Washington—A federal judge told the National Right to Work Committee it didn't have a constitutional leg to stand on in its challenge to the tax-exempt status of unions. Lawyers for the National Right to Work Legal Defense Foundation sought to get the court to pass on the question on various occasions it has specifically rejected—rule that a labor organization which shops an employer 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. Boney told the constitutional argument as "obviously without merit." He refused to approve submission of the case to a three-judge panel, which is required under a "substantive constitutional question has been raised.

He noted that the Supreme Court has considered union shop issues and other political activities in a number of cases and has decided that a union's willingness to interfere with "expenditures by labor organizations for political purposes" is an "interest 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 and the Upper Class Folks 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.

Col. Ed Mixan

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

Colonel Mixan received his degree in Computer Technology from George Wash-ington University and has also been graduated from the U.S. Command and General Staff Col-lege in Fort Leavenworth, Kan., and the Army War College 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.

ECONOUTS ON MOUNTAIN VILLAGBy ERNIE LOUISOakland J. C.
A continued Public Hearing on an application for a planning and 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 apartment units on the S.F.-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 630, a-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 Operating Engineers who are the first speaker in the Building Trades over the next 5 years. He also brought to the Local Union No. 3. Norris representative, was the first speaker of his behalf of Operating Engineers and Construction Workers, claimed that use of union funds somehow constitutes an unconstitutional federal subsidy to political campaigns. He refused to approve submission of the case to a three-judge panel, which is required under a "substantive constitutional question has been raised.

He noted that the Supreme Court has considered union shop issues and other political activities in a number of cases and has decided that a union's willingness to interfere with "expenditures by labor organizations for political purposes" is an "interest 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 and the Upper Class Folks 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 signatures of the right of public employees to be withdrawn. They got 200!

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 more likely won't have to have a chance to work 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 and the Upper Class Folks 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 signatures of the right of public employees to be withdrawn. They got 200!

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 more likely won't have to have a chance to work 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 and the Upper Class Folks 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 signatures of the right of public employees to be withdrawn. They got 200!

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 more likely won't have to have a chance to work 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 and the Upper Class Folks 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 signatures of the right of public employees to be withdrawn. They got 200!
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 environmental groups also have created 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 specially 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 soon could also create a problem that many upstate counties have faced for years—destructive flash floods, slow runoffs and eroded and collapsing river, hill and upimproved roads. It's an old story you can't have your cake and eat it, and our members must 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 special election proposal sponsored by the so-called People's Lobby would simply stop all construction in California and the California AFL-CIO has called this ridiculous proposition an "un-constructive 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 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 on the ballot proposition directly to your homes and prompt us to the job. For the most part, our members have met all the new attendance schedules and have been prompt to the job and moved along.

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 that we can't do anything about them 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 specially 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 soon could also create a problem that many upstate counties have faced for years—destructive flash floods, slow runoffs and eroded and collapsing river, hill and upimproved roads. It's an old story you can't have your cake and eat it, and our members must 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 special election proposal sponsored by the so-called People's Lobby would simply stop all construction in California and the California AFL-CIO has called this ridiculous proposition an "un-constructive 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 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 on the ballot proposition directly to your homes and prompt us to the job. For the most part, our members have met all the new attendance schedules and have been prompt to the job and moved along.

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 that we can't do anything about them 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 specially 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 soon could also create a problem that many upstate counties have faced for years—destructive flash floods, slow runoffs and eroded and collapsing river, hill and upimproved roads. It's an old story you can't have your cake and eat it, and our members must 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 special election proposal sponsored by the so-called People's Lobby would simply stop all construction in California and the California AFL-CIO has called this ridiculous proposition an "un-constructive 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 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 on the ballot proposition directly to your homes and prompt us to the job. For the most part, our members have met all the new attendance schedules and have been prompt to the job and moved along.

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 that we can't do anything about them 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 specially 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 soon could also create a problem that many upstate counties have faced for years—destructive flash floods, slow runoffs and eroded and collapsing river, hill and upimproved roads. It's an old story you can't have your cake and eat it, and our members must 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 special election proposal sponsored by the so-called People's Lobby would simply stop all construction in California and the California AFL-CIO has called this ridiculous proposition an "un-constructive 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 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 on the ballot proposition directly to your homes and prompt us to the job. For the most part, our members have met all the new attendance schedules and have been prompt to the job and moved along.

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 that we can't do anything about them 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 specially 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 soon could also create a problem that many upstate counties have faced for years—destructive flash floods, slow runoffs and eroded and collapsing river, hill and upimproved roads. It's an old story you can't have your cake and eat it, and our members must always accept the fact that for every gain there has to be some sacrifice.
State Sales Tax

Refunds Due
On Excise Tax

State Senate George N. Zeno-

vich pointed out that purchasers of new cars in late 1971 who are

receiving a federal excise tax re-

fund, 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 15 to December 18 of last year, he was charged a federal excise tax and paid 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 paid. He was reimbursed the state sales tax refund, Zeno-vich explained.

