

Right-To-Workers Lose Court Fight

ENGINEERS NEWS

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



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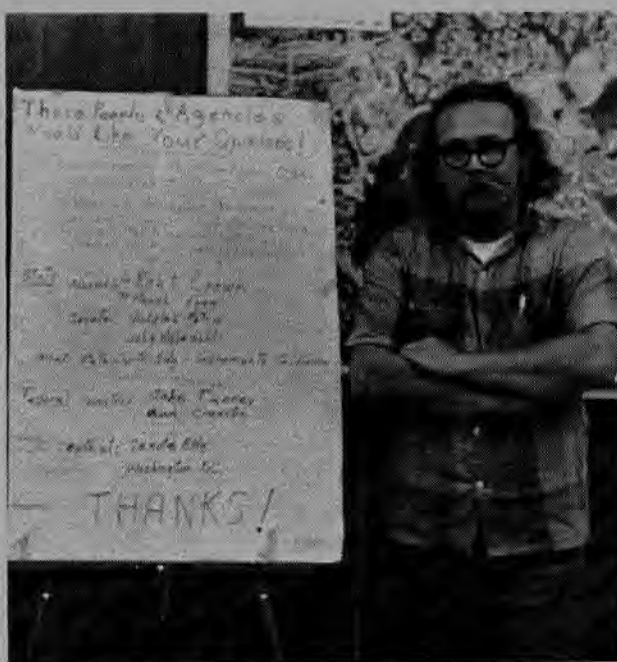
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SAN FRANCISCO, CALIFORNIA

April 1972



CONTESTED MOUNTAIN VILLAGE heard from both sides of the labor-ecologist controversy in recent hearings before the Oakland Planning Commission. Photo top left shows Oakland Business Agent John Norris testifying on behalf of what he termed "one of the most carefully thought-out and eco-



logically-sound developments ever to come before the Oakland Planning Commission." While his Brother Operating Engineer Dennis McCarthy (right) brought his own poster and protest against construction of the multi-million dollar project. (Photos by Ernie Louis)

Local 3 Members Confront Econuts On Mountain Village

By **ERNIE LOUIS**
Oakland J. C.

A continued Public Hearing on an application for a planned unit development permit for "Mountain Village" was the sole topic on the agenda of the Oakland Planning Commission at a recent meeting. Mountain Village consists of approximately 2,200 dwelling units, with no more than 50 per cent apartment units on the 685-acre vacant land extending from Keller Ave. in the vicinity of the Oak Knoll U.S. Naval Hospital northwesterly to the Merritt College campus in the R-30, one-family residential zone.

John Norris, Business Representative, was the first speaker from the audience. He spoke in behalf of Operating Engineers Local Union No. 3. Norris brought out the fact that a development of this size would create numerous jobs for all the Building Trades over the next 5 years. He also brought to the ecology-minded audience's attention that the Operating Engineers Local No. 3 are interested in and support reasonable environmental restraints and commended the developers for planning a project of this size leaving 70 per cent of the 685 acres in open space for public use. He brought to light the added tax revenue a project like "Mountain Village" would bring to the City of Oakland.

Ray Morgan, Business Representative for Operating Engineers Local No. 3, followed Norris, also speaking in favor of the development.

The third speaker was a "charmer," he was a Mr. S. J. Blair, who announced he was the "self appointed chairman of

the Neighborhood Advisory Group." In a lengthy speech Blair asked question after question of both the Developers and Commission, which are to be answered at the next meeting. Blair read a statement from his advisory group opposing the plan as presented. He also presented a petition of which 350 people had signed, opposing "Mountain Village." It seemed that Blair was more interested in correctly quoting himself and clarifying his own statements, past as well as the present, on the subject. Some got the impression he was running for political office rather than opposing the Development. He would protest strongly on various points of the project in one breath and in the next breath state he would be willing to withdraw any or all opposition if proven wrong in fact or theory. Blair brought attention to the newspaper coverage and public exposure he has been receiving in his "long record of activity with City Hall."

The remaining 10 speakers who followed spoke for and against the development. They had their turn in concurring with the first three who spoke.

The Sierra Club was represented by Helen King Burke, in a typical and expected view point. She recommends that the City of Oakland withhold a decision pending the outcome of an independent study to determine what the use of this site would be in the long-range, best interests of the citizens of Oakland.

It was the opinion of an Operating Engineer Apprentice, Thomas Oliver, who was in attendance at the meeting and also a resident of East Oakland, that

"the do-gooders are coming down from the Oakland Hills and telling him he won't have a chance to work there and most likely won't have a chance to live there either." He feels that these people "are so wrapped up in protecting their own environment, that they do not realize, or care, about the environment residents in East Oakland have to live under." Oliver continued by noting that "most of the speakers opposing this project were representing Home Owners Associations of the Upper Class Follies now living in those same Hills around the proposed development." Oliver summed it up in saying, "I get the message; they are telling me that they have got theirs, but I can't have mine." The meeting was adjourned at 4 p.m. The Operating Engineers who were in attendance agreed to be at the next meeting in force.

It Was No Contest

A group of anti-labor Montreal businessmen took a full page ad in the largest paper there calling for 1,000,000 signatures against the right of public employees to strike. They got 200!

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.

Union Tax Exempt Status Unchanged

Washington—A federal judge told the National Right to Work Committee that it didn't have a constitutional leg to stand on in its attempt to challenge the tax-exempt status of unions.

Lawyers for the National Right to Work Legal Defense Foundation sought to get the courts to do what Congress on several occasions has specifically rejected—rule that a labor organization with a union shop agreement loses its tax-exempt status if it engages in any type of political activity.

The suit, brought in the name of a handful of California members of the Machinists and Auto Workers, claimed that use of union funds somehow constitutes an unconstitutional federal subsidy to political campaigns.

U.S. District Judge Charles R. Richey dismissed the constitutional argument as "obviously without merit." He refused to approve submission of the case to a three-judge panel, which is required when a "substantial" constitutional question has been raised.

He noted that the Supreme Court has considered union shop issues and union political activities in a number of cases and its decisions indicate an unwillingness to interfere with "expenditures by labor organizations for political activities" or to impose "restraint on expressions of political ideas."

Furthermore, the judge said, "it is clear that the income of

labor organizations is not the profit-oriented type of income which an income tax was designed to reach."

LATE FLASH...

IH, Local 3 Near Accord

The 27 Operating Engineers working as Mechanics and Partsmen for the Newark, California, branch of International Harvester today (April 18th) voted unanimously to accept the contract package negotiated by Local 3 officers and business representatives while the men had been on strike.

The contract renewing the contract which expired last September 15th contained two items unacceptable to International Harvester, On Site Construction Rate of Pay and Tool Insurance which all 27 men voted to strike for on March 8th.

Despite pressures, increased by adverse media coverage of the strike, all the men gave their support throughout the strike for the issues.

Herman Eppler, Business Representative, said that this proved that "with this kind of support from the members, labor organizations don't have to take a back seat to any company." He said the men were to be congratulated for their stand.

\$500 Million Corps Program

Vietnam, Korea Combat Engineer Named Deputy District Chief

By **A. J. "BUCK" HOPE**
Financial Sec. & District Rep.

SAN FRANCISCO—Lieutenant Colonel Edgar J. Mixan assumed the post of San Francisco Deputy District Engineer where he will assist in supervising a \$500 million program for water resources development, navigation improvements and water pollution abatement.

The San Francisco District covers the regions of northern and western California tributary to the Pacific Ocean and the Klamath River watershed in Southern Oregon.

As Deputy District Engineer, Colonel Mixan will manage water resources activities including the \$97,000,000 Warm Springs Dam in Sonoma County, the \$86,000,000 Baldwin-Stockton Deep Water Ship Channel through the Golden Gate to Stockton, a \$5,775,000 water quality and waste disposal study of San Francisco Bay and Delta, and major improvements on the Klamath, Eel, Mad and Russian Rivers as well as San Francisco Bay area streams such as Petaluma, Pajaro and Napa Rivers, and the Corte Madera, Sonoma, Alhambra and Alameda Creeks.

Colonel Mixan, a 1955 graduate of Marquette University, arrives in the San Francisco District following command of the 52nd Engineer Battalion at Fort Carson, Colorado. He has served overseas with engineer units in



Col. Ed Mixan

Korea and Vietnam and has held numerous commands throughout the United States.

Colonel Mixan received a Master's degree in Computer Technology from George Washington University and has also been graduated from the U.S. Command and General Staff College in Fort Leavenworth, Kansas, and the Engineer School in Fort Belvoir, Virginia.

Colonel Mixan has been awarded the Legion of Merit for outstanding service in Vietnam, the Bronze Star, the Meritorious Service Medal and the Army Commendation Medal with three Oak Leaf Clusters.



Collectively Speaking with Al Clem

The month of March has been a busy month for many of our members since dry weather prevailed throughout most of the jurisdiction, however, there have been mixed blessings in the benefit of an extremely dry Spring. We note that many of our friends among the "birdwatchers" who are all against dams for water storage and other construction that would improve and stabilize water supplies in many Northern California counties are suddenly alarmed that they may be faced with a water shortage and water rationing unless the rains come. This is especially true of Marin County which rejected a tri-county water plan in its last local elections as being disruptive to the bugs and bees. They are even asking for prayers for some rain to fill the hated five-dam reservoir system that now keeps them from going dry each summer. Of course, too much of a good thing too suddenly would also create a problem that many upstate counties have faced for years—destructive flash floods, slow runoffs and eroded and collapsing river, hill and unimproved road banks. It's the old story—you can't have your cake and eat it, and reasonable men always accept the fact that for every gain there has to be some sacrifice.

Speaking of dangerous and unreasonable approaches to the environmental issues, nothing can be more damaging to the natural growth of our great state of California than Proposition 9 which will be on the June 6 primary ballot. This insane proposal sponsored by the so-called Peoples Lobby would simply stop all construction in California and the California AFL-CIO has called this ridiculous proposition "a destructive proposal that would create unemployment and ignore the basic economic needs of California and impose a negative legal rigidity on future environmental development. The state federation has urged a "NO" vote on Proposition 9 and pointed out that "neither the environment nor the community good will be advanced by disjointed, thoughtless approaches to the complex questions of the environment in the industrial age."

The State Building Trades has also gone on record against the proposition and warned that unless Proposition 9 is defeated, California will be faced with the "greatest depression it has ever experienced." So you can see how important it is that we take this bad initiative proposal head-on and defeat it. You will be hearing a great deal more about this fight in the very near future and we will be sending you additional information directly to your homes.

Along this same line we recently have had several meetings with the employers and also with the other crafts on the importance of taking these issues head-on before they get so far out of hand we can't do anything about them. Witness the recently passed two-year moratorium on construction in Livermore. The Amador-Livermore Valley has been one of the fastest growing communities in the Greater Bay Area and a number of years of progressive and needed service growth such as schools, improved sewerage systems and many other service improvements needed by the community were on the planning board. This not only meant work for our members in the East Bay, it meant better living conditions and services for all those in labor who reside in the area. Of course, during the two year halt in construction the needs won't go away they will simply increase as will the cost of providing them at the end of the moratorium.

Our research shows that in Northern California alone we now have some \$3.5 billion dollars of construction work being delayed or stopped completely by the ecologists and it is of the utmost importance that we roll up our sleeves and do battle with these zero-progress advocates at every level. Each of you can help by providing your district representatives and this office with the earliest information available on the efforts of the birdwatchers and politicians to stop progress in your area. We expect very soon to have an active labor-management coalition working hard to combat these negative groups.

As most of you know, this is Convention Month for our great International Union of Operating Engineers. The team of delegates you have elected to represent you will soon be

See More COLLECTIVELY SPEAKING on Page 3

Multi-Job, Contract Checking Keep East Bay BA's Jumping

From: **BILL RELERFORD**, District Representative & Business Agents **GUY JONES, JOHN NORRIS, HERMAN EPPLER, RAY MORGAN, RON BUTLER, JAY VICTOR** and **ERNIE LOUIS**

At the last writing we reported on the work picture in Contra Costa and Alameda counties. The work picture is about the same. The only thing that's holding us up are the weather conditions.



Bill Relerford ran into a rock problem on the Martinez job, and it isn't settled yet. The inspectors on the job won't let them put the larger rocks in the fill because of the underground that has to go in later.

C. W. Roen in the Martinez water line job has about three weeks to complete.

The United Rigging and Erectors job is well under way at the Martinez Shell Oil Plant.

C. Norman Peterson has just completed their segment of work in the Shell Oil Plant.

The shut down that took place at the 76 Oil Plant in Rodeo is completed. There are about 5 or 6 Brother Engineers left on that job and these people are spread out through two and three shifts.

In the El Cerrito area there is a little demolition work going on, and when it doesn't rain they are paving around the Bart Stations. Demolition work also takes place in the Richmond area.

The Albany land fill is going pretty good. We are going to go into negotiations for that contract. We hope to get the Brothers who are working there a considerable increase in their fringes, and will try to negotiate a one-year contract, hoping the Stabilization Board has run its course at the end of this agreement.

The Adams Loading at the Stauffer Chemical Plant at Martinez has slowed down considerably. They usually load out about nine cars a week in full swing, but now are loading out about three cars. This operation keeps two Engineers on steady.

Al Bay Construction Company has just about completed their new construction at the Shell Oil Plant in Martinez. They are on the downhill swing, laying off one or two people of various crafts per week.

MGM has completed their job at the Shell Oil Plant.

Scott Company of California has completed their reconstruction of the Standard Oil Plant at Richmond.

Quarry Products is putting up their stockpiles to meet the demands of the spring work load that we all are hopefully anticipating.

Pacific Excavators have several jobs going in the Oakland area. This company headquarters in El Cerrito.

We got everything settled at Tide Equipment Company. We got that Parts Department into

the union and on the negotiations brought them in under Partsman, Journeyman Partsman, Apprentice Step 1 to the Partsman pay scale which was retroactive as of November 15, 1971. Two of the brothers got a substantial amount of money out of this. This should make them and everyone associated with Tide Equipment Company very happy.

The brothers employed by the Pacific Racing Association since the race track started its season are very busy keeping the turf dragged down after each race.

There is a little activity around the Berkeley area from University Ave. north.

All the brothers at Alcan Metal Powders are working around the clock.

The brothers at the Walnut Creek Asphalt Plant, the Berkeley Concrete and Berkeley Asphalt are fairly busy for this time of year, weather permitting.

There is quite a little work going on in the Walnut Creek area. Taggart just moved to complete their job there. Himes Brothers has a demolition job adjacent to Taggart's job. Joe Foster is about to get all the dirt moved on Walker Ave. Underground Construction has a little bit of underground work going on in downtown Walnut Creek.

A. Turrin & Son has just about completed their job in

See More OAKLAND on Page 5

Way Out Front...

With **KEN ERWIN**

Old homilies, or truisms, have a way of spanning history and surviving cultures. I'm thinking now of the biblical exhortation (quoted loosely); "Not all who say 'Ay, ay Lord!' will enter the Kingdom of Heaven," and its humanist counterpoint: "The wheel that squeaks the loudest gets the grease."

We, as a nation, seem to have ignored the first and accepted as chapter and verse the latter and as a result, we have become a survival society.

Not a society where the fittest, the noblest, the most moral, or even the best systems provided by our highly heralded technocracy survive. Witness the many subsidies for boondoggling, bureaucracy-ridden failures that plague the land.

Rather, we have become a society where the "loudmouth" and "aye, aye Lord" specimens survive and flourish.

Terms such as "latrine lawyer," "wrangly," "malcontent," "non-conformist," "revolutionary," "anarchist," "cry-bag," et al, once used as derogatory labels, have now become our new "red badge of courage."

We have nurtured and developed the cult of the anti-hero to the point where all our suspicion and contempt is directed toward those very principles that once were a mark of this nation's greatness.

The honest man has become a "fool."

The hard worker with his pride in skill and craft is a "sucker" for the establishment.

The young man who fights his way up from the ghetto environment and wins a place in the sun is an "Uncle Tom" or, a "sellout."

Decency, propriety and chastity are simply those religious hang-ups foisted upon us by our ancestors who were ridden with sex guilt and frustration. The normal has become the abnormal and the abnormal the normal—shades of Orwell's 1984 where "war is peace."

In fact, we have become so enmeshed in the anti-hero complex that we have become anti-nation.

As a result, we have defaulted on our ancestral heritage and allowed mud to be smeared on our national pride.

We have subsidized the "Madison Avenue Mentality" with blood and gold and have in turn received "the thirty pieces of silver" and gave it its license to blur, lull and corrupt Lincoln's vision of our destiny as "the last best hope on earth."

In the words of the young, we have "copped out!"

We have rendered everything to Caesar and left nothing for God.

We have plagiarized the edicts of "Freedom" and used them to destroy our birthright.

We are guilty of nation genocide. Guilty by commission and omission.

Unless the "righteous arise" and throw the money and moral changers out of the temple we are doomed to repeat the lessons of history. Lessons that have lighted up the ages with the burning adage: "A nation will not long survive the lost innocence and lost virtue of its peoples."

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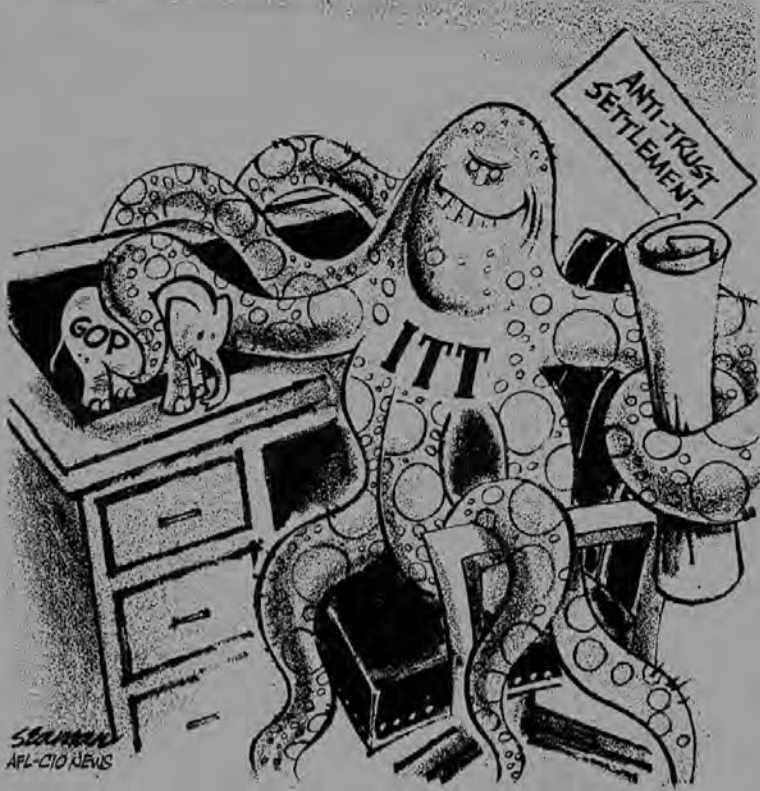


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The Collector

Nixon Performance Has Fallen Short Of His Promises

As the incumbent President, and defender, Richard Nixon has a great deal to defend. Three years after his inauguration, the American economy is in a shambles. The 3.1 million unemployed when he took office has boomed to 5.16 million, with hundreds of thousands of others not in the official tallies of jobless, and millions more on short weeks.

Prices have soared 16 per cent since the day Nixon took office, and for the first time in decades workers' wages this year were worth less in terms of purchasing power than last year.

In a tardy effort to get some wind into the sails of a floundering economic ship, Nixon whipped up a wage freeze in August followed by "Phase 2" with joblessness holding at 6 per cent of the work-force.

Inflation may indeed be slowed up. But under the Nixon plan, so has the rate of wage increases—and the net effect of the freeze and "Phase 2" has been to sock workers' wages into a permanently disadvantageous position in relation to the prices they pay for the goods they must buy.

