Strong Support Endorses Team Effort

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

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March 1972

A PACKED HOUSE was on hand for the Oakland District Meeting last month. The meeting was called to order by Chairman Joseph G. Mason, fifth from left, and Oakland Executive Board Member Ted Mason, fifth from left. (More Oakland on pages 2 and 3.)

Fahrrini and Doro Worster shown above following presentations made by Business Manager Al Clem, second from left, and Oakland Executive Board Member Ted Mason, fifth from left. (More Oakland on pages 2 and 3.)

Henning Scores Ecostremists Impact On High Unemployment

LOS ANGELES—Organized labor will not "remain silent in the face of assaults by environmentalists who would provoke more unemployment in a state already suffering from more than a half a million jobless workers and in a nation where high unemployment has become part of economic planning by Washington."

So declared John F. Henning, executive secretary-treasurer of the California Labor Federation, AFL-CIO, in an address in Los Angeles last night in which he championed organized labor’s position on environmental issues and challenged environmentalists “to make their proposals an integral part of economic and social advance.”

Too often, Henning suggested, the conservationists’ position “would mean additional limits on economic growth in a country that is suffering from the restrictive monetary and fiscal policies which have cost the 2.5 million workers to the unemployment rolls since January of 1969.”

In his address to a dinner meeting of the Los Angeles chapter of the Industrial Relations Research Association at the Whistler Hyatt House in Los Angeles, Henning pointed out that: “Economic growth is imperative if we would have the more than two and a half million new jobs a year required to replace those removed by our average annual productivity increase of three percent. Economic growth is imperative if we would provide jobs for the approximately 1.5 million young workers who each year enter the labor force.”

But, he charged, too many environmentalists “wish to throttle industrial expansion regardless of the distress thereby inflicted upon working people.”

As an example, he cited the six-month debate that developed last year over San Francisco waterfront development which found “the wealthy and conservative voting for the first time an interest in life along the Embarcadero.”

There is no record of those already working people ever expressing resentment of the wretched housing that so long scarred the waterfront area; no record of resentment of the dangerous working conditions existing in the ancient dock facilities; no record of resentment of the life seamen and longshoremen were once obliged to accept in this richest of nations.

The working environmentalists will never bleed over the sight of dead fish in an polluted waters will never lift their voice in Sacramento or Washington in the name of jobless workers. These are the so-called moralists who like to lecture unions about narrow job interests. These are the so-called liberal intellectuals who take very good care of their own economic situation but who are outraged over protests by unemployed workers denied jobs by environmentalists’ schemes, he said.

Henning also cited the sixty-story height limitation placed on the ballot in San Francisco last fall and said that if it had been adopted there would have been no new high-rise offices or commercial construction.

Such a limitation would not only have stripped San Francisco’s commercial future but aborted thousands of jobs in the construction, service and maintenance fields,” he said.

Another example of what he termed the “limited vision” of many environmentalists is the demand for immediate prohibition. See ECONOISTS on Page 4

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In spite of its being the month of February what little work has been in progress has held up considerably well due to the recent cold spell. Although coming from experience, I am fearful that this could mean a wet spring—therefore a slow start in that work that will be in progress to be started.

Speaking to the different people in the different contracting authorities they are hopeful that this year there will be more work for them than in the past year and that at the present time there is less work under contract than they have been for the past twenty years. The unfortunate part of this story is, and I hesitate in a way to keep harping on this subject, but I feel it is so important that it must be continued until some must be kind of the time to power the machinery to move the necessities of life. We have people who are more interested in getting their names in the history books and the faces of the occasion that they are in the welfare of this country in my humble opinion.

Therefore, I appeal to you to register and vote in order to express your thoughts at the ballot box. These politicians are long past due, but it will be a great advantage to everyone consisting of a representative group from their organization and a representative group from the Union in order to work together.

I am going to make this same type of proposal to the representatives of A.G.C. and I am sure that everyone will put in from one to two hours a day more than should be cavators who are paving two miles per day. In the Southern Crossing Will of the International Union of Operating Engineers who is a dealership for Case who really has the steadiest employment which is a big advantage in the area.

Alas! Metal Powers has about forty to fifty other engineers on the payroll now and they are working around the clock, seven days a week. They buy and lay aluminum point that is used to paint most major bridges in the area.

Williams and Lane is another shop which is a major company for employment. This company is our outlet for Detroit diesel engines. They employ about sixty brother engineers, who are mainly mechanics. TIDE Equipment Company which is very well known for Case backhoes has about eight brother engineers on the payroll. When not working in the shop they are doing warranty work in the field working on a number of the larger machines and with the popularity of the 800 Case backhoe should have this company will have a good year in this coming work season.

We as engineers work on contracts. The agents in this area have also been busy working on the new apprenticeship program as per agreement. We are hoping for a very good year for all brother engineers in the coming season.

Work in the Southern part of Alameda County has been held up very well through the small rain. Scott and Buttner have completed their project for use in the Bay Area Transit projects. They have been using the electric cables that were eaten up the job from a project to the BABT System. This time when laying the underground cables, BABT redesigned them to be a concrete liner, to protect us from the legal hedonist. As bad weather stands off.

By BILL REESEFORD, District Representative & Business Agent 

The work picture is about the same as the last writing. The weather has had a lot to do with the picture, however there are several small dirt spreads that are Richard R. Van Eys about one hundred yards of dirt to move just off of the high way.

Bill Belford This job will employ 12 Engineers for 20 weeks. They are building a sub-grade for a big condemn- ing project.

Rossiello has a job in Pleasant Hill. He is also building sub-grade for another project in complex. This job will employ 6 or 8 Engineers, for a short while.

The other engineers who have the least employment are the ones working in the BABT. They are working about 40 to 45 brother engineers on the functioning and are demanding change in the machinery and in those machines that are larger. Some of these machines are very old, and the others are breaking down.

There are many housing projects in progress. Let McDonald Construction is moving in on a new housing project for the Republic in the near Livermore Airport just to the east of Livermore, and in Pleasant Hill they have a new fill dirt for a new H. C. Elson project in the north and west part of Pleasant Hill, called Vintage Hills.

