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ENGINEERS NEWS

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



Vol. 31—No. 3 SAN FRANCISCO, CALIFORNIA March 1972



A PACKED HOUSE was on hand for the Oakland District Meeting last month. The meeting was highlighted by election of Grievance Committeemen and the presentation of 25-year pins and certificates to Brothers Ralph Bohanon, Joseph Magnuson, Charles Arruda, Ray Walters, Victor

Fahrini 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 already suffering from the restrictive monetary and fiscal policies which have added 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 Wilshire 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 approximate 1.5 million young workers who each year enter the labor force."

But, he charged, too many en-

vironmentalists "wish to throttle industrial expansion regardless of the distress thereby inflicted upon working people."

As an example, he cited the zoning debates that developed last year over San Francisco waterfront development which found "the wealthy and conservative voicing for the first time an interest in life along the Embarcadero."

"There is no record of these 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 antiquated dock facilities; no record of resentment of the life seamen and longshoremen were once obliged to accept in this richest of nations. . . ."

"The same environmentalists who will bleed over the sight of dead fish in oil 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 conservationists' schemes," he said.

Henning also cited the six-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 strangled 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 prohibi-

SEMI-ANNUAL MEETING

Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that the next semi-annual meeting will be held on Saturday, July 8, 1972, at 1:00 p.m., at the Marine Cooks & Stewards Auditorium, 350 Fremont Street in San Francisco.

Administration's Ticket Is Winner

Recording-Corresponding Secretary T. J. "Tom" Stapleton reports that the Election Committee for the election of Delegates and Alternate Delegates to the 29th International Union of Operating Engineers Convention declared the Delegates numbered 1 through 49 and the Alternate Delegates numbered 1 through 3 duly elected in the order in which they are set forth in the certification of Price Waterhouse & Co., the nationally known firm of accountants, as follows:

February 29, 1972

To the Election Committee of
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California

Dear Sirs:

We have completed our count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the election of delegates and alternates to the 29th International Convention of the International Union of Operating Engineers. The procedures followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions of Article XIII and Article XII(c) Section 1 of the By-Laws of Operating Engineers Local Union No. 3.

A total of 10,706 ballots was received of which 696 were determined to be invalid because of the absence of the member's signature on the return envelope, or because the ballot contained more than 49 votes or was otherwise irregular.

In our opinion, the accompanying tabulation accurately presents the results of the election.

Yours very truly,
PRICE WATERHOUSE & Co.

OPERATING ENGINEERS LOCAL UNION NO. 3

Results of Election of Delegates and Alternates to the 29th International Convention of the International Union of Operating Engineers

Candidates are listed in sequence according to the total number of votes received by each.

No.	Delegate candidate	Number of votes
1	James "Red" Ivy	8,699
2	Harold Huston	8,428
3	Harold J. Lewis	8,423
4	Bob Mayfield	8,422
5	Ray Cooper	8,419
6	Dick Bell	8,406
7	Joe Ames	8,379
8	J. B. "Jim" Jennings	8,369
9	Al Hansen	8,345
10	Jerry Bennett	8,344
11	Ken Green	8,296
12	Wilfred K. Brown	8,294
13	Lake Austin	8,287
14	Tom Bills	8,272
15	Larry Chapman	8,264
16	Al McNamara	8,261
17	Mike Kraynick	8,245
18	Claude Odom	8,236
19	Al Dalton	8,212
20	Jack W. Slade	8,168
21	Martin W. Casey	8,167
22	Ed Jones	8,162
23	R. F. (Russ) Swanson	8,155
24	F. O. (Fran) Walker	8,141
25	Guy G. Jones	8,135
26	John W. Bullard	8,120
27	Don Luba	8,103
28	Al P. Perry	8,095
29	Don C. Dillon	8,090
30	Merle W. Isbell	8,080
31	A. E. "Jack" Lofton	8,066
32	Guy Slack Sr.	8,064
33	Dave Rea	8,058
34	Ted N. Mason	8,044
35	Herman Eppler	8,039
36	Aaron Smith	8,038
37	Art Pennebaker	8,023

See CONVENTION ELECTION on Page 3



Collectively Speaking with Al Clem

In spite of its being the month of February what little work has been in progress has held up considerably well due to the fact that we have had an unusually dry month. Speaking from experience, I am fearful that this could mean a wet spring—therefore a slow start in that work that will be in progress or contracted for.

Speaking to the different people in the different contracting authorities they are hopeful that this year there will be more work let than in 1971 but at the present time there is less work under contract than there has been for many 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 a subject matter that every Operating Engineer and their families should rise up and protest against the activities of the so-called ecologists and the phony birdwatchers.

We are most certain that there will be an initiative on the ballot (Proposition No. 9) prohibiting the construction of nuclear power plants for the next five (5) years. We know that if we are going to have people in this country and we are to continue to progress there must be some kind of fuel to power the machinery to move the necessities of life. We have people who are more interested in getting their names in the paper and their faces on television than 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 for retirement; they are against building highways, improving the waterways stopping flood controls; even this year being a dry year we read in the paper where many good Americans have lost their lives in floods, because a few fish were more important to the ecologists than the safety of the families living in the path of a dam in dangerous condition.

During the past month I was invited to address a convention of the E.G.C.A. (Excavating Grading Contractors Association) held in San Diego, California. I suggested to this group of contractors that we form an ad hoc committee consisting of a representative group from their organization and a representative group from the Union in order to work together on this vital problem.

I am going to make this same type of proposal to the representatives of A.G.C. and I am sure that everyone will agree that this is one place where labor and management must work together.

To those of you who live in the six (6) Bay Area Counties, namely, San Francisco, San Mateo, Marin, Santa Clara, Contra Costa and Alameda, there is an exceedingly important election to be held on Tuesday, June 6 pertaining to whether there will be a Southern Crossing or not. While working at the trade, I remember crossing this bay on the ferries. Also having worked on the bridge, I can remember that we were able to cross the bay from Oakland to San Francisco in a much shorter time than we are at the present time, and a much shorter time than we did on the ferries.

Not only will the building of the Southern Crossing enhance the transportation between San Francisco and the mainland, but it will be a great advantage and safeguard in case of a catastrophe that would force people to get out of San Francisco in a hurry.

The building of the Southern Crossing is just the first step. Many advantages will follow, for we know now that in crossing the bridge, the average working man and woman puts in from one to two hours a day more than should be necessary.

The argument is that Bay Area Rapid Transit will take care of this problem. As I have said before, we are hopeful that BART will solve some of the problems but if we are to develop foreign trades in Asia, the ports and airports in San Francisco and Oakland must be built and rebuilt, to provide adequate transportation for the people and products on which our economy depends. The Southern Crossing will make this part of the state a better place to live.

See More COLLECTIVELY SPEAKING on Page 4

Oakland Work Holds Steady As Bad Weather Stands Off

By BILL RELERFORD, District Representative & Business Agents, GUY JONES, JOHN NORRIS, HERMAN EPPLER, RAY MORGAN, JAY VICTOR, ERNIE LOUIS & ROBERT BLAGG.

The work picture is about the same as the last writing. The weather has had a lot to do with the work picture, however there are several small dirt spreads that are working.



Richard R. Yackley has about 150 thousand yards of dirt to move just off of Highway 4. This job will employ 12 Engineers for 25 working days. They are building sub-grade for a big condominium unit.

Boscarello has a job in Pleasant Hill. He is also building sub-grade for an apartment complex. This job will employ 5 or 6 Brother Engineers, for a short while.

The brother engineers who have the steadiest employment are the ones working in the shops.

Alcan Metal Powers has about 40 to 45 brother engineers on the payroll now and they are working around the clock, seven days a week. This company makes aluminum paint 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 an outlet for Detroit diesel engines. They employ about 50 brother engineers, who are mostly mechanics.

Tide Equipment Company which is a dealership for Case Backhoes has about 9 brother engineers on the payroll. When not working in the shop they are doing warranty work in the field on their larger machines and with the popularity of the 580 Case Backhoe am hoping this company will have a good year in this coming work season.

We are still very busy working 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 holding up very well through the small rains.

Scott and Buttner have completed their project through Hayward; they were relaying the electric cables that were eaten up by gophers on the BART system. This time when laying the underground cables, BART re-designed and laid them in a concrete liner, to protect from small animals. Also working on BART projects we find East Bay Excavators who are paving two parking lots for the train stations, one in Hayward and one in Fremont.

Oliver DeSilva Equipment can be seen throughout this county, due to the smaller type of jobs

to be done this year. DeSilva has kept in the area of 50 brothers working this year on about every kind of project imaginable. We are hoping to have a few big projects to go along with the many hundred smaller ones. DeSilva has had an Allis Chalmers HD 41 crawler dozer on demonstration at their pit in Pleasanton. This HD-41 is the world's largest dozer and is doing a fine job at that location.

There are many housing proj-

ects in progress. Les McDonald Construction is moving in on a new development in Livermore near the Livermore Airport just of Murette Blvd. and in Pleasanton. Richard Yackley is moving dirt for a new H. C. Elloit Project at the end of Vineyard Blvd. called Vintage Hills.

The Livermore and Pleasanton areas are having sewage problems and we can see some more underground work in both those

See More OAKLAND on Page 3

Way Out Front...

With KEN ERWIN

TAKING A STAND

"The best laid plans of mice and men go oft astray."—R. BURNS

The Republic and "democracy" as our forefathers propounded it, according to many, is as dead as the dodo bird. Perhaps it has been dying since its birth. For like all human devised systems that provide a framework for mankind's coexistence, the system is only as workable as the mechanics that service it.

In recent years there has been a hue and cry against the machinery and now we are hearing more frequent criticism of the political mechanics that keep it patched up—our elected law-givers.

Not only has the "seniority system" in congress been challenged, but the "electoral system" and the right of the "judicial system" to interpret and promulgate as law the intent of the Constitution.

That these criticisms come from many divergent groups of different political coloring and philosophy seems to give an honest validity to the one underlying complaint—a great number of our population are dissatisfied with our government as it is currently functioning and are demanding change in the machinery and in those who bow down to the status quo.

One of the oldest laws of political science is that "today's anarchist is tomorrow's protector of the status quo." People have always been afraid of change and thus Thomas Jefferson would warn that "storms were as necessary in the political world as in the physical world" in order to cleanse and revitalize the system. Thus Jefferson could also state with equanimity in a letter to Madison, "The executive power in our government is not the only, perhaps not even the principal, object of my solicitude. The tyranny of the legislature is really the danger most to be feared, and will continue to be so for many years to come. The tyranny of the executive power will come in its turn, but at a more distant future."

Alexis de Tocqueville, the great French political prophet, highly approved not only of the system of checks and balances within the Constitution, but was also of the opinion that "social power superior to all others must always be placed somewhere; but I think that liberty is endangered when this power finds no obstacle which can retard its course and give it time to moderate its own vehemence."

Jefferson did not mention the threat of a judicial tyranny perhaps because of a certain naivete towards his chosen profession and his belief in its dedication to the common good.

Another great French philosopher-scientist, Descartes, had previously warned nations against the threat of relinquishing too much power to lawyers because of the danger inherent in making the laws, interpreting the laws and handing down judgment on the laws. Perhaps one of the reasons that we find our system of justice in America a massive failure is because we have failed to heed this warning and have provided no system of checks and balances to protect us from the legal hedonist.

For today, throughout America, lawyers dominate all those processes on which democracy depends and as a result have gathered to themselves almost total power over the people.

We would do well to heed the words of Lord Acton: "Power corrupts, total power corrupts completely."

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Many Smaller Jobs Keep East Bay Busy

(Continued from Page 2)

areas next year. Pleasanton has already let an 18-month project to expand their sewage plant to start after the first of the year.

The work load has held up in the Rock Sand and Gravel Plants as well as, if not better than outside construction. All the plants have produced about the same amount of material as last year and the brothers working in those plants have had a better year. The Mechanics at Kaiser Sand and Gravel at Pleasanton lost all their tools to a thief 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. The 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 sewer jobs let in the past month in the downtown area. 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 Steel started erecting the steel for the Hangars.

Due to being behind in rainfall for this time of year, most of the Brothers 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. Brother Sam Nettles 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 Kiewitt & Son have got their tower cranes erected on the Pittsburg 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 their dirt work on this job around March 16.

Most of the Brothers at the P. G. & E. Plant have missed very little time due to weather.

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

"Wood is the name and Wood is his game". Leonard Wood, a 30 year member of Local No. 3 has a most unusual hobby. He said he has been whittling on wood ever since he had his first pocket knife. But in 1966 his daughter Susan asked him if he would make a jewelry box. Leonard granted her wish and used inlay Abalone Shell in the shape of horses (her favorite animal). After some experiments with different types of wood, he found hard wood to be the best for natural color and and finish. His next project was to make a large cedar chest, again for Susan. One and one-half years later, over 2,000 pieces of different types and colors of hard wood had molded a work of art. Leonard was asked to show his cedar chest in an art show and was offered \$1,000.00 for it, on the spot! It seems that his type of inlay work with rare woods had been unheard of in the United States. This particular type of wood work can be traced back to the 17th century, where French wood-craftsmen were most known for their inlay work which is called "Parquetry."

Mr. Wood has since made a round table, end table and coffee table. All his pieces are made from rare woods using their natural color and brilliance. Some of the woods used are: "Amarath" (purple heart) purple in color which comes from Mexico and South America. "Paduak" golden

brown to red in color, from the Aandman Islands. "Red Lauan", red in color comes from the Philippines. "Birds Eye Maple", sand gold in color comes from northwestern United States and Canada. "Tulip 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 12th 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 he has worked with over the past years. He would prize hearing from his old friends. He insisted we include his present mailing address, so here it is, Rt. 3, Box 403, Martinez, California.

In the survey field, out in Walnut Creek, Bryan & Murphy has five survey crews. Work seems to be going pretty good for the men out there.

Some of the jobs in progress are Ross Marr, Hiller Highlands, Crowell Ranch, Green Valley Sub., Camelback North and just starting is Presly Development.

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 Gentrytown 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 Sondroth 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 1970 Highway Act. Early results of the survey show that 85 per cent of all mass transit usage is by bus, although bus patronage has been declining generally.



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 bal-

lots. Top right, membs drop ballots in ballot box under watchful eye of election committeemen. Bottom right, ballots are counted.

Nevada Highway Work Is Best In Years

By JERRY BENNETT
District Representative

DALE BEACH
Business Representative
LENNY FAGG
Business Representative

Highway construction in Eastern Nevada should be the best in years. Three major road projects in the Elko area will be under way by late spring or early summer, and should keep the brothers in this area busy for a couple of years. The projects include Interstate 80 Pequop Summit to Oasis to be let February 24th; Interstate 80 Battle Mountain By-Pass to be let February 24th; and Highway 51—Northfork to be let March 2, 1972.

Industrial construction on their Lovelock job are nearing the halfway point. They have a spread of 651's and a Quad 9 pushing. Brother Don Voges is the Steward and is doing a fine job.

Rust Engineering is nearing completion on their job in McGill for Kinnecott. This has been a good job for approximately 8 brothers all winter without any time off due to the weather. Brother Dick Clyde has done an outstanding job for the brothers as Steward on this job.

BROTHERS, BE SURE AND RE-REGISTER, REMEMBER BETWEEN THE 76th and 84th DAY, IF THERE IS ANY DOUBT, CALL THE DISPATCHER . . . AND MARK YOUR CALENDAR!

Construction Volume is up in Nevada as the Nevada Construction Industry continues its steady growth with a volume of \$431 Million in 1971 over \$363 Million for 1970. A larger percentage of gain is predicted for 1972 as our present growth is on a solid basis. Due to Nevada's size and diversification of construction volume, we remain less affected than our neighboring states by Nixon's freeze on Interstate Funds and the ecological nuts' strangle-hold on water development projects.

Carson City area is experiencing a building boom with build-

ing permits for January 1972 more than double that last year! The \$7.5 Million dollar Ormsby House on Carson Street is the largest project underway. Brother Frank "old crow" Fernengo is doing a fine job at the controls of Mardian's Pecco tower crane.

Connolly Development Inc., an Oakland based developer of shopping centers in California and Nevada, has revealed plans for a \$4.5 million shopping center at South Lake Tahoe. Construction will begin in the early spring on the South Tahoe Y Center, located at the division of Highway 89 and Highway 50 at the south end of Lake Tahoe. Completion is slated for October of '72. The center's 146,000 square feet of building area includes a 46,000 square foot facility for a Raley's Supermarket and Drug Center, and 53,000 square feet for a W. T. Grant store.

Terry Construction of Stateline recently signed a contract for something over \$300,000.00 worth of site preparation work on the above shopping center. They have a 7-man crew working at Stateline on a sub-contract from Continental-Heller for site preparation for the new 18 story Harrahs Hotel. As with the parking building Stolte Inc. is just finishing for Harrahs, the

negotiated price seems to be a secret.