Early in his presidency, Nixon

asked Americans to judge his deeds, not his words. Applying his own yardstick, he has come up short.

On the economy, he said on January 27, 1969, "... we can control inflation without an increase in unemployment." His promise proved vastly better than his performance on both counts.

Still early in his term, July 10, 1969, he described a "crisis" in the nation's health care and predicted if something were not done "we will have a breakdown in our medical care system which could have consequences affecting millions of people."

More than a year later—only when it became obvious health care was building as a major issue with Americans—the President sent a health care message to Congress. He proposed a totally inadequate program that would rely on the private health insurance industry, which helped create the health mess in the first place.

So it has gone on, issue after issue—performance has fallen far short of promise.

Memo from COPE

State Sales Tax Refunds Due On Excise Tax

State Senator George N. Zenovich pointed out that purchasers of new cars in late 1971 who are receiving a federal excise tax refund, are also entitled to a refund of part of the state sales tax they paid on their cars.

If an individual bought a new car from August 16 to December 10 of last year, he was charged a federal excise tax and paid a 5 per cent state sales tax on that federal tax, and is now entitled to a state tax refund.

"Whether the individual is receiving his federal excise tax refund directly from the manufacturer or from his local dealer, he should apply to his dealer for the state sales tax refund," Zenovich explained.

"The state sales tax refund is equal to 5 per cent of the excise tax refund," he explained. For in-

stance, a car buyer who is entitled to a \$210 excise tax refund, is also entitled to a state sales tax refund of \$10.50. The entire state sales tax on the car isn't refundable, only the portion that applied to the federal excise tax payment.

To receive his state sales tax refund, a car buyer need only show proof to his dealer of the amount of federal excise tax he paid. "After he reimburses the new car buyer, the local auto dealer will be reimbursed by the State Board of Equalization for the sales tax refunds he makes," Senator Zenovich said.

Know Your
Business Rep!
—
Check Your
Contract!

Still Pushing "Right-To-Work"

"R-T-W" ADVOCATES SEEK FUNDS TO BLOCK LABOR SUPPORT OF POLITICAL CANDIDATES

Proponents of the mis-labeled "right-to-work" are more active than ever before in the solicitation of funds to finance legal maneuvers aimed at crippling trade unions in their rightful advocacy of political candidates who are sympathetic to the needs of working people.

They are giving wide circulation to a letter appealing for donations—a minimum of \$60 is requested but those recipients who can send more are urged to do so. The letter, which is loaded with distortions and half-truths, claims that "the chairmen and presidents of 298 major corporations have joined together to help us on a special project."

The project, according to the letter, is directed towards the use of union dues money in support of political candidates and causes—something already prohibited by law. The letter conveniently fails to make clear that money used by unions in political campaigns comes from voluntary contributions to the political-educational arms of trade unions, such organizations as COPE and the Teamsters' own DRIVE.

Interestingly enough a number of top-ranking business executives from western states are listed as members of the Advisory Council that is sponsoring this "right-to-work" effort. Among those who are Trustees of the tax-free Foundation seeking contributions are Ernest L. Wilkinson, president of Brigham Young University, who is a long-time anti-trade unionist, and Allan Grant, president of the California Farm Bureau Federation.

Listed among the Foundation's Advisory Council are such individuals as Walter Knott, founder of the non-union tourist place that bears his name in Southern California; L. W. Ehlers, Los Angeles auto dealer; Louis T. Pike, head of a big corporation in Lodi, and H. K. Patch, board chairman of another in Compton; R. J. Shattuck, head of a construction firm in San Diego; Paul Snider, auto dealer in Sacramento; William A. Small, Tucson publisher; Aaron U. Jones, head of a sawmill company in Eugene, Ore.; and Dr. Donald Laird of Portland.

Kill Forced Arbitration Bill!

WASHINGTON—A House Commerce subcommittee voted to kill the Administration's compulsory arbitration bill.

The 6-5 vote was a sharp setback to an employer-supported effort to give the President permanent authority to halt major strikes in transportation-linked industries—railroads, airlines, trucking, longshore and maritime.

But the threat remains in the Senate, where the Administration bill and an assortment of alternative proposals will be considered at a Mar. 17 meeting of the Labor Committee. The Senate earlier this year rejected by only a slim two-vote margin an effort to attach the permanent strike ban to the temporary legislation aimed at halting the West Coast dock strike.

The effort to steer the labor-opposed legislation through the House Commerce Committee was led by Rep. James Harvey (R-Mich.), who described his proposal as a "compromise."

It retained the key compulsory arbitration feature of the Administration bill, however, empowering the President to name an arbitrator to choose between the "final" contract proposals of union and management.

Harvey's bill was supported by four Republican members and Subcommittee Chairman John Jarman (D-Okla.). All six votes against it came from subcommittee Democrats.

The chairman of the full House Commerce Committee, Rep. Harley O. Staggers (D-W. Va.), reiterated his opposition to the strike curb legislation—and to compulsory arbitration.

Pres. Nixon sought to prod Congress into action on the Administration bill in his dock strike message last month. He used the occasion to change the title of his bill from the cumbersome "Emergency Public Interest Protection Act" to the zipplier "Crippling Strikes Prevention Act."

And Sen. Bob Packwood (R-Ore.) announced that he now has 28 co-sponsors for a toughened version of the Administration bill. It would apply the compulsory arbitration feature to strikes of regional as well as national impact. He said the White House has no objection to this broader approach.



'I'm Just Going to Blast the Little Guy!'

STAM-
FOR
AF-CIO
NEWS

PLEASE CLIP AND SEND TO YOUR
CONGRESSMAN AND U.S. SENATOR:

Mail Rate Threat To The Free Press

(From S. F. Examiner, March 1, 1972)

DISASTER THREATENS much of the nation's free press because of greatly increased mailing rates proposed by the United States Postal Service. The mere threat has been enough to spell the death of Look magazine. If the proposed rates are approved by the Postal Rate Commission, many other valued periodicals will suffer the same fate.

What the Postal Service is asking is a rate increase of some 150 per cent over five years for second-class mail. This is the mailing privilege used by most of the nation's magazines and more than 4000 small community newspapers distributed almost wholly by mail. Metropolitan newspapers like this one are little affected because their mail circulation is trifling.

By contrast to that 150 per cent hike for second class mail, the Postal Service is seeking an increase of only 24 per cent for third-class mail, composed primarily of the unsolicited bulk advertising material that jams mailboxes and is mostly thrown away by householders.

By law the U. S. Postal Service must be operated as a self-sustaining business. Since it already makes a profit from the flood of so-called junk mail, it apparently has concluded that only a minimal rate hike for such commercial material is justified. The whopping increase proposed for second-class mail, on the other hand, seemingly is viewed as the best way for the service to balance its books.

THIS CONCEPT is highly dubious both on financial and philosophical grounds. The total 1970 pretax earnings of all magazines in the U. S. were about \$50 million. Under the present proposal, the magazines would pay a total of \$130 million more for mail service by 1976—an obviously ruinous prospect for many. In effect, government would be killing publications whose information content is sought by the public, denying them the revenues needed for survival.

It was precisely to insure the widest possible dissemination of information and ideas in our democracy that specifically low rates historically were fixed for second-class mailing privileges. Such rates were conceived as necessary to stimulate the public discourse on which freedom so largely depends — and they have thus far served that purpose well.

Now, instead of seeking more revenue from strictly commercial mail users — where such revenue could easily and properly be found — the Postal Service is threatening the extinction of a wide variety of unique intellectual publications and even the great news-weeklies. The tragedy must not be allowed to happen.

Keeping Close 'Bad' Driver Tab

The National Driver Register Service—an agency within the Department of Transportation—has a master file containing the names of nearly three million persons whose driving privileges have been revoked or suspended.

New suspensions and revocations received from the 50 states are added to the master file at the rate of 3,000 a day. Since its establishment in 1961,

the register has received nearly 99 million search requests from states requesting information about motorists.

License revocations for serious violations such as a drunk driving or conviction involving a traffic fatality, remain in the file for seven years. Less serious revocations are removed from the file after five years.

More Collectively Speaking

(Continued from Page 2)

leaving for Washington, D.C., and will be busily engaged in the important work of the convention until the end of April. We believe you have elected a fine group of members and that they will do a job for our local union. This is the 75th Anniversary of our International Union and every affiliate local union and every member should be proud of the great history and progress we have made over the past three-quarters of a century. Today the I.U.O.E. under our General President Hunter Wharton enjoys the respect and confidence of every segment of this country's leadership and provides the local unions with many outstanding services and representation and the highest levels of our government. We will provide you with a report on our activities at the convention when we return.

I would hope that each of you and the eligible members of your family are registered to vote and will be as active as possible this year in assisting and voting for those candidates that you feel best represent the interest of your family, community and your union. Your vote and assistance can make a very big difference in the future of our great country.

During our stay in Washington we will talk with a number of our representatives in Congress and will discuss those issues that are of the utmost importance to the rank and file membership. We will give you a report.

In the past month there were 2,124 members dispatched to the various jobs, and 124 short form agreements and 39 long form agreements signed, making a total of 163.



OPERATING ENGINEERS became television personalities recently when Ed Park, Legislative Advocate, California Conference of Operating Engineers (left), and Dale Marr, Vice President and Director of Safety for Local Union 3, made a series of appearances on local stations in sup-



port of the long-delayed Southern Crossing. The two labor leaders did a series of editorial rebuttals, which included radio statements, in support of Proposition A on the June ballot. Editorial comment is reprinted below.

THE SOUTHERN CROSSING IS NEEDED—NOW!

In its editorial against the Southern Crossing, KCBS Newsradio asked, "Another Bridge or Another Breath?" Representing a large segment of the Bay Area unemployed urban workers, we'd like to ask, Another breath or another repressive act against the

A REBUTTAL TO KCBS' EDITORIAL AGAINST THE SOUTHERN CROSSING

unemployed urban dweller? Another breath, not guaranteed any fresher, could compound the multiple transportation problems that no one

can be sure BART will even begin to solve. Certainly BART cannot solve the problems of transporting goods across the Bay. Another breath could also prevent competitive growth for our two major airports. Another breath could further decrease minority opportunity in both the construction and maintenance industry. In fact, another breath could be many of our urban dwellers' economic last breath.

Vote YES on Proposition A and build a bridge that will build a better Bay Area.

If the Southern Crossing is premature, as KTVU claims, after 24 years of study, instead of congratulating the Alameda County Board of Supervisors, we should question their vacillation in this about-face.

A REBUTTAL TO KTVU'S EDITORIAL AGAINST THE SOUTHERN CROSSING

The Southern Crossing will decrease congestion and pollution. It will improve the economic stability of the community

with badly needed jobs now—and long-term maintenance jobs in the future.

It will increase passenger and import-export to the International airports.

It will not hurt an uncertain BART because food for the market shelves can't go through the tube.

It is already funded and will not increase taxes.

A YES vote on Proposition A is a vote for all laboring people.

KGO-TV has called the Southern Crossing a White Elephant—we would call it a Green Herring. A Green Herring dragged across the emotions of the urban community dwellers in the Bay Area to mislead them into cutting their own economic throats. A privileged ecologists' Green Herring that assumes, or at least leads the Public to assume, that the Southern Crossing will increase pollution. Not true! Common sense tells us that use of the Southern Crossing for shorter and more direct trips will ease the traffic on the Bay Bridge and reduce stop-and-go traffic. This will reduce pollution. A Green Herring that assumes the working man can eat, pay his rent, send his kids to

A REBUTTAL TO KGO-TV'S EDITORIAL AGAINST BUILDING THE SOUTHERN CROSSING AT THIS TIME.

school and participate in the increased needs of minority employment on slightly, mind you, unguaranteed, cleaner air. Pure myth. A Green Herring that suggests the Southern Crossing, already financed, will cost less, not triple, if it is delayed for a couple of years. That it will increase taxes when the fact is—that it will be paid for by the users just as the Bay Bridge and the Golden Gate Bridge, both now badly overcrowded, are now. Another ecological put on! Finally, a Green Herring that says give BART a chance. BART remains an unknown quantity and quality as both to use and future extensions. The Southern Crossing is a badly needed reality—right now! Vote YES in June on Proposition A and put those millions of dollars in construction and permanent maintenance jobs to work in your community.

Humboldt State Finally Assured Of Gym Facilities

ARCATA—A new physical education facility at Humboldt State College here is finally going to be built, after years of delay due to state budget cuts.

Designed by Architectural Productions, Inc. (formerly Rex Whitaker Allen & Associates), San Francisco architects, the 51,520-square-foot structure, with a price tag of \$2,207,644, is scheduled for completion in the spring of 1973.

First step, now that the green light has been given for the project, is to tear down the obsolete and substandard women's gymnasium that the new one replaces. Campbell Construction Co., Sacramento, low bidder on the job, has begun demolition.

The steel-frame structure, with reinforced concrete shear walls, will house a playing area large

enough to accommodate three basketball games at the same time, with an adjacent gymnastics laboratory, as well as a women's locker room, storage, classrooms, a performance laboratory and office facilities.

The architects designed the new structure to form an integral part, along with the existing physical education facilities, a natatorium and a gymnasium.

More Oakland Local 3 Union Pilots

(Continued from Page 2)

Martinez. They started a little dirt work around some Walnut Creek condominiums.

We have had several opportunities to call on Kauffman & Broad Builders at the Rossmore Leisure World. This is a retirement center. They are making some new additions in apartments at that location. The prime contractor, however, is T & C of California. Two brother Engineers are running the carry lifts which is classified as a high lift on the construction job site. These two brothers do a lot of lifting of lumber on the condominiums.

We had an opportunity to go to the Watergate Apartments at the bottom end of Powell St. in Emeryville. There is quite a little activity going on there. O. C. Jones is in there doing sub-grade work on the parking lots. Sam Bryant out of Redding has the contract on the Holiday Lodge, which is just about complete. The elevator operator there tells me he has about three more weeks of work. Aldrich Construction is putting in a little underground work. Lathrop Construction Company has the prime on the Watergate Apartments. All total this job employs eight to ten Engineers which is about to end in the next 60 days.

This does not give you a complete rundown of jobs in the Western Contra Costa County, however it touches fairly well upon the larger jobs that are in progress.

We of the Oakland Office hope that by the next writing the out-of-work list will have depleted itself. We all anticipate a good year, mainly because of the forthcoming Presidential election. It seems we always have one good year right after an election and then two very sorry years. Then, when the election is due again the President seems to get off the money Congress allocated for construction in the Western Hemisphere to increase popularity with the labor force. But our recommendation to all the working people of Local No. 3 and your associates and neighbors is to put your heads in the ballot boxes this year, and see if we can't do something about the way this country is being run.

Eastern Contra Costa County dirt spreads are rolling again which includes Oliver DeSilva, Richard Yackley, Martin Bros. and Fanfa-Mulloy at Discovery Bay. A few small Underground projects are going in the vicinity also. The PG&E Power Plant at Pittsburgh is about to come to a close. Some of the Brothers have been laid off by different companies.

We are currently in negotiations with the Testing and Inspecting Laboratories Council, but by the time this is read we hope to have reached a satisfactory agreement. We have received reasonable offers on wages and fringes from the council, but many vital areas such as working rules, travel, subsistence etc. still have to be cleared up. Here's hoping the employer sees things our way.

The Watergate project in Emeryville is one of the bright spots, with Lathrop-McCloskey, O. C. Jones and others keeping several engineers busy.

Polich-Benedict has been going good on their Highway 24 job just west of the Caldecott Tunnel, but will be slowed down temporarily while PG&E relocates a 30-inch gas main.

Fanfa-Mulloy at Hiller High-

See More OAKLAND on Page 6

Crop Dusting Tough, Dangerous Assignment

By CLAUDE ODOM
District Representative

AG-PILOTS (CROP DUSTERS) JOIN LOCAL NO. 3—Many Ag-Pilots have joined Local No.



Claude Odom

3 because they are aware that unionization of the crop dusting industry is a MUST for the Ag-Pilot and the legitimate operator. Without collective bargaining to stabilize the "aerial application industry" it will remain in its present decline. It is becoming predominantly a gypo-industry.

More and more the legitimate, competent, honest operator is finding his back to the wall until the dwindling profits pass the point to where it costs him to operate. Many have weathered the trend, taking losses on the assumption that time as usual would cure the ills. It hasn't worked. Soon he will face the situation where it's either shut the door or join the competition and practice chiseling and dishonest business methods.

What this means is a cut rate price, for example, on a 10 gallon acre application which is ordered by the customer on the advice of his entomologist, then only putting from 3 to 7 gallons per acre. This is no more honest than going to a gas station, ordering and paying for 10 gallons of gasoline and having to accept whatever they want to give you. The width of the swath is governed by the wing span of the aircraft. Increasing the swath 30-50% is sloppy workmanship to say the least.

Either or both of the above greatly reduces the effectiveness of the application, adding cost to the customer because he is not getting the results he is paying for. With the pressure of the ecology movement it would behoove all concerned to strive for the most effective control on each and every application.

Where does Local No. 3 enter into this? The pilots' wages and working conditions. He is paid on a percentage of the gross price per acre. He has no say in the price charged. This leaves the gypo a big advantage over the legitimate operator. The pilot has no fringe benefits, not even un-

employment insurance. In fact, the pilot isn't covered under the NLRA, as he is considered farm labor. Many pilots who work for the gypo do not receive regular pay days and end up the season with several thousands of dollars in wages owed him and no chance of collecting.

As you can see, a legitimate operator who pays his pilots and carries some insurance on them has little chance against these gypos.

Many people are unaware there is an agriculture exemption which prohibits many classes of employees engaged in work on a farm from the rights and protection afforded by the Labor-Management Relations Act of 1947.

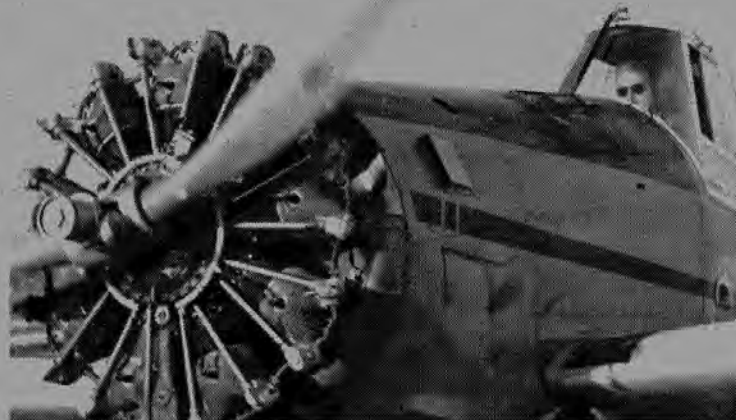
Crop dusters are not specifically listed as a classification that comes under the agriculture exemption. Nonetheless, the U.S. Department of Labor has apparently taken the position that crop dusters are part of the exclusion.

Although crop dusters are classified as farm workers, they not only have to be licensed to fly the airplane but also licensed by the Department of Agriculture. They are responsible for the proper mixing and applica-

tion of pesticides and herbicides and any mistake on their part could result in revocation of their Department of Agriculture license, resulting in the loss of their livelihood.

We feel that crop dusters ought not to come within the exemption since their employer is not primarily engaged in commerce as a producer of agriculture products. The feeling is that, therefore the crop dusters should not be characterized as agriculture employees.

We feel that the crop dusters have been unreasonably characterized as agriculture employees by a Labor Department interpretation of the Fair Labor Standards Act as amended. This has resulted in the inequality of bargaining power between employees who do not possess full freedom of association or actual liberty of contract, and employers who are organized. This is directly contradictory to Section 101 of the Labor Management Relations Act of 1947 as amended. The employees are entitled to the protection of the Federal Laws and are certainly greatly in need of our help.