The Northern and Pleasanton areas are having an unusual amount of problems and we can see some more underground work in both those places. See more Oakland on page 3.
had supplied Kaiser with company tools. The Mechanics including tool boxes and some tools of the five mechanics, in company pick-up and all the inventory lists of their tools and the shop late one night and stole a month. Somebody broke into the theirs to a thief this past have produced about the same amount of material as last year and the brothers working in those plants have a better year. The Mechanics at Kaiser Sand and Gravel at Pleasanton lost their tools in a theft this past month. Somebody broke into the shop late one night and stole a company pick-up and all the tools of the five mechanics, including tool boxes and some company tools. The Mechanics had supplied Kaiser with inventory lists of their tools and the company has replaced our brothers’ tools and boxes with new ones. This is a good ending to an unfortunate incident, but brothers it is very important to do what the contract calls for, such as supplying an inventory list of tools to your employer. Pick-up or the old tools have not been recovered yet. Work in the Oakland area has slowed down considerably due to the weather. There have been several small worker jobs let in the Oakland and East Bay areas. These jobs run in the 10 to 80 thousand category and are of relatively short duration, but will provide employment for several brothers this winter.

The work at the Oakland Airport is progressing well. East Bay Excavating has most of the sand moved on the Hangar pads. O. C. Jones Co. has two of the foundations poured. San Jose-San Jose started erecting the steel for the hangars. Due to being behind in rainfall for this time of year, most of the stockpiles have been kept working except for a few short intervals of bad weather. Approximately two million dollars worth of repair and maintenance work on the Phillips 66 Plant during shut down is being done by Bay Cities Crane & Rigging. Brothers Sam Netto is running the double drum hoist on this job, and Brother Martin Reed is running the Bay Cities crane on one of the two ten-hour shifts.

Peter Klowitt & Son have got their tower crane erected on the Pittsburgh College job in Pittsburg, which is around a ten million dollar project, and will employ four or five Brothers for quite a period of time. Darkenwald will try to kick off the remainder of the crew on this job around March 16. Most of the Brothers at the P. & E. Plant have missed very little time due to weather.

There are a few small jobs being set up and going at the present time. The outlook for the coming year is good.

In Dublin, W. J. Black Survey has only one crew at present. The men have been keeping busy on several jobs, some of which are Gentilly in Antioch, Northgate in Concord, Fallender Homes in Danville and the Water treatment plant in Dublin. Weather permitting, we are hoping for a brighter Spring than last year.

Novato Road Job
IGNACIO — Freeman Sandgroth Constructors and Lew Jones Construction Company of Mountain View have been awarded a $13,896,000 contract for a highway project on California Highway 101.

The state Department of Public Works says the award includes a five-mile project on California 101 freeway that will extend from about a mile south of California near Ignacio to about a mile north of Novato.

Transit Planning
The Federal Highway Administration expects to complete this month its study of highway related mass transit needs in the United States. The study is a requirement of the 1976 Highway Act. Early results of the survey show that most of the jobs in progress are in color from the Philippines. "Birds Eye Maple", and said in color comes from the Northwestern United States and Canada, "Fulip Tree Maple", green in color comes from the New England States.

Last year Mr. Wood was asked to show his coffee table at the International Wood Collectors Society and was told that his work was next to none. Leonard is in fact a man of many surprises. His family has a vast array of spoons collected from all parts of the world. His most treasured is a bronze spoon which has been used since the 17th century as a Coronation Ceremony Spoon. Others come from such places as Egypt to Holland. Leonard was hesitant to have an article published on his work but thought this story may reach some of his old friends who has worked with over the past years. He would pride hearing from his old friends. He insisted we include his present mailing address, so here it is, R. R. X Box 402, Martinez, California.

In the survey field, out in Walnut Creek, Ttrufts & Murphy has five survey crews. Work seems to be going pretty good for the men out there. Some of the jobs in progress are in color from the Crowell Ranch, Green Valley Sub, Canoeback North and just starting is Pesky Development.

LARGEST TURNOUT of members in the Oakland District in recent years showed up at the February District Meeting which was highlighted by the election of Grievance Committee members. Top left, Lou Jones makes a pitch for nominees he supports. Lower left, members mark their ballots. Top right, members drop ballots in ballot box under watchful eye of election committee. Bottom right, ballots are counted.
## Nevada Highway Work Is Best in Years

By JERRY BENNET Director, Nevada Highway Department

DELA BEACH
Business Representative

Business Representative

Highway construction in Eastern Nevada is booming in years. Three major road projects in the Elko area will be under way by late this summer, and the Department will keep the members in this area busy for a couple of years. The projects include Interstate 10 Poppy Run to Oasis to be ready by Christmas, a $21 million job, and a $15 million job to be built on the south side of Lake Tahoe. Construction is also underway on Interstate 80 to Reno, and on the south side of Lake Tahoe. The contracts are for $27 million and $24 million respectively. The Department is also working on a project to build a new parking lot at Carson Street and Nevada 410, which will be ready for use by the end of the year. The project is expected to cost $12 million.

In addition, the Department is working on several other projects in the area, including a $10 million project to build a new airport in Elko, a $12 million project to build a new hospital in Carson City, and a $15 million project to build a new school in Sparks. These projects are expected to create over 2,000 jobs in the area and will be completed by the end of 1972.

## Delegate Elections (cont'd)

(Continued from Page 2)

You will hear a great deal about the taming of the wild rivers. I have spoken and written about this so much in recent years that I need not go into it again. However, I will say that I have heard from both sides of the question that California is not ready to accept the responsibility of taking care of the rivers. I have spoken and written about this so much in recent years that I need not go into it again.

So, again I appeal to you who have taken time to give this important matter a great deal of thought, talk to your neighbors and friends who have not given it much thought one way or the other. Point out that wasted water is a waste of resources and must be preserved. Point out that both of those destructive foods that have frequently plagued California have a right to determine the safety of their own backyards and businesses.

In another section of the paper, you will see the results of the election for the upcoming International Convention. This is a very important convention; it is the first time that our International has been in existence. We have members of Local 3 who have been affiliated with our International for over 60 years, and I wish that everyone of the younger members could spend some time and talk with these old timers and they might tell them of the progress we have made, and many of them comment to me of the progress that year our Union has made over the past 12-15 years — not only in wages, but in fringe benefits.

On behalf of myself and the officers of the Union who served during this period, we would like to thank all of you who voted for and worked with these candidates. We would, of course, like to have a larger participation, and I am sure that the minutes between the two elections will be from time to time to the greater benefit of all the membership.

The State Fed Lead...
Lot of Engineer Hours In "New Look"

By BILL PARKER, Business Representative

When the cry "Play Ball!" is heard on Thursday, April 6 at San Francisco's Candlestick Park, fans will get their first official look at the end results of a giant expansion program that got underway back in December of 1970.