Weather in the Silver State for the last half of January and so far in February has been unusually good. Nevada Rock & Sand Co. of Las Vegas has started a second shift on the truck spread with six more engineers going to work on the I 80 Project in Reno. Pipe sub-contractor, Galey Construction Co. of Boise, Idaho, after a brief skirmish with the Federal Safety Inspector, is running two pipe crews, trying to stay ahead of Rock & Sand's dirt crew.

Hensel & Phelps started back to work on Highway 395 here in Reno with George Miller Trucking Co. hauling the fill dirt from the West 7th Street pit.

After virtually a complete shut-down due to bad weather in early January, R. E. Ferretto Construction Co. is back to almost peak operation, with approximately 15 brothers on the bank payroll. With the Northridge Hills and Yorktown Subdivisions for C.G. O. Enterprises, the Williamsburg Townhomes for McKeon Construction, and the Willow Hills Project for Nevada Land Company going at the present time, Ray Ferretto anticipates a good year, employment-wise.

Nevada has been well represented at the Rancho Murieta Training Center for the last three months, with everyone coming back with good reports about the camp. If you have thought about going and haven't yet, let us say this; "TRY IT—YOU'LL LIKE IT."

The members of Local No. 3 working at Duval Corporation ratified a three-year contract February 14th after four weeks of negotiation. The vote came after a 15-day extension of the old contract, 138 for and 30 against. Despite Phase II and serious economic and ecology problems in the copper industry, the wage and fringe benefits over a three-year period were in line with the national copper settlement negotiated before the freeze.

Highlights of the contract are: (1) retirement benefits increased by 50% with more liberal vesting rights, and (2) the life insurance, death and disability insurance were also substantially increased. Wage increases were negotiated on a percentage basis with the top classification receiving \$1.09 over three years. The average wage increase was about 85c per hour. Members on the Negotiating Committee were: Chief Stewards Ed Junger, Elec-

trical Department, Bob Phillips, Mine Operating Department, Dick Smith, Mill Maintenance Department, Mike Smith, Mill Operating Department, and Mickey Harbo, Mine Maintenance Department. The many hours these brothers put in on the negotiations are very much appreciated by the officers of Local No. 3 and the members working at Duval. The new contract should be printed and passed out to the members in about a month.

Employees at Carlin and Cortez Gold Mines were both caught in the wage freeze between August 16th and November 14th, 1971. It has been established that these employees are to receive all raise increases lost in the freeze. Anybody reading this article who worked for one of these mines during this period, should notify the company of his address if he has not received his retroactive pay.

The Executive Board and the Joint Board at Anaconda held a meeting on Wednesday, February 15, 1972 to discuss the function of the Joint Board. There was also much discussion of the possibility of changing the By-Laws to make them more compatible with the existing conditions of the N.I.C. Council.

Delegate Elections (cont'd)

(Continued from Page 1)

No.	Delegate candidate	Number of votes
38	Bill Relerford	8,020
39	Walter Talbot	7,998
40	Jack H. McManus	7,987
41	Kenneth E. Bowersmith	7,967
42	William K. Ko	7,964
43	Garth A. Patterson	7,918
44	Aster Whitaker	7,694
45	Bob Wagon	7,690
46	Ralph Wilson	7,678
47	Don Strate	7,622
48	Ernest M. Nelson	7,565
49	H. L. "Curley" Spence	7,495
50	Norris A. Casey	4,201
51	Ira Jones	4,060
52	Tom Eck	4,014
53	Herb Stone	3,944
54	Teezhee Sanders	3,720
No.	Alternate Candidate	Number of votes
1	Robert L. (Bob) Christy	7,896
2	Dick Miller	7,737
3	Gil Hager	7,700

More Collectively Speaking

(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 months that I must sound like a broken record, however, we still have eco-politicians in Sacramento introducing new bills about this every day, and in my opinion that water would be much better used in California than dumped into the ocean.

So, again I appeal to you who have taken time to give this most important matter a great deal of thought, talk to your neighbors and friends who have maybe not given it much thought one way or the other. Point out that wasted water serves no one and that people and towns in the path of those destructive floods that have frequently plagued California have a right to determine the safety of their own backyards and businesses.

You will note in another section of the paper Price-Waterhouse's report giving you the results of the election of delegates to the forthcoming International Convention. This is a very important convention; it is the 75th year 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 engineers 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 your Local 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 sent you a letter recommending the slate of candidates, which you so overwhelmingly elected, we want to thank all of you who voted for and worked with these candidates. We would, of course, like to have had a larger participation, however, we are proud that so many of you realized the importance of the need to send informed and dedicated members to the International Convention to represent you. As you know, it is at the convention that the overall policy of your International Union is reviewed and changes made from time to time to the greater benefit of all the membership.

We are still having trouble in securing approval from the Pay Board regarding some of the wages of our agreements, however, slowly but surely we are getting these problems resolved; not altogether to our satisfaction but, as a chief executive officer of your Union, I will assure you that we will continue to do everything in our power to gain

See More COLLECTIVELY SPEAKING on Page 5

State Fed Leader Hits Eco-Nuts!

(Continued from Page 1)

tion of leaded gasoline.

"Abolition must ultimately come," he said, "but the immediate banning would prove a major blow to millions of workers. It would mean the choice of buying a new auto or converting a present car. The affluent would hardly notice."

But, he said, "the low-income family would be crippled by the choice."

"Is it, then, socially responsible merely to demand that only unleaded gasoline be sold as of this day? There must be a program of measured change; there must be a consideration of worker needs," he asserted.

Recalling that historically industrial decisions were made with little regard for social or environmental consequences, the State AFL-CIO official observed:

"The origins of our polluted nation rest in the still strong

tradition of unregulated capitalism. Labor understands this and labor realizes that environmental reformers will be maligned and misrepresented by most of the U.S. business establishment.

"Labor also realizes that the environmental movement of the past decade was not only inevitable but essential if America would know something more than a civilization of waste, refuse and pollution," he said.

Henning emphasized, however, that there should be a natural alliance between labor and environmentalists and said that it's really ironic that labor finds itself "more and more in tragic combat with ecological reformers and their organizations."

But, he said, that conflict is not yet beyond control.

"It is the obligation of labor and environmentalists to search for ideas of accord if they would

both serve a common, liberal commitment," he said.

A number of such areas exist, Henning said, pointing to the Bay Area Rapid Transit System which has had the support of both environmentalist and labor since its inception. This project, he pointed out, will significantly reduce air and noise pollution and traffic congestion and improve the economic and physical environment of the area served.

At its peak, he noted, construction employment totaled 8,000 and an equal number of jobs were created in related industries. Thus BART met both environmental and economic needs.

Another area where conservationists and labor could find fairly easy accord, Henning said, is in the need to clean bays and rivers by installing new or revamped sewage disposal systems

See STATE FED on Page 5

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 25 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 5,000,000 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 224 feet in length and 28 feet tall. The board is computer controlled and will feature informational displays to cover the game in progress 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 200 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 Bolles Associates.

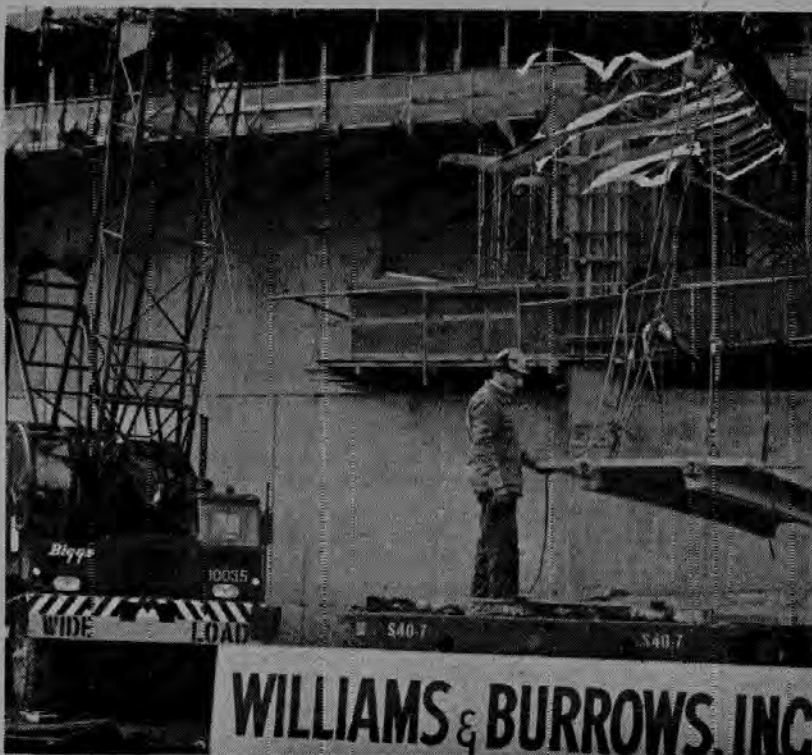
State Fed (cont'd)

—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 federal purchase and resale 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, Giant's owner, Mayor Alioto, Lou Spadia, SF 49ers and Loris DiGrazia, president, San Fran-

cisco 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 Caverly, 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 control of the monies in this country by some of the bankers and politicians, we have our lean years and our good years.

During the past month there were 1,267 members 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 34,700 Acres

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

PIPELINES WILL PROVIDE WATER TO 34,700 ACRES: The Perini Corporation of San Francisco was the lowest of five bidders at \$10,049,400 for 74 miles of underground pipelines in the Westlands Water District. Part of the work is located near Tranquility and the other near Huron. The pipelines will provide water to an additional 34,700 acres.

The Bureau of Reclamation has invited bids for an additional 87 miles of pipeline in the Westlands Water District near Huron.

The Bureau also called for bids to construct 18 miles of the San Luis Interceptor Drain between Firebaugh and Tranquility and 25 miles of drain between Tranquility and Lemoore.

A low bid of \$389,540 has been submitted on a contract to connect Highway 33 and the new Interstate 5 Freeway with a new two-lane route on Kamm Avenue in Fresno County. Turnkey Enterprises, Inc. of San Jose is the low bidder.

PLEASANT VALLEY CANAL PROJECT TO START IN MARCH: Zurn Engineering, Inc. submitted a low bid of \$1.6 million for excavation and paying of the Pleasant Valley Canal from approximately two miles south of Highway 198 to Jane Avenue. Work on the project is scheduled to start this month.

HIDDEN DAM AND BUCHANAN DAM CONTRACTS TO BE AWARDED IN JUNE OF '72: In an attempt to generate additional employment, President Nixon recommended a \$168 million budget for construction of water projects in California in the fiscal year beginning July

1, 1972.

The budget gave the Corps of Engineers the "go-ahead" for the first major construction push on two Madera County Flood Control projects, the \$25 million Hidden Dam on the Fresno River and the \$21 million Buchanan Dam on the Chowchilla River. The President approved \$6 million for the Hidden Dam and \$4.5 million for the Buchanan Dam. Contracts for the two dams are expected to be awarded in June of 1972.

A low bid of \$173,333 has been awarded to Modern Alloys Fabricators, Inc. to construct a concrete median or barrier and plant a screen of shrubs on Freeway 99 between Ventura Avenue and El Dorado Street. The median is intended to reduce accidents caused by out-of-control vehicles and the screen will reduce headlight glare.

Also on Freeway 99, about 13 miles of southbound lane between the San Joaquin River and Orange Avenue will be grooved by diamond-tipped saws to provide better traction in wet weather. The cost estimate is \$75,000.

William E. Brewer of Pine-dale has been awarded a contract of \$146,400 for alignment of Freeway 99 between Chestnut Avenue and California Avenue.

In our last issue, we did not thank the Old Timer's wives for their help and attendance in making our meeting a big success.

Dear Sir:

I wish to thank the Operating Engineers for their kindness to me following the death of my husband, Jack. Mr. Jack Bullard and the San Jose office in particular. Thank you also for the beautiful bible. It is one thing I can pass on to our daughter that might help her as she gets older and learns to accept the fact that daddy isn't coming home.

Sincerely,
Mrs. Betty Dunbar,
Corning, California.

April a Big Month for Calif. COPE

April will be a very busy month for politically active California trade unionists.

The Pre-Primary Endorsement Convention of the California Labor Council on Political Education will be held at the Sheraton-Palace Hotel in San Francisco on Friday, April 14, just one day after the deadline for voter registration for the June 6 primary election.

Delegates to the California Labor COPE Convention will act on endorsements in California's 43 Congressional Districts—five more than the state had prior to the 1970 census—as well as on endorsement of candidates for the state's 20 odd-numbered State Senate and all 80 Assembly District seats.

John F. Henning, executive officer of the State AFL-CIO's political arm, pointed out that the April 14 date for the State COPE Pre-Primary Endorsement convention should not be confused with a National AFL-CIO COPE Regional Conference to be held at the Mark Hopkins Hotel in San Francisco a week later, on Friday, April 21.

The official convention call and credential forms for delegates for the California Labor COPE Pre-Primary endorsement convention were mailed out to all affiliated organizations earlier this month.

Recommendations for the endorsement of candidates for the U.S. House of Representatives, the State Senate and Assembly should be submitted to the Secretary-Treasurer, California Labor COPE, by the local, district and area COPEs established by the various AFL-CIO Central Labor Councils throughout the state by Wednesday, April 12, 1972.

Sacramento Work Due Early Starts Near End of March

By **RALPH WILSON,**
District Representative:

AL DALTON, AL SWAN,
MIKE WOMACK,
Business Representatives

Guy F. Atkinson is starting back to work. Gordon H. Ball is contemplating late March or early April as their starting date. Most of the Sacramento Area is still pretty well shut down, but we are hoping work will pick up by the end of March.



Ralph Wilson

The Bennett Murray Construction Company is going to hang up their gloves and sell all their equipment. This makes us feel very badly, as it will take a lot of payroll out of the El Dorado County area. Lloyd Maxum was the project manager for this firm. Murray's closing will mean 17 of our good brothers will make for a longer out-of-work list.

Snow is still around the north slopes, and all our brother engineers are sure hoping for an early spring. Sears Const. Co. of Oroville was the low bidder on the Grizzly Park Housing Project and will start clearing as soon as the weather permits.

The City of Placerville has awarded construction contract and bond sale for east end project sewer job. Low bidder on the bond was Duran & Moody of St. Paul who offered to buy the bonds, the first of a proposed total sale of \$450,000 for the east end sewer project, at a net effective interest rate of 5.4281. The construction contract went to low bidder Galbreath Construction Co. of Hayward. The Bond Council told us the contractor is expected to begin the necessary documents process immediately and will arrange to

start work on the project which is estimated at about \$390,000, part of which will be financed by a federal E.D.A. Grant and the rest through assessment against property on a benefits basis.

Some of the contracts which we have successfully negotiated and signed are as follow: E. E. Luhdorff Company, M.H.S. Corporation - Compaction Rentals, Rhea Tractor Company, Lotus Aggregates, I-R Equipment Corporation, Associated Metals, Phipott Company, Clementina Ltd. Also we've organized Industrial Compaction, Cranmer Engineering, Kendall Engineering.

Weisberger, Clem, Tynan Head Ports

Morris Weisberger, Secretary-Treasurer of the Sailors Union of the Pacific 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 1967, is also a Vice President of the California Labor Federation, AFL-CIO.

Also elected to the Port council were Al Clem as Vice President and Brandon Tynan as Secretary-Treasurer.

Clem is the chief executive officer of Operating Engineers Local 3 and an International Vice President, Tynan is Secretary of the Marine Staff Officers Association (SIUNA). Clem was re-elected to the second spot in the council while Tynan was elected to succeed the late Bill Cummings, of the Boilermakers Union.

Noted Unionist, Brother Engineer Dies at 81

By **DON LUBA, Business Representative**

Business Manager and International Vice President, Al Clem, all the officers, we here in the San Francisco office, and the Brothers of Local "3" want to extend our heartfelt sympathy to the wife, family and friends of Brother Harry Hanson, who passed away on January 23, 1972 at the age of 81.

Brother Hanson was dear to the hearts of many of the brothers of Local "3," and to all the brothers throughout the International Union of Operating Engineers who knew him.

His history as an Operating Engineer was most colorful, and admired by many a brother. Harry Hanson broke into construction work at the early age of 16, as a mule skinner, and worked for various railroad contractors throughout the Rocky Mountain states of Montana, Wyoming, and Colorado.

In 1912 he joined the Steam Shovel and Dredgemen Local 29 as a Fireman, and worked for such firms as Twohy Brothers Co. railroad contractors on the Powder River-Orin Junction job out of Glenrock, Wyoming in 1914.

Shortly afterwards he moved to Bingham Canyon, Utah as a crane-man for Utah Copper and eventually broke in as a shovel operator.

He left Bingham Canyon to join the Navy during the First World War on April 23, 1917 and served on the U.S.S. West Indian and U.S.S. Nantahal as a Fireman First Class until he was honorably discharged on June 16, 1919.