FLYING ENGINEER BOTHERS of Local Union No. 3 include the AG-Pilots, better known as "crop-dusters," shown above. This profession, once thought of as glamorous, has in recent years become a "fringe profession" suffering from lack of organization and exploited by the "gypos" and ignored by the government. Local Union 3 hopes to be able to provide these brother workers with the gains and pro-

tections offered by our union efforts. Photo (top left) shows Tom Johnson "taring in for a load." At top right Roy Dillon and Everett Sneed pose with plane. Second row (left) shows aircraft starting a pass while in the photo at right the plane pulls out after completing run. Bottom right, Tom Johnson and Roy Dillon pose in the cockpit.

Bell Bites Gregorio Over Anti-Construction Record

By DICK BELL

I have been silent long enough on this subject, hopefully not too long. Anyway, I have something to get off my chest, so here goes.

It seems that the modern politician or office seeker, if and when he is successful in his campaign, on the day he takes the oath of office gives up his manhood!

This may seem extreme, but it is what I believe and I can cite as evidence several local cases. Substitute the word politician or legislator and it means the same.

Case Number One: The honorable State Senator Arlen Gregorio, from the San Mateo area. This man has been a bitter disappointment during his two years in office. I strongly suspect his sole purpose in running for the office of State Senator was to stop all construction or expansion in San Mateo County. At least, that is what his voting record reflects. So far, he advocated no more bay crossings. He brags about stopping any widening of Hiway No. 1, south of Half Moon Bay, whether or not his constituents approve. In fact, it seems to me, and certainly the same thought occurs to others, that the wishes of the

voters in the area he represents is of no concern to him. So far in his tenure in office he has advocated stopping of all construction of any kind, to be replaced by feasibility studies of alternate routes, which costs tax dollars, like \$150,000.00 for the Sharp Road in lieu of No. 380.

Now, Brothers, you don't have to be told that this is a delaying tactic originated by the Sierra Club, designed to postpone hiway construction, and one wonders if there is conflict of interest here, insofar as conducting the surveys for alternate routes. This may also bear some study.

To return to the good senator's foibles in office, he has so far advocated the complete halt of progress in the area to be replaced by nothing. The good senator during his short term in office has concerned himself not with the major issues of unemployment, urban renewal, air and water pollution, nor any vital issues. Instead, he has steadfastly confined his interests to the building of bicycle trails and birdbaths. He has also, to the vital interest of Operating En-

gineers, put forward several devious plans for spending the California gas tax monies; monies that were years ago set aside specifically for hiway construction, improvement and repair. The good senator seems determined to come up with a gimmick to spend this money, so as to preclude its use in hiway construction. Now, Brothers, I don't have to tell you this is taking work away from all of us.

As mentioned earlier in this article, Senator Gregorio seems to be impervious to the high rate of unemployment in the construction industry, either in California or in San Mateo County, which is his home. He just doesn't care. Why should he? He has full time employment. You bet he has, and you, the taxpayer are paying him. Paying him, in effect, to put you on the out of work list and unemployment insurance, and in some cases on welfare.

Now I ask you as voters and taxpayers. Is this the kind of leadership we need or want? Leadership? Frankly, I don't think so. The man has not pro-

gressed beyond the Junior Prom and funny book stage of adolescence. If one reads the local news media, we see that the good senator's latest proposal is to put a big scarlet "D" on all cars of convicted drunk drivers. Well, with all due respect to the teetotalers and reformed alcoholics, I wonder if this is the senator's intent, or is it a holdover from his comic book days of "Superman." One wonders if the good senator doesn't consider himself some kind of a crusader, such as "The Scarlet Defender." Perhaps after wading through all this, the average reader might think that the writer was bitter or vengeful. Not so!! Just disappointed and feeling duped. I did consider Senator Gregorio among my friends and supported him, however, mistakenly, and now am seeking to rectify a very grievous error in judgment.

As stated earlier on, Senator Gregorio is seeking, in effect, to eliminate the gas tax monies. Watch this closely, brothers, as the Senator has never proposed any legislation that doesn't take a step backward. He doesn't

seem man enough to challenge the car manufacturers, such as General Motors, Ford or Chrysler to come up with a pollution free engine, nor does he seem man enough to challenge the vested agricultural interests in this state to quit poisoning the waters of the state with their DDT poisons which in turn kill fish and marine life. He contents himself with clouting the honest hard-working worker of the state who is probably paying taxes that the farmer refuses to pay.

This man advocates nothing that is not of a negative value, as far as our society is concerned. Instead of progress, he advocates a return to the bustle and horse and buggy days. He wants to rid the State Treasury of the gas tax funds and among other proposals, I expect him to suggest the purchase of horses, mules and horse drawn vehicles. Well, when it comes to using tax money to buy horses or jack asses, I wish to state I am absolutely against this, we have enough, neigh, more than enough, jack asses in Sacramento as it is.

More Oakland

(Continued from Page 5)

lands, just across the freeway, anticipating increased production, is paving their haul road and building better access for their truck spread.

All surveyors, by the time they read this, should have received all their retroactive pay increase with the possible exception of the freeze period which we hope to get unfrozen soon. Many of the employers signed to Tech. Independent agreements have paid the retroactive for the freeze period, and we hope to be able to persuade the others soon to see things our way. If you think you're missing any retroactive pay other than the freeze period brothers, give us a call.

Speaking of freeze periods, Phase II and so, if you don't like the way things are going Brothers, we hope you know what to do about it. Register and vote in November, get your friends and Brother Engineers to register and vote, and let's see if we can turn some things around.

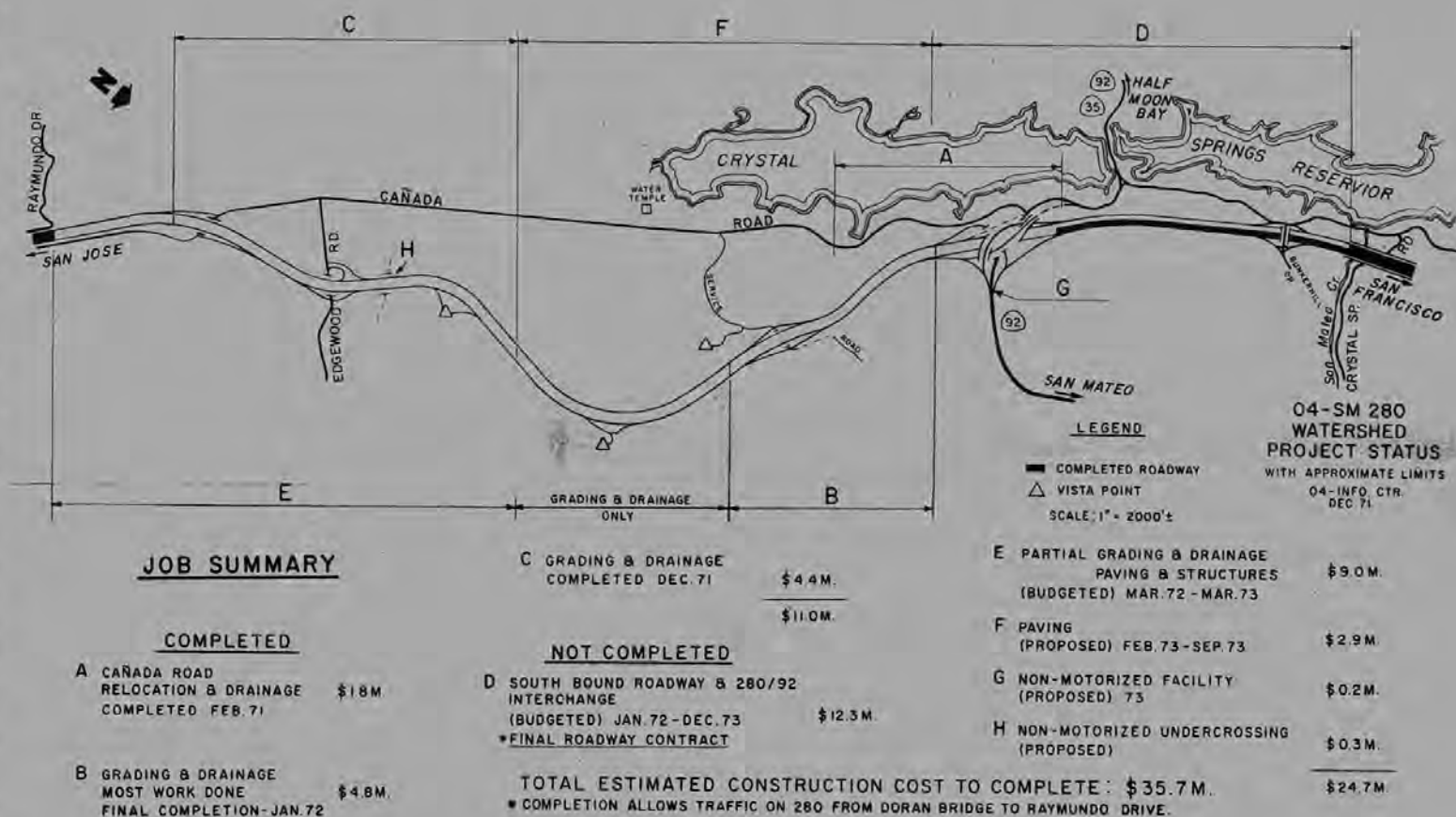
Work in Southern Alameda is moving along very well for most of the Brothers who live around here.

At Mission San Jose we have the Ohlone College under construction. Rathchild & Raffin are the general contractors on that job. Galligher & Burke are moving the dirt and James Engineering are putting in the underground. About 300,000 yards has to be moved now and much more later. The new college will be located on the East side of Mission Blvd. next to the Old Mission.

In this area we still find the major portion of our work load is in new housing. Singer Housing has several projects going and starting another at the old California Nursery located at Niles. Kaufman and Broad also have many locations of new developments in Union City and Fremont.

In the Fremont area we find quite a bit of street work in town. The city is going ahead with plans to widen Fremont Blvd. thru the city to four lanes

See More OAKLAND on Page 13



Canada Road Congestion Relief Due Soon

By BILL RANEY

People have been asking what is going on and how soon they will have a freeway to replace the present congestion on Canada Road.

In less than two years from now, you will be able to travel uninterrupted by signals or stop signs throughout the 10-mile length of this Crystal Springs area, and in fact, all the way from San Francisco to San Jose.

Already three contracts have been completed toward that goal. In December the grading on the north end and the south end was completed for an 8-lane freeway.

In January, the next contract added four new lanes to the two-and-a-half mile section of freeway from the Doran Memorial Bridge over San Mateo Creek to Route 92. This will fulfill the plan for necessary expansion foreseen when the existing freeway was designed. Part of the contract will be to provide a freeway-to-freeway interchange for Routes 280 and 92 in lieu of the existing signalized intersection. Contractor on this job will be Guy F. Atkinson Company.

In April, 1972, a third project through the watershed started that will complete the grading in the center section and pave the southern half. Structures will be included in this project.

In February, 1973, still another project will start that will finish the paving in the north and center section. It will complete the paving on the north end to connect with the new 280/92 Interchange and with what will then be the full 8-lane freeway northward. The construction of the 10-mile length in the Crystal Springs area, in the fall of 1973, completes the entire Junipero Serra Freeway—for the 50 miles from downtown San Francisco to downtown San Jose.

Landscaping will follow construction in 1973-74 that will cover these new freeway sections from Raymundo Drive to Doran Bridge, but even during construction, efforts are being made to restore the land to its natural state.

An extensive drainage system was installed before and during highway construction to protect the watershed and preserve the natural hillsides from erosion. A preliminary project was done be-

tween June 1970 and February 1971 for road relocation and watershed protection at a cost of \$1,800,000. In addition, on the grading projects done between April and December, 1971, a water treatment facility and a pumping plant were built at a cost of about \$100,000 each to handle run-off. Retention basins, looking like miniature lakes, were carved out beside Canada Road to help settle the run-off and decrease turbidity. Fill slopes were covered with straw and wire mesh over seed and fertilizer. Cut slopes were stepped and hydro-seeded, or notched to promote return of natural vegetation. Where possible, hillsides were graded to their original contours and slopes were rounded.

You will see the result when the route is finished because, in addition to the sweeping views from the roadway—made possible by carefully planned gentle grades and broad curves—three vista points will be created with parking areas for leisurely enjoyment of the view of this 23,000-acre watershed to be preserved in perpetuity. This is in accordance with the four-party agreement by the City of San Francisco, the County of San Mateo, the State, and the Federal Government.

Local Union No. 3 and the Division of Highways shares the concern of all Californians in retaining the natural resources and preserving the varied scenic beauties of our state. Thus, the blending of aesthetics in design with careful use of open space to produce attractive freeways fitting into a natural or man-made environment is a compelling goal for highway designers. Land is a limited resource, and the delicate balance nature has established among animals, plants, and man, and their total environment, must be maintained. In answering these demands, the primary concern of the highway designer is to conserve human life by building safe, efficient highways for the Californians who traditionally value freedom of movement. But the highway designer is also aware of the interwoven relationships of man and nature expressed in the new word Ecology, and has succeeded in demonstrating that concern here in the creation of the award-winning Junipero Serra—the "World's Most Beautiful Freeway."



APPRENTICESHIP COORDINATOR Cliff Martin readily finds photo subjects on his busy rounds. In photo top left Brothers James Shaul and Neal Martin pose on Green Co. crushing project in Madeline. Second photo top right shows Brother Darrell Little, foreman on the Hughes, Ladd & McConnell Interstate #5 project at Hornbrook, giving Apprentice Joe McGowan a few do's and don'ts on tractor lubrication. In the second row (left) Brothers John Sain, Robert Flowers and Ceci Barnes overhaul a cat on the Umpqua River Navigation Proj-

ect. At right members attend a Eureka Safety Meeting and include R. Fleishman, P. Lindner, L. Brown, F. Okey, D. Dible, D. Wilkins, R. Pelletier, B. Bowers, D. Bouey, B. Bishop, T. Brazil and R. Flowers. Bottom row left shows members at District Meeting in Eureka, while at right T. J. "Tom" Stapleton, Rec-Corresponding Secretary (right) and Ray Cooper, Dist. Rep. (left) check details following the election of Carley Spence (center) as Election Committeeman from that district.

Roving Coordinator Sees Nature's Face As Many-Sided Sphinx

By CLIFF MAETIN

Testing is scheduled for the first Wednesday of each month in the Eureka area. Sometimes we must rearrange the schedule and make a special trip to Eureka for a testing session.

From Redding to Eureka is about 150 miles on Hi-way 299 West. Under normal conditions the average person can drive that route in 3½ hours. It seems like there are no two winters the same in this north country. This winter we have had quite a lot of snow and not too much rain, but in the past couple of weeks we have had a considerable amount of rain. On March 1st, on my way to Eureka for a testing session, it was raining steadily and as I passed over the bridge at Towerhouse, noticed that Clear Creek had risen. This dumps into Whiskeytown Lake which has adequate storage space at the

present time. Continuing on over Buckhorn Mt. it was snowing but not sticking to the hi-way, although one had to drive in a cautious manner. About 3 miles before reaching Douglas City the hi-way is parallel to the Trinity River. You look down and see that the river is a bit murky and has risen a bit above normal. Continuing on through Weaver-ville and over Oregon Mt. you drop down to Junction City and parallel to the Trinity River again. Looking down on the Trinity at this point, I noticed it was dirtier and had increased in size considerably due to the run off of the various tributaries there. As I proceeded I observed a number of minor slides and rocks on the hi-way. Approaching Helena the river had swollen and was racing with more momentum through the canyons and gorges. As I pulled off the hi-way to

stretch my legs and to observe the surroundings I think what a mighty river the Trinity is at this location.

I understand there is a dam proposed for this locality, plus tunnels to divert the water for irrigation and domestic purposes. Of course, there are always two sides to the coin. The ecologists, environmentalists and the Sierra Club along with some others feel the river should run free and continue on to empty into the Pacific Ocean, flooding the lowlands and making a hardship on those who choose to reside in that area.

On the other side of the coin, putting in this dam would mean water conserved for those who need it, flood control power plants to harness the energy and more recreational areas

Luis Is No Loser!

Operation "Own Bootstrap" Produces Proud Apprentice

By JOHN THORNTON

A 19-year-old Experienced Apprentice, Luis Novoa, is nearing the end of a long journey that began more than five years ago in Guantanamo, Cuba.

Luis and two friends, also 14 years old at the time, decided to swim 2½ miles across heavily patrolled Guantanamo Bay to the American military base on the other side. They had decided to escape from Cuba and do some "jobhunting" in the land of opportunity just 90 miles away.

Luis remembers vividly that long weary swim through patrols of speedboats that constantly swept the bay with their searchlights. But it was worth the effort and Luis knew he had completed the first leg of his journey when a Marine patrol fished him out of the water.

Luis found that escaping to the United States wasn't exactly a one-way ticket to the end of the rainbow. After his escape across Guantanamo Bay, the 14-year-old youth went to Miami where he stayed some four months with other Cuban refugees. He spent the next three years in Newark, N. J. living with an old

friend who used to have a house on the same street in Guantanamo City until the Castro takeover.

Faced with a language barrier, Luis went to school and worked part time to support himself. Then, just two years ago, he and some friends heard about the Job Corps program. During his short stay in America Luis had come to a striking realization of the need to have a skill — so he signed on. He spent the major portion of a year at the Weber Basin Job Corps Center in the Pre-Apprenticeship Training Program of the I.U.O.E. His counselors at the Job Corps described Luis as a "model corpsmen" who is respected by and gets along well with his peers.

Luis is now a second-period apprentice, G&P, working for Jack B. Parson Construction Company on the Wendover-Knolls project. The contractor is well satisfied with this apprentice and he is also liked and respected by the journeymen on the job.

In addition to his occupational skills, Luis has worked hard on advancing his own education and recently earned his General Education Development certificate.

Many Tested!

More Apps Than Jobs For Young

By CLEM HOOVER

During the month of March the work load picked up considerably. As the sun shines more and more, jobs start more and more. Sixty apprentices are working in the Sacramento and 30 in the Stockton area.

Testing has been extremely heavy, especially in the Sacramento area. It looks like every young fellow, and some not so young, wants to get into the Operating Engineers Apprenticeship Program. Unfortunately, there are not enough openings to go around. That means some of them will have a long wait.

We participated in two Career Days for high school students. On Thursday, March 9th, I spoke to three groups at the Placer High School in Auburn. We also conducted our annual Career Expo, where around 12,000 students were brought to Cal Expo to listen to representatives of different trades and professions explain their lines of work to better help the student decide what line of career he wants to follow after leaving high school.

It's very interesting talking to these students and we get as much of an education about them as they do about us. This is just part of the public relations work the Apprenticeship Program gets involved with. We will also have our information display set up at the State Fair again this year, which begins August 25th. Hope to see all of you there.

SF, SM Work Picks Up

By BUFORD BURKS, Coordinator

Work in the San Mateo and San Francisco areas is now starting to look bright again, with a good number of apprentices being called to work.

Atkinson started on another section of 280 and Granite will begin a two-mile section of this much needed Freeway.

The high rise development in San Francisco is looking skyward, with Cahill starting a new 35-floor building at First and Market.

Each of these have a full quota of apprentices. If you are fortunate enough to make your way down Market Street, take a look at the "BART" and cast a wishful eye at the progress of this great commute system and hope for 1972 as completion and use to San Francisco. Then we can start to hope for extension to the airport, with the parking problems as they are.

The street and parking lot and underground contractors are also stepping up their activities, with several of them calling for apprentices to fill their contract obligation.

The majority of apprentices called in for a reevaluation of their progress and a check of hours reported very favorably and they're happy to be a part of the Local No. 3 Program.

George Smith, employer representative on the San Francisco-San Mateo Sub-JAC, returned to the meeting recently, after having a ten-day vacation in the Hawaiian Islands. He reported a nice time with hospitable people.