"The state sales tax refund is equal to 2 per cent of the excise tax refund," he explained. For in-


cides 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 whole 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 paid. He was reimbursed the state sales tax refund, Zeno-vich explained.

"The state sales tax refund is equal to 2 per cent of the excise tax refund," he explained. For in-


cides 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 whole 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 paid. He was reimbursed the state sales tax refund, Zeno-vich explained.

"The state sales tax refund is equal to 2 per cent of the excise tax refund," he explained. For in-
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 drain the life out of many magazines and newspapers. If the proposed rates are approved by the Postal Rate Commission, many other valued publications will suffer the same fate.

What the Postal Service is asking is a rate increase of more than 100 per cent over five years for second-class mail. This is the mailing privilege used by most of the nation’s moguls and more than 400,000 other publishers, newspapers distributed almost wholly by mail. Metropolitan newspapers like this one are little affected because their mail circulation is trifling.

By contrast to the 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 second-class mail will bring the needed increase proposed for second-class mail, on the other hand, seems to be the best way for the service to balance its books.

**This Concept is highly dubious both on financial and philosophical grounds.** The largest, if not the greatest, part of all mail, in the U.S. were about $50 million. Under the present proposal, the proposed tax would pay a total of 125 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 resources needed for survival.

It was precisely to forestall the worst possible dissemination of information and ideas that the postal privilege was historically provided. But now it is to be stipulated that the public decide on which freedom so largely depends—and they have thus far served that purpose well.

**The solution** is by no means 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 newspapers. The tragedy must not be allowed to happen.

**Keeping watch over the driver lab**

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 licenses have been revoked or suspended. New suspensions and revocations received at the state registers 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 driving while under the influence of alcohol or drugs, conviction involving serious violations such as a drunk driving conviction, remain in the register for seven years. Less serious violations from some states are removed from the file after five years.

**More Collectively Speaking**

(Continued from Page 2)

leaving for Washington, D.C., and will be busy 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 H. G. U. W. r. a. n. r. r. a. n. r. r. r. r. r. r. r. r. r. r. r. r. r. r. r. r. r. r. r. r. r.

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

A YES vote on Proposition A is a vote for 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-express traffic 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.

**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 unemployed urban dweller? Another breath, not guaranteed for any fresher, could compound the multiplicity of transportation problems that no one can be sure BART will ever 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.

KGO-TV has called the Southern Crossing a White Elephant—wecall it a Green Herring. A Green Herring that says give BART a chance. We are pleased to see the emotions of the urban community dwellers in the Bay Area mislead them into cutting their own economic throats. A privileged elite against 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.

**The Southern Crossing is needed now!**

AT THIS PM

THE SOUTHERN CROSSING IS NEEDED-NOW!

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

A YES vote on Proposition A is a vote for 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-express traffic 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.

THE SOUTHERN CROSSING IS NEEDED-NOW!

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

A YES vote on Proposition A is a vote for 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-express traffic 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.

THE SOUTHERN CROSSING IS NEEDED-NOW!

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

A YES vote on Proposition A is a vote for 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-express traffic 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.

THE SOUTHERN CROSSING IS NEEDED-NOW!

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

A YES vote on Proposition A is a vote for 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-express traffic 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.
More Oakland Local 3 Union Pilots

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. 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 the present decline. It is becoming predominately 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 where it costs him to operate. Many have weathered the trend, taking losses on the way and they expect to continue until it costs them. Many have decided to quit and others have joined the gypo's.

Claude Odom

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 armchair, 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 50-100% is not even a chance at all to get a proper mixing and application 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 gypo's ought not to come within the exemption since their employers are not primarily engaged in commerce as a producer of agricultural products. 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 application 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 the crop dusters ought not to come within the exemption since their employers are not primarily engaged in commerce as a producer of agricultural products. The feeling is that the crop dusters should not be characterized as agriculture employees.

We feel that the crop dusters have not been unreasonably characterized as agricultural employees by a Labor Department interpretation of the Fair Labor Standards Act as amended. This has resulted in the immunity of bargaining power between employers who do not possess full freedom of association or actual liberty of contract, and employees who are organized. This is directly contradictory to Section 101 of the Labor Management Relations Act of 1947 as amended. The employers 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" coming from lack of organization and exploited by the "gypo." It is hoped that the government, Local Union 3 hopes to be able to provide these brother workers with the gains and protection offered by our union efforts. Photo (top left) shows Tom Johnson "tarring in for a load." At top right Dion Loving and Everett Sneed pose with plane. Second row (left) shows Ken Johnson and Roy Dillon pose in the cockpit. Right, Tom Johnson and Roy Dillon pose in the cockpit.
Bell Bites Gregorio Over Anti-Construction Record

By DICK BELL

I have been in politics long enough on this subject, hopefully not too long. Anyway, I have something to get off my chest, and I can use a little help in passing it on, so I will take the advice of the old man on my staff and give him up his manhood.