Since that beginning, some fifteen months ago, a large number of Operating Engineers from Local Union 3 have been employed on the project. During one six-month period 23 members were working at Candlestick. Some 200,000 man hours have gone into the effort.

During the expansion program over 32,000 cubic yards of concrete has been pumped or poured and over 3,000,000 pounds of rebar was used. At the peak of the project some eight cranes were on the job and included five from Bigge and three from Williams & Burrows. As a result of all this activity, Candlestick Park is now a multi-purpose recreation facility that will seat 55,000 baseball and 62,000 football fans through the use of movable stands which will seat 7,000 persons.

There is also new scoreboard 294 feet in height and 28 feet tall. The board is computer controlled and will feature informational displays to cover the game in detail and results from throughout the league. It will also be used to provide animated entertainment for the spectators.

Additional parking for some 8,500 vehicles has also been added to the giant complex plus six escalators, three from the parking lot to the main level and three from the parking lot level to the upper level.

There are also improved Press Box facilities that will accommodate some 300 persons and equipment from the press, radio and television services.

The stadium is now easily adaptable for football, baseball, soccer, concerts, boxing, conventions and many other exhibits and events.

General contractor was Williams & Burrows and architect was John Boiler Associate.

State Fed (cont'd)

—programs that will create jobs and reduce pollution.

Henning emphasized that the AFL-CIO "remains willing to unite with socially responsible environmentalists." He pointed out that last year the California AFL-CIO worked closely with the Sierra Club in Sacramento and Washington to maintain the 160-acre limitation of federal reclamation law and to seek to amend it to provide for annual purchase and sale or lease of excess lands to provide funds for recreational, conservation and educational development.

In conclusion, Henning reminded environmentalists "that the building of a decent society begins with the recognition of workers and their survival needs. Our dialogue should begin here," he said.

SEQUENCE ABOVE shows the last section for the Candlestick Park expansion program about to be dropped into place in the top photo; steel section is readied for the lift by Brother Gene Wells operating the Bigge crane in second photo (below) Mayor Joe Alioto gives the flag to the crane operator and up goes the pennant draped section (bottom). In the top photo (second row right) pose following placement of last section, while in the second photo Horace Stoneham, Giants' owner, Mayor Alioto, Lou Spada, SF 49ers and Loris DiGrazia, president, San Francisco Recreation and Park Commission pose for news and TV cameramen. Celebrities at the "topping out" (final photo) included (l. to r.) Mrs. J. Eugene McAteer, Recreation and Park Commissioner; Loris Digrazia, president of Recreation and Park Commission; Mrs. Victor P. Morabito, George P. Thomas, Recreation and Park Commissioner; Mrs. Anthony Morabito; Mayor Alioto; former Mayor John Shelley, Horace Stoneham of the Giants; Elvin C. Stendell, Recreation and Park Commissioner, and Joseph Cavery, General Manager of the Recreation and Park Department.

More Collectively Speaking

Continued from Page 4

all economic benefits that we can secure for you under the present restrictive laws.

It seems that on one hand there is a group of people who are trying to force unskilled people into the construction industry because someone is laboring under the illusion that because we have high hourly wages, the members of our union earn high annual wages. As a whole this is just simply not true for, due to the shortage of work and the present restrictive laws.

During the past month there were 1,387 men dispatched to the various jobs, and 107 short form agreements and 19 long form agreements signed, making a total of 126.
Westland's New Pipe Project
Will Water 34,750 Acres
By CLAUDE ODOM, Business Representative
Springboro Local 1435 and the Rawlins Section of Local 1432 in War-ning County have been awarded a contract to provide water to 34,750 acres. The Permit Corporation of San Francisco, which owns the project, has awarded the contract to the Rawlins Section of Local 1432, which has been awarded $1,049,000 for 244 miles of under- ground and 24 miles of above-ground pipe.

Clayton Olson has called for total construction of 18 miles of the San Luis Interceptor Drain between the cities of San Francisco and San Jose. A low bid of $800,000 has been submitted on a contract to construct a 3-mile, 42-inch concrete sewer line in the San Francisco office. The City of Placerville has awarded a contract to the Rawlins Section of Local 1432 for the construction of a 2-mile, 36-inch concrete sewer line in the San Francisco office.

April a Big Month for Calo COPE
April will be a very busy month for politically active members of the California Labor COPE. The Pre-Primary Endorsement Convention of the California Labor COPE on Political Education will be held at the Elko Hotel in San Francisco on April 14. The convention will conclude on April 15, with the last day of registration for the June 5 primary election.

Ralph Wines
Sacramento Work Due Early
Ralph Wines is looking forward to the Sacramento Labor COPE Convention, which will be held in May. The convention will start on the 1st of April, with the last day of registration for the June 5 primary election.

Noted Unionists, Brother Engineer Dies at 81
By DON LUBA, Business Representative
Business Manager and International Vice President, Al Clem, has said that the death of his brother-in-law, Jack, at the age of 81, was a great loss to his family and many friends. John F. Henning, executive officer of the AFL-CIO COPE Regional Convention, has called the death of Jack a great loss to the labor movement.

Weisberger, Head Port Heads
Morris Weisberger, Secretary-Treasurer of the International Union of Operating Engineers, has been re-elected as President of the San Francisco Bay Area Port Council of the AFL-CIO Maritime Trades Department for his 14th consecutive term.

Weisberger, head of the SUP since 1987, is also a Vice President of the California Labor Federation, AFL-CIO. He was elected to the second spot in the race with a vote of 1,167.

HE WAS 60 YEARS A UNIONIST and a proud man who gave generously of himself to his family, his fellow unionists, and his community. Harry Hansen was a hard-working man who never complained about the work he did.
March 1972
ENGINEERS NEWS

Scanning The System

By ART PENNEBAKER
Assistant Administrator

On January 1, 1972 the Master Agreement provided that the number of work training hours required for an apprentice to reach Journeyman status would be decreased from 8000 hours to 4000 hours. It then became the job of the California Joint Apprenticeship Committee to equate the hours credited to current, active Registered Apprentices. This was not as simple as taking 2000 hours off from each category in each Branch and had to be considered. The record of each apprentice had to be analyzed and equated to the new standards. All of the information was fed into the computer including current data and new requirements. The computations were made near the record of each apprentice equated to fit the new program. The process used was:

1. About new limits for each category of training (A through M) which, when added together, would equal 4000 hours in each Branch.
2. Apply the new limits to each category.
3. Utilizing computer data processing technique, compare the total hours currently credited in each category with the new limits.
4. If the hours credited are less than the new limits then there is no change.
5. If the hours credited are more than the new limits then all hours above and over the new limits are non-countable.
6. After equating each category, all categories (A through M) are added together to obtain the total hours credited.
7. Period of training is derived from total hours credited in accordance with Branch and agreement.