Brother Hanson returned to Bingham Canyon and worked as a shovel

See More NOTED UNIONIST on Page 7



HE WAS 60 YEARS A UNIONIST and a proud man who gave generously of himself to his family, his fellow members and found pride and dignity in his work. He died full of years and accomplishments and to the end he held his head high. This is the simple story of the man pictured above surrounded by some fragments that testify to a life of union devotion. Harry Hansen is no more in this world, but the cause he gave to, the great structures he gave sweat and skill to throughout the land will stand as monuments against time and change. As will his life.

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 be decreased from 6000 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 the program. Each category in each Branch 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 and the record of each apprentice equated to fit the new program.

The process used was:
1. Adopt 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 techniques, 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 to credited category hours.

5. If the hours credited are more than the new limits then all hours over and above the new limits are non-countable hours.

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 the following schedule:

0	-	999	First period
1000	-	1999	Second period
2000	-	2999	Third period
3000	-	3999	Fourth period
4000			Journeyman

Example:

If, in the 6000 hours program, category A limit equals 400
If, in the 4000 hours program, category A limit equals 300
If, actual hours credited equals 350
Then, re-evaluation would equate to the upper limit (300) for category A, and 50 hours would be lost because the limit was exceeded by 50 hours.
If, in the 6000 hours program, category A limit equals 400
If, in the 4000 hours program, category A limit equals 300
If, actual hours credited equals 250
Then, re-evaluation would equate to 250 because the limit has not been reached.

Very soon each Registered Apprentice will be requested to appear at his Sub-Joint Apprenticeship Committee meeting. 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 shovel operator on the Big Creek Canyon job, and then the Los Angeles Aqueduct for Utah Construction, and continued on working for Utah Construction for many years.

The years 1940 through 1942 found him operating shovels for Morrison-Knudsen on the Santa Fe Dam; 42-43 at Neah Bay in the State of Washington; 43-45 operating shovel for West Construction on Attu, Kiska Islands in the Aleutians; 45-46 working for Raymond International as a shovel operator on the Monrovia breakwater in Liberia, West Africa; 46-48 at the San Francisco Airport job for Guy F. Atkinson, and 48-49 Anderson Dam with Atkinson, 1949 through 1951 he was with Morrison-Knudsen on the Grand Coulee Dam. During 1951 through 1957 he was in Bomi Hills, Liberia as a shovel operator for Liberia Mining Company. Brother Hanson then worked here locally in San Francisco until his retirement in January 1960.

Harry Hanson was not only a top-ranking craftsman of the trade, but also a sincere dedicated union member. In recognition of his union dedication, he was commissioned an organizer in 1940, 1941 and 1944 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 Brother Hanson will always be remembered by the brother of Local "3."

Brother Harry Hanson's life style was described most accurately by the minister who presided 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 DATSON,
Coordinator

Your newly-instituted 4000-hour apprenticeship 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 important to all of you is the fact that you are paid for your time as you train. The hourly rate of pay which you receive is high for the working man; in fact, it is as high as the journeyman rate in many trades. We would suggest that, if interested, you check the average wage rates for electronics technician, machinist, medical technician, etc. Most of the rates of pay for those jobs which require two to four years of college are not any higher for the Journeyman in their field than your starting apprentice rate.

On top of that, the trainee (apprentice) going through two to three years of college receives no money while he is training (unless on scholarship) and often has to hustle a part-time job after school or at night. He must almost always postpone buying a home, good car, and many of the comforts of life until school is over. The operating engineer apprentice starts earning as he learns, and while the variety of training he receives under many different contractors and in school is his most important asset, the money earned, usually over \$30,000 while in the program, helps him (and often a family) to develop a desirable life style much earlier than most of his peers in the working world.

You should keep clearly in mind that none of this PAID-as-you-go program would be possible without the union organization of which you have become a part. This union is a rich inheritance, passed on to you by the sweat of many hard working men both in past and present years. Your union is the backbone of your training and future way of life. It has many jealous critics who often wish they had what it offers. Learn about your organization, ask questions, and give it all your support. It will be just as strong as each member's support makes it!

\$2 Million Sierra Highway 49 Job

MARYSVILLE — Traffic delays can be expected along portions of Highway 49 in Sierra County while a \$2.2 million reconstruction and realignment project is underway.

Motorists are being stopped in each lane for a two-mile stretch west of Downieville while major earth-fill work is being done.

The project is in the rugged canyon above the North Fork of the Yuba River and is scheduled for completion by this fall. A new concrete bridge across Goodyear Creek will be included in the work.

JAS News

VOL. 2—NO. 3 MARCH, 1972

News and photograph copy appearing on pages seven, eight, nine and ten is paid for by the Joint Apprenticeship System.

WHERE THE ACTION IS

By BILL GAINES
Director, Affirmative Action

With the advent of the U. S. District Court Preliminary Injunction that has been thoroughly described in earlier Apprenticeship Program News Articles, our procedural problems have continued to mount. Both the Apprenticeship Program and the Union are now responsible for an incredible number of special and routinized reports, the development of information for which, severely taxes our resources.

These new reporting requirements involve everything from formation of new IBM programs to tedious "hand research" in order to produce the necessary data for the Justice Department. There is no impression that it cannot be done, but some patience will be a necessary element within the next short period of time. The development of coded lists for dispatchers is all but complete and a number of interpretative problems are steadily being ironed out. It may well be worth a phone call to me when "unusual" developments crop up, and no clear interpretation of new placement center procedures is available. Those requesting dispatches will doubtless make mistakes both out of ignorance, as well as, out of desire to take possible advantage of a yet fluid situation. We fully expect that the whole problem regarding regulation changes will firm up soon and that we can proceed more smoothly.

It would be well to remember that this recent court action is by no means final, and that the matter is yet set for later trial. In my judgment, it is vital that we, in essence, continue to produce under new regulations, which we have agreed, in order to eliminate the possibility of even further modifications of the court's order.

\$27.7 Billion in '71

Safety Council Cites High Accident Costs

Accidents cost Americans about \$27.7 billion last year, according to preliminary figures released by the National Safety Council.

The council's estimates for 1971 reveal that 114,000 were killed and 10.8 million people suffered disabling injuries as a result of accidents in the United States. Of those injured, 400,000 suffered some degree of permanent impairment ranging from partial loss of use of a finger to blindness or complete crippling.

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 \$2.29 billion; and the indirect costs of work accidents of approximately \$3.9 billion.

In the four principal classes of accidents, motor vehicle deaths (55,000) increased by less than one-half of 1 per cent; public deaths (21,500) decreased 2 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 over 1970, despite a 4 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 compared with \$13.6 billion in 1970. The 1971 figure includes wage loss, medical expense, administrative and claim settlement costs of insurance and property damage.

There were approximately 2 million disabling injuries last year, about the same as in 1970.

Work Accidents

The death toll as a result of occupational accidents was estimated at 14,200, unchanged over the past two years, the number of disabling injuries, 2.2 million, was comparable to 1970.

The fatality total, excluding agriculture, was approximately 11,900, of which 1,800 occurred in manufacturing industries. Including the loss from business fires, the total cost of occupational accidents was estimated at \$8.9 billion.

See HIGH COST Page 14



ON THE JOB and at testing and studies the Local Union No. 3 Apprentice keeps plowing ahead. Above right Joe McGowan greases cat while working on the Hughes



& Ladd road job on Interstate No. 5 at Hornbrook. At left apprenticeship applicants are being tested at the job placement center in Redding Hall. (Photos by Cliff Martin.)

Cooperation High in Oakland Support of New Apprentices

By LOU JONES

Everyone in the Oakland office is cooperating in the orientation meetings being held for newly indentured apprentices with excellent results. Any apprentice dispatched to work is advised to attend a meeting with his Coordinator on the following Thursday night. The Coordinator then explains the procedures required of all apprentices. This is of great importance, for orderly advancement in the program depends on the proper submission of monthly records to the Apprenticeship office in San Francisco.

The apprentice is then issued a set of Apprenticeship Rules and Regulations, and each rule is explained, one by one. Upon completion of the Apprenticeship

orientation Bill Relerford, District Representative, takes over for the Union and, after introducing all of the business agents, has a little heart to heart discussion with them. He explains what they can expect from our Union and what the Union expects from the apprentice. Bill does a beautiful job and the apprentices all appreciate his sincerity. Last but not least our new job checker, Ernie Louis, whom you all know, signs them up for initiation and accepts whatever amounts are being paid on their accounts. The entire meeting takes about three hours and by this excellent cooperation we are sure that the apprentice has learned how to conduct himself as an apprentice and as a member of our Union.

Hiway No. 5 Helped Many

By NICK CARLSON

FRESNO APPRENTICES ON INTERSTATE HWY. NO. 5—Interstate Hwy. No. 5, 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 Operating Engineer Apprentices in several different fields.

M. Dubach Co., completed 17 miles of freeway, starting at Hwy. No. 152, seven miles west of Los Banos. The next 37 miles of freeway was built by Mattich Corp. Robt. Fulton Co., and R. Folsom Co., are in the process of completing seventeen miles of freeway from Kettleman City to the Kern Co. line.

These three projects, in conjunction with two previously completed sections, will add up to one hundred and ten miles of this four lane ribbon of concrete. Millions of yards of earth have been moved, and several thousand tons of other materials have been imported.

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

Some Important Dates to Note

March 10—Deadline for California High School seniors to file applications to compete for 28 \$500 awards at stake in California Labor Federation's Annual Scholarship Competition.

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

April 14, Friday—Pre-Primary Endorsement Convention of California Labor Council on Political Education in San Francisco at Sheraton-Palace Hotel.

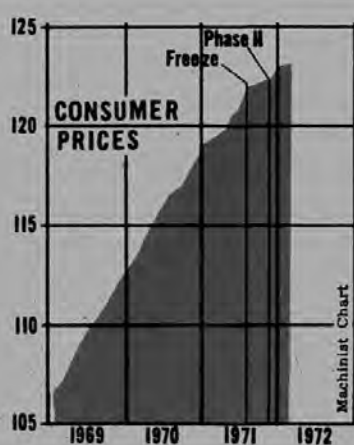
April 21—National AFL-CIO COPE Regional Conference at the Mark-Hopkins Hotel in San Francisco.

May 2-3-4—Labor's Joint Legislative Conference at Woodlake Inn in Sacramento sponsored by the California Labor Federation, AFL-CIO and the State Building and Construction Trades Council of California.

August 10-13—Democratic National Convention in Miami.

August 21-23—Republican National Convention in San Diego.

men engineers, and have learned from them. Interstate Hwy. No. 5 has been an excellent training ground for the apprentices.



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, (meat prices, which are exempt from Phase II controls, rose sharply. Higher property taxes and auto registration fees, also exempt from price controls, helped boost living costs in January.

Weather Hurt Apprentice's OJT Chances in Utah

By JOHN THORNTON

On-the-job training opportunities for apprentices in the Utah area have been at a new low recently. Unusually cold weather and heavy snowfall have greatly reduced road construction which, normally, would have carried through the winter. Consequently, the number of apprentices working during the past month has been as low as sixteen, compared 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 reclamation work including dams, aqueducts and tunnels, there is also the Huntington Canyon Power Plant project which will start

this spring. The contract on the power plant and dam at Huntington Canyon was awarded at \$96 million.

The slack season has given apprentices an opportunity to take advantage of their related training portion of the program at Rancho Murieta Training Center. The apprentices who did not attend during the winter season might wish they had, when the work season begins.

With applications for apprenticeship remaining open on a continuing 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.

Apps Pickups Show Some 50% Return For Final Testing

By CLIFF MARTIN

Since the changes were made in the selection procedures; and our program is kept open the year round; and due to the slowness of the economy and the massive unemployment, a greater number of people are inquiring about our apprenticeship program and are acquiring application. Of all the applications picked up, only about 50% return to be tested.

Ron Pelletier, Ben Bowers and Floyd Okey, apprentices from the Eureka area are taking advantage of the opportunity to return to RMTC to receive more training in the categories they need.

A large share of the responsibility for training apprentices rests with the journeymen. The apprentice depends on the journeyman to give him the help he needs to become a skilled craftsman. Apprentice training is divided into two parts—instruction on the job and technical related subjects. The ap-

prentice can learn on-the-job skills only with the help of the journeyman. Qualified journeymen are the results of good apprenticeship training. When instructing an apprentice, tell him why—show him how—let him do—emphasize safety.

We have found over the years that for the apprentice to get ahead, he must be well groomed, willing to learn, dependable, have respect for authority and comply with rules and regulations.

Dear Sir:

To all who in any way contributed to the lovely bible that was presented to me after the loss of a loved one, I do sincerely thank you. It is a lovely and treasured gift in memory of "one of the engineers."

God grant each one years of health and well-being.

Sincerely yours,
Esther Haggust (Mrs. Carl)
Fair Oaks, California



SAFETY MEETINGS play a vital role in preparing the young operating engineer apprentice for his place in the construction industry and are an integral part of his preparation to become a journeyman. Above is a typical safety meeting photographed by Coordinator Cliff Martin at the Local Union No. 3 Job Placement Center in Redding, California. In the top photo (right) Trustee Fran Walker tells it like it is. Second photo shows Brother Walker at the



mike while Bob Havenhill, Business Agent, waits to speak to the members. At bottom left a number of those attending which included (b. row 1 to r) Gene Rowen, Larry Strum, Ted Alex, F. Gibbs, A. Wilson. Center row (l. to r.) Joe McGowan, Mike Lack, Steve Clough, Gary Hiser, R. Carter and Neal Martin. Kneeling are John Picotte, B. Clark, D. Fall and John Sullivan. At bottom right members listen attentively to safety presentation.

Marysville Area Shows Dynamic Growth

By HAROLD HUSTON
District Representative and Auditor



On behalf of our Business Manager and International Vice President Brother Al Clem, officers and your representatives who serve you, we take this opportunity to personally thank all of the 165 brothers who attended the District Meeting held in Oroville on January 20th.

Your support is a must to get the job done. We will continue to give you the best representation possible.

GRIEVANCE COMMITTEE RE-ELECTED: Brothers Bob Christy, B. O. Robinson and V. B. Gilliam were re-elected at the district meeting in Oroville as your Grievance Committee members for the year 1972. Their dedication during the year of 1971 was appreciated by all the members. We know you have made an excellent choice and are looking forward to working with them during 1972.

BROTHERS RECEIVE 25 YEAR PINS AND SCROLLS: Congratulations to the following brothers who received their 25 year pins and scrolls at the Oroville meeting for having completed 25 years of membership in Local Union No. 3; Preston Christy; Thomas Friedman; V. B. Gilliam; Dana Gollenbusch and George McCollum.

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

However, it was cold enough to build up in the Sutter Buttes, Loma Rica and below Stanfield Hill, according to our brothers working in the Yuba County Road Department. These brothers worked through the night using all the County's snow removal equipment, attempting to reopen roads closed by the heavy snowfall. The Road Department reported eight inches of snow at Dobbins, eight to ten inches of new snow at Brownsville, and a foot of new snow at Strawberry Valley and Camptonville.

SIDE ROADS CLOSED: Marysville Road was open to Dobbins, and La Porte Road was open to above Strawberry Valley, but a number of side roads were closed for several days. Challenge Ranger Station reported more than a foot of snow with some 15 inches on the ground the next day. It was still snowing in mid-morning the next day and the snow was blowing and drifting.

The snowfall totaled 1.51 inches at Challenge for 24 hours. The overnight low there was 25 degrees. Reilly's at LaPorte estimated that there had been 2½ feet of new snow overnight with about 4½ feet on the ground at the 5,000 foot level. It was still snowing the next day, with the low temperature near 16 degrees. Gridley reported about two inches but nearby Live Oak had only about one-half inch. Sutter had enough to cover the lawns and Sutter Union High School students went up into the Buttes

and brought down enough snow to construct a snowman at the school parking lot.

Beale Air Force Base had enough snow for it to stick on the ground for awhile, but it melted later. Loma Rica had about two inches of snow, and Wheatland had about one-half inch which melted right away. The storm brought .83 inch of new rain to Marysville-Yuba City, boosting the season's total of 7.90 inches, still well below the normal for this time of year of 10.71.

Highway 70, the Feather River Canyon route, was open, but chains were required as they were on all mountain highways. This was one of the coldest air masses in 10 years to hit northern California. The few jobs that had not been shut down for the winter were paralyzed during this freak storm.

Highway Project in Sutter: A \$21.25 million construction budget has been adopted by the California Highway Commission—including \$500,000 for reconstruction of 7.2 miles of failed sections and resurfacing of Highway 99 between the Garden Highway—Sacramento Avenue near Nicolaus and Highway 113 in Sutter County.

Included in the fiscal 1972-73 spending package adopted in Monterey is \$120,000 for replacement of a deteriorating timber bridge across Slack Ravine about two miles east of Smartville. As part of the project is installation of two 150 foot by 108 inch corrugated metal pipe culverts.