Apprentice problems are usually small ones, but if you have one (each is of equal importance) please contact your Coordinator, or call the Dispatch office and leave a message for him.

JAS News

VOL. 2 - NO. 4

APRIL, 1972

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



TOP APPRENTICE 1971 AWARD is presented to Rudy Hernandez at District Meeting in Reno, Nevada. Local Union No. 3 President Paul Edgecombe makes the presentation as Stanley Jones, Nevada State Labor Commissioner and State Director of Apprenticeship, and F. O. "Fran" Walker,

Local 3 Trustee, look on. Brother Hernandez is a fourth period HDRM apprentice working for Helms Rock & Sand in Sparks, Nevada. Rudy and wife Kina have one child, Patricia, 3 months old. Rudy received a \$50 Savings Bond along with his certificate.

Career Days Are Big Success As 68 Turn Out In San Jose

By HARLEY DAVIDSON, Coordinator

The Career Days in the San Jose area have been going on very successfully. The Joaquin Miller School had 68 students interested in the Operating Engineers Apprenticeship Program. The County Chairman of The Careers Days, Mrs. William Dengen, requested that we appear before these students and explain the program to them. We readily accepted the opportunity to familiarize the students with the Program and what it takes to become an Engineer Apprentice. During the class, there were many interesting questions regarding Disability Insurance, Pension and Health and Welfare, but most of all were interested in wages that are set up in the Appren-

ticeship Program, also the Apprenticeship training in Rancho Murieta.

The Career Days at the Westmont High School, were much the same; four classes attended during the day. A total of 58 students were interested in the Operating Engineers Apprenticeship Program. Their questions were the same as the other school. Some of the students had relatives in the Operating Engineers and they seemed to be the most interested.

We spoke at these schools last year and they say that they want us to continue. We also showed a film entitled "Men wanted in Construction." This was about a half hour program. We also showed them pictures of construction that I have taken over the past years.

Young Engineers Show Sharp Interest In Union Meeting

By NICK CARLSON, Coordinator
Apprentice Meeting in Fresno

A turnout of forty-five apprentices gathered at the Operating Engineers Meeting Hall to ask questions and discuss the new operating engineers contract.

The meeting was not a mandatory apprentice meeting. The way that it came about was that during the last scheduled safety meeting so many questions were asked regarding the new contract that District Representative Claude Odom asked the group how many would be interested in voluntarily coming in on a evening and going over the contract. He told them that Business Agents Bob Marriott and Harold Smith and he would answer any questions that they would ask. All apprentices were given copies of the new agreement and the meeting date was set.

The apprentices must have

read it quite thoroughly judging from the questions asked. All of their questions were thoroughly answered.

Talking to the apprentices later, they agreed that the informative results of this meeting have helped them to better understand the contract and their Union.

Thanks to Dist. Rep. Claude Odom and agents Bob Marriott and Harold Smith for making this possible!

Keeping Tabs

The National Driver Register Service — an agency with the Department of Transportation has a master file containing the names of nearly three million persons whose driving privilege have been revoked or suspended.

Rudy Best!

Trophy, Bond To Nevada Apprentice

By GAIL BISHOP

At our last District Meeting the winner of the "Outstanding Apprentice for 1971 Award" was presented his trophy and bond. The winner, Rudy Hernandez, is a fourth period HDRM apprentice working for Helms Rock & Sand in Sparks. Rudy is married and he and his wife, Kina, have one child, Patricia, age 3 mos. The trophy was presented by our State Labor Commissioner, Stanley P. Jones, who also doubles as our State Director of Apprenticeship. Local No. 3 President Paul Edgecombe presented Rudy with the \$50 Bond.

Despite a break in the cold weather, work has remained slow. In the meantime, we are testing 40 to 50 applicants each month and talking to senior students at the various high schools throughout the area.

Congratulations to second period HDRM apprentice Willie Lee and his lovely new bride, Ruthie. Many happy returns.

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.

County Plan Scored By Local 3 Group

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

A proposed plan by the Sacramento County Planning Commission, which would restrict urban development in Sacramento County met with strong opposition from labor leaders in Sacramento. A delegation led by Ralph Wilson and Aster Whitaker to represent Operating Engineers Local No. 3 attended the March 6, 1972 meeting to voice their opinion and state their opposition to the proposed plan.

Ralph Wilson

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The Sacramento Municipal Utility District has authorized the sale of \$28 million in general obligation SMUD notes, or bonds to finance the first load of nuclear fuel for the Rancho Seco nuclear power plant. The plant, 35 miles south of Sacramento, probably won't go into operation until the fall of 1973. The board also authorized a \$140,000 increase in the ceiling of an \$8.5 million contract with Dravo Corp. for work on the Loon Lake powerhouse on the Upper American River Project. The project has been completed, according to SMUD Chief Engineer Mattimoe, at a cost of \$4 million under the original estimate. The plant, which will produce 628,000 kilowatts of electricity at peak capacity, was conceived in 1954 at a cost of \$85 million, however bond issues and expansion of original plans raised the estimated cost to \$208 million.

IN THE MOUNTAIN AREA around Placerville, the long delayed east end sewer project conceived six years ago, will finally get under construction along upper Broadway. This \$504,920 project will bring sewer facilities to 147 property owners in a 603-acre area in the east end of Placerville and will involve laying about five miles of pipe. Galbraith Construction Company of Hayward, the contractor doing this job, estimates the duration at 120 working days, but they expect to finish earlier, perhaps sometime in July.

The White Rock Power Plant, hit by an explosion and fire that killed two employees almost a year ago is back in full operation, said Sacramento Municipal Utility District officials. Bennett-Murray, Inc. of Placerville and Slater Electric Company of Folsom did \$1,250,000.00 worth of repair work and installed two new 1,000,000 kilowatt generators, reported SMUD Public Relations Officer Douglas Johnson. The 30 million dollar power plant, located a few miles east of Chili Bar in the American River Canyon, is the largest of SMUD's six power plants serving the Sacramento area. The electrical short circuit which caused a series of explosions occurred in the late evening of March 23, 1971. The men killed were Harry S. Seibert of Camino and Arie VanDer Hoeven of Pollock Pines.

The State Department of Public Works has called for bids on a project to improve access to Interstate 880 from the communities of Broderick, Bryte and West Sacramento. A total of

\$1,280,000 has been budgeted for the work, consisting of widening Sacramento Avenue to four lanes between a point just west of Todhunter Avenue and Reed Avenue between this point and Harbor Boulevard. Also included is replacement of the existing one-lane subway on Reed Avenue beneath the tracks of the Sacramento Northern Railway with a four-lane underpass. The portion of Reed Avenue between Harbor Boulevard and the Interstate 880 ramps, was widened to four lanes during the freeway's construction. Bids will be opened March 29, 1972.

A complex real estate transaction three years in the making has been completed to pave the way for a \$2.4 million shopping center in northern Citrus Heights. The center will be developed by S.D.I., Inc. of Newport Beach, Orange County, a major buyer in the transaction which involved six property sales and three major leases. The center will be on a 13-acre site on the southwest corner of Auburn Boulevard and Whyte Avenue. About 90% of it will be in Sacramento County and the rest in Placer County.

One of the larger projects now in progress in the Sacramento area is Operation Breakthrough, a low-cost housing project for the aged. The largest building in the project is a nine-story apartment complex. Ground work has begun and completion is anticipated in about three months. Cost is around \$2 million. The prime contractor is Campbell Construction, with seven subs involved.

Thanks to our good engineers who have donated blood lately: Fred Lacert, Charles Martinez, Arnold J. Boehm, Niels Harms.

See More SACRAMENTO, Page 14

Smitty Speaks As Winter Rains Cease

By AARON SMITH

The Winter rains seem to be over and the work around the area picking up. The big Teichert job has kicked off in Davis — also being the biggest job in the area at \$10,588,000 — eight lane freeway with ten bridges and overpasses. Completion date is 1974.

Roberts Brothers has a dirt job for over 120 lots located at the old Floyd Terrace for Hoffman 10—Ernest Pestana, Inc. has the underground work on the same job.

Prodanovich, Inc. has been awarded the underground work on the stewards securities in job across from the fairgrounds. Contract price was \$757,000. This will be the trench lines and layout work for the 3,000 residences on 2,300 acres for the retired seafaring union members.

Syar & Harms has started a number of small jobs putting the largest number of Brother Engineers back to work throughout the area. They will also start their big job on the flood control ditches north of Vacaville — around the first of April.

Clyde Phymell has his full crew working on the Southampton job and it is expected to last all year. This has been a good job for the members.

Redding Moves Ahead

Future Begins To Bloom Once More

By Ken Green and
Bob Havenhill

The new Mercy Hospital road will give easier access for emergency vehicles. Teichert Construction Company of Sacramento is the low bidder for this project. The building of a new, less steep road to Mercy was one of the conditions Shasta County Supervisors made in

selecting the hospital as the site for the emergency care center. Construction of the road is to be completed by July 1. Jim Westlake has moved one of his dozers on the project for clearing the right-of-ways. About 75 per cent of the cost of the project will be borne by Mercy Hospital. The road will lead from the bottom of the hill where the old road starts and follow the southwest side of the hill and link with Edith and Maples Streets near the medical center near the top of the hill. The grade will not exceed 8 per cent and there will be no sharp curves.

Plans for developing a small section of the Turtle Bay area next to the Redding Civic Auditorium were reviewed by the Redding City Council. The park area, to be developed with \$51,600 in State Historical Park money, will include improved access to the boat launching facility, picnic tables, an outdoor exhibit area and a horse-riding trail. The proposed development would cover an area of some five acres along the river bank just to the north of the auditorium.

Two Redding developers are to build stores that will house seven Redding businesses in the proposed downtown mall. A proposal by Sim Nathan Shoe Store to buy a 7,000 sq. ft. parcel on the west side of the 1400 block of Market Street immediately south of the proposed Payless Store has been accepted. Besides his own shoe business, Nathan told the Agency, his building would house Eaton's Drug Store, Jay's Jewelers and the Carmel Corn Shop.

Charles Metro of Redding TV is offering to buy the site now occupied by the Redding Bakery. Metro's tentative plans call for the building to be occupied by the California Shop and the Hyatt Book Store.

A San Francisco landscape architectural firm has been given the job of developing a new master plan for the Whiskeytown National Recreation Area. Approval of \$26,645 contract for the work was announced by Rep. Harold T. "Bizz" Johnson. The contract was awarded by the National Park Service to Theodore Osmundson and Associates. Whiskeytown Sup. L. J. Mitchell said this is the first time an outside consulting firm has been involved in planning for the 44,000 acre Whiskeytown area, which is administered by the Park Service. The old master plan included the lake and a strip of lakeshore a new hundred feet wide, Mitchell said. The new plan will reflect the enlarged area. That earlier plan was put together by Park Service planning teams. The new plan will be developed from information sought from government agencies and the public, he said.

The burial of Shasta Dam to create a vastly bigger dam and lake was just one of several alternative plans being considered by the state and federal inter-



IF WINTER COMES Brothers in some jobs still keep busy. Above at the Gordon Ball yard in Weed, Calif., are Factory Representative Al Blair along with Heavy Duty Repairmen and Welders Brothers Walt Glasby, Arnold Ellis and Ken Hines. In lower photo Brother Vince "Flash" Selich shows BA Bob Havenhill his union card that shows 29 years as a member.

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agency groups. The new, bigger dam would increase the service area of the Shasta Lake from its present 20,000 acres to 49,000 acres.

If the Shasta Dam heightening idea doesn't prove feasible under the future studies, the state and federal interagency groups have alternative proposals under consideration. At the present, the proposed heightening would take Shasta Dam an additional 100 feet higher, starting with the fill downstream from the old dam and eventually covering Shasta Dam in its entirety. The crux of the problem is the Sacramento River delta on San Francisco Bay which is starting to silt in, which could be corrected with a flushing action. Also the salt water is starting to contaminate the rich truck farm land.

The key factor governing work in the Redding District is, as in most other districts, the weather. The months of January and February were surprisingly dry, however, the last week in February things began to change. Up to Feb. 25, 1972 the total rainfall in the Redding area was 16.02, on March 2, 1972 the total rainfall in the Redding area was 18.57. The last week of February produced a warm 2½ inches of rainfall and pack. The Pit, The Salmon, The Trinity, The Mad River, The Sacramento, The Klamath and The Shasta rivers are all running at or near flood stage, as are most of the creeks and streams in this area.

Hughes & Ladd, Inc. & John H. McConnell JV has done some of the clearing on their Hwy 5 job at Hornbrook but will probably not get started in a big way before April. Apex Fence Company is moving along very nicely doing the fencing for Hughes & Ladd. Bids will be opened March

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22nd on the Montague-Granada Road in the Siskiyou. This is a joint, County, State and Federal funded project with an engineers estimate of \$560,000.00 and will be administered by the State Division of Highways. Bids will be opened March 29th on the Hiway 44 and Airport Road interchange (Engrs. Est. \$600,000.00). Bids will be opened April 5th on the Hwy 36 and Hwy 395 overlay job in Lassen County (Engrs. Est. \$500,000.00).

Just to give you an idea of the Winter on Balls Hwy 5 job in Siskiyou County, here's a picture of Morgan Equipment Company's people in Balls yard at Weed. They are working on factory modifications to the big Terrex TS-32's. Pictured here are, left to right: Al Blair, Terrex Factory Repr., and Brothers Walt Glasby, H. D. R. Welder, Arnold Ellis, H. D. R. Welder and Ken Hines, H. D. R. Welder. They tell me the worst part is trying to keep their feet warm.

Cascade Steel Fabricators Inc., is winding up on their Publishers Paper Company mill job in Burney, Calif., Brothers Lee Thompson, Vice Selich and Buster Hempe did pretty good in this job, working right thru the worst part of the Winter. Pictured here is Brother Vince "Flash" Selich Forklift Operator proudly showing the "B.A." Bob Havenhill his 29 year old Local No. 3 card.

Brothers, if you are not working now, why not invest a little of your time toward your own future by attending the Rancho Murietta Training Center to upgrade your skills or acquire a new skill in order to make yourself more employable this Spring and Summer. It is amazing to me how many men are registered in

Cache Creek Fight Over Indian Valley

By RUSS SWANSON and
BOB WAGNON

THINGS ARE LOOKING UP! We are still waiting for a bid date for the Indian Valley Dam project, and it looks as though we may have some more waiting to do. Located on the north fork of Cache Creek in northeastern Lake County, preliminary work was begun and there it sits. Lake County and Yolo County are "fighting" over water rights. A hundred years ago they would have gotten out their dueling pistols, but today they are holding hearings, trying to resolve the differences that exist between them. Monies have already been approved for this project by the Yolo County Flood Control Water Conservation District, but no bid can be let until the question of the water rights has been settled.

The main issue is that Yolo County has held a water right under an old Copcevic Decree of certain limits and Lake County now wants to change the limits before allowing the Indian Valley project to continue. We sincerely hope their differences can be resolved in the near future.

The long-awaited Clearlake Highlands, Lower Lake sewer project is under way. Construction began March 21, by Baldwin Contracting Co. and Ebert-Spartan Co. This job should take until September 1973 to complete. There is to be an extension to this job, to be let under a new contract later this year. There should be about twenty engineers on this job when it really gets going.

Over in Lakeport, the heart of Lake County, the Gordon H. Ball Co. is working between rain storms putting the finishing polish on the nine miles of four-lane freeway. A lot of the engineers from this job went to the freeway job at Weed, Calif., on Hwy. 99. A. Teichert & Son, who had the paving on Ball's job, are getting ready to move their 10,000-pound standard hot plant, but nobody seems to know for sure where it is going. Lange Bros. Construction, who worked on and off all winter on the Middletown project, should be about finished. It has kept quite a few brother engineers working sporadically for the past several months. Lange Bros. will be starting the Scott's Valley County Road project in the very near future. The crusher is set up, ready to grind out the base rock,

only one or two classifications on the "Out of Work" list. These same people are the ones who suffer most from unemployment. Local No. 3 has provided the necessary means by which you can get the training you need. All you have to do is provide yourself and a desire to learn. It will not cost you anything, other than transportation; even the room and board is provided free of charge. The training you will receive is the best obtainable anywhere in the world. The instructors at "The Ranch" have worked all over the world, in every climate and on every continent. The "Brain Bank" at Murietta is at your disposal, and if drawn on by you will help you secure your future as an Operating Engineer.

and should be in operation by April 15th.

MENDOCINO COUNTY—Par-num Paving Co. is busy repairing their hot plant and crusher, getting ready for the coming season around Ukiah. The pre-job conference was held with Huntington Bros. and C. K. Moseman Co. for a joint venture job on Hwy. 101 at Piercy. Huntington Bros. will move the dirt and Moseman will do the structures. Should be starting about April 15th, to the tune of nearly four (4) million dollars.

Other jobs coming out will be the Branscomb Road job, which goes to bid on March 29th, with an engineers' estimate of \$650,000.00. Also, the \$675,000.00 state overlay job, which will be divided between Mendocino and Lake Counties. A. Teichert & Son are hoping the rains will quit so they can start up again on their Brooktrails job. They still have a considerable amount to do, and have picked up some new work around the city of Willits.

Remco Hydraulics has picked up several million dollars worth of new work since the first of the year and are working five and six days a week, plus some overtime. Looks like a good year for Remco. The Peter Kiewit Co. job on Hwy. 1, down all winter, should be going again soon. There is just some clean-up and some paving left to do.

NAPA COUNTY—At this time the most we can report is one small highway job on Hwy. 29, and some sub-division and mobile home courts for the future.

SONOMA COUNTY—Sonoma County has numerous jobs still to be let this year, county road jobs, underground work, and sub-divisions. However, they are slow coming up for bids. The Arthur B. Siri Co. just got started on it's \$1,000,000.00 plus sub-division at Bodega Bay when the winter rains came in. Work on this will be starting up in the near future.

Argonaut Constructors were the successful bidders on an underground job, plus a sub-division, and will call back most of their regular employees. Fel-Cal was the low bidder for a channel improvement project for the Sonoma County Flood Control. This company is new to our area and we wish them the best of luck in their contracting in the Redwood Empire. Piombo Const., who is doing the road relocation work at Warm Springs Dam out of Healdsburg, has called back most of the brother engineers and should have a full season of work ahead of them. Another \$4,000,000.00 contract will be let on June 1st at the Warm Springs Dam.

We would like to thank all the Brothers for their fine attendance at the District Meeting held March 8th in Ukiah, when we elected our Grievance Committee members and Election Committee man. One of our old-time members, Brother Lansing Kitzmiller, who has been on the Grievance Committee for this area, suffered a heart attack and had to step down. Brother James Nacey was elected to replace him. Sorry to see you leave, "Kitz," you were a credit over the years, both to our district and to the Grievance Committee. Also, we would like to congratulate F. L. "Les" Crane on being elected as the Election Committeeman from District No. 10. He is an "old timer" in Local 3 and we know he will do a fine job.

Until next month, we leave you this thought—"Take your time, think SAFETY and always be careful."

Ecofanatic Councilman Mounts 'Rocinante'

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

Spring Has Sprung—As of this early March writing, the temperatures are between 70 and 80 degrees almost daily. Anyone would think it was mid-May instead of in what normal years would still be a rainy portion of the year. The rainfall totals are the lowest in many years, but the long range effects are apt to be bad if the drought continues. Spring runoffs into these mountain reservoirs are almost non-existent and the dams that back up and furnish water to this fast growing valley hold only large mud puddles. Additionally, the hills, which are now very green, will turn brown prematurely and we can expect fires by early summer.

The reason we're stressing this, is that just recently, a San Jose City Councilman, Walter Hays, wrote a letter to the House Appropriations Committee urging it to maintain the deletion of President Nixon's San Felipe Water Project. He had no authority to speak on the rest of the City Council's behalf but did so anyway and consequently, was blasted quite vigorously in the news media by several of the Council members the next day. These kinds of decisions we as Operating Engineers and our families really don't need, and think this would be the opinion of the majority of the people in Santa Clara, San Benito, Monterey, and Santa Cruz Counties, who on completion of such project would be beneficiaries of this water. This whole project would cost over \$200 million and would supply thousands of jobs in its construction.