Example:

If, in the 4000 hours program, category A limit equals 400 hours, and, if, in the 4000 hours program, category A is 500 hours, the process set forth above will then be completed.

Then, re-evaluation would be equated to the upper limit (000) for category A, and 90 hours would be lost because the limit was exceeded.

Then, re-evaluation would be equated to 250 hours because the limit has not been reached.

Very soon each Registered Apprentice will be requested to appear before his Sub-Joint Apprenticeship Committee. The purpose of the apprentice's attendance is to review with the Sub-Committee his individual re-evaluation. We ask each apprentice to bring his questions to that meeting. The Sub-Joint Apprenticeship Committee has the authority to adjust any inequities that, in their judgment, exist.

Noted Unionist Brother
Engineer Dies at 81

(Continued from Page 6)

operator until about 1921. He then left for southern California, where he worked as a shrewd operator on the Big Creek Cannery job, and then the Los Angeles Aqueduct for Utah Construction, and continued on working for Utah Construction for many years. The years 1940 through 1945 he found him operating shovels for Morton-Knodt on the Santa Fe Dam; 42-43 at Nesh Bay in the State of Oregon operating shovels for H. G. Atkinson, and, later, operating shovels on Atik, Kikla Islands in the Aleutians; 46-47 working for Raymond International as a shrewd operator on the Monrovia breweater in Liberia, West Africa; 48-49 at the San Francisco Airport job for Guy F. Atkinson, and 48-50 Anderson Dam with Atkinson, 1949 through 1950, at the San Francis Dam.

During 1951 through 1957 he was in Bonita Hills, Liberia as a shrewd operator for Liberia Mining Company. Brother Hanson then worked here locally in San Francisco until his retirement in January 1965.

Harry Hanson was not only a top-ranking craftsman of the trades, but also a sincere dedicated union member. In recognition of his union dedication, he was awarded Membership in Union Hall in 1965, 1966 and 1964 by A.F. of L President William Green.

In the sixty years he worked and traveled both here and abroad as an Operating Engineer he made many friends and gained the respect and admiration of hundreds more. So, it is with this same respect and admiration that the Stewards and members will always be remembered by the brother of Local "3."

Brother Harry Hanson's life style was described most accurately by the minister who spoke at his funeral services when he said: "He was a man who knew the dignity and honor of work."

New Feature Is Important

By BRAD DASTON
Coordinator

Your newly-instituted 4000-hour apprentice program is in its third month of operation and the dust of revision is beginning to settle. We would like to remind each of you about a feature of this fine program which is often overlooked. Most of the time: "You are a top-ranking craftsman of the trades, and the property loss in fires of $2.2 billion; property damage in motor vehicle accidents of $4.9 billion; property loss in fires of about $2.2 billion; and the indirect costs of work accidents of approximately $15 billion.

In the four principal classes of accidents, motor vehicle deaths (50,000) increased by less than one-half of 1 per cent; public deaths (21,500) decreased 2.5 per cent; and deaths in the home (26,500) and work (14,200) showed no change from 1970.

A breakdown of statistics in the four accident classes reveals the following:

Motor Vehicle
The death rate per 1 million miles was 4.7, the lowest on record, and a 4 per cent decrease from 1969, 9.1, the lowest ever.

Despite the death rate decrease, however, the cost of automobile accidents to Americans was $14.3 billion, an 11 per cent increase in the number of motor-vehicle miles traveled. Despite the death rate decrease, however, the cost of automobile accidents to Americans was $14.3 billion, a 11 per cent increase in the number of motor-vehicle miles traveled. The total price tag on accidents, the NSC said, includes wage loss of $7.5 billion; medical expense of $3.1 billion; administrative and claim settlement costs of insurance, $6 billion; property damage in motor vehicle accidents of $4.9 billion; property loss in fires of about $2.2 billion; and the indirect costs of work accidents of approximately $15 billion.

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Hiway No 5
Helped Many

BY NICK CARLSON
FRENSO APPRENTICES ON INTERSTATE HWY. NO. 9-Fresno
Interstate Hwy. No. 9, from the intersection of Hwy. No. 152 to the Kern Co. line, is near completion. This section will probably be opened by the time this article appears. This multimillion dollar project has trained many Operat-
ing Engineer Apprentices in sev-

eral different fields.

M. Dubach Co., completed 17 miles of freeway, starting at Hwy. No. 152, seven miles west of Los Banos. The next 21 miles of freeway was built by Mattich Corp. Fred Folsom Co., and R. Folsom Co., are in the process of completing seventeen miles of freeway from the Los Banos City to the Kern Co. line.

These three projects, in coop-

eration with two previously completed sections, will add up to one hundred and ten miles of this four lane ribbon of concrete. Mil-


dions of yards of earth have been moved, and several thousand tons of other materials have been im-

ported.

The apprentices who have been employed by these contractors on the above mentioned projects have worked with the journey-

Apprenticeship: The Apprentice

A Ladd road job on Interstate No. 5 at Horn-

brook. Left apprentice ship applicants are being tested at the job placement center in Redding Hall. (Photos by Cliff Martin.)

Some Important Dates to Note

March 18—Deadline for Cali-

fornia High School seniors to apply for appointment to compete for 28 $500 awards at state in Cali-
fornia Labor Federation’s An-

annual Scholarship Competition.

April 13, Thursdays—Deadline for registration for the June 6 Primary Election.

April 16, Friday—Pre—Primary Enthusiastic Invitation of California Labor Council on Politi-
cal Education in San Fran-
sisco at Sherlock-Palomar Hotel.

April 21—National AFL-CIO COPE National Conference at the Mark-Hopkins Hotel in San Francisco.

May 24-25—Labor’s Joint Legis-

lative Conference at Wood-

lake Inn in Sacramento spon-

sored by the California Labor Federation. AFL-CIO and the State Building and Construction Trades Council of California.

August 19-21—Democratic National Convention in Miami.

August 21-22—Republican National Convention in San Die-
go.

Living Costs Up

The cost of living is up again. The Labor Department reports that the Consumer Price Index rose one-tenth of a point last month to 123.2. While most food prices were stable, West prices, which are exempt from Phase II controls, rose sharply. Higher property taxes and auto registra-


tion fees, also exempt from price controls, helped boost living costs in January.