The commissioners also authorized a \$625,000 project for Colusa County for reconstruction of 6.5 miles of failed sections and widening portions of Highway 45 between Market Street in Colusa and just north of the Southern Pacific Railroad tracks. The project also includes construction of a left-turn lane for northbound traffic at Maxwell-Colusa Road and for flashing signals and traffic gates at the railroad crossing.

The new highway construction program is \$15.62 million higher than the budget for the current fiscal year, but below the record highway budget of \$1.1 million adopted in 1967-68. Federal funds will finance \$394.14 million of the budget. The federal money includes \$294 million for work on the Interstate Freeway System in California. The com-

mission scheduled work on 56 miles of the interstate system during 1972-73. The program contains \$218.41 million for continuing projects started in previous years.

The spending program contains \$941,000 for environmental research and pollution control and matches the record \$16 million allocated in the current budget for traffic safety improvements in high traffic accident areas. A total of \$39.16 million was allocated to cities and counties for local road projects. Of the \$527 million in state funds in the budget, \$396.6 million will be derived from gasoline and diesel fuel tax and \$100 million from motor vehicle fees.

Pavement Marker Job Bids Asked By State: Bids on a project for placement of pavement markers at various locations in Yuba and Sutter counties are being called for by the California Division of Highways. Bids were opened on November 10th in Sacramento. Plain and reflective raised markers will be placed at the following four locations on Highways 99 and 70.

Highway 99 in Sutter County from the Sacramento - Sutter County line to just north of the Feather River.

Highway 99 in Sutter County from a point 4.5 miles north of its junction with Highway 113 to Franklin Road, just south of the Yuba City limit.

Highway 70 in Sutter County from its junction with Highway 99 to the Sutter-Yuba County line.

Highway 70 in Yuba County from the Sutter-Yuba County line to just north of the Clark Diversion canal.

Lake Oroville Funds Approved: The Senate passed a bill appropriating \$92,000 for development of recreational facilities at Lake Oroville. The measure by Assemblyman Ray Johnson, Chico, was returned to the lower House for concurrence in Senate amendments on a 29-0 vote without debate.

Seator Fred Marler, Redding, explained that the money was required because of a cash flow problem in the state's collection of revenue approved recreational facilities.

COMMANDMENTS OF HUMAN RELATIONS

1. Speak to people—there is nothing as nice as a cheerful word of greeting.

2. Smile at people—it takes 72 muscles to frown and only 14 to smile. Do it the easy way.

3. Call people by name—the sweetest music to anyone's ears is the sound of his own name.

4. Be friendly and helpful—if you would have friends, be friendly.

5. Be cordial—speak and act as if everything you do were a real pleasure.

6. Be genuinely interested in people—you can like everyone if you try.

7. Be generous with praise—cautious with criticism.

8. Be considerate of the feelings of others—it will be appreciated.

9. Be thoughtful of the opinion of others—there are three sides to a controversy, yours, the other fellow's and the right one.

10. Be alert to give service—what counts most in life is what we do for others.

By DAN SENECHAL
Business Representative

When you read this article, brothers, we will be closer to the work season. We have just had a couple of days of sunshine and I'm sure we all are itching to hit the seats but I am sure there is more bad weather on the way. Hignes and Ladd's job at Goodyear Bar is doing crane work at this time. The dirt spread is still down.

Morgan Equipment working out of S.M.C. yard at Oroville, has called back the brothers there for some more work. The Linda Mall job will probably get going again if the sunshine holds up for a few more days. Most of the work is down because of the bad weather but there are jobs in the hopper that we hope will materialize.

Mathews Readymix is still moving about the same at their plants in Oroville and Hammon-ton. Robinson Construction had a stroke of bad news when the bids for Kelly Ridge was thrown out.

January was an unusual month, with snow falling in the Valley. It has been a number of years since this has happened. Parts of Oroville had as much as four inches in places. It was almost a White Christmas.

We would like to thank all the Brothers who attended the January District Meeting in Oroville. It takes all of us working as a team to get the job done.

An additional note in regards to unemployment; I understand that new claims filed after March 6, 1972 will be at the new raised amount.

By A. A. CELLINI
Business Representative
WEST SIDE: Work in the area

has slowed down. Winter has finally set in with snow falling in areas that have not had snow for twelve years. While other areas are having rain, let's hope all the bad weather comes now. Jobs then can get started in the Spring and keep going.

Robert G. Fisher has all of the concrete poured on the seven-story classroom and office building at Chico State College. A. A. Plumb Concrete Pumping of Paradise did the final pump work on this job. Sixty-two hundred yards of concrete were supplied by Taylor Ready-Mix.

Kaiser Sand and Gravel in Hamilton City has a small crew working. Steward Glen Berglund operating a self-loading scraper is stockpiling material. Material leaving the plant is being loaded by Loader Operator Brother Jack Bristow. Repairs are being made to the plant by Brother Mechanic Joe Besser with Brother Martin Rizer assisting.

In the Paradise Pines Area, Kemen and Son has started clearing and grubbing the first of four units. A Teichert and Son will build roads and entrances to home sites in the Spring on these units. Clearing and grubbing units also in the Paradise Pines Area is Triangle Engineering for Butte Creek Rock Company.

First bid on the new Butte College site in the Pentz Area was awarded to Baldwin Construction of Marysville for \$2,119,000.00. This bid is primarily for site preparation and underground work.

Grievance Committee Elections

In Honolulu on January 26, 1972 the following were elected to serve on the Grievance Committee:

John Hoopii, Richard Lacar and Schoichi Tamashiro.

In Hilo on January 27, 1972 elected to serve on the Grievance Committee were:

Clyde Omija, Ichiro Matsui, Richard Shiigi and Richard Weiser.

At its meeting on February 8, 1972 the Stockton District membership reelected the following to serve on the Grievance Committee:

Laurence Chapman, Gordon Bosley and M. E. Hayes.

The Oakland District membership, at its meeting on February 17, 1972, reelected the following to serve the ensuing term on the Grievance Committee:

Ray Royer, Bill Adams and Bill Proffitt.

At its meeting on the 22nd of February, 1972 the Sacramento District No. 8 membership reelected the following to serve on the District Grievance Committee for the ensuing term:

Tom Eaton, William E. Best and Gary Morthole.

At its meeting on the 9th of March the Santa Rosa/Ukiah District No. 10 members elected the following to serve on the Grievance Committee:

Howard Seacord, Les Crane
See More GRIEVANCE on Page 14



CHAINS WERE required on the Marysville-LaPorte Road above Browns Valley following the area's most severe snow storm of the season. The storm left several inches of new snow near Dobbins and left a white

blanket of snow at such unlikely places as Beale Air Force Base, Live Oak and Sutter. Other sections of the area were hit with snow, heavy rain and strong gusty winds.

Giant Utah Power Plant Work Slated

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

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

Future plans envision a plant with a capability of as much as two million kilowatts costing upwards of \$300 million — "all dependent upon the availability of adequate coal and water and other economic factors."

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 430,000 kilowatt generating unit together with a dam and storage reservoir on Huntington Creek. Coal will be delivered to the generating plant from an upcanyon underground mine via a two-mile-long conveyor belt. Power from the generating plant will be delivered into UP&L centers over its extra high voltage line stretching from near Salt Lake City to the Four Corners area in New Mexico.

The first unit, alone, will gen-

erate 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 \$96 million.

Construction of an earth-fill dam that will back up a lake of an ultimate capacity of approximately 30,000 acre-feet will get under way this spring with a completion of a first stage in 1973. Its water will be used for cooling and other plant needs. Electric Lake reservoir will be located on Huntington Creek 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 joint-venture Jacobsen-Jelco at \$91½ million. Gibbons & Reed Company was low bidder at \$4½ million on the Electric Lake dam.

Completion of the 430,000, first unit of Huntington Canyon Power Plant is scheduled for 1974. Ground was broken at the site in March of 1971 and five major sub-contracts were awarded last year:

Excavation and site preparation to W. W. Clyde & Company of Springville;

Site development that included domestic water systems, sanitary sewage and sewage treatment systems to W. W. Clyde;

Concrete supply to Geneva Rock Products;

Foundations including the turbine pedestal to W. P. Harlin Company, Salt Lake City and W. W. Clyde.

Administration building to W. P. Harlin Company.

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 400 men. Following construction, operation of just the first unit will provide an annual payroll of some \$400,000.

The plant will incorporate anti-pollution equipment and other aesthetic and environmental considerations such as plant

appearance and ash disposal.

Quotations on the electrostatic precipitator for the new Huntington Canyon Plant have guaranteed efficiencies of 99.5 percent. 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 SO₂ 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 particulates within a ten mile radius of the 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 effect, if any, that the plant may have on such aquatic organisms.



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.

"Bypass Now" Group Wins Close City Council Tally

By AL HANSEN

NOVATO CITY COUNCIL VOTES TO SUPPORT SPEEDY CONSTRUCTION OF FREEWAY BYPASS — A throng of "Freeway Bypass Now" advocates, led by the Novato Chamber of Commerce won narrow 3-2 city council support amid some calls of recall and charges of conspiracy. Two Councilmen held out for a resolution supporting all due speed in constructing the bypass, but only if "subject to requirements of law" also was emphasized, thus acknowledging the federal court hearing on a bid to get an injunction freezing the freeway bypass until after an environmental impact study is made. Delay could be critical, because water main relocations scheduled to accommodate the bypass would be thrown into chaos, plus bringing costly charges from MGM Construction, which has been awarded a \$464,893 contract to relocate a 30-inch pipeline between Atherton Avenue and the Sportsman Lodge. That relocation is supposed to be done by mid-June. Freeman-Sondgroth were low bidders.

The California Division of Highways is calling for bids on two construction projects in Marin. The largest project calls for the widening and resurfacing of Route 101 from the Golden Gate Bridge to about 0.3 mile south of the Richardson Bay Bridge and adding a fourth northbound lane from just south of Rodeo Avenue in Sausalito to

just south of Richardson Bay. A drainage collection system will be provided in the median of the freeway at the foot of Waldo Grade. Total length of the project is some 3.8 miles. Approximately \$825,000 is available for the project on which bids will be opened on February 23.

The second Marin County project will provide safer roadsides along Route 101 and Route 17 by modifying the highway lighting systems in and near San Rafael and Novato at various locations on Route 101 from the California Park overhead to one mile north of Ignacio Blvd. overcrossing and on Route 17 from one mile north of San Quention undercrossing on Route 101. Lighting standards will be repositioned on "breakaway" bases that give easily on impact and reduce the severity of accidents which may occur when out-of-control vehicles leave the roadway. Bids will be opened in Sacramento on Feb. 16. Approximately \$67,000 is available.

Work in Marin County is going along at a fairly good pace, considering the time of year. FANFA - MULLOY is keeping quite a few boys busy on their jobs located at Kaiser Hospital in Terra Linda at the East End of San Rafael, "Bahia Rafael."

Freeman-Sondgroth going at a good pace on their job at Terra Linda—across from the Civic Center.

Massman Construction job at Richardson Bay Bridge is making good headway. We can notice a change already.



CONSTRUCTION ON Electric Lake Dam and Reservoir, part of the giant Utah Power & Light Company's \$300 million power complex near Huntington, Utah is sched-

uled to start shortly. The giant earth-fill dam shown in the artist concept above will have a 30,000 acre feet capacity and first stage should be completed by 1973.

Moseman Gains First No. 680 Freeway Bid

By ROBERT E. MAYFIELD,
District Representative

One Down, Two to Go on 680 Freeway Bids — As my last month's newspaper article stated,



Bob Mayfield

the remaining sections of Highway 680 would be let out for bids. The first section went to C. K. Moseman Company with a low bid of \$11.9 million. No pre-job conference has been held with this company as of this writing, so full particulars are not available; but it has been told that Moseman will most likely sublet a good portion of this contract, except structures, to a large local firm, which would be fine by us. On Feb. 23 another section of this State Highway will have its bids opened. Then, in either April or May, the final segment let, which would bring between \$25 and \$30 million worth of brand new freeway work, which should all be in full swing by late spring or early summer, and will be a big shot in the arm as to the work outlook in San Jose for this coming work season.

We would briefly mention that over the past couple of months quite a few informal meetings have been held throughout our area with rank and file, with the main topics being pension, health & welfare, the working contract. These meetings were held with the various Business Agents and myself. It has been gratifying, as almost without exception the response has been that they all knew they had something in the way of a pension, but in truth, they did not know exactly what. After such informal sessions, they could clearly see how pension credits are now accumulated and wished their fellow workers could come to a similar meeting if and when one would be held.

This month will mark the beginning of pre-contract meeting with the Soils Testers with the first such meeting to be held in Oakland and the next here in San Jose. This contract, to this fairly newly organized and growing group, is equally as important to them as the A.G.C. contract, the Tech Engineers, Dredging, and Equipment Dealers are to our rank and file working under those agreements. With the Wage and Price Board, and a definitely unfriendly administration, negotiations loom as being very difficult. Full support by everyone plus skillful bargaining are absolutely necessary.

In closing, we would like to mention that this office has a new dispatcher, Wayne McBride, whom everyone should become acquainted with. Jay Bosley, the present dispatcher, was promoted to a newly formed job in the Apprenticeship office in San Francisco under the able direction of Jack McManus, Administrator. Jay has done an excellent job with his many hours of hard work on behalf of our members, and I'm sure greatly appreciated, but as a result, is getting this new job and promotion and certainly, as we all know, progress is something we would not want to stop.

By JACK BULLARD
Santa Clara County West of

Highway 17 and North of Landess Avenue:

The heavy rains haven't hit yet (in mid February).

Leo F. Piazza is completing the work on Hwy. 17 and Hwy. 280. Ray Gonsalves is still on blade, Louie Ranger still sets grade, and Don Kruger is now on roller. Russell Tucker is also on blade. Al Hurt, steward at the Piazza yard, was working on Tucker's blade.

Bob Sandow hit the hospital just recently, had an intestinal operation. He is moving around gingerly, walks several blocks now, can drive a car. He will be able to work when you read this. Bob has donated five gallons and three quarts to our blood bank over the past years. Bob is an oiler with Bigge.

Ray Morin, a party chief with Ruth and Going, has had a bad time with his back—had to have an operation. He's getting better, but slowly.

Russ Kincade runs a fork lift for John Davis, super for Builder Boyd at Fair Oaks. He's also a good mechanic. Says he joined Local 3 in 1948 in Oakland. Bus. Rep. that took him in was a man, name of Al Clem. Gene Collette is running a lift on the same job. Les Collette, deceased, was his brother, and a Representative with Local 3 for many years. Brother John Wales was recently promoted from operator to foreman.

Jay Bosley has left our office and is now employed in the Joint Apprenticeship Committee office in the City. We wish him well. The new dispatcher is Wayne McBride. I think Al Clem still hires us by the pound. Wayne is 6'4" and weighs 222 lbs.

We met at Warner Yates San Jose yard recently, before work. Some of the members present were Dick Whitewing, steward, Ron Whitfield, Fred Spence, Bob Johnson, Raymond Hall, Ed Show, J. Vanderpool, Chuck Graham, Rufus Brantley, Bill Jespersion, Jess Meza, Bobby Gray, and Frank Bettencourt, Joe Reyes is a new employee there. Ron Whitfield is a journeyman lubricator, and is now training as a mechanic. Raymond Hall joined us there just recently.

While speaking of shops, Hal Kauppi, steward at Clark Equipment, has taken two weeks in Mexico for a vacation.

Had a meeting here in mid-February with the Testing and Inspection. Don Kinchloe, Treasurer, Mike Womack, and Ron Butler presided. Bob Mayfield and I represented this office. Mike reported that Smith Emery, a Testing company from Southern California, signed a testing agreement with our Union.

Some of the stewards present were Ernest Janikowski—Cooper Clark, John Nunnally—Hales Testing, and Ray Colvard—Testing and Controls. Other members attending included Jerry Sanders, Apolinario Galanza, Gordon Tucker the wild Australian, John Ekberg, and Dean Tupper.

Brother Delbert Gainous runs a truck mounted drill for J. F. Shea. Saw him recently drilling holes for bumper strip on Hwy. 17—Camden Ave. Brother Larry Torres was there later, same rig, same work, same Shea.

Ran into John Toney, George Bartlett, and Gerald Ingersoll recently, surveying with MacKay and Samps. They were on a site where Ewell Paxton was trenching for P.G.&E. I have agree-

ments for them, but haven't seen them since.

Brother Joe Baccelli was filling in for Ed Mammolaat CAP Concrete recently. This ready-mix plant is at Wolfe Road. Ed's back trouble had him off work for a short time. Marty Martinez is the sole brother at Peninsula Readymix in Sunnyvale. No readymix, just material. Chuck Krismer, steward at Conmat, Campbell, took two weeks off after Christmas.

Our new "Open Night" is now Thursday night, Brothers. We are not open Wednesday night anymore. Almost all offices in Local 3 are now open Thurs. evenings.

