summer and summer’s’ summer and the winter rainfall 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.

Our County of Sonoma has in the last few years been hit by a considerable amount of costly road work, plus in November there will be a state highway contract let on Hwy 12 from Healdsburg to Geyserville. A 1960 agreement under which the State Resources Agency promised, they 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 Proposition Twenty One Points Area, wouldn’t be appropriate in an area as 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 that the area site was selected “to sail down, as it were, coastal power plants as possible before the environmental concerns 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 1969, would occupy only five of the 150 miles of the state’s coastline. Five miles subtracted from little over 150 makes a big plus for other purposes. Isn’t this a little ridiculous?

How is a state of over 20 million people (and still growing) to finance its own water system and grow without some kind of power for life?

Each time a decision is made to “temporarily halt” progress, it goes from one approval another with months and even years lost in time. This just seems to add fuel to the ecology groups to enable them to attack something else. We are going to have to be a stopping place someday.

Our County of Sonoma has in the last few years lived with a considerable amount of costly road work, plus in November there will be a state highway contract let on Hwy 12 from Calistoga 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 rating.

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 us! 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 94110

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________

1. How many years have you worked in the construction industry?________
2. What is your current job classification?________
3. 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)?________
4. In the course of a year's work do you change from one job classification to another?________
5. Please list below all of the machines you have worked on during the past year and the approximate amount of time spent on each (as well as you can remember).

<table>
<thead>
<tr>
<th>Machine</th>
<th>Time spent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Self-propelled Compactor</td>
<td>yes, yrs.</td>
</tr>
<tr>
<td>Dumper</td>
<td>yes, yrs.</td>
</tr>
<tr>
<td>Push cat</td>
<td>yes, yrs.</td>
</tr>
<tr>
<td>Rubber-tired earth moving equipment</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Rubber-tired dozers</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Loaders-rubber-tired or track type</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Rubber-tired scrapers-loading</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Locomotive</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Motor man</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Trenching machine operator</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Roller</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Mechanical finishers (Barber-Greene, etc.)</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Portable crushing and screening</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Sifter</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Combination backhoe and loader</td>
<td>yes, mos.</td>
</tr>
<tr>
<td>Blecde operator</td>
<td>yes, mos.</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Machine</th>
<th>Time spent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harvey</td>
<td>yrs.</td>
</tr>
<tr>
<td>Roadhaul</td>
<td>yrs.</td>
</tr>
<tr>
<td>Rubber-tired dozer</td>
<td>yrs.</td>
</tr>
<tr>
<td>Loaders-rubber-tired</td>
<td>yrs.</td>
</tr>
<tr>
<td>Self-propelled Compactor</td>
<td>yrs.</td>
</tr>
<tr>
<td>Dumper</td>
<td>yrs.</td>
</tr>
<tr>
<td>Push cat</td>
<td>yrs.</td>
</tr>
<tr>
<td>Rubber-tired earth moving</td>
<td>yrs.</td>
</tr>
<tr>
<td>Rubber-tired dozer</td>
<td>yrs.</td>
</tr>
<tr>
<td>Loaders-rubber-tired</td>
<td>yrs.</td>
</tr>
<tr>
<td>Rubber-tired scrapers</td>
<td>yrs.</td>
</tr>
<tr>
<td>Locomotive</td>
<td>yrs.</td>
</tr>
<tr>
<td>Motor man</td>
<td>yrs.</td>
</tr>
<tr>
<td>Trenching machine operator</td>
<td>yrs.</td>
</tr>
<tr>
<td>Roller</td>
<td>yrs.</td>
</tr>
<tr>
<td>Mechanical finishers (Barber-Greene, etc.)</td>
<td>yrs.</td>
</tr>
<tr>
<td>Portable crushing and screening</td>
<td>yrs.</td>
</tr>
<tr>
<td>Sifter</td>
<td>yrs.</td>
</tr>
<tr>
<td>Combination backhoe and loader</td>
<td>yrs.</td>
</tr>
<tr>
<td>Blecde operator</td>
<td>yrs.</td>
</tr>
</tbody>
</table>

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

If your answer to the above question was "yes" please list those machines and the number of weeks or months which you worked on them below.

<table>
<thead>
<tr>
<th>Machine</th>
<th>Time spent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goude Odem Road</td>
<td>yrs.</td>
</tr>
<tr>
<td>Long Beach</td>
<td>yrs.</td>
</tr>
<tr>
<td>Visadero Street</td>
<td>yrs.</td>
</tr>
<tr>
<td>Orange Cove</td>
<td>yrs.</td>
</tr>
</tbody>
</table>

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 CLAUDIE ODON

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 $1,388,488 for a Tulare County project to reconstruct and widen 6.4 miles of Highway 180. The contest consisted of repairing damaged concrete along with new earth work.

Bukot & Coulson have 15 engineers working on these two projects. They have approximately 1,400,000 cubic yards to move on these two projects in Hessen and Five Points.

Hurl, Hurl & Brumwer have started the trimmer operation on the Mendosa Master Drain job and are scheduled to start the paving soon. They have approximately 25 engineers on this project.

"FRESNO SCRAPER" COMES OUT OF RETIREMENT FOR "DESTRUCTION 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 1909's when projects like the Herndon Canal were under way, gouged out a few paws 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 tagged along by a tractor that also has a vintage date.

Mayor Ted C. Wells 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 James M. Moe, who signed the $6,578,430 contract as State Director of Public Works, was here to take part. These funds will buy the 1.8 mile stretch starting near Broadway below Venus and ending at about Diluvio Road. In the years to come, more contracts will be awarded, when money is available, to push the multilaned highway through north past Herndon Avenue.