Hiway No 5
March 1972

Cooperation High in Oakland
Support of New Apprentices

BY LOU JONES
Everywhere in the Oakland of-

fice is cooperating in the orienta-

tion meetings being held for newly indentured apprentices with excellent results, Any ap-

prentice dispatched to work is

advised to attend a meeting with his Coordinator on the following Thursday night. The Coordi-

ator then explains the procedures required of all apprentices. This is of great importance, for or-

derly advancement in the pro-

gram depends on the proper submission of monthly records to the Apprenticeship office in San Francisco.

The apprentice is then issued a set of Apprenticeship Badges and documentation, and each rule is ex-

plained, one by one. Upon com-

pletion of the Apprenticeship

orientation Bill Belterford, Di-

rector Representative, takes over for the Union and, after intro-

ducing all of the business agents, has a little heart to heart discus-

sion with them. He explains what they can expect from our Union and what the Union expects from the apprentice. Bill does a beau-

tiful job and the apprentices all appreciate his sincerity. Last but not least our new Job checker, Eric Lewis, whom you all know, signs them up for initiation and accepts whatever nuances are being paid on their accounts. The entire meeting takes about three hours and try this excellent ex-

peration we are sure that the apprentice has learned how to conduct himself as an apprentice and as a member of our Union.

Weather Hurt Apprentice’s OT Chances in Utah

BY JOHN THORNTON
On-the-job training opportu-

nities for apprentices in the Utah area have not been as good as recently. Unusually cold weather and heavy snowfall have greatly reduced road construction which, normally, would have carried through the winter. Consequent-

ly, the number of apprentices working during the past month has been as low as sixteen, com-

pared with seventy working last summer. Twenty-two apprentices are working at this writing.

Once we get “Old Man Winter” behind us the outlook for the next season is very favorable. Along with the programmed Interstate projects and recons-

truction work including dams, aqua-

ducts and tunnels, there is also the Huntington Canyon Power Plant project which will start this spring. The contract on the power plant at dam at Huntington Canyon was awarded at 806 million.

The slack season has given ap-

prentices an opportunity to take advantage of their related train-

ing portion of the program at the Reno Metro Training Cen-

ter. The apprentices who did not attend during the winter season might wish they had, when the work season begins.

With applications for appren-

ticeship remaining open on a con-

tinuing basis, it finds us with a very long list of new applicants waiting to become indentured in all three “home areas,” Salt Lake City, Provo and Ogden. Even in view of the good outlook for work in Utah next season it is doubtful we will get through the applicant lists we now have.

SAFETY MEETINGS play a vital role in pre-

paring the young operating engineer ap-

prentice for his place in the construction industry and are an integral part of the new apprentice’s preparation to become a journeyman. Above is a typical safety meeting photo-

graphed by Coordinator Cliff Martin at the Local Union No. 3 Job Placement Center in Reed Hill, No. 1 photo (right) Trustee Fran Walker tells it like it is. Sec-

ond photo shows Brother Walker at the

Safety Meeting, Hill Inn in Sacramento.
Marysville Area Shows Dynamic Growth

March 1972

BY HAROLD HUSTON
District Representative

On behalf of our business membership, I would like to thank you, our esteemed visitors, who serve, as the special opportunity to personally thank all of our brothers and sisters who attended the District Meeting held in Marysville on January 26th.

Harold Huston
Your support is greatly appreciated, and we will continue to strive to give you the best representation possible.

GRIEVANCE COMMITTEE RE-ELECTED: Bob Churly and V. R. Gilliam were re-elected at the January 26th meeting in Marysville as your Grievance Committee members for the year 1972. Their dedication and hard work in 1971 was appreciated by all the members of the Local Union. It is our understanding that they have made an excellent choice and are looking forward to working with you.

BROTHERS RECEIVE 15 YEAR PINS: Pino Di Mauro and George McCallion.

SOUTHERN YUBA BUTTER AREA: On or about the night of January 26th, snow fell all over the Yuba Butte area. Even such unlikely areas as Westland, Live Oak, Gridley, and Sutter Butte had snow on the ground the next day. Snow fell in Marysville-Yuba City, but it was not cold enough to stick.

Ray Royer, Bill Adams, and a number of other brothers held out enough to build up in the Sutter Butte, Lower Rica, and the Gridley areas, and Sutter Butte had snow on the ground the next day. Snow fell in Marysville-Yuba City, but it was not cold enough to stick.

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

Utah Power & Light will begin construction this spring on the first unit of a huge mine-mouth steam-electric generating complex in Emery County.

TOM BILLS

The giant generating plant's first unit will be Utah Power & Light's largest and also one of the region's biggest power producers.

The project will be located in coal-rich Huntington Canyon, seven miles northwest of the community of Huntington and, initially, will consist of a $300,000 kilowatt generating unit together with a dam and storage reservoir on Huntington Creek. Coal will be delivered to the generating plant from an upcountry undergrade pit via a two-mile-long conveyor belt. Power from the generating plant will be delivered into UP&L's centers over its extra high voltage line stretching from the Salt Lake City to the Four Corners area in New Mexico.

The first unit, alone, will generate enough power to supply the electricity needs of a city of almost one-half million people. Estimated cost of this unit, including its associated switchyard and dam, is $56 million.

Construction of an earth-fill dam that will back up a lake of an ultimate capacity of approximately 35,000 acre-feet will get way this spring with a completion of a first stage in August. The plant will be used for cooling and other plant needs. Electric Lake reservoir will be handled, engineered by Utah, some 20 miles above the plant water requirements. In addition, the reservoir will provide a new public recreational area.

The first of the proposed four units was awarded to low bidder John-venture Jacobsen-Jeike at $411/2 million on-the Electric Lake dam. Completion of the $300,000, first unit of Huntington Canyon Power Plant is scheduled for 1974. Ground was broken at the site in March of 1973 and five major subcontracts were awarded last year:

- Excavation and site preparation in W. W. Clyde & Company of Springville.
- Site development that includes domestic water systems, sanitary sewage and sewage treatment systems in W. W. Clyde.
- Concrete supply to Geneva Rock Products.
- Foundations including the turbine pedestal in W. P. Harlin Company, Salt Lake City and W. W. Clyde.
- Administration building in W. P. Harlin Company.

CONSTRUCTION ON Electric Lake Dam and Reservoir, part of the giant Utah Power & Light Company's Huntington Canyon Power Plant which will start construction this spring. Slated for completion in 1980, the huge mine-mouth steam-electric generating complex is in Emery County.