SAN JOSE DISTRICT SURVEYORS—Tell me more news of yourselves and other surveyors. We will pass it on in this article. You will find some survey news in this month's column, but not enough. If you don't see me, come by Thursday night, when we are open, or call the office—295-8788.

By TOM CARTER

The work in the area is holding up very well for this time of the year. Most of the local contractors are keeping their regular operators busy and will continue to do so, if the weather will cooperate.

C. K. Moseman Const. Co. of Shingle Springs was low bidder at \$11,892,000 for a major freeway job in East San Jose.

The State Division of Highways announced that the firm was among seven bidding on the work that includes construction and interchange between the Joseph Sinclair Freeway (No. 280) and the southern end of the Bayshore Freeway (101).

Constructing 2.2 miles of eight lane freeway on Interstate 680 a half mile of eight lane freeway on new alignment will start on the Joseph Sinclair Freeway beginning at McLaughlin Ave. and leading into the interchange, from that point northeast to Alum Rock Ave. eight lanes of Interstate 680 will be constructed. This will be the southernmost portion of Interstate 680.

The contract includes two single lanes of roadway of about a half mile each along the outer side of the existing route 101 freeway in a northeastern direction from the interchange. This will facilitate future expansion of the roadway.

State Highway spokesman said interchanges with Interstate 680 will be provided at King Road, Jackson Ave., Capitol Expressway, and Alum Rock Ave.

The entire project is scheduled for completion late in 1973.

By JACK M. CURTIS

The work picture in the southern part of District 40 looks good for 1972. Architectural and landscaping plans for a \$1.75 million planned unit development on Lockwood Lane in Scotts Valley have been delivered for City review by the Associates, a development company headed by former Scotts Valley Mayor, Bill Graham. The development includes 50 two-bedroom apartments in a town house complex to be located on a 4.76 acre site adjacent to the Valley Gardens Nine Hole Golf Course. The town houses will include two duplex apartments each. The apartment unit will sell for about \$35,000 to \$40,000 each. Muratta Bros. of San Jose is doing the excavating. A \$2-million development in-

cluding a new Thrifty Drug store, Alpha-Beta market and twin screen movie theater is slated for construction at the end of the rainy season at Kings Plaza shopping center on Capitola Rd. near 41st Avenue.

Negotiations with the Emporium to set a construction date for their proposed department store at 41st Avenue and Capitola Rd. are continuing. Plans call for the development of an enclosed mall linking both Sears and the Emporium in the 48 acre shopping center. The mall and other shops will be built in conjunction with the Emporium construction. The center will contain more than 3,000 parking places with final construction. Milburn Const. Co. has started

moving the earth again on their highway job at Fort Ord. This has been a good job. Most of the Brothers worked all winter. Sharp & Fellow has the railroad relocation on this project.

Work around Watsonville and Monterey has not been very good this winter but looks good for the rest of 1972.

In Salinas, Granite Const. has kept most of their Engineers working all winter.

Brother Bob Mayfield and myself have had several meetings in different areas and plan on having more. Bob is real sharp on the pension and health and welfare and the Brothers seem to enjoy these meetings.

This is election year, so again, we urge you to vote.

Bridges Play Very Big Role In Early Eureka Work Plan

By RAY COOPER and
GENE LAKE

BRIDGE PROJECTS TOP EUREKA AREA EARLY WORK —Low bidder for the construction of a Route



Ray Cooper

101 bridge and its approaches across the Eel River in and near Rio Dell, to convert the present two-lane road to a four-lane freeway, was Lew Jones Construction Co. of San Jose.

The Jones firm submitted a low bid of \$2,655,385 out of eight bids received in the Dept. of Public Works in Sacramento. A total of \$3,100,000 has been made available for the project by the Highway Commission.

The project is from Bellview Avenue to 0.5 miles north of the north end of the Paul E. Mudgett Memorial Bridge. The existing highway crosses the river via the Paul E. Mudgett Memorial Bridge serving both directions of traffic. The new bridge will be constructed about six hundred feet down stream and will serve southbound traffic only. Upon completion of the bridge in the fall of 1973, the Mudgett span will carry northbound traffic alone.

In Del Norte County, the Division of Highways is calling for bids for the widening of an existing bridge across Middle Fork of the Smith River by replacing the concrete bridge rail and curb with metal beam bridge railing now underway. The project is located on Route 199 about two miles east of Patrick Creek and ten miles east of Gasquet.

The bridge is also to be widened on the northwest and southwest corners, along with the approaches. The proposed improvement will provide easier access for traffic onto the bridge. Bid opening will be March 8th in Sacramento. The work is scheduled for completion by early summer 1972.

Huntington and Moseman were low bidders on another project that will include 1,430 feet of bridge and some four-lane highway construction. This job will be near Piercy, just south of the Humboldt County line.

Last week while snooping around out in the "boonies" we noticed where bids for improvement of a Forest Service road

may be called for in the near future. We are referring to a continuation of the project nearly completed by Deeco Engineering. Contractors last fall. This proposed project is about a mile west of Dinsmore and will tie into Highway 36. The roadway has been started but it seems there are some problems on right-of-ways. Roadway excavation, drainage facilities and a small bridge would be included in the contract.

Manson General's hopper dredge completed their dredging and backfill of the bay crossing pipeline job, which turned out to be a good winter show for the dredge hands. We understand that Manson-General (as a joint venture) has dissolved partnerships and from here on out will be on their own, individually.

Western Pacific dredging is moving in behind the completion of Manson-General's job, so will be taking up the slack to keep the dredgemen working. The dredge "POLHEMUS" will be working three shifts dredging the Georgia Pacific Pulp Mill dock site and hopefully will pick up other work in the bay.

Mercer Fraser Company has kept their shop crew busy all winter with an extensive overhaul program in order to have their equipment ready to roll this spring. Their Trinidad Quarry operation has also kept a number of Brother Engineers busy furnishing the aggregate for Umpqua River Navigation on the south Jetty project. Their kick-off job for the season should see them setting up their crusher and hot plant over in the green-stamp and jelly-bean country where they have an overlay of approximately 70,000 ton of asphalt and open grade material to put down between Weitchpec and Orleans on Highway 96. We are optimistic that Mercer Fraser Company's General Manager, Fred Bott and Superintendent, Harley Stevenson will sharpen their pencils and come out on top in future bids in order to keep 90 to 100 Brother Engineers busy manning their five hot plants, seven crushing plants, paving and other earth moving equipment.

Last but not least, congratulations are in order to Brothers "Pete" Childers, "Rocky" LeRoy and "Mickey" Dillon on their reelection to the Eureka Grievance Committee. Keep up the good work!!!

Shasta County Highway Work Will Get \$1.13 Million Check

By KEN GREEN and BOB HAVENHILL

The State Highway Commission has allocated \$1.13 million to finance a major Interstate 5 project in Shasta County. An additional \$1 million was voted by the Commission for widening seven miles of Interstate 5 into a full freeway between Hornbrook and the Oregon line. The construction contract will go to Hughes, Ladd and McConnell Construction Company of Redding, which offered the lowest bid of \$8 million. The state previously had allocated only \$7 million. The project, the last freeway construction to go to bid on Interstate 5, is scheduled for completion this Fall.

The Highway Commission allocated \$133,000 for two projects on Highway 299 — \$89,000 for widening of a .7 mile section of the highway between Stillwater and Dry Creeks near Bella Vista, and \$44,000 for widening of Highway 299 at its intersection with Victoria Drive, 1.7 miles west of Redding.

The Victoria Drive project includes installation of a turn lane to cope with increased traffic in a growing residential area.

The State of California can levy fines against the City of Anderson to a maximum of \$6,000 a day if the City willfully refuses to meet State Water Quality Control Board standards. The state will not allow the City of Anderson to continue polluting the Sacramento River. Presently, the city releases half raw sewage into the Sacramento River. The bond issue, to provide money to correct this problem, is a critical issue. Applications have been made to state and federal agencies for grants for new sewage lines, but they will not be acted upon until after the election. Estimated cost of the project is more than \$2 million.

The City plans to collect revenue from four sources: New taxes would be levied at the rate of 40c per \$100 of the assessed evaluation, increasing to 60c in three years, then tapering off. Sewer service charges of \$3 per month will be paid by users. Ready-to-service charges of \$10 a lot or acre will be charged each year on all developed or vacant lots.

Those more than 1,000 feet away from the system will be exempt. This makes potential users of the system help pay initial cost. Connection fees of \$200 per lot will be a one-time charge only.

Bids for enclosing and air-conditioning two blocks of Market Street in downtown Redding are expected to be let at the time this is published. This phase of the mall would cover a 49-foot wide section of Market Street from Tehama Street to the intersection of Yuba Street with a roof-over mall. Plans call for "activity plazas" at what is now the intersection of Butte and Market, and, if the price is right, at the intersection of Yuba and Market. The Yuba and Market activity plaza was described in the bid specifications as an "alternate," meaning that if it doesn't cost

too much it will be built now. If too high, it will be built later. Would-be contractors for the mall job have several other alternates, including a choice of paving materials and a choice of central air-conditioning or individual air-conditioning units in several locations throughout the mall.

The Redding Redevelopment Agency also got a look at the preliminary plans for the new 54,000 square foot Payless Store to be built in the downtown mall area. The store is to be a one-story construction, 180 feet deep, from the middle of Market to the Market-Calif. alley, and 300 feet south on Market from the Market-Tehama intersection. The preliminary drawings show a huge, barnlike structure, its main entrance on the Market-Butte "activity plaza." A 40 foot wide door is to lead customers into a concourse running through the store building from Market Street to the alley.

Robert Hill Construction Company of Redding was awarded a contract for ripping up Market Street around the Payless site. Hill, a former Redding Redevelopment Agency member, turned in the lowest bid among three firms.

Robert Hill was also low bidder on the Heritage Plaza housing development for low-income persons. This project is completely financed through the Federal Housing Administration. The Sproul Construction Company of Orange County is the major contractor on the project, estimated to take five months for completion at a total investment of \$959,350.

Joe Lema Construction of Redding was the successful bidder on Ashby Road and bridge improvements in Shasta County last month to the tune of \$218,000.00. This job will be close to the Redding area engineers as will the Mercy Hospital road job (A. Teichert & Sons) in Redding proper (also in the \$200,000.00 bracket).

Hughes & Ladd, Inc. and Carl R. McConnell JV were finally awarded the Hornbrook (at the bug station) job, on Hwy 5. The difference between Hughes & Ladd Inc. and Carl R. McConnell's bid and the next low bidder (Ray Kizer) was only \$9 thousand. Hughes & Ladd, Inc. and McConnell bid low at \$8 million-sixty thousand as compared to Ray Kizer's bid \$8 million-sixty nine thousand dollars. Wally Hughes will be the Project Manager, assisted by Harold "Jiggs" Giest, Superintendent. They expect to get started with the clearing in early February with the Right-of-Way fencing (Apex Fence Co.) to go in right away. The fencing is a key factor before much can be done on the clearing, due to the grazing land on both sides of the project. Hughes & Ladd expects to employ around thirty journeyman operators on this job, to run a single shift 8 hours 5 days through to completion date (12-73). There will be a lot of shot rock and seven bridges scattered over the approximately five-mile job.

C. Norman Peterson Company of Berkeley is progressing rapidly on their Yreka Wastewater job with several Brothers drawing nice Winter paychecks and should go through July or August.

Gordon H. Ball, Inc., is still down for the Winter, but a few of the HDR/Welders have been working steady getting the equipment ready for the Spring thaw, and will be back on a two-shift basis as soon as the weather permits. This is the biggest job in our area and will employ around seventy operators, through most of 1972.

J. F. Shea Company, Inc., has moved back into Lake Shastina job, hoping to get unit five under contract this Spring. Right now they are working on the water system and streets contracted last year.

The Dunsuir and Airport Road Interchanges are about ready to be let for bid and should help our "Out of Work" list considerably.

North Valley Construction, Inc., is ready to roll on their International Paper Company's road job near Medicine Lake when the snows melt.

The Green Company has started setting up their crushing-screening plant near Madeline, Calif., in preparation for running 750,000 tons of ballast stone for the S. P. Railroad—this job will run through October 1972, and will employ approximately eight to ten engineers.

The temperature dropped to 25 below zero last January in Madeline, and at the Moon Valley Ranch job of Vahlco Corporation near Termo, Calif. Vahlco has had eleven operators working on this job right through the worst of the Winter. Brother! those operators are hardy individuals as are the operators who have worked all Winter for the Cascade Steel Fabricators on the Publishers Mill job near Burney, Calif., in three feet of snow with the temperature running around zero.

If you are about to run out of unemployment insurance you may be entitled to an extension. Ask about it at your Department of Human Resources and Development Office.

There is still plenty of time to go to "The Ranch" for that extra training in your present skills or to pick up that new skill you have been wanting to learn to make you more employable. This is an extremely competitive occupation and the "Top Hands" earn the lion's share of the money. If you are not one, become a "Top Hand" at "The Ranch."

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.

Lamon Construction Company of Yuba City was apparent low bidder with \$119,900.

The job consists of moving temporary building B from its present site on Warner Street across First Street to a new location.

When the job is awarded, the contract winner has 30 days to start work and must complete the job by mid-May, date library construction is to begin.

Other bidders were Butte Creek Rock of Chico, \$129,600; R. C. Gallion of Burbank, \$130,000, and Technical Enterprises Inc. of Richmond, \$134,430.

Agencies Slow Funds For Stockton Jobs

By WALTER TALBOT, AL McNAMARA and BOB SHEFFIELD

Although the weather has been favorable for an early start in the construction industry in this district, contractors are reluctant to commence new projects or resume work on unfinished projects. This in some cases is due to the fact that the awarding agencies are holding up permission to proceed because February has been the month with the most rainfall. However, with February past, we do anticipate an earlier start than usual, as the work is now beginning to break.

Campbell Construction Co. of Sacramento was low bidder at \$4 3/4 million on Holt Center at Delta College. This is the second contract now awarded at the new campus site with another contract to be called for bids later this month.

Charles Bloom Co. of Stockton has commenced his \$645,750.00 building contract for Franzia Winery near Escalon, S. M. McGaw Co. has the sitework, paving and storm drains.

A contract to complete the widening of West Lane to four lanes from Stockton to Lodi has been awarded to Teichert Construction, who submitted a low bid of \$447,127.00. The project involves widening the road for about 2 1/2 miles from Hammer Lane to Eight Mile Road.

The California Highway Commission will spend \$565,000.00 for landscaping along the West Side Freeway between Stockton Channel and the Calaveras River. The work will include installation of an automatic sprinkler system.

George Reed Co. of Sonoma was apparently the low bidder on a water main—storage tank and treatment facilities at Plymouth. Bid price and length of job has not been announced.

Massachusetts state officials recently ordered a 27.6 per cent reduction in 1972 premium costs for compulsory bodily injury auto insurance. They also proposed that another 27.6 per cent be cut be made later.

The reduction was attributed to the success of the state's no-fault auto insurance payment system that went into effect on the first day of 1971.

State officials said that savings under the law have been far greater than anticipated.

Syar & Harms, subcontractor of Murphy-Pacific Enterprises on the Interstate 5 contract at Mossdale, has resumed operations on the sub-grade, paving and concrete work—completion date, late summer.

Roek Construction and their subcontractors continue to keep several brother engineers employed on the new Delta College campus.

Learner Co., scrap metal dealers in Stockton, have three engineers employed on the cranes. They expect to ship 100,000 tons of scrapped automobiles this year. The cars are shredded into small pieces of metal and stockpiled for shipment from the Port of Stockton, mainly to Japan.

H. Earl Parker has several engineers working on Highway 4 near Copperopolis. The joint venture of Parker & George Reed, which is in the same vicinity on the O'Byrnes Ferry Road, will also be underway by the time this article is published.

Claude Wood Co. of Lodi has about completed the dirt work on their levee repair job at several sites along the San Joaquin River near Patterson. The stone protection phase of the contract has yet to be completed.

Many of the rock plants in the district have cut down to a three day week or a rotation of engineers on an every other week basis. This situation will probably not change until the construction work has depleted the existing stock piles of materials at these plants.

No-Fault Success

Massachusetts state officials recently ordered a 27.6 per cent reduction in 1972 premium costs for compulsory bodily injury auto insurance. They also proposed that another 27.6 per cent be cut be made later.

The reduction was attributed to the success of the state's no-fault auto insurance payment system that went into effect on the first day of 1971.

State officials said that savings under the law have been far greater than anticipated.