Starting at Broadway the section that was dedicated will be below ground for a time then elevated. Sound barriers to cushion the noise of an expected parade of mostly local traffic will be installed where the new construction passes alongside the South Alis Street Redevelopment Area. If all goes as scheduled, the first leg of Freeway 41 should be completed in about a year and one-half.
by A. J. "BUCK" HOPE

All construction on proposed Devil’s Slide Bypass of Highway 1 in San Mateo County was halted by a U.S. District Court injunction on September 16th in a case involving three lawsuits against the State of California. The injunction, seeking to stop construction of the Devil’s Slide Bypass, is the latest in a series of court injunctions in behalf of Sierra Club members and others who have challenged the project.

Ecologists Still Blocking Work

In his role as Sierra Club Director of Highway Projects, Bill Ramsey voiced the club’s opposition to the Devil’s Slide bypass project.

"We have done everything in our power to try to stop this project," Ramsey said. "But the California Department of Transportation has refused to listen to our arguments."

But this doesn’t mean that we will give up. We will continue to fight this project until it is stopped.

DECEASED DEPENDENTS

Branagan, Esther Ann—Deceased September 13, 1972

Deceased Wife of Frank J. Branagan

Brizzi, Arline—Deceased August 28, 1972

Deceased Wife of Nick Brizzi

Dundel, Madeline—Deceased 1972

Deceased Wife of Fred J. Dundel

Giglio, Mary—Deceased July 5, 1972

Deceased Wife of Peter Giglio

Hawkins, Grace—Deceased September 2, 1972

Deceased Wife of Don W. Hawkins

McDonald, June—Deceased December 15, 1972

Deceased Wife of David McDonald

Mills, Margaret—Deceased July 10, 1972

Deceased Wife of C. L. Holte

Reed, Helen M.—Deceased September 21, 1972

Deceased Wife of Roger Reed

Russell, Dorothy C.—Deceased August 25, 1972

Deceased Wife of Clarence Russell

Williams, Anna—Deceased July 30, 1972

Deceased Wife of Elmer Williams

More Collectively Speaking

(Continued from Page 1)

meetings throughout the territorial jurisdiction of the Union and these will continue. If any of you would like to be a Superintending Brother, talk to one of your fellow engineers, contact your Business Agent and advise him of your wishes.

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

As I told the membership at the meetings that we attended during the past twelve months, we have made more progress in the past twelve (12) 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.

ENGINEERS NEWS

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 520 MONTHLY

Owner Tired

Phone 415-399-2791

or write

P. O. BOX 408, REDWOOD CITY, CA. 94064
STOCKTON-MODesto

Retired Brother Harold Hanrick returned from a successful hunt in Alaska with a bad wound, a cut finger and a gout. All this, plus a lot of salmon and grunion.

We extend our sincere sympathy to the family and friends of retired Brother Fred Mengel who passed away last month.

Brothers Ed Knutson, Clifford Norris and Leslie Lincoln were hospitalized this past month, but are now making a speedy recovery.

SAN JOSE

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

We are happy to report that anyone who is able to give blood to do so at this time, since we are in need of 60 units.

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

SACRAMENTO

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

We are again in dire need of blood donations. We just recently received 17 units for one single member who has been very ill, along with all the other members in need of smaller donations of blood, but last year, just about 200 units of blood were collected in Sacramento District Office Blood Bank. Please make an appointment with the blood bank and help your brothers, and perhaps yourself and your family someday.

We hope his stay will be short.

The address of the Blood Bank is 3230 "J" St., Sacramento, Calif. 95816.

You just can't keep an "old" engineer down, especially when he has a stunt to perform.

We are again in dire need of blood donations. We just recently received 17 units for one single member who has been very ill, along with all the other members in need of smaller donations of blood, but last year, just about 200 units of blood were collected in 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, Calif. 95816.

You just can't keep an "old" engineer down, especially when he has a stunt to perform.

We are again in dire need of blood donations. We just recently received 17 units for one single member who has been very ill, along with all the other members in need of smaller donations of blood, but last year, just about 200 units of blood were collected in 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, Calif. 95816.

You just can't keep an "old" engineer down, especially when he has a stunt to perform.

We are again in dire need of blood donations. We just recently received 17 units for one single member who has been very ill, along with all the other members in need of smaller donations of blood, but last year, just about 200 units of blood were collected in 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, Calif. 95816.

You just can't keep an "old" engineer down, especially when he has a stunt to perform.

We are again in dire need of blood donations. We just recently received 17 units for one single member who has been very ill, along with all the other members in need of smaller donations of blood, but last year, just about 200 units of blood were collected in 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, Calif. 95816.

You just can't keep an "old" engineer down, especially when he has a stunt to perform.

We are again in dire need of blood donations. We just recently received 17 units for one single member who has been very ill, along with all the other members in need of smaller donations of blood, but last year, just about 200 units of blood were collected in 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, Calif. 95816.

You just can't keep an "old" engineer down, especially when he has a stunt to perform.

We are again in dire need of blood donations. We just recently received 17 units for one single member who has been very ill, along with all the other members in need of smaller donations of blood, but last year, just about 200 units of blood were collected in 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, Calif. 95816.
Graphic Arts Union Notes

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 the matter of my insurance and credit shares.

Sincerely,

Dana J. Kerr
Newark, 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 share dollar.

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 $6-7 thousand dollars—accumulated, through these plans alone—during the four 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, could, at some time, "retire" our money to the "Wall" due to an unforeseen circumstance—or we just plain want to buy something that we do not have 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 sizeable 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. You borrow your savings and 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 purchase. If you are thinking of buying and financing your Credit Union shares to make the down payment—it is quite possible we could finance 100 percent—and let you keep your money in your share account.