There are large posters in the San Jose Hall, written in very large eye-catching letters urging everyone to register to vote, who hasn't already done so, by our very own registrar, Diane Fallo. We urge you to do this as soon as possible and tell your Brother Engineers also, for the Presidential Elections are now only around the corner. Also, take time to sit down and write our Congressman your thoughts regarding the San Felipe Water Project while you are now thinking about it, as that could very well mean whether we have prosperous years in the future or some continued bad ones.

We have held several pre-job conferences with several companies, who were successful low bidders on freeway sections let in this county. By the time this article reaches the press, we all are hoping that such companies will then be calling for men to man and complete such jobs. On such nice days, as we have been experiencing, all Operating Engineers get nervous and anxious when they aren't working. This I understand very well, as I've experienced this feeling myself many times.

Around the Metropolitan area many large buildings are now in progress and heading skyward. E. A. Hathaway Co., a locally owned company, has several such buildings in progress and seems to keep a good crew of brothers busy. Other such companies with multi-sites are Carl Swenson,

Pankow Const., and Harvis, only to name a few.

According to real good sources, the City of San Jose has o.k.'d for construction near the State College \$20 million worth of new building construction. These types of jobs don't put a lot of engineers to work but they certainly help, and most of these jobs are of a long duration.

In concluding, we would like to say that our blood bank is now real low and badly needs replenishing. Please take time out and donate for the cause of any Brother Engineer or his family.

By TOM CARTER

Bids were opened recently for the section of 680 Freeway just south of Calaveras Rd. in Milpitas to Capitol Ave. in East San Jose. The low bidder for this section of eight-lane freeway is A. J. Ralsch Paving Co. of San Jose. The bid for the job was a little over \$7 million and is expected to get under way early this spring.

A pre-job conference was held with C. K. Moseman Const. and Freeman-Songroth Const. for the section of Highway 680 from Highway 101 to just east of Alum Rock Ave. in San Jose. This is a \$12 million project and the clearing and some of the preliminary work is underway. One more section of freeway is scheduled to be let early this year, which will complete Highway 680 to the junction of 280 at Highway 101 in San Jose. All three of these projects are scheduled for completion by late 1973.

The other freeway work in the area is starting to move along after being shut down most of the winter.

By JACK CURTIS

Work in the southern part of District 90 is going strong. Most of the work going on in Santa Cruz and Monterey Counties are apartments, trailer parks, housing projects, and shopping centers.

In Santa Cruz, the Thrust Four Development Corp. will begin immediately to construct 240 one and two-bedroom studio apartments in its first phase, with occupancy expected in six months. A second phase will see the rise of not more than 240 apartments. These apartments will be constructed around Nearly Lagoon.

George Fisher, Inc., of Fresno has started on their apartment project in Capitola. Gene Austin is doing the excavation work on this job.

George Davis Const. Co. of Watsonville was awarded \$557,700 by Santa Cruz High School district for additions to the high school.

Financing has been arranged and construction is expected to begin shortly on the Aptos Monte Mark Shopping Center. Construction of the facility is planned in two phases and the estimated \$1 million first phase will open before the Christmas holidays. Phase No. 1 will be anchored by a 91,300 sq. ft. two-story Monte Mark discount store and includes an automotive parts and service center, service station, garden shop, and a bank.

Granite Const. has picked up several good jobs and has most of their brother engineers working.

Floyd Fleeman Const. Co. of Salinas was awarded \$171,465 for street improvements in Salinas, from San Juan Rd. to Boranda Rd.

Geyer Const. of Monterey was awarded \$111,486 by Trustees of the Washington Union school district in Salinas for construction of labs and classrooms.

Milburn Const. has their full crew working again on their Highway 1 project at Fort Ord. This job will be finished in about a year.

Madonna Const. at San Ardo will have their 101 Freeway project completed in about a month.

With the construction going on in this area, the rock, sand and gravel, concrete and asphalt plants are all busy.

By JACK BULLARD

Santa Clara County West of Highway 17 and North of Landess Avenue.

BROTHERS MOVE MLLIONTH YARD—Our brothers are transforming the Mountain View Dump into the Mountain View Shoreline Park Golf Course.

Brothers working for Easley Brassy Corporation recently moved the millionth yard at the Mountain View Landfill. Brother Ernest Janikowski, Inspector and steward for Cooper Clark & Associates, records the import embankment. He recorded that Wednesday, 15 March, at 1:15 PM, Brother Bill Dalton set his scraper can down, and Brother Jim Hall pushed him. Bill had the millionth yard in the can, and he placed it. This millionth yard has almost completed the first nine holes of the Shoreline Park Golf Course. The entire contract calls for construction of Mountain View Shoreline Regional Park by 1975.

Mountain View has contracted with San Francisco to take their garbage for the fill on this project. The trucks come in from the City, drive up on Tippers, where the trucks are tilted to a 45-degree angle, dumping the garbage. Brother Lou Brady runs one tipper, George Benadom runs the other. Ray Parres and Bill Pew doze and compact the garbage, which is then covered by the dirt-spread. The spread includes Bill Dalton, Leo Cummins, Jim Hall, Russ Brooke, and Don Ostrom. Brother Wally Hobson is superintendent, his brother Tony is mechanic. John Kauhi, the wild Hawaiian, is foreman, and Brother Bill Casey runs the lube truck.

This project provides an aesthetically pleasing solution to an ecological problem of our day-garbage disposal.

George Garcia had a spread building pads at Blaney and Holmstead in Cupertino. Brothers Charlie Hodsdon and Frank Waddingham set grade, Paul Garcia and John Lamb had blades. Jim McCowan ran a compactor, and Fred Carrier had a paddlewheel. Tech Engineers Ben Badger and Tom Jessor were the surveyors for George Nolte.

Ran into Pat Callahan on Pittsburgh Des Moines crane, hanging red iron, for the E. A. Hathaway structure at Stevens Creek Blvd. and Blaney. Walt Burris is oiler. Sy Parks is Proj. Supt. for Hathaway, Jack Workman is Erection Supt. for Pittsburgh Des Moines. Casy O'Brien runs the generators. Two Testing and Inspection companies on the job, Brother Lloyd Mondragon for Testing and Controls, and Eddie Fernandez with Abbott Hanks.

William Simpson structure at 1st Ave. and Old Bayshore has many contractors—Brother Ferman Ray - Ferman Demolition, Wally Arnall and John Spikula - Allied Crane. John used to oil for Bus. Mgr. and Intl. Vice Pres. Al Clem. Gordon Tucker represents Hales Testing, Bill O'Neil, Clyde

Sipes, and Ray Ensuna with James Engineering, Verlus Moore with Trumpp Brothers. Joe Urzua joined us when he signed an agreement between us and Golden State Sandblasting. Rich Meyer is the apprentice with William Simpson. Al Cartee began this job as Proj. Supt., recently went North to Washington for Simpson. Bob Turner, his old boss, will finish this job.

Barr & Olmstead were near Campbell Avenue and Hamilton recently. Dirty Bill Kissel sets grade for them; other Brothers are Jess Delgadillo, Kenneth Plemons, and P. C. Fletcher. John Maher hit the hospital for two weeks, OK now — he and Jim Hall worked Alaska in the '40s. Chuck Krismer had a hernia operation, came out all right—sore, with stitches irritated on one side.

Saw Brother Dick Janisch, of Clark Equipment, and Brother Leon Goad, both of San Jose, at the Operating Engineers Local 3 crab feed in Eureka in mid-March.

Leo F. Piazza held their safety meeting at our office after work. Dale Marr, our Vice Pres., was the speaker—gave an even better speech than usual. Piazza management was there from the top down—Joe Silvestri, Gen. Mgr., Don Brown, Gen. Supt., Norm Gates, Gen. Field Supt., Henry Baumann, Safety Engineer, Frank Ruona, estimator, Jack Burbank, and Norman Bolyard, Dispatcher. Gordon Wynn, Proj. Supt., and Harold Williams, Office Comptroller, were there. Brother Louis Baumann was there, runs the Hwy. 17-280 Interchange job. Brothers present included Al Hurt, Max Weaver, Ray Gonsalves, Frenchie Burnett, Charles Bastian, Joe Scott, Howard Garrison, Manuel Contreras, Robert Abbott, Romey Otremba, John Martin, Arnold Carodoza, Gene Helstrom. John Martin is son of Brother Bob Martin, works in the Kaiser-Permanent Quarry. Other brothers present were Jim Logsdon, Louis Ranger, Russ Tucker, Clarence Winter, John Gardenhire, Pete Barboa, Tony Di Cenzo, Jr. (Appr.), and Mike Lucito.

Ran into Brother Don Milner on Aldo Ave., waiting for the tire man — flat tire on his Ralsch truck crane. Don came through the Apprenticeship program, now a journeyman.

Harvey Pabel, our newly elected grievance committee man, celebrated his election by stepping into a heavy little beef. He's on a fork lift where we have a jurisdictional problem. Marvin Brown joins Carl George as compressor and welder man on the Engstrom Nourse Sewage Treatment Plant. Carl is steward there.

Brothers — don't forget the **Watsonville District Meeting May 11th**. Check the meeting schedule in this paper. If you've been a member 25 yrs. and have not been presented a pin at a meeting, call our office right away. If you want a ride over the hill to the Watsonville meeting, call the hall—we'll work out a ride.

TECH ENGINEERS

Greg Limandri recently went over with Lou Bini on the same crew with Ralph Consola. Ralph Hawley recently signed an Independent Tech Agreement — we used to work together. **Local 3 Tech Engineers** — this is my second invitation — call in or stop by with news of interest regarding members, or regarding work. We will print it.



Brother Joe Kuczler

By JACK BULLARD

Testing and inspection has been Joe Kuczler's work for the past twenty years. He began working as inspector for Woodward, Clyde, and Associates in Oakland twenty years ago. Four years later, Testing Engineers (with Joe Kuczler) spun off from Woodward Clyde and Associates and moved to the San Jose area in 1956. Joe has been with Testing Engineers ever since.

Joe has been in the middle of the organizing movement among inspectors most of this time. He was President of the former Bay Area unit of the employees group of inspectors.

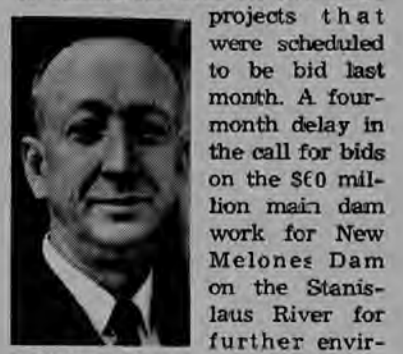
Joe has other service interests outside his profession. He has been District Administrator for Little League Baseball in the Santa Clara Valley for sixteen years. Each year he goes back to Williamsport, Pa. for the Little League World Series. The trip renews old friendships there, as Joe is from Pennsylvania, originally. He has two sons and a daughter in their twenties.

Joe has known the various inspectors in the various companies for twenty years now. His knowledge and friendships make him a valuable asset to our Union, and we appreciate him.

Slim's Gloomy Side Shows

By WALTER TALBOT, AL McNAMARA and BOB SHEFFIELD

Our report for this month is rather gloomy, due to the delay of calling for bids on two large projects that were scheduled to be bid last month. A four-month delay in the call for bids on the \$60 million main dam work for New Melones Dam on the Stanislaus River for further environmental study has been ordered by the Army Corps of Engineers. Bids will be called September 22nd rather than March 15th, as originally scheduled. However, the delay will not affect completion of the project, scheduled for 1978, but may delay construction of the New Melones bridge across the Stanislaus River.



Walter Talbot

The second project postponed, although not nearly as large as See More SACRAMENTO, Page 14

Paradise Awaits Econuts 'Way Out There!'

By HAROLD HUSTON,
District Representative
and Auditor

GREETINGS FROM WEST
IRAN, INDONESIA — NEW
GUINEA



Please let me take this opportunity to personally thank each member who voted and elected the team which I am part of, to represent you as a delegate to the 29th convention of the International Union of Operating Engineers to be held in April of this year. This will be the fifth convention I have had the privilege and honor of attending and promise to represent all the members to the best of my ability. Each member should be very proud of the fact our Business Manager, Brother Al Clem, is seventh Vice President of the International Union of Operating Engineers.

During the past month I was requested and have spoken at Paradise High School and Wheatland Union High School. I always am happy to speak in regards to our great organization, also to enlighten the youth of today of Labor's role in our society.

Many of the Brothers working out of the Marysville District Office have asked me many times where Brother Ed Bruner is presently working and what he is doing. Brother Bruner worked out of the Marysville District for several years and was a Job Steward and did an outstanding job for our local union. We received a letter from Bro. Bruner which is most interesting in regards to his present job and feel it should be printed in the newspaper for all of you to read.

Dear Brother Harold:

Greetings from West Iran, Indonesia-New Guinea. I am employed by Bechtel Pomeroy on the Ertsberg Copper project being developed by Freeport Indonesia which is an American owned company. This is quite an extensive project, but my work is primarily on the road, but I will outline it briefly. The job includes building 74 miles of road up, over, around, and through some of the roughest terrain on earth. The road starts at sea level and climbs to 8600 feet where it ends at the mill site. The mine itself is at 11,575 feet and the ore after primary crushing will be brought down to the mill site by a tramway. There it will be reduced by crushing and the addition of water to form a slurry. It will then be pumped through a pipeline down to the portsite where there will be drying facilities to remove the water and the ore loaded aboard ships.

The hardest part of the job, of course, is building the road. The primary tool for the pioneering was the Cat D-6. They were taken apart and flown into the mountains by chopper and then reassembled so they could start in numerous places and still be able to work down hill. I might say a word here about the D-6 it is a lot more machine than most people believe. I have been around Cats for 25 years and I have done things with a D-6 over here that even I wouldn't believe if I hadn't seen it myself. A complete D-6 with dozer, winch, and canopy were flown in, in thirty-one loads. They were assembled where the choppers set them down and started from there.



GREETINGS FROM WEST IRAN, INDONESIA, says Brother Ed Bruner from the job site there. Top left photo shows local scenery, top right a Cat D-7F with Erstberg range in back; middle left Brother Bruner

★ ★ ★

Tent camps were set up at these locations and everything was supplied by chopper. This job could not have been built without choppers. Six turbine powered Bell helicopters were used until the road was partly open and now as I write this we are down to two. This road was tough to pioneer in more ways than one. Besides the steep terrain we have rain every single day and most of the time lots of it. Along with rain comes mud. We had to yo-yo the Cats quite often because of the mud. One Cat would push it as far as he could and the other would pull him back. Because of the mud and unstable rock or combination of both we could not bring down anything that looked like a slope, it was just a cut. Most of the cuts are bench cuts with very few through cuts. Very few fills as we know them, can be made because there is no dirt, it is either mud or rock or both. In some places where there is good rock we use fills. There are many streams to cross and as we first opened the road, we used Arkansas crossings and then we are going back and putting in C.M.P. Keeping the wa-

ter control is of prime importance as we lost more than one section of road from a hard rain at night by not having proper drainage. We also lost several air compressors and air tracs down the canyon for the same reason. We work without stakes most of the time either right away or grade. That is one reason it takes a good experienced operator to put in a road without stakes and have it come out reasonably close to where it should. Right of way is no problem, so we tear down jungle by the acre if we need to. The man in the seat puts it in as he deems necessary and if changes are necessary we do it later. We try to hold all grades under 25 per cent, however, there are a few that are steeper. We are doing it all with dozers, the big cuts right on down to the subgrade. We have no scrapers on the job so regardless of how far the material has to be moved we push it. We have every size Cat made on the job, from D-4's to D-9's. The road will be surfaced with rock in most places and the pipe lines will either be in the road or on the edge.

Almost all the Operators are



"at home"; middle right D-6 and D-8 on bench cut; bottom left Pipe crew laying 60" C.M.P.; bottom right Ed Bruner and local "sidewalk superintendent."

★ ★ ★

Americans, with Local 3 being well represented. The supervision is mostly American also. Our drill and powder crews are mostly Koreans with a few Filipino's. An operator instructor such as myself has to be well diversified because we have to supervise the drill and powder crew that work with us and in many cases if we don't have a powder crew close by, we do the shooting ourselves, so a knowledge of powder is a must. For just big boulder we do not drill them we just put on a plaster and go on. We usually use electric caps in the mornings when the choppers are flying because they come up the canyon quite suddenly, but in the afternoons when the choppers are grounded by weather, we use fuse and caps. We use primer cord to tie the shots together in either case. There are even sidewalk superintendents here in the form of naked natives with their bows and arrows. They like to watch the equipment work but are leery of the blasting.

I am sorry I took so long with the pictures, but I had a devil of a time getting any black and white film. There are no stores

to run to here so if the company canteen doesn't have it we go without. Our mail is an important item in a place like this so I welcome all the mail I can get. An air mail letter takes from six to ten days one way from here and surface mail two to three months. The company has a twin-engine turbo prop that flies from here to Darwin, Australia, where the project office is located. The office staff then mails out letters. They pick up our incoming mail at the Darwin Post Office and the plane flies it to the jobsite, which is 700 miles one way from Darwin.

Tell the Brothers I said hello and hope to be back from here before too long. This is not the best job I have ever had, but I am probably one of a few in District 60 or any district for that matter, who has a good paying job this winter.

I hope to take a three-week trip through part of the Orient when I leave here. My wife is meeting me in Hong Kong and we will travel together from there. We work seven days a week here so I will be ready for a vacation.

American employees working for California based companies overseas are now covered by unemployment and disability insurance the same as if we were home. It went into effect the first of the year.

In closing all I can say is keep up the good work and I will see you when I get back.

Sincerely
ED BRUNER.

By A. A. CELLINI,
Business Representative

WEST SIDE—Just like Spring, work is starting to blossom out all over the area. Teeple & Thatcher has started work on the sewer treatment plant for the City of Chico. The cost of the project will be 2.5 million dollars which will include dirt, structures and paving work.

The new Butte College project has started. Murray-McCormick has three crews on the survey work. Triangle Engineering has the clearing and grubbing. Moberly Construction has started the dirt work and Hertel Construction Company has a bridge to build on the site.

Fisci Bros. of Paradise has the new Chico Theater in the North Valley Plaza in Chico which will cost approximately \$258,661.00. Site work here will be done by Ralph Tarrant.

In the Paradise area Teichert Construction has been awarded a \$778,484.00 project in Paradise Pines for storm drains and a water system, but it will be a month or so before they will be able to start. Paradise is still wet from the late rains.

Butte Creek Rock has a full crew working at their plant in Chico but hasn't been able to get much of their outside work started.

By DAN SENECHAL,
Business Representative
Construction shops and plants east of the Feather River and Mountain Area:

At this writing the weather looks good, good enough for the Baldwin-Dubach Highway 65 project south of Marysville to start back after a long winter lay-off. During the winter lay-off months Baldwin completed paving of frontage access roads leading to the project and paving of McGowan and Forty Mile Road. The structures also were completed by C. K. Moseman during that time.

See More MARYSVILLE on Page 14

Interstate No. 80 Bids Opened In Nevada

By **JERRY BENNETT**,
District Representative;
DALE BEACH, Business
Representative and **LENNY
FAGG**, Business Representative

Jack Parsons Construction of Ogden, Utah was low bidder February 24th on a section of Interstate 80 Highway between Pequop Summit and Oasis, at a bid of \$5,911,664.00.

Bid the same day was a portion of Interstate 80 in Battle Mountain. Crooks Brothers Construction was low bidder at \$574,961.35.