By AL HANSEN

NOVATO City Council approved its first SUPPORT SPEECH CONSTRUCTION OF FRESHWATER LAKE DAM and reservoir project, the so-called "Freeway Bypass Now" advocacy led by the Novato Chamber of Commerce would now permit construction of an overpass under the BART and U.S. 101 corridor which would alter much of the area's character for years to come.

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"Bypass Now" Group Wins Close City Council Tally

As the plant size increases, removal of sulfur dioxide may be required. Space is being provided on the first unit for possible future installation of SOx removal equipment.

Utah Power & Light Company intends that the plant will be so constructed that it will not be harmful to the environment.

Major portions of the work on these contracts have been completed. Work included in the general contract this year will include the remaining foundation work, the stack and beginning of structural steel erection.

Employment during peak construction of the plant will be some 450 men. Following construction, operation of just the first unit will provide an annual payroll of some $406,000.

The plant will incorporate anti-pollution equipment and other aesthetic and environmental considerations such as plant appearance and ash disposal.

Quotations on the electrotechnical precipitator for the new Huntington Canyon Plant have guaranteed efficiencies of 99.5 per cent. Such a precipitator will provide essentially a "clear" stack. As the plant size increases, removal of sulfur dioxide may be required. Space is being provided on the first unit for possible future installation of SOx removal equipment.

Utah Power & Light Company intends that the plant will be so constructed that it will not be harmful to the environment.

They have engaged the University of Utah to obtain background information on existing vegetation and animal species and any effect of anticipated concentrations of sulfur dioxide, nitrogen oxides and particulate within a ten mile radius of this plant in order to have a factual foundation with respect to environmental questions. Brigham Young University has also been engaged to study aquatic organisms in the lakes and streams in the area and effects that the plant may have on such aquatic organisms.

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

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ARTIST'S CONCEPT of the new Utah Power & Light Company's Huntington Canyon Power Plant which will start construction this spring. Slated for completion in 1980, the huge mine-mouth steam-electric generating complex is in Emery County.
By Bob Mayfield  

Bob Mayfield has had an extensive career with the company and has been a valuable asset for many years. He is known for his hard work and dedication to the job.

One Down, Two to Go on 680 Freeway Bids

As of last month’s newspaper update, the remaining sections of Highway 680 are set to be bid out, meaning that the work on this section will be let to a contractor to complete.

The first section went to C.W. Stoneking Company with a bid of $11.9 million. Pre-construction work has been held with this company so far.

Bob Mayfield was an integral part of the team that brought this project to fruition. He has been with the company for many years and has been involved in the construction of several major projects.

In the past, he has had extensive experience in the field and has worked on projects of various sizes and complexities. His expertise and knowledge will be greatly missed as he continues to work towards the completion of this project.

Bridges Play Very Big Role

In Early Eureka Work Plan

Ray Cooper

Bridges play a very big role in the Eureka Work Plan. The city has several projects that require the use of bridges, including the proposed project on Aller Road.

The bridge will be constructed near the Aller Road library and will be completed by the summer. The city has received a grant to help with the funding for this project.

The bridge will be a key component of the overall development plan for the area. The city hopes to complete the project in the next few months.

A new grocery store is also being planned for the area, and the city is working closely with the developer to ensure that the bridge is completed in time.

The bridge will be a major asset for the community, providing much-needed access to the area.

Moseman Gains First No. 680 Freeway Bid

E Moseman has gained its first No. 680 Freeway bid, which is a significant accomplishment for the company.

The contractor will be in charge of the construction work on this section of the highway, and it is expected that the project will be completed within the next few months.

The company has been working hard to complete this project, and it is a testament to their commitment to excellence.

In conclusion, the company has made excellent progress on the No. 680 Freeway project, and we can look forward to seeing the completion of this project in the near future.

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Shasta County Highway Will Get $113,000 Check

By KEN GREEN and the editorial staff.

The State Highway Commission has allocated $113,000 to finance a major improvement in Shasta County. An 11-mile stretch of Interstate 5 in a full-frame section of Yuba Street with a roof-over mall will be built. The construction contract will go to Wally Hughes & Ladd and McConlon Construction Company of Redding, which offered the lowest bid of $58,800. The state previously had allocated only $77,000 for the highway construction project. An ad

Robert Hill Construction Company in Redding has started setting up their encircling and air-sealing plant near Shasta Dam. The company, with a $169,000 bid for the project, plans to begin work in July 1972 and be finished by January 1973.

Pins in the Anza Road project in the district will only be laid on a work week or a rotation of teams in every other week basis. This situation will probably not change until the construction work has depleted the existing stockpile of materials at these plants.

Zephyr & Hermas, subcontractor of Murphy-Pacific Enterprises on the Interstate 5 contract at Moss Rock, has completed the sub-grades, paving and concrete work—completion date, late 1972.

The reduction was attributed to the insurance policy's broad catastrophic fault insurance payment system that went into effect on July 1, 1971.

State officials said that the savings was not due to any change in the coverage but rather to the lower cost of insurance today than there was for the same coverage in the past.

On Monday, May 22, the U. S. Army Corps of Engineers in Stockton, Calif., has commenced his $645,750.00 building contract for Francis Winery on Eason, 20-mile 3 feet of snow with the temperature running ar

George Reed Co. of Sonora was apparently the low bidder on a $645,750.00 building contract for Francis Winery on Eason, 20-mile 3 feet of snow with the temperature running around the freezing point. The construction will be completed by the end of August.

There is still plenty of time to put up a sign or extra trussing in your present building or to pick up new skill you have been wanting to learn to make you more employable. "Every man is a competitor and the "Top Hands" earn the lion's share of the money. If you are not one, be one," Mr. Smith told the crowd.

The message was delivered at The Ranch, a housing development in Redding.

By WALTER TALBOT,

Chico State Job

CHICO — Bids were opened early this month in Sacramento for the job of moving a Chico State College building to make way for library construction.

A $100,000 contract for the moving of Yuba City College's library building was awarded to Claude Wood Co. of Lodi.

The move will be made in May, if the weather permits.

SAFETY COMMITTEEMEN ACTIVATED

Walter Talbot

JOE STEWARDS JOB

The job consists of moving temporary building B from its present site to the northeast corner of First Street to a new location.

The job is assigned to the Chico State College library construction. The job is assigned to the Chico State College library construction. The job is assigned to the Chico State College library construction.

Walter Talbot

By KEN GREEN and the editorial staff.