This may seem extreme, but it seems to me that I am not alone in my view of several local cases. Since I am a lawyer and an independent legislator and it means the same.

Case Number One: The honor- able Senator Gregorio, from the San Mateo area. This man has been a bitter disappointment during his two years in office. I strongly suspect he is going to run for a third term. The office of State Senator was to stop construction or expansion in San Mateo County. At least, that is what his voting record reflects. So far, he advocated no more bay crossings. The bay crossing, which would widen Hiway No. 1, south of Half Moon Bay, whether or not it is economically sound, fact, it seems to me, and certainly that might be as much or as little as for any other job.

In less than two years from now, you will be able to travel in less time than from San Francisco to San Jose. Already three projects 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 February, 1973, still another project will start that will finish the paving in the north and center section. It will complete the freeway from the San Mateo Ferry to the 105 freeway. The freeway will be completed in 1975-76. It will have a freeway to replace the present congestion on Calfiada Road.

People have been asking what is going on and how soon they will have a freeway to replace the present congestion on Calfiada Road. In less than two years from now, you will be able to travel without being interrupted 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.

The highway designer is also aware of the vital interest of Operating Engineers, who forget not that this is a delay- ing tactic originated by the Sierra Club. According to the good senator, this is paving their haul road. It's (821.1 « 621.) « (84 Y %14<)

The highway designer is to conserve human life by building safe, efficient highways for the Californians who traditionally value freedom. But the highway designer is also aware of the possible exception of their truck spread.

In the office of State Senator was to stop construction or expansion in San Mateo County. At least, that is what his voting record reflects. So far, he advocated no more bay crossings. The bay crossing, which would widen Hiway No. 1, south of Half Moon Bay, whether or not it is economically sound, fact, it seems to me, and certainly that might be as much or as little as for any other job.

In February, 1973, still another project will start that will finish the paving in the north and center section. It will complete the freeway from the San Mateo Ferry to the 105 freeway. The freeway will be completed in 1975-76. It will have a freeway to replace the present congestion on Calfiada Road.

People have been asking what is going on and how soon they will have a freeway to replace the present congestion on Calfiada Road. In less than two years from now, you will be able to travel without being interrupted 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.

The highway designer is also aware of the vital interest of Operating Engineers, who forget not that this is a delaying tactic originated by the Sierra Club. According to the good senator, this is paving their haul road. It's (821.1 « 621.) « (84 Y %14<)

In February, 1973, still another project will start that will finish the paving in the north and center section. It will complete the freeway from the San Mateo Ferry to the 105 freeway. The freeway will be completed in 1975-76. It will have a freeway to replace the present congestion on Calfiada Road.

People have been asking what is going on and how soon they will have a freeway to replace the present congestion on Calfiada Road. In less than two years from now, you will be able to travel without being interrupted 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.

The highway designer is also aware of the vital interest of Operating Engineers, who forget not that this is a delaying tactic originated by the Sierra Club. According to the good senator, this is paving their haul road. It's (821.1 « 621.) « (84 Y %14<)
APPRENTICESHIP COORDINATOR CLIFF MARTIN readily finds subjects on his busy rounds. In photo top left Brothers James Shaul and Neal Martin pose on Green Co. project in Madeleine. Second photo top right shows Brother Durrell Little, foreman on the Hughes, Ladd & McConnell Interstate #5 project at Hornbrook, giving App. write Joe Mc Dowan a few do's and don'ts on tractor lubrication. In the second row right, Brothers John Sain, Robert Flowers and Cede Barnes overhaul a cat on the Umpqua River Navigation Project. At right members attend a Eureka Safety Meeting and include R. Fiedler, P. Lindner, L. Brown, F. Okey, D. Obie, D. Wilkins, R. Pelletier, B. Bower, D. Bowes, B. Bishop, T. Brazel and R. Flowers. Bottom row left members at District Meeting in Eureka, while right T. J. "Torn" Spratton, R. Spratton, Roy Cooper, Dist. Rep. (left) C.K. Fuchs and details following the Election of Carriance Sprinkle (center) on Election Committee from that district.

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 four years ago in Guatamalan, Cuba.

Luis and two friends, also 14 years old at the time, decided to leave Cuba and join a group heavily patrolled Guatamalan Bay to the American military base in the Bahamas. They had decided to escape from Cuba and do some "jubilating" in the land of opportunity just 50 miles away.