JOB STEWARDS APPOINTED

Week Ending January 21, 1972	Dist. Name Agent	02 Jess J. Gahagan Don Luba	20 Carl A. Iness Jay Victor
50 Lorraine C. Davis Steve Athchley	60 Earnest Foster A. Cellini	90 L. Bruce Miller Jack Curtis	Edwin R. Shields Robert Blagg
06 Felix Gernal M. Pope	06 Theodore Urbino M. Pope	10 Joseph Zirbes Robert Blagg	
Week Ending January 28, 1972	Dist. Name Agent	Week Ending February 25, 1972	Dist. Name Agent
12 Murray Christiansen Geo. Morgan	Week Ending February 4, 1972	30 Allen Chaffin W. M. Talbot	40 W. G. Camel Ray Cooper
80 LeRoy Homer Kerr Al Swan	Week Ending February 11, 1972	60 John Edward Hanson John E. Smith	80 Wilbur Marshall Ralph Wilson
Dist. Name Agent	Dist. Name Agent	12 Jake Crawford W. Lassiter	
30 Albert English Al Balatti	30 Orlando Tirapelle Al Balatti	Week Ending March 3, 1972	Dist. Name Agent
30 Felix Uria Al Balatti	90 Leonard R. Herrera M. Kraynick	01 Joe H. Bowman Wm. Parker	01 James E. Cascia Don Luba
90 John C. Martinez M. Kraynick	12 Arthur Ruda G. Morgan	01 Fred Mills Wm. Parker	01 Lloyd J. Morrison Wm. Parker
06 Senior Bisentel M. Pope	06 Walter Dudkiewicz M. Pope	01 James Williams Wm. Parker	40 Larry Clester Ray Cooper
06 Rogelio Ulbinario M. Pope	Week Ending February 18, 1972	90 Glenn Abell M. Kraynick	90 Frank Sybert M. Kraynick
Dist. Name Agent	Dist. Name Agent	12 Rex Rowley W. Lassiter	
02 Ronald Gaddis Bob Blagg			

SAFETY COMMITTEEMEN ACTIVATED

Week Ending February 4, 1972	Dist. Name Agent	Week Ending February 18, 1972	Dist. Name Agent
60 John Tade A. Cellini	Week Ending January 28, 1972	02 Wayne E. Bates Al Hansen	
Dist. Name Agent	Dist. Name Agent	Week Ending February 25, 1972	Dist. Name Agent
12 Hal Memmott Geo. Morgan	Week Ending February 11, 1972	40 Frank Robinson Ray Cooper	
Dist. Name Agent	Dist. Name Agent	Week Ending March 3, 1972	Dist. Name Agent
60 Julius Gray A. Cellini		40 John Regalo Ray Cooper	

Ecologist Stall Jobs In Santa Rosa Area

By RUSS SWANSON
and BOB WAGNON

Big Issue — Conservationists —
Yes — the conservationist and ecology issue has begun to take



a real serious form. In most any part of our district jobs are being eliminated because, as we see it, those who are against progress are voicing their wants the loudest. Now we must voice our views, whether it be by letters to the various legislatures, the attendance at public hearings, such as zoning and Board of Supervisors' meetings, when they effect the livelihood of the Operating Engineer. The more we participate, the more chances we have to present what now appears to be the minority point of view, in hopes that the legislators will see the huge number of working people and their families who are concerned about their livelihood. They may also find the working people are also voting people, and possibly with our participation we will become the majority and this will in turn aid our cause, as any legislator is most interested in votes and their voting records make the difference as to how the working man will vote. If they vote against issues affecting the workers they can't hope to receive our vote.

The most recent problem is that of ABSO Paving, in their request for a "use" permit from the Sonoma County Board of Zoning Adjustment, to continue operating their hot plant and gravel operation on the Russian River. Permits were issued a year ago and since that time a tremendous amount of money and equipment have been used there. Mr. Siri requested we be present at the meeting, representing Operating Engineers. We were there to show labor's point of view, which in essence is that of protecting the work opportunities we now have. We showed in our presentation the possibility of discontinuing all gravel operations on the Russian River, should those in opposition to the ABSO request get their way. This would be a tremendous blow because of the number of Operating Engineers working for the various companies along the Russian River. All sides were heard and the Zoning Commissioners took what they heard under advisement and continued the hearing to March 23rd, when a decision will be made. Favorably, we fervently hope.

The P.G. & E. request for a billion dollar atomic plant, to be built north of Point Arena in Mendocino County, is another big issue which we have reported on a number of times, but feel it is such a huge prospective job that we must continue to make our members aware of the project. Another meeting is scheduled in San Francisco, at which all of the building trades unions and their International Representatives will be in attendance, along with most of the key P.G. & E. personnel. The purpose is to seek methods by which we

(labor) may help in making the P.G. & E. atomic plant a reality. We will continue to keep you aware of the latest information.

Another problem for this area is the Wild Rivers bill, in which Senator Behr of Tiburon, wants to include the Eel River, along with the Klamath, Trinity and Smith Rivers. We are most concerned and familiar with the "Eel" which was left out of the proposed bill last year. Incidentally, this "Bill" would ban dam construction on all of these rivers. Senator Collier (Yreka) has now introduced legislation which would include these rivers, with the exception of the "Eel." There is a possibility he may compromise by including parts of the "Eel" in the protected category. We don't feel that the best interests of our area would be served by including the "Eel" in the Wild Rivers system (we don't feel any of the wild river legislation should be passed and have so voiced our opinion). The flood danger is still very great along the "Eel" and the only protection would be in the form of a dam. It's noted also that the steelhead and salmon runs along the Russian River have been going down over the years—not because of dams but because of the lack of water, which would be provided if the dams were built, thus giving the required constant flow to assure both the run along with the return of the small fish returning to the ocean.

Remember — "MAKE YOUR WISHES KNOWN — WE MUST BE HEARD!"

Work In The Area — There have been no changes in the work possibilities since our last report, with the possible exception of the road and bridge job near Piercy, which was bid on, with Moseman-Huntington's low bid of 3.8 million dollars.

Meetings — We can't say enough, about the members who participate and attend the various meetings held here. We do try to keep you posted about the meetings and this may make the difference in whether or not you attend. So far you have been great—thanks.

Credit Union — "Red" Ivy was surprised at the excellent turnout last month for the Credit Union meeting held in Santa Rosa. "Red" excelled in explaining the up-to-date problems with the Credit Union. He was called upon to answer many questions, which was appreciated because by the questions and "Red's" answers, we all learn. Incidentally — there is a lot of money in the Credit Union, so when you purchase a major item, remember to contact the Credit Union first for any money you may need.

Voting — At this writing we don't know the outcome of the election of delegates to the International Convention, but we certainly appreciate all of those Bro. Engineers who took the time to cast their ballots. We were fortunate to have had Howard Seacord elected to the Election Committee, and then to have had him appointed Chairman of the Committee. We know everything was done in a most capable manner.

ELECTION COMMITTEE

NOTICE OF ELECTION

T. J. "Tom" Stapleton, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII (C) Elections, Section 1, of the By Laws of Operating Engineers Local Union No. 3, elections will be held at the first regular district meeting in each district, beginning in March, for Members of the Election Committee which will conduct the election of Officers and Executive Board Members in the month of August.

Article XII (C), 1(b) states: "The Member (Election Committee) shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any office or position.

"The Nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted."

Clem Is Reappointed To Transportation Board By Governor

Operating Engineers Local Union No. 3 Business Manager Al Clem, the only Democrat and labor leader serving on the State Transportation Board, has been reappointed to that body by Governor Ronald Reagan.

The board advises the governor on transportation needs and recommends methods and priorities for meeting these needs.

Clem is the first labor leader to serve on the board which in the past has been mostly dominated by management. He has worked actively on behalf of improvement and enlargement of the board's responsibilities and to expedite new methods and approach in meeting the state's growing transportation needs.

The labor leader is chief executive of the nation's largest heavy equipment operators local union, Local Union 3, which has 35,000 members and covers Northern California, Hawaii, Utah, Northern Nevada, Guam and the Mid-Pacific Islands. He is an international vice president of the International Union of Operating Engineers, AFL-CIO, and chairs and serves on a number of key national committees.

Atkinson Wins Bid On No. 280 Freeway

By BILL RANEY and
DICK BELL

A pre-job conference was held with Guy F. Atkinson Co. (Southern Division) and the San Mateo Building Trades Council on the Guy F. Atkinson new Interstate 280 Freeway job in Belmont. This project is due to start in March of 1972 and complete in late 1973. Ten and a half million dollars was the winning bid on this project, an interchange at junction state route 92, Half Moon Bay-San Mateo Road and Interstate 280 (Canada Road) will be the biggest item on this project, with concrete paving of approximately 3.2 miles of 280 also in this contract.

We could use a few more jobs of this size in San Mateo County, thirty-five Operating Engineers will be on the job during peak work.

A pre-job conference will be held Feb. 23rd in the Building Trades Council chambers in San Mateo regarding McKinley Company (Chicago) new job in San Bruno. Bayhill will be the name of this shopping center-hotel-restaurant-office building and apartment complex. This project will approach the One Hundred Million dollar mark when completed five years from now. Work is due to start Feb. 15 this year with Buzz Haskins Co. doing the grading.

Peter Kiewit Co. have completed their 380 Freeway project in San Bruno. This company was awarded an eight hundred thousand dollar interchange job in San Bruno which will complete their original contract on Interstate Freeway 380. This money will allow for paving and auxiliary off-ramps of 380 through San Bruno.

Dinwiddie Const Co. is making good progress on their "Emporium" or "Big E" as it is known in San Bruno at the site of the old Tanforan Race Track at Sneath Lane at El Camino Real in San Bruno. This is one of the area's largest and newest shopping centers, located adjacent to the new 380 Freeway link in San Bruno. Incorporation in this complex is a Sears retail store, a Penney's retail store, due to open in the near future.

Shops in the South San Francisco area have been pretty busy of late with contract ratification just completed and the new wages in effect. At the present time, George M. Philpott Co. in South San Francisco have a fairly busy season with a crew of highly skilled journeymen mechanics on payroll. The same is true at Barber-Greene Co. in South San Francisco and also at Brown and Bevis in the same city. All of these mechanics are highly competent journeymen.

The California Division of Highways has opened bidding on two construction projects in San Mateo County.

The largest is the construction of the Huntington Ave. overhead in San Bruno, which will carry the future Route 380 freeway over Southern Pacific railroad tracks. The project will include the construction of the west-bound half of the overhead and an 87 foot retaining wall. Six bids have already been received. The lowest, at \$1,515,323, was made by the Polich-Benedict Constructors company of Rosemead.

The second San Mateo project opened for bids is the widening of a half mile stretch of El Camino Real in South Francisco.

The road will be widened from four to six lanes between West Orange Ave. and Chestnut Ave.-Westborough Blvd. Ten bids have already been received. The lowest, \$218,621, was made jointly by the Bragato Paving Co. and the Bragato Construction Co. of Belmont.

The Division of Highways has also announced it has awarded a contract for the construction of 2.5 miles of Junipero Serra Freeway, between the Eugene Doran Memorial Bridge in San Mateo and the proposed interchange with Route 92 in Belmont. The winning bidder is the Guy F. Atkinson Co., at \$10,484,799.

Two low bids have been accepted by Pacific for construction of a Sharp Park treatment plant, pumping station at Linda Mar to Sharp Park.

Elmer J. Freethy Company's low bid of \$3,559,150 was accepted for the expansion of the Sharp Park treatment plant facilities and a pumping station at Linda Mar.

The low bid of Wattis Construction Company of \$511,429 was accepted for the installation of a force main from Linda Mar to Sharp Park.

Labor Supports Vets' Hospital In Redding Area

REDDING—The campaign for a U.S. Veterans hospital in the Redding area has picked up the support of the Five County Central Labor Council.

Labor Council delegates agreed that a veterans hospital was needed in the Northern California-Southern Oregon area. Supporters of the hospital campaign have pointed out that there are thousands of veterans in the area, while existing veterans facilities are far away and unusually crowded.

FOR SALE

1970 FORD GALAXIE 500 — V8

Model — Formal — 2 DR HT

Air Conditioning Power Steering

Mileage, 29,000

Price \$2,595.00

Contact: Ellen Baldisseri
Phone: 415/431-1568, Ext. 64

Obituaries

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

Anderson, Edgar (Carol Alexander, Daughter)	2-26-72
1111 Marin No. 1, Albany, California	
Arp, Fred (Anna, Wife)	2-10-72
Rt. No. 11249, Colfax, California	
Bartell, Harry (Betty Hussey, Daughter)	2-15-72
835 Aston Avenue, Santa Rosa, California	
Bergman, Stanley	2-8-72
4975 Croyden Place, Newark, California	
Bowman, Walter (Amy, Wife)	1-29-72
General Delivery, Sierra City, California	
Brown, James (Daisy)	2-17-72
Box 1293, Redding, California	
Campbell, Forrest (Betty, Wife)	2-8-72
1731 West Walnut, Locki, California	
Carino, Vidal (Clarita, Wife)	1-18-72
P.O. Box 4075, Dededo, Guam	
Couch, Joseph (Helen, Wife)	2-18-72
13101 South Virginia, Reno, Nevada	
Edmonds, Archie (Helen, Wife)	2-14-72
2473 Sunrise Blvd., Rancho Cordova, California	
Hagquist, Carl (Esther, Wife)	2-6-72
4516 Kenneth Avenue, Fair Oaks, California	
Hasselbring, Arthur (Mary, Wife)	1-29-72
5510 Prescott, Lincoln, Nebraska	
Jardine, William (Beatrice, Wife)	12-20-72
P.O. Box 485, Kalaheo, Kauai, Hawaii	
Jessee, Alva (Vernita, Wife)	2-16-72
294 South 7th Street, Rio Vista, California	
Jiles, George (Jean, Wife)	1-28-72
3166 Kingston, Napa, California	
Jones, Robert (Mary, Wife)	2-5-72
3101 Orange Avenue, Riverbank, California	
Lopez, Felix (Esperanza, Wife)	1-6-72
1276 El Dorado Drive, Livermore, California	
Lopez, Val H. (Consuelo, Wife)	2-19-72
256 South Capital Ave., San Jose, California	
Lucostic, Larry (Sue Ann, Wife)	2-19-72
5428 South 320 West, Murray, Utah	
McCoy, James (Nora, Wife)	2-4-72
628 Palm Avenue, Yuba City, California	
McKnight, Robert H. (Alberta Littlemeier, Sister)	2-20-72
785 Taft Street, Albany, California	
Miller, Andrew (Bertha, Wife)	1-29-72
1610 Collins Circle, Reno, Nevada	
Miller, Frank (Marge, Wife)	2-21-72
P.O. Box 135, Heber City, Utah	
Nance, Newton (Eva, Wife)	1-22-72
196 E 1650 South, Bountiful, Utah	
Pullian, William	11-23-71
P.O. Box AH, Willits, California	
Richmond, Walt (Edith, Wife)	1-29-72
950 Lone Pine Drive, Redwood Valley, California	
Silva, A. N. (Mary, Wife)	2-8-72
37104 Elm Street, Fremont, California	
Stiltner, Robert (Lauretta, Wife)	2-24-72
1053 Deborah Drive, McKinleyville, California	
Sutherland, Thomas (Yvona, Wife)	2-13-72
270 South 2nd East, Santaquin, Utah	
Tharp, Dale (Dorothy, Wife)	2-27-72
1036 Warren, Fairfield, California	
Waldron, Edwin (Anita, Wife)	2-23-72
Star Route, Mariposa, California	
Wood, Guy F. (Norma, Wife)	2-18-72
2368 Humphrey Avenue, Richmond, California	
Yogi, Norman (Clara, Wife)	1-30-72
99-398 Hakina Street, Alea, Hawaii	
Younkin, Lloyd	2-7-72

DECEASED DEPENDENTS

February 1972

Alexander, Bertha L.—Deceased February 18, 1972	
Deceased Wife of Paul Alexander	
Arndt, Robert E.—Deceased January 29, 1972	
Deceased Infant Son of Dennis Arndt	
Bartley, Edith—Deceased February 27, 1972	
Deceased Wife of Thomas Bartley	
Gerdis, Frances—Deceased January 19, 1972	
Deceased Wife of Leo Gerdis	
McKay, Helen—Deceased February 7, 1972	
Deceased Wife of Donald McKay	
Pina, Tana—Deceased February 23, 1972	
Deceased Wife of Garrett Pina	
Pullian, Shirley—Deceased November 23, 1971	
Deceased Wife of Deceased Member William Pullian	
Pullian, William Jr.—Deceased November 23, 1971	
Pullian, Dennis Lee—Deceased November 23, 1971	
Deceased Sons of William & Shirley Pullian (Deceased)	
Riley, Zona—Deceased January 5, 1972	
Deceased Wife of Robert H. Riley	

'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 backyards, in our cities and rural areas, in every corner of our nation. Hunger, malnutrition and ill health stalk citizens of every color. And the situation is all the more cruel because it is unnecessary.

Without harvesting another bushel of wheat or another ear of corn—or baking another loaf of bread—this country could provide each of its 205 million citizens with a decent diet. We could feed the hungry . . . feed them today . . . if we had the will to do so.

The effects of hunger cost this country far more than the most comprehensive feeding programs. The cost to our own nation has been estimated at \$30 billion a year. That is higher than the cost of drug addiction or automobile accidents. And one well-known international scientist has estimated that a combination of population control and adequate nutrition would reap a 10,000-fold payoff for mankind.