Max Rigg's Construction was low bidder on the 9-Mile Realignment of Highway 51 at North Fork for \$1,148,693.00. These jobs will be getting started as soon as weather permits.

Helms Construction expects to start their Interstate 80 Elko East & West jobs in the very near future. These two jobs employed between 75 and 100 brothers last summer and many of them will be recalled this spring.

Nevada Paving, Inc. of Sparks, Nevada was low bidder on March 9, 1972 for construction of a portion of primary and secondary highway system in White Pine County on U.S. No. 6 between 3.5 miles southwest and the junction with State Route 38, and on State Route 38 between 1 mile south and the junction with U.S. No. 6. The bid was \$319,668. On this same date Nevada Paving Inc. also was low bidder on a portion of the State Highway System in Washoe County, on U.S. No. 395 between 0.24 miles north of Sierra Street, in Reno, and 1 mile north of Stead Interchange. The bid was \$321,905.20.

Placer County Bids—three jobs near Truckee. A.F.B. Contractors out of Berkeley, California was low bidder on March 7th at \$622,989.00 for construction of a Wastewater Reclamation Facility near Truckee, California.

Quintanna-Davis Construction out of Tahoe Vista was low bidder at \$198,467.00 for modifications to the Truckee Sanitary District Wastewater Treatment Facility . . . this being bid on March 7th also.

Carl J. Woods out of Yuba City was low bidder at \$427,247.00 for construction of a Reservoir at Northstar-at-Tahoe on Highway 267 south of Truckee.

Construction to start soon on three hotels — construction on three major hotels in the Reno area will begin within the next two years, and construction on all three could begin this year. Names of the developers and locations for the hotels are "confidential" at this point, but they will have the combined capacity greater than all current existing hotels.

Laxalt Enterprises Ltd. of Carson City and Reno has purchased 10.9 acres near 9th and El Rancho Dr. for a townhouse development. The land was purchased for \$135,000 from El Rancho Drive In. The Washoe Co. Commissioner earlier this month approved a zone change for the 140 unit development.

Duffel Financial & Construction of Concord, California recently bought 322 acres located across Kietzke Lake from Centennial Coliseum for 3.5 million dollars. A spokesman for the

company said the first phase of the development will include 672 apartments, 300 condominiums, swimming pools, tennis courts, a clubhouse, and recreational facilities. The development costs are expected to exceed 15 million.

Civic Center Enterprises of Santa Ana, California, has announced plans to build a 10- to 14-story, \$5 million Hotel-Casino at 10th and B Streets in Sparks, Nevada. Construction is expected to start by fall.

At a regular district meeting on March 4th, Brother Frank Fernago was re-elected, and Ian Crinklaw and Louie Gates were newly elected to the District No. 11 Grievance Committee. Brother Robert Hobbs was elected to the Election Committee to represent District No. 11 at the forthcoming general officers elections.

And from Lenny at the Mines— Exploration drilling in Northern Nevada is increasing due to improved weather conditions. There are several mining companies drilling in the Eureka area. Rio Tinto Mine located in Mountain City, Nevada, has started cleaning out an old shaft. They plan to clean it out and run some development drifts in order to block out enough ore to start a mining and drilling operation.

Cortez Gold Mine leaching operation that was put into operation three months ago is now in full swing. This leach plant will enable the company to process low grade ore that otherwise would not be economically possible to mine.

The Stewards Committee at Carlin Gold Mine has started meeting with management on a monthly basis. The main purpose of these meetings is to work out reasonable solutions to safety problems and create better working relations with the management.

The members at Duval have been working under their new contract for two months. Most of the problems that developed because of wording changes in the new contract have been worked out. The contract books will be available soon and we would like to thank the men for the cooperation they have shown us over the past few months.

The Anaconda N.I.C. Joint Board Committee has been working on some changes they would like to see in the By-Laws. These changes were discussed with the Executive Board after the March meeting. There will be many more discussions before we can make changes that will help create better working relations between the company and its employees. . . and that's all from the "Silver State."

More Eureka

(Continued from Col. 5)

dent costs. Low bid of \$20,920 was submitted by John Burman and Sons of Eureka.

A contract for construction of Murray Road between McKinleyville and Fieldbrook has finally been officially awarded to Nally Enterprises on a bid of \$558,821. By the time this appears in print, weather permitting, Earl Nally and his capable crew of Engineers should be making the dust fly.

We have not received any indication, at this writing, when Lew Jones Construction will be starting their Rio Dell Bridge job. Once again, I'm sure, the weather is a determining factor here.

Up Eureka Way

Heavy Rains Damage Many Highways

By **RAY COOPER**
District Representative
and **GENE LAKE**
Business Representative

The recent heavy rains have caused considerable damage to state and county highways here on the north coast.



In Del Norte county, 10 miles south of Crescent City, a large slip-out has reduced U.S. 101 to one way. The Division of Highways is drilling below the slip-out in an attempt to find solid footing for restoration of the roadway. From Trinidad to Crescent City, U.S. 101 has suffered a great deal of damage especially where the roadway has been constructed on fills. These fills have started to slip and in some cases have settled up to twelve inches.

East of Crescent City, Highway 199 was closed for several days due to a massive slide.

County roads in the eastern parts of Humboldt and Del Norte counties have been damaged and in some instances completely washed out.

South Fork road in Del Norte

county is still closed to the public. There are several places where one-way traffic is still in effect where the road has washed out or caved in; also numerous slides are still working and could come down at any time.

We did not get any emergency work to speak of as a result of the storm, but we can certainly foresee several storm damage projects to be done this coming work season.

Some new work has been advertised for bid in the last month which includes a Cultural and Convention Center in Crescent City. Low bidder was Brady Constructors and Crane of Ukiah. The firm turned in a joint bid of \$708,880 with all deductive alternatives bringing the figure down to \$545,686.

The Division of Highways has announced the advertisement of a project from 0.8 miles south to 0.5 miles south of Route 102, about 3.7 miles south of the town of Smith River in Del Norte county.

The realigning and widening of Route 197 will result in increased traffic safety. There have been twenty-six accidents on the existing narrow highway section in a recent period of less than six years, 13 of which involved injuries. An estimated \$118,000 is available for the work.

In the same vicinity bids have been called on a small project to improve traffic safety at the north end of Smith River Bridge No. 1-20. The work will consist of widening Highway 101 to provide channelization for left-turn movements to Route 197.

It is anticipated that this project will substantially reduce the frequency of rear-end collisions. Approximately \$58,000 is available with bids to be opened April 19 in Sacramento.

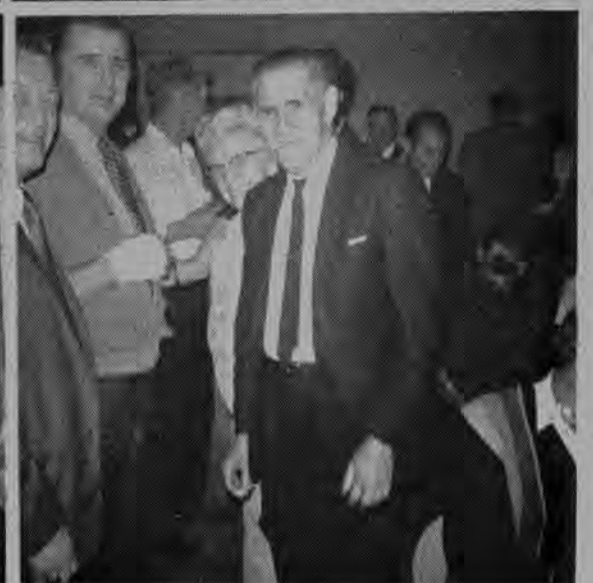
Bids on a small bridge repair project on Highway 199 two miles east of Patrick Creek have been opened. Townsend-Hipner Company of Eureka submitted the low bid of \$57,378.

The object of the proposed work is to provide easier and safer access for traffic onto the bridge.

In the Humboldt county road system new bridges on the Mattole Road are expected to go to bid this year for replacement of existing bridges at Capetown and between Petrolia and Honeydew.

Bids to improve a grade and realign a curve for safety purposes on Highway 36, 16 miles east of Bridgeville, were opened last week. Traffic engineers say the project may result in a savings of \$253,000 in reduced accidents.

See More EUREKA on Col. 2



EUREKA CRAB FEAST PHOTOS SHOW (top left) District Representative Ray Cooper welcoming members and guests to the 11th Annual Crab Feed; (top right) Partial view of overall crowd at dinner; (bottom left) Dist. Rep. Ray Cooper at the mike, as-

sisted by Gene Lake, Business Representative awarding door prize to Brother Harold Howen; (bottom right) Retired member Art Bradbury, his wife Viola discussing the evening with Dist. Rep. Ray Cooper and Don Kinchloe, Treasurer.

Moose Club Rites

600 Attend Annual Cooper Crab Feed

By **RAY COOPER**,
District Representative

Over 600 Operating Engineers, their wives and invited guests were in attendance Saturday evening, March 18th at the Moose Club in Eureka to make this 11th Annual Crab Feed Dinner-Dance a tremendously successful event again this year.

There were many out of town members, wives and guests who

traveled a great distance to be in attendance. Many of these members were in attendance for the second and third years.

The main course for dinner was the traditional world famous "Humboldt Crab" along with spaghetti, salad, French bread, beer and coffee.

A short program was opened with a welcome from Ray Cooper, District Representative from

Eureka, who in turn introduced guests. The balance of the program included the awarding of 20 door prizes. Dancing from 9 - 2 rounded out the evening.

A special thanks of appreciation to all the brothers who donated their time to make this another successful event; and to those who were unable to attend; we hope to see you next year.

Official Nominating Rules Announced

NOMINATION OF OFFICERS AND DISTRICT EXECUTIVE BOARD MEMBERS

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with the Local Union By-Laws, Article XII, Elections, nomination of Officers and District Executive Board Members shall be made in the month of June 1972 at the following Regularly Scheduled Meetings as a Special Order of Business and at Specially Called Meetings:

JUNE 1972 — Nominating Meetings

District	No.	Location	Day & Date	Meeting Place & Address
2	Oakland	Thursday	1st	Labor Temple, 23rd & Valdez, Oakland, California
1	San Francisco	Thursday	1st	474 Valencia Street, San Francisco, California
9	San Jose	Thursday	1st	Labor Temple, 2102 Almaden Rd., San Jose, California
12	Provo	Friday	2nd	165 West 1st North, Provo, Utah
4	Eureka	Friday	2nd	2806 Broadway Street, Eureka, California
5	Fresno	Friday	2nd	3121 E. Olive Street, Fresno, California
11	Reno	Saturday	3rd	124 West Taylor Street, Reno, Nevada
7	Redding	Saturday	3rd	100 Lake Boulevard, Redding, California
8	Sacramento	Saturday	3rd	C.E.L. & T. Bldg., 2525 Stockton Blvd., Sacramento, Calif.
6	Oroville	Monday	5th	Prospectors Village, Oroville Dam Blvd., Oroville, Calif.
3	Stockton	Monday	5th	2626 N. California Street, Stockton, California
10	Santa Rosa	Monday	5th	3900 Mayette Street, Santa Rosa, California
17	Hilo	Tuesday	6th	Kapiolani Elementary School 966 Kileaua Ave., Hilo, Haw.
17	Honolulu	Wednesday	7th	Washington Intermediate School, 1633 South King, St., Honolulu, Haw. (Cafetorium)
06	Guam	Saturday	10th	Kenny's Cafe, Fadian Point, Manigalo, Guam

I ELIGIBILITY OF MEMBERS TO NOMINATE

Eligibility of Members to Nominate: Every Member of the Parent Local Union and its Sub-division, except Registered Apprentice Sub-division who is not suspended for non-payment of dues preceding the first nominating meeting shall have the right to nominate.

II ELIGIBILITY TO BE A CANDIDATE

(a) **Officers other than the Business Manager:** No Member shall be eligible for election, be elected or hold any office, unless he shall have been continuously in good standing in the Parent Local Union for one (1) year and continuously a Member of the Parent Local Union and its Sub-divisions for not less than three (3) years, all next preceding the first day of the dues period in which the election is held, and nominated by at least 1/10 of 1% of the members of the Parent Local Union and its Subdivisions (except the Registered Apprentice Subdivision, who are not suspended for non-payment of dues as of the first nominating meeting) in the manner and form set out in (B) NOMINATIONS of this Article. The 1/10 of 1% shall be 1/10 of 1% of the members shown on the records of the Union as of the last day of February preceding the election.

(b) **Business Manager:** No Member shall be eligible for election, be elected or hold the position of Business Manager unless he shall have been continuously in good standing in the Parent Local Union for a period of three (3) years, all next preceding the first day of the dues period in which the election is held, and nominated by at least 1/10 of 1% of the members of the Parent Local Union and its Subdivisions (except the Registered Apprentice Subdivision, who are not suspended for non-payment of dues as of the first nominating meeting) in the manner and form

set out in (B) NOMINATIONS of this Article. The 1/10 of 1% shall be 1/10 of 1% of the members shown on the records of the Union as of the last day of February preceding the election.

(Membership of the Local Union on February 29, 1972 was 35,136 members. One-tenth of 1% of the membership on February 29, 1972, was 35 which is the number of nominators required for each Candidate.)

(c) **District Member of the Executive Board:** No Member shall be eligible for election, be elected or hold the position of District Member unless he shall have been continuously in good standing in the Parent Local Union for one (1) year and continuously a Member of the Parent Local Union and its Sub-divisions for not less than three (3) years and has maintained a residence in the District he represents or seeks to represent for not less than one (1) year, all next preceding the first day of the dues period in which the election is held.

No Member who is on the full-time payroll of the Local Union may accept a nomination for or be elected to the position of District Member. No District Member shall continue to hold the position of District Member if he accepts employment on the full-time payroll of the Local Union. Note: 1st day of dues period

(a) For quarterly dues—July 1, 1972, and

(b) For monthly dues—August 1, 1972.

No Member whose dues have been withheld by his Employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to be nominated by reason of any alleged delay or default in payment of dues by his Employer to the Local Union.

NOTE: However, such eligibility

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."

may be lost by failing to file as required by III(c) hereof, or by not attending his regularly scheduled District Meeting and Semi-Annual Meeting held after nomination and before election unless excused from attending for good cause as physical incapacity, death in family, but not including work assignment or under III(e) hereof.

SEMI-ANNUAL MEETING:

JULY 8, 1972—1:00 p.m.—SAN FRANCISCO

REGULAR MEETINGS

JUNE

- 2 Provo, Fri., 8 p.m.
- 2 Fresno, Fri., 8 p.m.
- 3 Reno, Sat., 8 p.m.
- 5 Santa Rosa, Mon., 8 p.m.

JULY

- 18 Eureka, Tues., 8 p.m.
- 19 Redding, Wed., 8 p.m.
- 20 Oroville, Thurs., 8 p.m.
- 26 Honolulu, Wed., 7 p.m.
- 27 Hilo, Thurs., 7:30 p.m.

AUGUST

- 2 San Francisco, Wed., 8 p.m.
- 8 Stockton, Tues., 8 p.m.

III NOMINATIONS

(a) Nominations shall be in writing and signed by one or more nominators giving each nominator's Social Security Number and Register Number in the form following:

If by a single nominator:

NOMINATION

I hereby nominate _____
Register No. _____ For _____
Signature _____

Social Security No. _____

Register No. _____

If by more than one nominator:

NOMINATION

We hereby nominate _____
Register No. _____ For _____

Signature Soc. Sec. No. Reg. No.

(b) When nominations are called for by the Presiding Officer for a particular office or position, if a single nominator, he shall address the Presiding Officer reciting his name and register number and the name of the member and the office or position for which he is nominating the member and deliver his written nomination to the Nomination Committee. If there is more than one nominator, one of the nominators shall address the Presiding Officer reciting his name and register number and the names and register numbers of the other nominators and the name of the member and the office and position for which he is nominating the member and deliver the written nomination to the Nomination Committee.

(c) All Members nominated, otherwise eligible, in order to continue to be eligible shall have filed with the Recording-Corresponding Secretary of the Local Union within ten (10) days after having been notified in writing by the Recording-Corresponding Secretary of his nomination to Local Union office, a Non-Communist Affidavit and Section 504 Labor-Management Reporting and Disclosure Act of 1959 Affidavit and a written acceptance of his nomination to office and, in addition, shall have been in regular attendance at all regularly scheduled Local Union Membership meetings and home district membership meetings held after nomination and before elections, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, and death in family. Within five (5) days after the nominations have been concluded the Recording-Corresponding Secretary shall mail to each Member nominated, at his last known home address, notice of his nomination and the office to which he has been nominated.

(d) No Member may accept nomination for more than one office or position except a Member may accept the nomination for Sub-district Advisor and any one other office or position.

DECLINATION OF NOMINEE

The undersigned states that he declines all nominations:

(Name) _____ (Signature) _____

(Reg. No.) _____ (Soc. Sec. No.) _____

(Date) _____

ACCEPTANCE OF NOMINEE

The undersigned states that he will accept nomination for _____

(Office or Position)

I desire my name and (if not the incumbent) one occupational classification as set forth in collective bargaining agreement entered into by the Local Union to appear on the ballot as follows:

(Name) (Collective Bargaining Agreement Classification)

(Signature) _____

(Reg. No.) _____ (Soc. Sec. No.) _____

(Date) _____ (Print Name) _____

In the event no statement is received by the Recording-Corresponding Secretary on or before twenty (20) days from the date of mailing of the notice provided for in III(c) above, the nominee shall be deemed for all purposes to have declined all nominations for the offices or positions for which he has been nominated.

(e) All Members nominated who are more than one hundred (100) miles from San Francisco on the day prior to and the day of the Semi-Annual Meeting in San Francisco are excused from attending for good cause, as are all who are more than one hundred

(100) miles from their Regular District Meetings the day before and the day of the meeting. However, a Member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary in writing, by letter or telegram, not later than 5 P.M., Local San Francisco Time, within five (5) days after such meeting.

(f) No Member shall be eligible for election, be elected, or hold any office or position, and no person shall be employed who has been convicted of any crime involving moral turpitude offensive to trade union morality, or who has been found after trial by the Union or by Civil Court to have been false to his trust or misappropriated Union Funds or property or who is commonly known to be a crook or racketeer preying on the labor movement and its good name for corrupt purposes, whether or not previously convicted for such nefarious activities.

(g) No Member shall be in good standing unless he has paid all current dues to the Local Union within thirty (30) days after they shall have become due and payable, as evidenced by his dues book stamps. No Member whose dues have been withheld by his Employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to nominate, to vote or be a candidate for office in the Local Union solely by reason of alleged delay or default in the payment of dues.

We Get Letters!

Dear Sir:

When my husband, Kirk, passed away I felt very lost and didn't know where to start, but the Operating Engineers came right to my assistance.

I can't begin to express my deep appreciation for the assistance I received from Mr. Walker and your staff. Because of the Operating Engineers excellent Health & Welfare benefits we will be able to continue without many problems.

Kirk always felt his union and its officers were the very best and I too add my vote of confidence.

The Bible that was presented to us will have a very special place in our home. Thank you so much for everything.

Sincerely yours,
Nancy McGowan
and family
Livermore, Calif.

More Oakland

(Continued from Page 6)

with several blocks divided.

We have most of the shop contracts behind us and find work in these equipment dealer shops is still slow, but the companies are anticipating a good year for the repair business.

The golf courses in Southern Alameda reflect the same kind of work load and some of these will hire new employees as spring starts. We find thru the years the employees working at the golf courses find steady employment and tend to stay. We have several old courses—Diablo, Roundhill, Castlewood, and Hayward Golf. We also have brothers working at Jarvis, and Sunol in southern Alameda County. If you happen to be playing golf this summer, say hello to these brothers. They will appreciate meeting other Engineers.