San Francisco Chronicle

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Walter Talbot

By WALTER TALBOT,
In The Area - There

of view, which in essence is that

Mr. Siri requested we be

ect. Another meeting is sched-

ABSCO request get their way.

should those in opposition to the

blow because of the number of

the Sonoma County Board of

sentatives will be in attendance,

our members aware of the proj-

Mendocino County, is another

built north of Point Arena in

the hearing to March 23rd, when

the various companies along the

Operating Engineers working for

with Moseman-Huntington's low,

parts of the "Eel" in the pro-

We will continue to keep you

that in conformity with Article

Engineers Local Union No. 3,

ing in March preceding the

Union ten (10) days prior to

engineers in each District

the election of

Article XII (C), 1(b)

with  Moseman-Huntington's  low,

We don't feel the

opposed to the Eel River, along

the Wild Rivers bill, in which

We will conduct the election of

XII (C) Elections, Section 1,

same is expected in San Mateo

one of this size in San Mateo

company (Chicago) new job in

of a half mile stretch of El Ca-

low bid of $3,559,150 was ac-

performed on behalf of improve-

the second San Mateo project

also announced it has awarded

the project will include

voting charge if the drivers vote

the low bid of $1,515,323, was made

of approximately 3.2 million

the future Route 380 freeway

The California Division of Highways has announced it has awarded a contract for the construction of 3.5 miles of Junipero Serra Freeway over the Eucena Doren Memorial Bridge in San Bruno. The project will consist of interchange with Route 92 in San Bruno. The winning bidder is the Peter Kiewit Co., of Omaha, for $45,772,364.

The low bid has been accepted by PacifiCorp for construction of a Sharp Park treatment plant pumping station at Linda Mar to Sharp Park.

Labor Supports Vets' Hospital In Redding Area

The campaign for a U.S. Veterans hospital in the Redding area has picked up the support of the Five County Central Labor Council. A Council debate agreed that a veterans hospital was needed in Northern California-Southern Oregon area. Supporters of the hospital campaign claim there are thousands of veterans in the area, while existing veterans facilities are far away and un-

labor) may help in making the

P.G. & E. atomic plant a reality.

will continue to keep you

Another problem for this area is the

the Wild River bill to which

will be kept out of the

this is such a huge prospective job

the Rule to cover the

the area's largest and newest

and his associates and those in the

and other methods and ap-

the city's growing transportation

the labor leader is chief exec-

the largest heavy equipment operators

has 25,000 members and covers

comfortably in the No. 1 position.

U.S., Northern Nevada, Guam and

the International Union of Opera-

the guidelines of the National

and chairmen and serve on a number of

The California Division of Highways has announced it has awarded a contract for the construction of the Huntington Avenue, overcrossing the Eucena, which will carry the future Route 380 freeway over Southern Pacific railroad tracks. The project will include the construction of the west-

half of the bridge will be at an

these bids have already been received.

The first, at $1,311,329, was made

by the Polish-Benedict Con-

company of Rosemead.

The second San Mateo project

funds of the California Paving

Highways has opened bidding on two

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In connection with the construction of the Huntington Avenue, overcrossing the Eucena, which will carry the future Route 380 freeway over Southern Pacific railroad tracks. The project will include the construction of the west-

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A Lifetime of Weakness

By SEN. ERNEST F. HOLLINGS, Democrat of South Carolina

There are millions of hungry people right here in our own country. Not in Biafra, not in East Pakistan, but right here in our own backyard. Our own cities and rural areas, in every corner of our nation. Hunger, malnutrition of all health citizens of every color. And the situation is all the more cruel because it is unnecessary.

Without of wasting another bushel of wheat or another ear of corn—or baking another loaf of bread—for another country. This country could provide each of its 205 million citizens with a decent diet. We could feed the hungry... for the hungry. Not for the people in another country. Not for the people in any other country... if we have the will to do so.

Even to effects of hunger cost this country far more than the most comprehensive feeding programs. The cost to our own nation has been estimated at 65 billion a year. That is higher than the cost of drug addiction or automobile accidents. And one international scientist has estimated that a combination of population control and adequate food supplies could stop world hunger for a total cost of 10 billion a year.

The facts are just plain frightening to anyone who cares to look at them. But most Americans are blissfully unaware of the hunger and are being kept that way. And, of course, the hungry are never polled. They are invisible because no one works very hard at trying to find them.

From nine to 12 per cent of those sampled in the National Survey were anemic. Think of it—nine to 12 per cent of Americans in this country suffering from malnutrition. That is a life of weakness... a lifetime of weakness in the United States. That is suffering that should bring to our nation shame and indignation...

Street Cars Making a Comeback

PHILADELPHIA—The street car, once the capital of American cities with 315 to more than 140 new cars.

The official in charge of operating the cars, which are now operating from 150 to 190 in the city, says they last twice as long and require far less maintenance.

This year the trolleys-cars and buses-are being replaced in several cities. The meeting pointed out that only the trolleys-cars and buses—policied the air. And street cars, with their electric motors, are cleaner and faster than buses in the beginning, and are, in fact, just plain frightening to anyone who cares to look at them. But most Americans are blissfully unaware of the hunger and are being kept that way. And, of course, the hungry are never polled. They are invisible because no one works very hard at trying to find them.

The street car is making a comeback, and a major reason for this reversal of the declining trend in the use of street cars is the new realization that street cars can pollute the air.

At its meeting on March 1st, the Iowa District No. 16 Grievance Committee elected the following to serve as Grievance Committee members:

- 10-25-71

GRIEVANCE (cont’d) Street Cars

In addition to the 14,200 workers killed, 41,500 died as a result of job accidents. Of these, 14,200 were killed, 22,600 died as a result of job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents. Of these, 14,200 were killed, 22,600 died in job accidents.

High Cost of Dying (cont’d)

(Continued from Page 7)

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Editorial Note:

RESTORING

Our deepest sympathy goes to the families and friends of brothers Kirk McCaughey, Robert O. McClure and Richard A. Myrick, who have passed away recently. Brother Myrick, who served as Vice President of the San Francisco Chapter, was a charter member of Local No. 3 since 1941, and his death is a great loss to the San Francisco area.

A speedy recovery is wished for all the sick members in the Redding area—our, you know, and we don’t mean you. The weeks will go by quickly and that’ll be soon “back in the dirt.”

The patience and kindness of a good friend may be more helpful than the most blood, sweat and tears are needed, and the problem is too big to be overestimated. One of the problems we face today is a scarcity of volunteers.

We would like to express our deepest sympathies to the family and friends of brothers Edward Harsh of San Leandro and Felix M. Lopez of Livermore.