The facts about hunger have been documented and redocumented. A National Nutrition Survey was mandated by Congress in 1967 to determine scientifically the extent of malnutrition in the United States. That survey has been completed, the data are in, and the facts are just plain frightening to anyone

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

From nine to 42 per cent of those sampled in the National Survey were anemic. Think of that—a lifetime of weakness, fatigue and inability to perform optimally with either mind or body. As many as one-third of the children from infancy to six years examined by Survey doctors had already suffered growth retardation.

Unacceptable levels of all the required vitamins and minerals were discovered in varying percentages throughout the nation. And, deplorably, it was discovered that goiter again was a problem because much of our table salt is no longer iodized.

Nutritional deficiencies before birth and in a child's first years can rob a child of as much as 20 per cent of brain capacity. It can also alter growth and sap vitality for life. By allowing a pregnant mother to remain malnourished because we scorn people on welfare, we are punishing her unborn child as surely as if we were to offer that mother thalidomide or inoculate her with German measles.

Excerpted from a recent address before the conference of the Quality Bakers of America Cooperative.

GRIEVANCE (cont'd)

and James Nacey.

At its February 2nd meeting the following elected by the membership to serve as San Francisco District No. 1 Grievance Committee members:

James O'Brien, Gil Hager and Eugene P. Killian.

On March 9, 1972, the Utah District No. 12 membership elected the following to serve as Grievance Committeemen:

Lynn Barlow, Earl B. Jolley and Paul J. Wright.

At its membership meeting on the 5th of March the Reno District No. 11 members elected the following to serve on its Grievance Committee:

Ian Crinklaw, Frank Fornengo and Louis Gates.

At its meeting on March 1st, the District No. 5 membership re-elected the following to serve as Grievance Committeemen for the ensuing term:

Bob Nichols, Norby Flanagan and Larry Braden.

At its meeting on the 24th of February, the members of San Jose District No. 9 elected the following to serve on its Grievance Committee:

Dick Miller, James Waldron and Harvey Pahel.

Old Age Insecurity

Substantially less than half the workers in the Nation's private sector are covered by private retirement plans, the Bureau of Labor Statistics reports. Employers of 45 per cent of private nonfarm workers do not have pension or deferred profit-sharing plans. Moreover, even in establishments with plans, some of the employees—usually part-time, temporary, and short service workers—do not participate.

Health Pamphlet Issued in Spanish

WASHINGTON—The popular pamphlet "Health Security: Best Buy for Union Members" has been translated into Spanish and is available in quantities without charge from the AFL-CIO Pamphlet Division, 815 16th St., N.W., Washington, D.C. 20006.

Street Cars Making a Comeback

PHILADELPHIA—The street car capital of America with 315—more than any other city—is soon to order 140 new cars.

Transportation officials say that the street car is making a comeback, and a major reason for this reversal of the declining trend is the new realization that the vehicles that replaced the trolleys—cars and buses—pollute the air. And street cars which are electrically driven, do not.

Officials also say that even though street cars cost more than buses in the beginning, they last twice as long and require less maintenance.

High Cost of Dying (cont'd)

(Continued from Page 7)

In addition to the 14,200 workers killed, 41,500 died as a result of off-the-job accidents—bringing the death total to 55,700. Workers injured in both types of accidents numbered 5.3 million.

Home Accidents

In the home last year, accidents were fatal to 26,500 persons, injured 4 million, and cost Americans about \$1.9 billion. Falls were responsible for more than one-third of deaths; fires, burns, more than one-fifth; and other types, two-fifths.

Almost one-third of those killed in the home, the council said, were persons 75 years old or older. Children under five and persons 45 to 64 years each accounted for about one-sixth of the fatalities. The remaining third were between five and 44, and 65 and 74.

Approximately 21,500 persons were killed in public non-motor vehicle accidents and some 2.7 million suffered disabling injuries, including 60,000 permanent impairments, during 1971. Wage loss, medical expenses and administrative and claim settlement costs of insurance were \$1.6 billion, unchanged from 1970.

Falls, again, were a major contributor to fatalities, causing about one-fourth the deaths, while non-transport drownings accounted for another one-fifth.

Viewing all the accident information, the Safety Council reported that present indications are that in 1971, as in earlier years, accidents were the fourth most important cause of death, exceeded only by heart disease, cancer and stroke, and were the leading cause of death for both males and females 1 to 38 years old.

Personal Notes

OAKLAND

Brother Ted Ashworth is laid up with his leg in a cast, at home (336 Jensen Street, Livermore, phone 447-6698). Since he can't get around too well these sunny days, he'd appreciate hearing from his brothers, and we hope the weeks will go by quickly and that he'll be soon "back in the dirt."

Our heartfelt sympathy goes out to the Families and Friends of the following Brother Engineers who have passed away recently: Edward Harsh of San Leandro and Felix M. Lopez of Livermore.

REDDING

Our deepest sympathy to the family and many friends of Brother Kirk McGowan. Brother McGowan passed away from injuries resulting from an auto accident he had January 7th. Brother McGowan was an active member of Local No. 3 since 1961, and formerly a Dispatcher in the Redding area.

A speedy recovery is wished for all the sick members in the Redding area—some we hear about and some we don't. Bob Melick is back home after surgery on his back and coming along fine. Brother Jim Monson and Brother Fred Brock and Jim Brown are all in the hospital—we hope they will all be out before too long. Seems like this is the year of the "Bug" so let's try extra hard to take care.

SAN RAFAEL

It's a boy for Brother Curt Marlin and his missus, born on February 7th. This makes their 3rd boy.

Congratulations are in order to Brother Allan McClure of Brown-Ely Company on his recent marriage to Estelle.

Best wishes for a fast and speedy recovery to following brothers: Floyd Smith; Royal Winfred at Marin General; Dick Connell also at Marin General for a short stay. Also to Margaret Anderfuren, wife of Brother Charles Anderfuren at Novato General.

OPEN LETTER TO A DIVIDED WORLD—"LOVE IS PATIENT AND KIND"—A midwest teacher gave this reply when asked for her reason for remaining on the job 39 years: "I've always said a good teacher has the divine spark. It's a gift. It's difficult to put into words, but I should say it is a real love for and interest in people."

The patience and kindness of a good friend may be more helpful to some persons than long session in a doctor's office, said the head of the psychology department at the University of Oregon. "A good talk with a close friend," said Dr. Joseph Matarazzo, "can solve problems, or at least put them in perspective before they become overpowering. One of the problems we face today is a scarcity of friends."

"LOVE IS NOT JEALOUS OR BOASTFUL." Jealousy was unmasked by William Shakespeare as a "green-eyed monster." John Dryden called it the "jaundice of the soul." King Solomon left little to the imagination when he commented "Love is as strong as death, jealousy as cruel as hell." The dictionary defines jealousy as "an unpleasant fear, suspicion or resentment, arising from mistrust of another." Apart from the harm to others caused by a jealous individual, he generates within himself a destructive bitterness that corrodes mind, heart and soul. If we try to fill our days with an active love for God and man, we will probably have neither the time nor inclination to succumb to jealousy.

MARYSVILLE

Brother Bill Brown is in the Oroville County Hospital after breaking his leg. In talking with him in the hospital, he is very anxious to get out.

Brother Jerry Gilliam is home from the hospital after having a bout with pneumonia.

The following brothers have passed away the past month in this district: Clifford Little, Howard Rice, Martin Sumral, John Myrick, James McCoy, R. W. "Bob" Robinson and Walter E. Bowman. Our deepest sympathy goes to the families and loved ones of these departed brothers.

Some of our recent blood bank donors have been Mr. and Mrs. Kenneth Bettis, Mr. and Mrs. Frank Kuhre, Mrs. Edna Matthews and John B. May. Our most gracious thanks to these people who have taken the time and effort to make sure others can get blood when they do need it. We could use about 150 more people like them.

SACRAMENTO

Our thanks to the following members and their wives for blood donations to our Blood Bank: Chester Brzyszc, Niels Harms, Arnold J. Boehm, James C. Wood, Raymond Dolce, A. C. Lange, Richard M. Mello, Mrs. Alice Houtman, Mrs. Celeste Stockley.

During the months of January and February we lost some of our good brother engineers: Earl E. Williams, Archie Edmonds, James Dennison, Carl Hagquist; our deepest condolences and sympathies to their families. Brother Robert Riley lost his wife and our condolences also go to him.

We are very sorry to report that Brother Ernie Nelson is in the hospital. Brother Neal Willingham is also on the sick list, in American River Hospital for an operation.

On the bright side of the news we are happy to announce that Business Rep. Al Swan and Mrs. Swan have presented Local No. 3 with a brand new 5½ pound cat skinner.

SAN JOSE

Mr. and Mrs. Joe Zanesco recently returned from an 83-day vacation in Italy. Most of the time they were near Venice, but did go to Rome and visit the Vatican City. Brother Zanesco stated that the climate in Italy was similar to that in California and the climate in Rome is like that in San Diego.

The main industry in Northern Italy is agriculture, but they also have many factories. There is very little unemployment in Italy and the homes are large and beautiful. The farms are as modern as we have here and everyone owns a car.

The Zanesco's thoroughly enjoyed their stay in Italy, as the people were so friendly. They hope someday to make the trip again.

See More PERSONALS Cols. 4 & 5

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: FOUR 2x4 PONTE ROSEA FINE new 90c ea; one 2x12x2½-12. H. H. Sand, Ponte Rozea Pine \$4.95; 1 cot & mattress in good shape \$5. C. A. McKay, 5681 Ocean View Drive, Oakland, Ca. Tele. OL 2-3275. Reg. No. 049083. 1-1.

FOR SALE: 1967 JEEP WAGONEER, winch, new motor, new tires \$1,900. Call 343-0486. Carl Halcovich, 525 N. San Mateo Dr., Apt. 201, San Mateo, Ca. Reg. No. 1203443. 1-1.

1968 CHEV. MALIBU, bucket seats, vinyl top, auto, trans, Michelin tires, factory air, 32,000 mi., like new. Cliff Shafer, P.O. Box 295, Red Bluff, Ca. 527-5044. Reg. No. 1243008. 1-1.

LOT IN SONORA MEADOWS, take over payments. Club house & swim. pool privileges, 8 mi. from Sonora nr. Phoenix Lake. Call or write Jim Daigh, 2328 Orleans Dr., Pinole, Ca. 94564. 415-758-0765. Reg. No. 0394870. 1-1.

WILL TRADE MOBILE HOME for property or 1960 model 10x50 Paramount, 1 br. front kitchen, cooler, etc. Jack, 408-269-6542. Reg. No. 0434969. 1-1.

FOR SALE: M. P. DIESEL LOADER and Backhoe \$2,450; 62 Series TD-6 in 1 & Ripper, \$4,850. Call 408-269-1182 or write A. E. Rush, 1902 Story Road, San Jose, Ca. 95122. Reg. No. 519755. 1-1.

J. DEERE MOD. 450 COMBO 4 in 1 bucket, rippers, backhoe, 5 yd dump trk, tilt trk \$16,750. Ford 4500 backhoe, front loader, 5 yd dump trk tilt trk. \$9500. 2 small trenchers \$2250. 560 G1 oiler trlr mounted \$750. Internl. 5 yd dump \$1750. Welder trlr mounted \$375. Jack, 408-269-6542. Reg. No. 0434969. 1-1.

COMPLETELY FURNISHED 10x53 MOBILE HOME WITH DECK awning, air cond. & dock at Lake Berryessa. 415-755-7737. Reg. No. 0908664. 1-1.

WATCH FOBS WANTED. Will pay top price for any number of fobs. Send description, Charlie R. Gooden, P.O. Box 592, Clements, Ca. 95277. Reg. No. 1193342. 1-1.

FOR SALE: LINCOLN 225 PORTABLE, onan eng. w/leads \$650. HD 16 dozer good end, w/torque, Xlnt undercarriage \$2000. Ford 4000 Diesel w/loader, 3 pt hitch, new tires \$1800. R. F. Lawrence, 290 Richmond Dr., Millbrae, Ca. Reg. No. 1321283. 1-1.

FOR SALE: MODEL 111B SCINTILATOR, Albert Moulden, 1503 Date Dr., Los Banos, Ca. 93635. Phone 826-0222. Reg. No. 034483. 1-1.

ONE 50 KEYSTONE DRILL RIG with tools, drills good, good price. \$2,800. Charles Criswell, 240 NA St., Tulare, Ca. Reg. No. 0918545. 1-1.

1965 CHEVROLET 1½ TON TRUCK, 5 new tires, new seats, paint, etc. 80 per cent restored. Runs fine. \$700. D. Brinkerhoff, 1954 Canal Dr., Stockton, Ca. 95204. 209-462-7039. Reg. No. 1051258. 1-1.

FOR SALE: ELECTRIC MOTOR (WESTERN) 3 HP, 1 Ph, 60 Cy \$40. Electric motor (US) 1 HP, 3 Ph, 60 Cy w/3" Berkeley 35 gpm pump attached. \$50. K. J. Wingett, 5310 Rexford Way, Santa Rosa, Cal. 95401. Reg. No. 1414683. 1-1.

WANTED: CURTA CALCULATOR, large model, must be in excellent cond. Will pick up in Bay Area. Michael DeArmond, 180 Hillside, Ben Lomond, Ca. 95005. Phone 408-336-8766. Reg. No. 1328391. 1-1.

FOR SALE: EIGHT YARD DUMP body & hoist complete \$200. Call 209-293-7948 or write M. Foss, P.O. Box 303, West Point, Ca. 95258. Reg. No. 0478995. 2-1.

TRAILER FOR SALE \$3,000 or trade for San Joaquin property. 8x40, 2BR, bath, shed, mint cond. Tow yrself. Robert Will, 3707 Farmington Rd., No. 9, Stockton, 209-462-7114. Reg. No. 1070978. 2-1.

LOTS, IDEAL FOR MOBILE HOMES nr Marysville. Paved sts, sidewalks, water, sewage to party line, all util. available. nr shopping, coll., hunting, fishing. W. L. Fisher, 1484 Hammondton Rd. Marysville, Ca. 95901, call 916-742-1569. Reg. No. 0876069. 2-1.

FOR SALE: BUCKEYE TRENCHER model 407 S/N, 421 eng. no. 3874. Good working cond. \$895. Call 707-745-1856. E. L. Moore, El Rio Mobile Home Crt, K Street, Benicia, Ca. Reg. No. 0754184. 2-1.

FOR SALE: MOTORHOME, completely self-cont; older one-ton, duals, Monomatic, furnace, etc. 12,000 BTU, roof AC, air cond, sleeps two, \$1,700. J. W. Crump, P.O. Box 288, Los Molinos, Ca. Reg. No. 0657630. 2-1.

FOR SALE: TWO BEDROOM RIVIERA summit mobile home in Vallejo, ready to occupy, on bus line nr Kaiser Hosp. 10x35 exp. liv. rm. Will trade for van or pickup part pymt. Call 643-2359. W. E. Hooley, 1740 Broadway, No. 6, Vallejo, Ca. 94590. Reg. No. 0482253. 2-1.

FOR SALE: WELDING SHOP, fully equipped no competition 50x55 steel bldg, two 50x55 lots \$10,500, \$6,500 dwn. bal. 5 per cent inst. 916-824-

3856, Rt. 1, Box 21, Corning, Ca. 96021. Reg. No. 0745123. 2-1.

VW CAMPER, 1968 W/FULL EQUIP., 1970 engine, \$2,100. Call 707-745-1856. Earl Moore, El Rio Mobile Home Crt, K St, Benicia, Ca. Reg. No. 0754184. 2-1.

40 ACRES AT \$150 PER, half dwn. owner carry bal. 80 perm pasture. 20 cleared, new fences & cross fencing. Mod. house, new barn. Exc. hunting & fish on prty. J. Ball, Box 618, Salem, Arkansas 72576. Reg. No. 1142807. 2-1.

FOR SALE: DW15 SCRAPER, 2500 gal. wat. tank & truck, Skill saw, Speedmatic, door planers, Amer. made nails 100 lbs. or less. W. May, 1301 Notre Dame Ave., Belmont, Ca. 415-583-5242. Reg. No. 1022439. 2-1.

FOR SALE: ACME LAWN MOWER sharpener cost \$450 sell for \$295. Hammering blk 12" dia. cost \$300 sell for \$145. Both used 3 mo. C. E. Young, 1409 Park, Sanger, Ca. 93657. Ph 875-3554. Reg. No. 0892630. 2-1.

FOR SALE: 1965 ALLIS CHALMERS, HD&G, 4-in-one bucket, hydraulic rippers, good cond. Calvin O. Bennett, Star Route, Auburn, Ca. 95603. Call 352-5570 eve, or 885-6589. Reg. No. 1091180. 2-1.