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:

Adams, Thomas (Kathleen, Wife)	3-26-72
4413 Marble Way, Carmichael, California	
Allison, Raymond (Alice, Wife)	3-26-72
2139 Mt. Diablo #2, Concord, California	
Alter, Robert N. (Elsie, Wife)	3-7-72
2337 Merritt St., San Pablo, California	
Blackwell, John (Mara, Wife)	3-16-72
2040 E. 8th St., Stockton, California	
Buescher, Leonard (Vincent, Brother)	3-13-72
535 Kearney St., El Cerrito, California	
Cambra, Vernon W. (Rosemary, Wife)	3-27-72
3225 Sheffield, Concord, California	
Cardoza, R. H. (Lillian, Wife)	3-5-72
24650 Amador #68, Hayward, California	
Earsley, Bill (Loretta, Wife)	3-3-72
32 Braakwood Road, Orinda, California	
Fawcett, Ray T. (Katherine, Wife)	3-4-72
Star Rt., O'Neals, California	
Fox, Edward (Christina, Wife)	3-7-72
1429 Woodland Drive, Stockton, California	
Jeffs, Charles (Ruth, Wife)	3-6-72
5441 Fair Oaks Blvd., Carmichael, California	
Jones, Robert (Mary, Wife)	3-23-72
130 Baker St. #3, Waterford, California	
Jones, W. B. (Mildred, Wife)	3-10-72
P.O. Box 3, Palo Cedro, California	
King, Aphus (Dorothy, Wife)	3-5-72
725 W. Grand Ave., Porterville, California	
McDougall, John (Reeta, Wife)	3-28-72
5508 Indiana Dr. Concord, California	
O'Hara, Ralph (Nina, Wife)	3-9-72
2515 Burnside Road, Sebastopol, California	
Pike, Frank (Arlene, Wife)	3-3-72
7660 Zayanto Road, Felton, California	
Ritchey, Floyd (Mary, Wife)	2-24-72
2024 Hoover Avenue, Pleasant Hill, California	
Sacco, Louis (Phyllis, Wife)	3-9-72
4101 Howe St., #204, Oakland, California	
Seaman, Walter (Mary, Wife)	3-14-72
14865 Donnar Drive, San Jose, California	
Smith, Alphon (Marie, Wife)	2-29-72
1965 Douglas Rd., Stockton, California	
Smith, Therman (Juanita, Wife)	3-6-72
1817 Marie Avenue, Antioch, California	
Stevens, Hugh (Jeanine, Wife)	2-26-72
P.O. Box 726, Kamuela, Hawaii	
Torres, Benjamin (Mary, Wife)	3-23-72
87-165 Hakimo Road, Waianae, Hawaii	
Trujillo, Tobey (Domitilla, Wife)	3-12-72
9601 "B" Street, Oakland, California	
Warren, Grover (Geraldine, Wife)	3-2-72
1876 Elderwood Drive, Concord, California	

DECEASED DEPENDENTS

MARCH 1972

Dodd, Margaret—Deceased March 4, 1972
Deceased Wife of Ernest Dodd
Fautch, Winnifred—Deceased March 20, 1972
Deceased Wife of Floyd Fautch
Newhouse, Leola—Deceased March 27, 1972
Deceased Wife of Raymond Newhouse
Pappin, Lucille—Deceased February 22, 1972
Deceased Wife of James Pappin
Ruble, Leona L.—Deceased March 16, 1972
Deceased Wife of Paul C. Ruble
Tate, Jimmy (Hoyt)—Deceased March 17, 1972
Deceased Step-son of Del Hoyt
Thompson, Viola—Deceased March 16, 1972
Deceased Wife of John L. Thompson
Toles, Douglas—Deceased March 17, 1972
Deceased Son of Frank Toles

More Sacramento

(Continued from Page 8)

Melones, is another contract on Interstate 5 from Hammer Lane, north of Stockton, to Highway 12. This six miles of all new six-lane freeway, scheduled for a bid opening last month, is now delayed until December.

On the brighter side are the smaller-type projects that are scheduled to be let this month; however, it will take more than we have now to compensate for the loss of the two projects mentioned above. These are the grading and subgrading preparation along Highway 120 near Escalon; ferryboat landings at various islands in the San Joaquin Delta; streets and sewer system at Lincoln Village West; street reconstruction at Newton Road, East Main and Calaveras Avenue in Stockton at approximately \$205,500; road resurfacing and widening on Lower Sacramento Road and Elliott Road in San Joaquin County—\$320,600; resurfacing on Plymouth-Shenandoah Road in Amador County—\$227,000.

Campbell Construction Co. of

Sacramento has commenced Phase 3 of the new Delta College campus which totals \$4.8 million. S. M. McGaw Co. of Stockton has the site preparation, grading and paving sub-contract that has kept several engineers employed. Another building, Material Resources Center, at the same site will be bid this month at approximately \$2.7 million.

Two small contracts for highway work in San Joaquin and Calaveras Counties have been awarded to S. M. McGaw Co. and George Reed, Inc. McGaw's contract will improve intersections of Highway 88 with Ashley and Alpine Roads near Stockton for \$69,000, and Reed's \$53,000 contract was for construction of left-turn lanes at the Highway 49 intersection with Highway 4 in Altaville.

Granite-Stolte and Syar & Harms Industries with contracts on Interstate 5 have both increased their working force with engineers to get the sub-grading and paving done on their respective projects.

Winter Doesn't Whistle In Utah So Brothers Go Double Shift

BY: Tom Bills, Wayne Lassiter, Lake Austin, George Morgan and Rex Daugherty

In Central and Eastern Utah—Severe winter weather seems to have skipped most of the Central and Eastern Utah areas.



Tom Bills

Most of the road jobs that were able to work went to a two-shift operation. The Brother Engineers working on these projects are still making regular checks. We are hopeful that this year will be the best in many a year.

W. W. Clyde Construction at the Point of the Mountain job is working two shifts on the dirt spread, and the crusher operation has started making material to complete the job. The State is very anxious to complete this portion of the freeway, as that will only leave about three miles to be bid between the Point of the Mountain and Lehi.

S. A. Healy Construction, at the Currant Creek Tunnel project, is now in full production with a three-shift operation. The Operating Engineers working for this employer are doing an outstanding job on footage. The weather has not affected this job since the money was restored to complete the tunnel, although the mud got a little deep at times. There was some revamping done before production started and it seems to be paying off in footage. There are thirty Brother Engineers working and the job should last long enough to give the Brothers a very good earning year.

There is still some snow on the Strong Construction job at Strawberry. A few Brothers have been called back and it should not be long before the job is in full swing.

Thorn Construction at the Vernal Airport is moving again and the crusher has been set up at the State pit. This operation will probably work two shifts until the stock pile is finished. The work at the airport has very definite working plans and a lot depends on how they let the work progress.

Northwestern Construction near Roosevelt and the Soldiers Creek Dam near Strawberry have not started at this writing. Burgess Construction should start recrewing the dirt equipment for the Soldiers Creek Dam soon but it will be later in the year before they get started. Burgess Construction is considering a two-shift operation on this project.

Corn Construction is expected to start paving near Spanish Fork in the near future. Some of the dirt work has to be finished before they can start the paving spread.

A lot of preparation work has yet to be done before the Huntington Power Plant can get started. However, the equipment should be on the jobsite and set up shortly. Jelco Construction, contractor on the project, intends to truck the material from Wellington to the jobsite. This will require some road work. It will be later in the year before peak employment for Operators.

Gibbons & Reed Company is moving in on their project to supply the cooling water for the power plant. The major dirt work on this job will not be done until next season.

The Union was successful in getting an agreement with Hec-kett Engineering Company without having to hit the bricks. There were some very trying negotiating sessions but after the smoke cleared away the Brother Engineers working for this employer ratified the agreement.

A number of small jobs are going in the Provo area but most of them are for short duration. We hope that some good jobs will be let to take up the slack.

The rock, sand and gravel plants are, for the most part, working steadily and in some cases are already on a two-shift operation.

The truck crane rental business is still a little slow but is expected to improve as the season moves along.

W. W. Clyde Construction at Harley's Dome is beginning to move dirt and has started two shifts. They have put about 35 Operators to work so far and expect to employ a few more before the summer is over. Mr. Red Haymond is Superintendent on the job and is really getting things going.

Strong Construction at Coombs Wash has been working most of the winter keeping about twenty Brothers employed.

In Salt Lake Area—Weyher Construction is ahead of schedule on the North Temple Viaduct job and all indications are they will be taking advantage of the \$1,500 a day bonus on early completion date.

Christiansen Brothers are making good progress on the Z.C.M.I. Complex. There are a number of sub-contractors on this project and working space is at a premium. Two Lindentype cranes are on the jobsite and are kept quite busy. Operators are Brothers Norm Carlsen and Ron Lafferty.

Foster-Wheeler Company is in the final stage of work on the Standard Oil job. This has been a good winter job for some of the Brothers. We hear rumors that Phillips 66 and Husky Oil are planning expansion programs. Also, Kennecott Copper Corporation has indicated an initial program on air purification. This project, if initiated, will entail millions of dollars.

National Lead Company has all but taken over at their new site near Grantsville. Ralph M. Parsons was prime contractor on this job. This has been steady employment for a number of operators.

Northern Utah news — Cold temperatures, rain and snow have delayed initial construction on all projects in Northern Utah.

Work is expected to begin shortly on 6 miles of I-80 North, from Uintah Junction to Riverdale Road. This project, contracted by Jack B. Parson Construction, will cost the taxpayers some \$3.88 million. Included in the job is 250 acres of clearing. All wood and trees must be hauled away with limited burning. Acme Vickery will have the sub-contract for the paving and Weyher Construction the structures. This is a 300 working-day project. There will be 250,000 yds of excavation and 1,600,000 yds of imported borrow, also 200,000 of base gravel and 50,000 tons of C.T.B. The crusher will be set up on the construction project near the river bottom.

Paddle-wheel scrapers will make channel changes on the Weber River in connection with this project. In the event of high water or flooding, this will be a good dragline job. At the peak

of the project there should be approximately 25 Operating Engineers and a strong possibility of two shifts. Brother Mike Wood will be the Superintendent and Brother Hugh Bussell the Foreman.

Okland Construction has started their runway job at Hillfield with Jack B. Parson Construction sub-contracting the excavation and crushing of gravel. Okland will do the paving. About fifteen Brothers will work on this job.

Morrison-Knudsen is still reinforcing the dike for Union Pacific Railroad that crosses the Great Salt Lake. This has been a tremendous job for the Operating Engineers—lots of hours and a 12-month operation.

Peter Kiewit & Sons should soon re-open their project at Echo. Most of the grade has been completed but the gravel and surfacing is yet to be completed.

In March of this year, W. W. Clyde Company was operating the crusher in Parleys Canyon on two shifts in about ten feet of snow and sub-zero temperatures. This project is expected to open up in April with about 40 to 50 operators on a two-shift basis.

Marysville

(Continued from Page 11)

Hughes and Ladd's project on Highway 49, south of Downieville, is back to work after the winter layoff. The scraper spread is pushing for an April deadline, as the rigs are scheduled for another location. Dirt foreman Bob Blair plans to move the rest of the material with dozers. The structures across Goodyears Bar are also moving well, as the Yuba River is very low and will not present any problems at this time.

Teichert Construction of Yuba City will have to wait for the snow to melt before they can get back into their Gold Lake project. They have about thirty working days left.

The Sierra Brooks subdivision at Loyalton, at this writing, is still at a standstill because of the lack of equipment. However, a clearing crew is busy and within a short time the big stuff should be on the project.

We also organized at Loyalton a portion of new construction work at Feather River Lumber Company which should in the next six months create employment at three other mills in the area.

Dear Sir:

I am writing this while confined in the hospital. I had my right eye operated on January 25, 1972, and my left eye operated on March 17, 1972. My right eye operation was very successful and my left eye operation is doing fine so far. The doctor will let me go home in about two more days and then I have to take it easy and cannot do any work at all for about six weeks. Then it will take about a month to get used to my glasses.

It's wonderful to be able to see again. It is a simple operation but takes time to recover. You might let the brothers know about me in the Engineers News, and I'd be glad to hear from some of my old working buddies.

Sincerely,
David Carter,
Rt. 3, Twin Falls, Idaho.

Personal Notes

EUREKA

We wish to extend our deepest sympathy to the family of Brother Robert Stiltner, who passed away after a short illness on February 24, 1972.

We wish a speedy recovery to Brother John Schuchman, who is convalescing at home after surgery.

We also wish a speedy recovery to Brother Verl "Curly" Ingles. Also a speedy recovery to Mr. and Mrs. George Allison, who are convalescing at home after being hospitalized in San Francisco.

SAN RAFAEL

Brother Bob Libchitz was recently hospitalized, but is now back on the job for Bresnan-Dalecio.

Brother Pete Thornton and his wife took a three-week trip to Mexico — hunting and fishing.

Congratulations are in order to Brother Gary Holtzinger and his wife on becoming the proud parents of a 7-12 girl born on February 12th.

Brother Bill Dean, Job Steward for Marin Storage & Trucking, has a son who is an Airman and has graduated at Sheppard Air Force Base, Texas, from the Air Force surgical assistant course. John L. Dean, who learned to use operating room instruments and equipment, is being assigned to Air Force Hospital at Edwards Air Force Base for duty. Airman Dean entered the Air Force in September, 1971.

SACRAMENTO

Brother Harley Stover was in the hospital for an operation and is now recuperating at home. We hope to have him back working soon.

We regret to report the passing on of our good brothers Fred Arp, Oscar D. Brandon and Charles F. Jeffs. Our sincere condolences go to their families.

SANTA ROSA

We wish to extend our condolences to the family and friends of Brother Ralph O'Hara, who just recently passed away.

SAN JOSE

Our thanks to Brother Bob Sandow for donating blood.

Our condolences to the family of our deceased Brother, Frank Pike.

STOCKTON-MODESTO

Retired Brother Harold Hamrick states that he is busier now than he was before retiring. Hunting and fishing and side trips to Alaska, etc., keep him occupied.

Our deepest sympathies are extended to the families and friends of departed Brothers John Blackwell, who was killed in an automobile accident, and Edward Fox, who died of cancer.

MARYSVILLE

Brother Herschel Shelley is off from work at Tenco Tractor with a back injury: Lots of luck for a speedy recovery, Herschel. Brother Matt Lantsberger spent awhile in Rideout Hospital recovering from an automobile accident.

Also in Rideout Hospital, for surgery, is Brother Gerald Lowrey. We wish both of them a short and fast recuperation period.

Our Blood Bank donors this month include Robert H. Shields and Mrs. Jolene Witcher. Our thanks to both of you. As all of you know, we can use all of the blood donors who would like to give. In the Marysville area the Blood Bank is at the Elks Club, 920 D Street, Marysville, the second Tuesday of each month. Hours are 11:00 a.m. to 12:45 p.m. and 2:00 p.m. to 6:00 p.m. In Chico the Blood Bank Center is located at 169 Cohasset Road. They would appreciate appointments in advance and the number to call is 343-6071. From Oroville you can call this center by asking the Operator for Enterprise 1-4143.

SWAP SHOP CORNER: Free Want Ads for Engineers

WANTED: CURTA CALCULATOR, large model, must be in excellent cond. Will pick up in Bay Area. Michael DeArmond, 160 Hillside, Ben Lomond, Ca. 95005. Phone 408-336-8766. Reg. No. 1328391. 2-1.

TRAILER FOR SALE \$3,000 or trade for San Joaquin property. 8x40, 2BR, bath, shed, mint con. Tow yourself. 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 privy line, all util. available, nr shopping, coll., hunting, fishing. W. L. Fisher, 1484 Hammon Rd. Marysville, Ca. 95901, call 916-742-1560. Reg. No. 0876069. 2-1.

FOR SALE: BUCKEYE TRENCHER model 407 S/N, 421 eng. no. 3874. Good working cond. \$995. 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. 10x55 exp. liv. rm. Will trade for van or pickup part pymt. Call 643-2359. W. F. Hooley, 1740 Broadway, No. 6, Vallejo, Ca. 94590. Reg. No. 0462253. 2-1.

FOR SALE: WELDING SHOP, fully equipd, no competition 50x55 steel bldg. two 50x55 lots \$16,500, \$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.

240 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. 1142907. 2-1.

FOR SALE: DWIS SCRAPER, 2500 gal. wat. tank & truck, Skill saw, Speedmatic, door planer, Amer. made nails 100 lbs. or less. W. May, 1801 Notre Dame Ave., Belmont, Ca. 415-593-5242. 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 ripper, good cond. Calvin O. Bennett, Star Route, Auburn, Ca. 95603. Call 352-5570 eve, or 885-6589. Reg. No. 1091160. 2-1.

FOR SALE: NEW 35 FT KEN-CRAFT TRAILER HOUSE, tip out living rm, twin beds. C. A. Gilstrap, P.O. Box 122, Goshen, Ca. 93227. Tel. 209/734-3846. Reg. No. 0595195. 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. 209/634-0177. Reg. No. 0405001. 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, 333-1684. Reg. No. 1208789. 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.

STARGLASS TRAILER W/STOVE, ice box, screened awning, extras. Sleeps eight. Very clean. Call Harmon, 208 722-7298, 1406 Queens Circle, Merced, Ca. 95340. Reg. No. 1079738. 3-1.

FOR SALE: TOOLS—1/2 IN. & 3/4 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. 1/2 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 3/4" core, drills down 200 ft, have 150 ft of steel, one diamond bit; Briggs & Stratton Model 23FB, Serial 273168, Type 203546. Geo. Fligel, 3455 Walton Wy, San Jose, Ph. 296-2440. Reg. No. 0202769. 3-1.

FOR SALE: OVER CAB 8 FT CAMPER. Elec. organ, 1/2 acre w/one BR cottage furn. Worn farm, 500,000 worms rdy for market. Rt. 1, Box 59, Gridley, Ca. Ph. 846-3856. Reg. No. 0949046. 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. 415/589-8252. R. Ferraris, 1020 Crystal Springs, San Bruno, Ca. Reg. No. 0841471. 3-1.

SALE, MAKE OFFER, OR TRADE "7". H duty tr. axle 13x20 16 ply rub. New mineral detector w/cse; 2 pr skis bts & bnds M-9's, 86"-Wo. 6 1/2, 82". Want bldg. mat., int tr., desk, F. cab., Kerby, well prts or "7". Bx 9148 S. Lake Tahoe, Ca. 95705. 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 endes, \$2,000. Phone 223-0985. Reg. No. 0921431. 3-1.

GENERATOR 45 KW diesel 120, 240, 440 V 60 cyl. 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 Model Ward. \$150. Forced air gas furnace 80,000 BTU-HR. 1 yr old. Ward. \$65. 111 Barnard Ave., Sp No. 19, San Jose, Ca. 95112. Phone 294-3811. Reg. No. 0489700. 3-1.

FOR SALE: 1965 THUNDERBIRD \$900. Fact. air-power steer., pow. disc brakes, gd tires, new batt., one owner, low mileage. Light blue. Phone 916/675-2707. 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 73655 DOZER W/ HYDR HOOKUP in rear John Deere Killer disk cultivator & iron ring roller \$1,950. Phone Howard Souza, 415/797-2869 or P.O. Box 252, Fremont, Ca. 94537. Reg. No. 1138416. 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.

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: 1/4 ACRE W/12' of 1/2 ac. easement, fenced; 200' well gd water. At Forrest Lake. \$4,000 or \$1,000 dwn take over pymts. 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. Piatti, 193 Shelley Ave., Campbell, Ca. 377-1097. Reg. No. 1036914. 3-1.

FOR SALE: LAKE CO, 3 1/2 ACRE. Flat, yr round creek, util. avail., paved road, \$8,500 cash. Phone 415/355-5086 after 6 PM. Reg. No. 0488629. 3-1.

FOR SALE: MCA LORAIN TRUCK CRANE, rebilt Waukasha motors up & down. 80' boom 15' fib, good rubber. \$4,500. Phone 209/251-1191, write to 2984 E. Harvard Ave., Fresno, Ca. 93703. Reg. No. 0302187. 3-1.