NORTHERN CALIFORNIA


FOR SALE: 1967 JEEP WAGONEER, 44,000 miles, 12 years old, new tires, 1 br. front kitchen, cooler, etc. Jack, 430-5570 eve, or 885-6589. Reg. No. 049083. 2-1.

FOR SALE: 1972 JEEP WAGONEER, 12,000 miles, 1 br. front kitchen, cooler, etc. Jack, 430-5570 eve, or 885-6589. Reg. No. 049083. 2-1.

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1972 MEETINGS SCHEDULE
1972 SCHEDULE OF SEMI-ANNUAL, DISTRICT & SUB-DISTRICT MEETINGS

SEMI-ANNUAL MEETING

JULY
4 San Francisco, Sat. 1 p.m. Semi-Annual Meetings will be held at the
Dominguez

DISTRICT & SUB-DISTRICT MEETINGS

MARCH
1 Fresno, Wed., 8 p.m.
3 Salt Lake City, Fri., 8 p.m.
4 Reno, Sat., 8 p.m.
9 Watsonville, Thurs., 8 p.m.

APRIL
4 Eureka, Tues., 8 p.m.
5 Redding, Wed., 8 p.m.
6 Sacramento, Thurs., 8 p.m.
12 Honolulu, Wed., 7 p.m.
16 Hilo, Thurs., 7:30 p.m.

MAY
2 Sacramento, Tues., 8 p.m.
3 San Jose, Thurs., 8 p.m.
6 Oakland, Thurs., 8 p.m.
9 Stockton, Tues., 8 p.m.
11 Watsonville, Thurs., 8 p.m.

JUNE
3 Fresno, Sat., 8 p.m.
7 Oakland, Thurs., 8 p.m.
8 Watsonville, Thurs., 8 p.m.
15 Salt Lake City, Fri., 8 p.m.
16 Hilo, Sat., 8 p.m.

JULY
8 Fresno, Tues., 8 p.m.
9 Redding, Wed., 8 p.m.
10 Sacramento, Thurs., 8 p.m.
16 Sacramento, Tues., 8 p.m.
21 Fresno, Tues., 8 p.m.
28 Redding, Thurs., 8 p.m.

AUGUST
2 San Francisco, Wed., 8 p.m.
3 Salt Lake City, Fri., 8 p.m.
7 Oakland, Thurs., 8 p.m.
17 Oakland, Thurs., 8 p.m.
22 Sacramento, Tues., 8 p.m.
24 San Jose, Thurs., 8 p.m.
29 Fresno, Tues., 8 p.m.

SEPTEMBER
7 Upland, Thurs., 8 p.m.
15 Salt Lake City, Fri., 8 p.m.
16 Rose, Sat., 8 p.m.

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

NOVEMBER
1 San Francisco, Wed., 8 p.m.
2 Sacramento, Fri., 8 p.m.
3 Oakland, Thurs., 8 p.m.
9 Oakland, Thurs., 8 p.m.
14 Stockton, Tues., 8 p.m.
21 Fresno, Tues., 8 p.m.
28 Redding, Thurs., 8 p.m.

DECEMBER
1 Cypress, Fri., 8 p.m.
2 Rose, Sat., 8 p.m.
7 Santa Rosa, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES
San Francisco, Engineers Blk. 474

VETERAN

Eureka, Engineers Blg., 2906 Broadway

Oakland, Labor Temple, Miller's Hall, 23rd & Valencia

IMPORTANT

Dear Sirs:

I want to thank all of you who have taken care of all the busi-
ness for me since the death of my husband, Earl Matthews. A
special thanks to Bob Beall, dispatcher, here in modesta hall.
He has been very helpful in assis-
ting me in every way pos-
sible.

Thank you for the beautiful Bible. It is deeply appreciated,
and I will always cherish it.

May God bless all of you.

Very truly yours,

Mrs. Earl (Ellen) Matthews

Address:

A. C. Staley

Reno, Nevada

Mayette.

Dougherty

Recordings Corresponding Se-

Secretary T. J. Valentine, the American Public.

REDDING

Our deepest sympathy to the family and friends of Brother
James Brown. James passed away after a long illness.

We wish to extend our deepest sympathy to Brother Leon
Gellini on the sudden loss of his wife Frances, who passed

RENO

The following members are reported as deceased in the Reno
District: Cecil Crowdy, Andy Miller and Joseph "Red" Conch.

The following members are hospitalized: Donald Rivol, C. N. Prince, in traction, and Oliver Piedler, recovering from surgery.

OUR DEEPEST SYMATHY goes to Brother Edward G. Spellman who was 85 and taking on a new phase of his life.

We wish to extend our deepest sympathy to Brother Leon Gellini on the sudden death of his wife Frances, who passed away January 19, 1972.

WEED

By JAMES "RED" IVY, Treasurer

Dependable transportation rates high on the priority list of America's Public. Fortunately we're in the Construction Industry, it might well be considered an

January 19, 1972

We extend our deepest sympathy to the family of Brother
Edward G. Spellman who was 85 and taking on a new phase of his life.

We wish to extend our deepest sympathy to Brother Leon Gellini on the sudden death of his wife Frances, who passed away January 19, 1972.

Credit Union Notes

Need New Wheels?

By JAMES "RED" IVY, Treasurer

December 19, 1971

The so-called sticker price the Law requires posted
on the window of new cars, as anyone who has done much
shopping for a car knows, is only a talking point. Armed
with the information in this reference material, you are in
a good position to decide what is a fair margin of profit for
the dealer to make and shop for one that is not too greedy.

The New Car Manual is particularly helpful as it gives
a complete listing of the factory options available enabling you to order your vehicle equipped as you want it and know
what price you can expect to pay before you start shopping.

We have dealers in every section of the State who have
offered to sell their new cars and pickups to our Members at a discount. These discounts run as high as 10% of the manufacturer's suggested retail price.

As to be expected, most of these dealers are in the more
heavily populated areas where the competition is keenest.

However, armed with the information obtained from your
Credit Union as to the price of the vehicle you are interested
in can be purchased in a given area, you are in a good posi-
tion to negotiate a fair deal with your local dealer.

The Credit Union is ready, willing and able to

finance your vehicle.

We have over 4 million dollars available for loan to our
Members. We would like you to check out our Credit
Union to see if it will suit your needs. It only takes a few min-
utes the phone number of your Credit Union officer and
then call us direct to the Credit Union office.

A phone call or a note to the Credit Union office will get you
a loan application and additional information on Credit
Union loans.