FOR SALE: NEW 35 FT KEN-CRAFT TRAILER house, tin out living rm, twin beds. C. A. Gilstrap, P.O. Box 122, Goshen, Ca. 93227. Tele. 209/734-3846. Reg. No. 0595199. 3-1.

FOR SALE OR TRADE: ONE ACRE plus 3 cabins, all util. in, new well & septic tank. Plumage City hunting & fishing. 3000 evt. Ph. 209/634-3177. Reg. No. 0405001. 3-1.

FOR SALE: 24 FT CABIN CRUISER 1950 Chris Craft, good cond. \$1,000 or trade for smaller boat of equal value. Geo. Lawson, 1305 Magazine St., Vallejo, Ca. Ph. 642-2240. Reg. No. 1142774. 3-1.

TRASH BURNER STOVE FOR SALE. Good cond. \$50 or best offer. Transmitter-Receiver w/mike, good cond. \$100 or trade for dbl barrel shotgun 12 ga 3". Joseph Galea, 333-1604. Reg. No. 1208769. 3-1.

FOR SALE: YAMAHA 100cc TWIN, street or dirt comp. rebilt eng. new tires & plugs. 72 tags, perfect cond. \$190. John Green, 5225 Dent, San Jose, Reg. No. 1094391. 3-1.

STARCRRAFT TRAILER W/STOVE, ice box, screened awning, extras. Sleeps eight. Very clean. Call Harmon, 209/722-7293. 1406 Queens Circle, Merced, Ca. 95340. Reg. No. 1079738. 3-1.

FOR SALE: TOOLS—½ IN. & ¾ IN. DRIVE socket sets—open end & box wrenches; ratchet pipe threader & taps; 2 hand winches, instr. manuals. John Self, 100 Valmar Ter., San Francisco, call 333-3350. Reg. No. 892587. 3-1.

FOR SALE: SMALL 2BR COTTAGE plus 2 BR rental; garage, sm. storage bldg. Approx. ½ acre nr Cath. cemetery. Redding. \$21,500. Fred M. Stevens, 1121 Willow St., San Jose, Ca. 95125. 408/292-0660 ves & wkends. Reg. No. 0821802. 3-1.

FOR SALE: ONE CORE DRILL, brings out ¾" core, drills down 200 ft, have 150 ft of steel, one diamond bit; Briggs & Stratton Model 23FB, Serial 273168, Type 203546. Geo. Flagel, 3455 Walton Way, San Jose, Ph. 296-2440. Reg. No. 020276. 3-1.

FOR SALE: OVER CAB & FT CAMPER. Elec. organ, ½ acre w/one BR cottage furn. Worm farm, 500,000 worms rdy for market. Rt. 1, Box 59, Gridley, Ca. Ph. 846-3856. Reg. No. 0949043. 3-1.

FOR SALE: JOHNSON OUTBOARD MOTOR 1959, 50 HP, Good cond. \$450. Tele. 415/493-9256. Joe Borrego, 3931 Ventura Ct., Palo Alto, Ca. 94306. Reg. No. 0854092. 3-1.

TRAVEL TRAILER 1969 ARISTOCRAT 17 ft Lo-Liner \$1,050. 415/586-8253. R. Ferraris, 1020 Crystal Springs, San Bruno, Ca. Reg. No. 0841471. 3-1.

SALE, MAKE OFFER, OR TRADE "...." H duty tr. axle 13x20 16 ply rub. New mineral detector w/cse; 2 pr skis bts & bnds M-9½. 88"-Wo. 6½. 82". Want

bldg. mat., tnt tr., desk, F. cab. Kerby, well prts or "??". Bx 9148 S. Lake Tahoe, Ca. 93705. 916/541-0637. Reg. No. 1181919. 3-1.

SELLING OUT PORCELAIN DOLLS & kits \$10.98 up; china doll kits \$4.98 up; dress patrons. C. K. Hollars, 7131 Parish Way, Citrus Heights, Ca. 95610. Call 725-3142. Reg. No. 1058704. 3-1.

FOR SALE: 1958 GMC DUMP 10 yd Allison autom. trans. Cummings diesel eng sldd duel dr rear ends, \$2,000. Phone 223-0995. Reg. No. 0921431. 3-1.

GENERATOR 45 KW diesel 120, 240, 440 V 60 cpl. 185 hrs \$2,950. 45 KW die. 120, 240, 440 V-400 cycles \$2,950. 15 KW gas 120, 240 V \$775. 415/589-8252. R. Ferraris, 1020 Crystal Springs, San Bruno, Ca. Reg. No. 0841471. 3-1.

FOR SALE: 1968 BUDGER MOBILE HOME 15'x40' w/2 awnings 10x38', front window & skirting. Rolls into 8x40'. Good cond. Delbert S. Rossiter, 3252 Old Orchard La., Loomis, Ca. 916/652-7132. Reg. No. 0921440. 3-1.

FOR SALE: 23 IN COLOR TV maple cabinet 1968 Modle Ward. \$150. Forced air gas furnace 80,000 BTU-HR. 1 yr old. Ward. \$85. III Barnard Ave., Sp No. 18, San Jose, Ca. 95112. Phone 294-3811. Reg. No. 0489700. 3-1.

FOR SALE: 1965 THUNDERBIRD 9000. Fact. air-power steer., pow. disc brakes, gd tires, new batt., one owner. low mileage. Light blue. Phone 816/675-2707. H. L. Wilhite, Woodleaf St. Rt Box 3370, Forbestown, Ca. Reg. No. 0977696. 3-1.

FOR SALE: UNFINISHED HOUSE FLOAT. 8x16 ft w/3" railing. Wheels fold up in water, down for trailer. \$150 or trade. O. Berry, P.O. Box 362, Half Moon Bay, Ca. Ph. 726-2046. Reg. No. 0845363. 3-1.

FOR SALE: 30 FT GALV STEEL HULL LIFEBOAT w/for. & rev. trans. No eng. good cond. \$250 or trade. O. Berry, P.O. Box 362, Half Moon Bay, Ca. Phone 726-2046. Reg. No. 0845363. 3-1.

FOR SALE: D-4 7J8665 DOZER W/ HYDR HOOKUP in rear. John Deere Killerer disk cultivator & iron ring roller \$1,950. Phone Howard Souza, 415/797-2869 or P.O. Box 252, Fremont, Ca. 94537. Reg. No. 1136416. 3-1.

69 KENCRRAFT 30 FT SELF CONTAINED, Ref. air conditioner. Carpeted w/tpout liv room. Phone 415/341-2630. Reg. No. 0354415. 3-1.

AQUA NAUGHAIDE COUCH & CHAIR \$75. gd cond. Bassinette \$5, crib \$25. New western saddle, bridle & breast strap \$350, beau. for show. 15 Woodrow, Vallejo, Ca. Call 707/644-0745. Reg. No. 1328379. 3-1.

TRADE EARTH BORING RIG FOR TRACTOR w/dozer & scraper or loader & backhoe. Drill on 6x6 trk w/45' telescoping bar & 30' bucket. L. W. Kelly, 4543 Rio Linda, Sacramento, Ca. 925-4488. Reg. No. 0386060. 3-1.

FOR SALE: 1.30 ACRES BET. ST. HELENA & CALISTOGA. Gd view valley, trees for wkend or retire. George Walker, 1321 N. Demaree Rd., Visalia, Call 732-7173. Reg. No. 1059638. 3-1.

FOR SALE: ¼ ACRE W/12' of ¼ ac. easement, fenced; 200' well gd water. At Forrest Lake. \$4,000 or \$1,000 dwn take over pymnts. Call 707/644-0745, Vallejo, Ca. Reg. No. 1328379. 3-1.

WELL DRILLER'S CABLE ONE IN. LIKE NEW 200 ft lengths. Model 12, 12 ga w/choke rib barrel. Tools & misc. R. A. Plattl, 93 Shelley Ave., Campbell, Ca. 377-1097. Reg. No. 1036914. 3-1.

FOR SALE: LAKE CO. 3½ ACRE. Flat, yr round creek, util. avail., paved road. \$8,500 cash. Phone 415/355-5086 after 5 PM. Reg. No. 0488629. 3-1.

FOR SALE: MC4 LORAIN TRUCK CRANE, rebilt Waukasha motors up & down. 60' boom 15' jib, good rubber. \$4,500. Phone 209/231-1191. write to 294 E. Harvard Ave., Fresno, Ca. 93703. Reg. No. 0302187. 3-1.

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1972 MEETINGS SCHEDULE

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

SEMI-ANNUAL MEETING

JULY
8 San Francisco, Sat. 1 p.m. Semi-Annual Meetings will be held at the Marine Cooks and Stewards Auditorium, 350 Fremont Street, San Francisco.

DISTRICT & SUB-DISTRICT MEETINGS

MARCH	AUGUST
1 Fresno, Wed., 8 p.m.	2 San Francisco, Wed., 8 p.m.
3 Salt Lake City, Fri., 8 p.m.	8 Stockton, Tues., 8 p.m.
4 Reno, Sat., 8 p.m.	17 Oakland, Thurs., 8 p.m.
9 Ukiah, Thurs., 8 p.m.	22 Sacramento, Tues., 8 p.m.
	24 San Jose, Thurs., 8 p.m.
	29 Fresno, Tues., 8 p.m.
APRIL	SEPTEMBER
4 Eureka, Tues., 8 p.m.	7 Ukiah, Thurs., 8 p.m.
5 Redding, Wed., 8 p.m.	15 Salt Lake City, Fri., 8 p.m.
6 Marysville, Thurs., 8 p.m.	16 Reno, Sat., 8 p.m.
12 Honolulu, Wed., 7 p.m.	
13 Hilo, Thurs., 7:30 p.m.	
MAY	OCTOBER
2 Sacramento, Tues., 8 p.m.	3 Eureka, Tues., 8 p.m.
3 San Francisco, Wed., 8 p.m.	4 Redding, Wed., 8 p.m.
4 Oakland, Thurs., 8 p.m.	5 Marysville, Thurs., 8 p.m.
9 Stockton, Tues., 8 p.m.	25 Honolulu, Wed., 7 p.m.
11 Watsonville, Thurs., 8 p.m.	26 Hilo, Thurs., 7:30 p.m.
JUNE	NOVEMBER
2 Provo, Fri., 8 p.m.	1 San Francisco, Wed., 8 p.m.
3 Reno, Sat., 8 p.m.	2 Watsonville, Thurs., 8 p.m.
8 Santa Rosa, Thurs., 8 p.m.	9 Oakland, Thurs., 8 p.m.
13 Fresno, Tues., 8 p.m.	14 Stockton, Tues., 8 p.m.
	21 Fresno, Tues., 8 p.m.
	28 Sacramento, Tues., 8 p.m.
JULY	DECEMBER
18 Eureka, Tues., 8 p.m.	1 Ogden, Fri., 8 p.m.
19 Redding, Wed., 8 p.m.	2 Reno, Sat., 8 p.m.
20 Oroville, Thurs., 8 p.m.	7 Santa Rosa, Thurs., 8 p.m.
26 Honolulu, Wed., 7 p.m.	
27 Hilo, Thurs., 7:30 p.m.	

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bld. 474 Valencia St.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Eureka, Engineers Bldg., 2806 Broadway.	Fresno, Engineers Bldg., 3121 E. Olive St.
Redding, Engineers Bldg., 100 Lake Blvd.	Ukiah, Labor Temple, State Street.
Oroville, Prospectors Village, Oro- ville Dam Blvd.	Salt Lake City, 1958 W. No. Temple.
Honolulu, Washington Inter- mediate School (Cafetorium), 1633 S. King Street.	Reno, 124 West Taylor.
Hilo, Kapiolani School, 966 Kilauea Ave.	Marysville, Elks Hall, 920-D Street.
San Jose, Labor Temple, 2102 Almaden Rd.	Watsonville, Veterans Memorial Bldg., 215 Third.
Stockton, Engineers Bldg., 2626 N. California.	Santa Rosa, Engineers Bldg., 3900 Mayette.
Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.	Provo, 165 West 1st North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

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470 Valencia Street 94103

(Area 415) 431-5744

A. J. "Buck" Hope, Dist. Rep. 982-1182

Don Luba 592-6871

Bill Parker 359-1680

Fran Walker, Trustee 456-6304

DISTRICT 03—SAN MATEO

1527 South "B" 94402 (Area 415) 345-8237

Bill Raney 368-5690

Dick Bell 359-6867

DISTRICT 02—SAN RAFAEL

76 Belvedere Street 94901

(Area 415) 454-3565

Al Hansen 479-6874

DISTRICT 04—VALLEJO

404 Nebraska Street 94590

(Area 707) 644-2667

Aaron S. Smith 643-2972

DISTRICT 20—OAKLAND

1444 Webster Street 94612

(Area 415) 893-2120

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Guy Jones 525-5055

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Jay Victor 937-5499

Ray Morgan 937-5498

Bob Bluge 937-5498

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Ernie Lewis 928-7399

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Al McNamara 464-0706

Elvin Balatti 948-1742

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Bob Sheffield 522-2262

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2806 Broadway 95501 (Area 707) 448-7028

Ray Cooper, Dist. Rep. 443-1814

Eugene Lake 443-5843

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3121 East Olive 93702 (Area 209) 485-0611

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Bob Merriott 734-8696

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Harold Smith 222-8333

Steve Atchley 299-5915

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Harold Huston, Dist. Rep. 742-1728

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Tom Bills, Dist. Rep. 255-6515

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George Morgan 895-6081

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Wayne Lassiter 487-2457

DISTRICT 14—OGDEN

520 26th Street 84401

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Rex Dougherty 277-9292

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(Area 808) 949-0084

Harold Lewis, Dist. Rep. 923-1207

Wilfred Brown 845-3750

Wallace Leon 455-3906

Cordon McDonald 941-8611

Bert Nakano (Hilo) 968-6141

Valentine K. Wessel (Hilo) 935-6187

Credit Union Notes

Need New Wheels?

By JAMES "RED" IVY, Treasurer

Dependable transportation rates high on the priority list of the American Public. To our Members employed in the Construction Industry, it might well be considered an absolute necessity.

With these facts in mind, the Credit Union has made a special effort to assist the Membership in meeting their transportation requirements as economically as possible. Our efforts in this direction include:

1. Providing wholesale and retail values on new and used domestic motor vehicles and optional equipment.

The Credit Union office and each Local No. 3 District Office has Kelley Used Car Blue Books and complete New Car Price Manuals

James "Red" Ivy for the Members' use.

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.

2. We have dealers for most of the American-made vehicles that have offered to sell their new cars and pickups to our Members at a discount. These discounts run as high as 18% 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 keener. 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 position to negotiate a fair deal with your local dealer.

3. Your 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 very much to put the bulk of this money into motor vehicle loans.

To apply for a loan of this type, you need only to complete a loan application, attach a copy of a dealer's purchase order or sales agreement, and mail it 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.

More Personals . . .

(Continued from Page 15)

As in most of the tourist countries, meals were cheaper off the main tourist route.

Mr. and Mrs. Clarence Lavender recently returned from a three-weeks vacation, which took them to Australia, Tahiti, New Zealand, and the Fiji Islands. They enjoyed their stay in New Zealand the most. They found the people friendly and the weather was warm and rainy. They also found that \$100 in our money was only worth about \$70 in exchange in their money.

Our thanks to Brother Wm. Grossi, who has received a seven-gallon pin, for donating blood.

Congratulations to Brother Ed Sondgroth, who was just married January 29, 1972, upon returning home from the service.

We would like to extend our condolences to the families of the following deceased Brothers: Lloyd Younkin, Arthur Hasselbring, Mike Mattone, and Colonel Calabrese.

EUREKA

We wish a speedy recovery to Brother Ervin O'Connel who was hospitalized February 9th after a home accident.

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

RENO

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

The following Brothers are hospitalized: Ray Miller, Stan Silva, C. N. Prince, in traction, and Oliver Piedler, recovering from surgery.

REDDING

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

Best wishes for a fast and speedy recovery to the following who have been hospitalized: Brother Fred Brock, confined at Mercy Hospital but is out now; James Monson, confined at Memorial Hospital but is out now; Clarence Wallers, confined at Memorial Hospital but is out now; Ward Fisher, confined at Mercy Hospital; Pete Whitehurst, recent surgery; Lindy Palin, surgery but is out now; Floyd Wagner, recovering at home; W. H. Midget, recovering at home; Paul Pelham, recovering at home; John Maner, confined at Mercy Hospital; and Jim Hough, recovering at home.

Letter of Thanks

Dear Sirs:

I want to thank all of you who have taken care of all the business for me since the death of my husband, Earl Matthews. A special thanks to Bob Beall, dispatcher, here in Modesto hall. He has been very helpful in assisting me in every way possible.

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

May God bless all of you.

Very sincerely,

Mrs. Earl (Ellen) Matthews
Modesto, California

Recording Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of District Grievance Committeemen shall take place at the first regular quarterly district and sub-district meetings of 1972. The schedule of meetings at which the Grievance Committee members will be elected follows:

MARCH

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