FOR SALE: 2U DB DOZER, EXTRA PARTS. \$2,500. LP 15 yd. carry all \$1,250. Cat 25 pow. unit \$350; Cat D8 U dozer blade \$300; 13A transmission \$200. C. V. Deardorff, P. O. Box 692, Felton, Ca. 95018. Reg. No. 0515891. 4-1.

30 FT SELF CONTAINED KENSKILL TRAVEL TRAILER, like new, 1967, air cond. W. P. \$3,000. O. C. Pashay, 6539 So. Front Rd., Livermore, Ca. 94550. Reg. No. 0760673. 4-1.

BEAUTIFUL HAMMOND ORGAN, like new, \$1,795. 6540 Almaden Rd., San Jose, Ca. 95120. Ph. 268-5809. Reg. No. 0553073. 4-1.

FOR SALE: MINI TRAIL BIKE, Taco Trail 100, 200 cc, 5 hp. racing clutch & head. \$125 or offer. Mike Scafani, 35 Cityview Way, San Francisco 94131. 834-3061. Reg. No. 0496078. 4-1.

FOR SALE: FOUR VIEW ACRES, SAN JOSE foothills. Quiet but nr. shopping & schools. Sep. deed for ea. acre. \$36,000. 1/3 dwn. K. D. Hays, 1455 Pine St., Silverton, Ore. 97381. Ph. 503-873-5074. Reg. No. 0764811. 4-1.

FOR SALE: CLEAR LAKE RIVIERA, valley vw lot, topo avail. Club hs & yacht facilities, club membership, golf, swim, tennis, fish, sail, water ski, hike, hunt. Chas. S. Adkins, 256 Cardinal Rd., Mill Valley, Ca. 94041. 415-388-0910. Reg. No. 0760211. 4-1.

FOR SALE: BEER BAR PONY KEG or 7 1/2 gal. named "Private Keg by United." On a non beer diet. Must sell paid \$295 will sell for \$175. Jim Daigh, 2328 Orleans Dr., Pinole, Ca. 415-758-0765. Reg. No. 0394870. 4-1.

FOR SALE: TWO CASE 580 BACKHOE w/loader, 1 w/extendahoe 12,500; 1 w/out 10,500, 4 buckets w/ea. W. O. Nelson, 715 No. Cypress, Woodlake, Ca. 93286. Reg. No. 0908615. 4-1.

TWO VACATION/RETIREMENT ACRES in sunny cent. Oregon \$4,250 gd terms or trade for small blade or other equip. K. D. Hays, 1455 Pine St. Silverton, Ore. 97381. 503/873-5074. Reg. No. 0764811. 4-1.

WANTED: TWO DEMOLITION BALLS approx. 3,000 lbs & 6,000 lbs; 30' or more of boom 36" x 42"; elec. starter for pony eng. for Cat 13,000 or 2U. Dan Craighead, 7580 Conde Lane, Windsor, Ca. 95492. Reg. No. 1235136. 4-1.

WANTED FOR PURCHASE: TANDEM WHEELED, covered two-horse trailer in good condition. R. M. Warren, 3458A Warehouse Rd, Marysville, Ca. 95901. 916/742-7545. Reg. No. 122967. 4-1.

TEN ACRES, 5 OLIVES, 5 YG BL. WALNUTS. Ideal for mobile home. 3 mi. town, 2 mi river. Lakes 1 hr dr. Split for 2 families. \$750/acre cash. Rt. 2, Box 21, Corning, Ca. 96021. 916/824-3856. Reg. No. 0745123. 4-1.

FOR SALE: FREEDEN CALCULATOR Model SE 10 new 1963. Auto. trans. etc. always kept under fact. ave. agreement. \$300. L. Alexander, 588 Cielo Vista Wy, Sonoma, Ca. 95370. 209/532-7002. Reg. No. 0612830. 4-1.

FOR SALE: BUICK 1965 FOUR DOOR SEDAN 22,000 mi, just retuned, all new tires, see. 2741 Taraval St., San Francisco, Ca. 94116. Ph. 564-1441. Reg. No. 0175077. 4-1.

FOR SALE: FIVE ACRES WALNUTS, well pump, elec. Beau. mobile home site. \$12,500. L. Everett, 1457 - 4th St. Red Bluff, Cal. 96080. Phone 527-4796. Reg. No. 0353328. 4-1.

FOR SALE: ONE LOT IN DOLLAR POINT, Lake Tahoe, Cal. 2 lots in Lake Havasu City, Ariz., one for mobile home. H. E. Landerburgh, 8415 San Pablo Way, Stockton, Ca. 95207. Reg. No. 0351303. 4-1.

WANTED: PICK-UP BED FOR 1929 MODEL A FORD. 27-30" will fit. Harry Syar, Rt. 1, Box 142, Fairfield, Ca. 94533. Phone call 707/425-2377. Reg. No. 0688955. 4-1.

FOR SALE: HD-5 CAT LOADER, exc. cond. over \$1,000 overhaul. H. E. Burnor, 234 Grove Way, Hayward, Ca. Ph. 581-3617. Reg. No. 0826795. 4-1.

FOR SALE: CAT 12 BLADE, 8T SERIES, sliding mow board, comp. overhaul \$8,000. L. Everett, 1457-4th St. Red Bluff, Cal. 96080. Ph. 527-4796. Reg. No. 0353328. 4-1.

SPACE HEATERS, ELECTRIC, 46 in-frated lamps, sealed beam & screw-in. adj. rows, alum. frame, 220V, 3 ph. for spray paint, job lighting. \$275/unit. M. F. King, 101 H St., San Rafael, Ca. 94901. 415/456-5020. Reg. No. 1494188. 4-1.

FOR SALE: MECHANICS TOOLS, Rollaway, cat manuals, end wrenches, sockets, pullers, snap on, Cornwall. Mack tools. Ph. 638-9643. A. H. Pollock, 222 Cherrywood Ave., San Leandro, Ca. 94577. Reg. No. 0603364. 4-1.

FOR SALE: 68 FORD TORINO: full pow. w/air; 390-2DR blk vinyl top; exc. cond., 65,000 mi, \$1,400 or \$1,000 & older pickup. Brian Jensen, 6038 Pentz Rd., Paradise, Cal. 95969. 877-9660. Reg. No. 1270853. 4-1.

FOR SALE: ONE 23 WINCHESTER RIFLE & case, ramrod & box 23 shells \$40.00. 1 set Craftsman & tool box \$30.00. C. A. McKay, tele. 652-3275, 5681 Ocean View Dr, Oakland, Ca. 94618. Reg. No. 0490983. 4-1.

FOR SALE: 1951 CHEV 1/2 T PICKUP, 4 spd, 700-15 rub. split rims. \$250. 52 Intl. dump trk, 5 yds 8500. Zeiman equip. thr. 6T cap., holds backhoe. \$1,350. Telephone 415/634-3325. Reg. No. 1326142. 4-1.

FOR SALE: W/HOUSE COLOR TV 24" used very little—sharp—\$300. Hvy duty antenna w/automatic roof motor \$100. 2 cocker span. puppies M&F born Nov 71, black, \$75. Call Joe Astorja 415/334-8533. Reg. No. 1051250. 4-1.

FOR SALE: 27.72 ACRES north of Chico, Cal. in hrt of hunting & fishing \$15,500, w/\$5,000 dwn. Investment with future. Rt. 1, Box 455, Durham Cal. or 343-4852. Reg. No. 524687. 4-1.

FOR SALE: THREE INCH MAGNUM model 12 shotgun pump. Call 237-9098. O. L. Lair. 820 McLaughlin, Richmond, Ca. 94805. Reg. No. 0976198. 4-1.

FOR SALE: 26T ROADSTER PICKUP, mags, Chev power, oil lamps. Fun car \$1,500 or best offer. C. Williams, Foster City, phone 345-9620. Reg. No. 0598824. 4-1.

SAVE: 1/3 OFF TWO LOVELY cemetery lots in Orange Ca. or will trade for two Marysville area. Call 213/633-8455 or 916/743-0457 Claude Pearl, 1687 Tenth Ave., Olivehurst, Ca. 95961. Reg. No. 1251211. 4-1.

FOR SALE

1971 DATSUN PICK-UP
Model #PL 521 — 23,000 Miles
Medium Blue — Color

Contact: Mr. Bill Millwater
Operating Engineers Local Union #3

CREDIT UNION
Phone: 415 — 431-5885

Dear Sir:

Thank you for your Sincere Kindness and help in the loss of Our Dear Husband & Father. Special thanks to the Fresno office.

We will treasure the Bible always.

Sincerely yours,
Mrs. Ragie Duncan
& Family
Parlier, Calif.

Major Cities Added To High Jobless Class

Washington — Three more of the nation's 150 major labor areas were added to the Labor Dept.'s "substantial" unemployment list bringing the total to 57 — only eight less than the 10-year high of 65 reached last October.

JOB STEWARDS APPOINTED

Week Ending March 10, 1972	Week Ending March 31, 1972
Dist. Name Agent	Dist. Name Agent
03 Harold White Dick Bell	12 Paul Darley Rex Daugherty
20 Terry Milliken Ron Butler	12 Oscar Rice Rex Daugherty
20 George Rempel H. F. Eppler	
Week Ending March 17, 1972	Week Ending March 31, 1972
Dist. Name Agent	Dist. Name Agent
01 Anthony Henderson M. Mielike	20 John T. Hathaway Guy Jones
30 Waldo Ogan W. M. Talbot	80 James E. Bannister Al Swan
30 William Powell W. M. Talbot	80 H. S. Black Al Swan
90 Ray C. Gallaher Mike Kravnick	80 Joseph Boune Al Swan
90 Carl George Jack Bullard	80 Kenneth V. Ellis Robert Blagg
11 George G. Blair Lenny Fagg	80 William F. Prawl Al Swan
11 Don Voges Jerry Bennett	80 James C. Stevens Al Swan
12 Don Ames Lake Austin	80 Walt E. Williams A. V. Dalton
12 Deverl Craig Lake Austin	90 Arthur Cushman Mike Kravnick
Week Ending March 24, 1972	Week Ending April 7, 1972
Dist. Name Agent	Dist. Name Agent
01 Jerry Byrd Wm. Parker	80 John E. Gentry A. V. Dalton
01 Albert E. Henson Wm. Parker	80 Eules S. Grigsby, Jr. A. V. Dalton
30 Vernon Deloney Al Balatti	80 Hank Matthews Robert Blagg
50 A. L. Biggs Harold Smith	12 Robert Bruce Geo. Morgan
	12 G. W. Carter

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

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

MAY
2 Sacramento, Tues., 8 p.m.
3 San Francisco, Wed., 8 p.m.
4 Oakland, Thurs., 8 p.m.
9 Stockton, Tues., 8 p.m.
11 Watsonville, Thurs., 8 p.m.

JUNE
2 Fresno, Fri., 8 p.m.
2 Provo, Fri., 8 p.m.
3 Reno, Sat., 8 p.m.
5 Santa Rosa, Mon., 8 p.m.

JULY
18 Eureka, Tues., 8 p.m.
19 Redding, Wed., 8 p.m.
20 Oroville, Thurs., 8 p.m.
26 Honolulu, Wed., 7 p.m.
27 Hilo, Thurs., 7:30 p.m.

AUGUST
2 San Francisco, Wed., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bld. 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, Washington Intermediate School (Cafetorium), 1633 S. King Street.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.

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NAME _____

NEW ADDRESS _____

CITY _____

STATE _____

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

Business Offices and
Agents Phone Listing

DISTRICT 01—SAN FRANCISCO
Dispatch Office:
470 Valencia Street 94103
(Area 415) 431-5744
A. J. "Buck" Hope, Dist. Rep. 992-1182
Don Luba 592-6871
Bill Parker 359-1680
Fran Walker, Trustee 456-6304
Walter Norris 547-2382

DISTRICT 02—SAN RAFAEL
76 Belvedere Street 94901
(Area 415) 454-8565
Al Hansen 479-6874
Marty Melike 924-6199

DISTRICT 03—SAN MATEO
1527 South "B" 94402 (Area 415) 345-8237
Bill Roney 368-5890
Dick Bell 359-6867

DISTRICT 04—VALLEJO
404 Nebraska Street 94590
(Area 707) 644-2667
Aaron S. Smith 643-2972

DISTRICT 20—OAKLAND
1444 Webster Street 94612
(Area 415) 893-2190
Bill Relford, Dist. Rep. 825-7741
Guy Jones 525-5055
Herman Eppler 278-7966
Jay Victor 825-7741
Ray Morgan 825-7742
John Norris 825-4877
Ernie Lewis 828-7399
Ron Butler 825-7742

DISTRICT 30—STOCKTON
2626 N. California 95204
(Area 209) 464-7687
Walter Talbot, Dist. Rep. 477-3210
Al McNamara 464-0706
Elvin Balatti 948-1742

DISTRICT 31—MODESTO
401 H Street 95354 (Area 209) 522-0833
Bob Sheffield 522-2262

DISTRICT 40—EUREKA
2806 Broadway 95501 (Area 707) 443-7328
Ray Cooper, Dist. Rep. 443-1814
Eugene Lake 443-5843

DISTRICT 50—FRESNO
3121 East Olive 93702 (Area 209) 485-0611
Claude Odom, Dist. Rep. 439-4052
Bob Merriott 734-8696
Harold Smith 222-8333
Steve Atchley 299-5915

DISTRICT 60—MARYSVILLE
1010 Eve Street 95901 (Area 916) 743-7321
Harold Huston, Dist. Rep. 742-1728
John Smith 743-6113
Alex Cellini 742-4395
Dan Senechal 673-5736

DISTRICT 70—REDDING
100 Lake Blvd. 96001 (Area 916) 241-0158
Ken Green, Dist. Rep. 347-4097
Robert Havenhill 241-3788

DISTRICT 80—SACRAMENTO
8500 Elder Creek Road 95828
(Area 916) 383-8480
Ralph Wilson, Dist. Rep. 961-2880
Al Dalton 622-7078
Al Swan 487-5491
Mike Womack 933-0200
Bob Blagg 488-1231

DISTRICT 90—SAN JOSE
760 Emory Street 95110
(Area 408) 295-8788
Bob Mayfield, Dist. Rep. 926-0103
Mike Kravnick 266-7502
Jack Curtis 476-3824
Jack Bullard 476-1962
Tom Carter 374-1819

DISTRICT 10—SANTA ROSA
3900 Mayette 95405 (Area 707) 546-2487
Russell Swanson, Dist. Rep. 545-4414
Robert Wagon 539-2821

NEVADA
DISTRICT 11—RENO
185 Martin Avenue 89502
(Area 702) 329-0236
Jerry Bennett, Dist. Rep. 359-1769
Dale Beach 882-6643
Lenny Fagg 635-2737
Ian Crinklaw 882-1771

UTAH
DISTRICT 12—SALT LAKE CITY
1958 W. N. Temple 84103
(Area 801) 328-4946
Tom Bills, Dist. Rep. 255-6515
Wayne Lassiter 487-2457

DISTRICT 13—PROVO
125 E. 306 South 84601
(Area 801) 373-8237
Lake Austin 374-0851
George Morgan 890-6081

DISTRICT 14—OGDEN
520 26th Street 84401
(Area 801) 399-1139
Rex Dougherty 782-6178

DISTRICT 17—HONOLULU, HAWAII
2305 S. Beretania 96814
(Area 808) 949-0084
Harold Lewis, Dist. Rep. 923-1207
Wallace Brown 943-3750
Wallace Leon 455-3908
Gordon McDonald 488-9876
Bert Nakano (Hilo) 968-6141
Valentine K. Wessel (Hilo) 935-6187

DISTRICT 06—GUAM
P. O. Box E-J 96910
William Flores 749-2400
Mike Pope 746-4586
Virgilio Delin 746-4586
Tom Zink 777-6398

DISTRICT NO. 10 MEETING
DATE CHANGE

Date of the regular quarterly district meeting for the Santa Rosa membership (District No. 10) has been changed from June 8 to MONDAY, JUNE 5, 1972, at the Engineers Building, 3900 Mayette St., Santa Rosa.

SACRAMENTO — Bids on a \$2,245,000 highway construction project have been opened here by the state Department of Public Works.

The work will include new alignment of about six miles of the California 35 two-lane expressway near Paynes Creek in Tehama County.

DISTRICT NO. 5 MEETING
DATE CHANGE

The regular quarterly district meeting of the Fresno membership (District No. 5) originally scheduled for June 13 has been changed to FRIDAY, JUNE 2, 1972, at the Engineers Building, 3121 East Olive Street, Fresno.

Credit Union Notes

Those Summer Savers

By JAMES "RED" IVY, TREASURER

Summer is a spending time for many people, but for Operating Engineers, it should be a time to save.

Think of what's ahead—back-to-school expenses, fall clothes, the winter holidays, medical expenses, and—of utmost importance—those winter rains when the work is down.

Those "Rocking Chair" checks are handy, but they just won't reach far enough when the boss "Buttons Her Up" for the winter.

Right now is the time to decide whether we are going to have to s-t-r-e-t-c-h those unemployment checks next winter and try to make them reach or—whether we are going to lay a little aside for those rainy days that are sure to come.

Of course, your Credit Union hasn't stopped offering loans. When you need money, we'll be there.

But a regular savings program will increase the amount you can borrow. It may also permit you to borrow at a lower rate of interest.

There are any number of approaches to a regular savings program. But the one that is by far the most popular with our Members is the conversion option provided in the Vacation/Holiday Pay Plan of the Operating Engineers Construction Agreements.

This plan provides an excellent "Vehicle of Convenience" for the Member who truly desires to save. We have Members who claim they were "Never able to save a nickel in their life" that have not touched their Vacation/Holiday Pay since the first transfers to the Credit Union began in July 1967 (California Agreements).

Some of these Members have stated that they "Do not intend to touch this money until they retire." Needless to say, if they stick to this resolution and have a few years to work before retirement, they should retire and live quite well.

There will be some five million dollars distributed to the Membership from these Plans within the next four months. For the Member working under Construction Agreements, right now is the time to decide—whether his share will be used to build security for the future or—to live today and let tomorrow take care of itself.

WITHDRAW OR BORROW?

This question has been asked many times. It is quite true that borrowing costs money—even from the Credit Union. (But if you go to the "friendly finance company" or use your charge card, it will cost you more.)

Here are some things you should consider before you make your decision. When you withdraw:

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

When you borrow instead, these are the advantages:

1. You keep your dividends and the insurance too.
2. Your savings help you get quicker loan service.
3. You still have all your money as you repay your loan.
4. Your loan is covered by Loan Protection Insurance coverage (without cost to you) against death to age 70 provided you are insurable at the time you make the loan.
5. You are getting these benefits, and all interest paid on your loan is deductible on your personal income tax return.

6. Finally, your savings earn dividends. Your dividends, combined with the value of the Life Insurance and further enhanced by the tax deduction may more than offset the interest you pay.

Gold Card Honor
Roll For Seven

Honorary memberships in Local 3 and gold cards have been granted to: George Greeno, initiated in March 1937 by Local #45; Jay E. Northrup, initiated by Local #59 on December 3, 1917; G. F. Wood, initiated by Local #59 on June 7, 1926; G. T. White, initiated April 1, 1927, by Local #45; Charles Plumb, initiated March 22, 1937, by Local #45.

Wallace Phipps, initiated in July, 1937, and Ernest Houx, initiated in November, 1934, also have received honorary memberships.

Demos Have
Edge in State

Registered Democrats outnumber Republicans by 4,448,986 to 3,127,929 in California, the secretary of state's office says.

In the last year, registered Democrats increased by 787,432 and registered Republicans rose by 367,963.

The total of slightly more than eight million registered voters included 360,850 who declined to designate party membership.