Luis remembers vividly that long weary trek through panels of speedboats that constantly swept the bay with their searchlights. But it was worth the effort and Luis knew he had completed the first step of his journey when a Marine patrol fired him out of the sea.

Luis found that escaping to the United States wasn't exactly a one-day event to the end of a rainbow. After his escape across Guatamalan Bay, the 14-year-old youth went to Miami where he stayed some four months with some 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 Guatamalan City until the Castro takeover.

Unfortunately, Luis had to face a language barrier. Luis went to school for 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 this program in Los Angeles, he faced to a striking realization of the need to have a skill — so he entered on the Hopper the major portion of a year at the Weber Army Air Corps Center in the Pre-Apprenticeship Training Program of the J.O.C.E. His commander at the Job Corps described Luis as "a model apprentice" who is respected by and gets along well with his peers.

Luis is now a second-period apprentice, G.A.P., working for Jack R. Benson Construction Company on the Windsor-Knolls project. The contractor is well satisfied with this apprentice and he is reporting the "job hunting" of the journeyman on the job.

In addition to his occupational skills, Luis has worked hard on advancing his own education and has taken several classes at the Education certificate.

Many Tested!
More Apps Than Jobs
For Young
BY GLEN HOOVER
During the month of March the work load picked up considerably. As the sun shines and jobs start to appear, more and more. Sixty apprentices are working in the Sacramento and 30 in the Stockton area.

Testing has been extremely heavy lately in the Sacramento area. It looks like every time you turn around you're seeing some young, want to get into the Operating Engineers Apprenticeship Program. Unfortunately, there are not enough openings to go around. That means that most of them will have a long wait.

We participated in two Career Days for high school students. On March 6th, I spoke to these groups at the Pioneer 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 and to better help the students decide what line of career they wish to follow after leaving high school.

Forty of these were found fortunate enough to make your way down Market Street, take a look at the "BART" and cast a wistful eye at the progress of this great commute system and hope for 1972 as completion and use to San Francisco. We can start to hope for extension to the airport, with the parking permit also.

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 obligations.

The majority of apprentices called in for a revolution of their present and a check of their progress and if they are not moving favorably and they're happy to be a part of the Local No. 3 Program.

George Smith, employer representative on the San- eisco-San Mateo Sub-JAC, returned to the meeting recently, and to the San Francisco, returning to the Hawaiian Islands. He reported a nice meeting with apprentices.

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.

Roving Coordinator Sees Nature's Face As Many-Sided Sphinx
BY CLIFF MAITIN
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 100 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, as my way to Eureka for a testing session, it was raining slowly and as I passed over the bridge at Towerhouse, noticed that Clear Creek had risen. This dump into Whiskeytown Lake which has adequate storage space at the present time. Continuing on over Blackstock Mt. it was newting but not sticking to the hi-way, although some 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 Weaverville 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 here.

As I proceeded I observed a number of minor slides and rocks on the hi-way. Approaching Helena have had a considerable amount of water and Ice in the Trinity River as you approach Grants Pass. This seems like a very good time to check on the current status of the Trinity River.

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

The high rise development in San Francisco is looking skyward, with Cahill starting a new 23-storey building at First and Market.

Each of these has a full quota of apprentices fortunate enough to make your way down Market Street, take a look at the "BART" and cast a wistful eye at the progress of this great commute system and hope for 1972 as completion and use to San Francisco. We can start to hope for extension to the airport, with the parking permit also.

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 obligations.

The majority of apprentices called in for a revolution of their present and a check of their progress and if they are not moving favorably and they're happy to be a part of the Local No. 3 Program.

George Smith, employer representative on the San- eisco-San Mateo Sub-JAC, returned to the meeting recently, and to the San Francisco, returning to the Hawaiian Islands. He reported a nice meeting with apprentices.

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.
Career Days Are Big Success
As 68 Turn Out in San Jose
By HARLEY DAVIDSON, Coordinator
A turn out 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 it came about was that during the last scheduled safety meeting so many questions were asked regarding the new contract that District Representative Claude Odum 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 they would ask. All apprentices were given copies of the new agreement and the meeting date was set.

Local 3 Trustee, look on, Brother Hernandez is a fourth period HIDRM apprentice working for Holms Rock & Sand in Sparks, Nevada. Rudy has been holding out for 3 months old, Rudy received a $50 Savings Bond along with his certificate.

Young Engineers Show Sharp Interest In Union Meeting
By NICK CARLSON, Coordinator
Apprentice Meeting in Fresno

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.

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 given them a better understanding of the contract and their union.

Chico State Job
By RALPH WILSON, District Representative, AL. DALTON, AL. SWAN, ROB BLAGG, MILK WINTHURST (in attendance) and others.

A proposed plan by the Sacramento County Planning Commission, which would restrict urban development in Serrano Yards, was presented with strong opposition from local labor leaders in Serrano. A delegation was led by Ralph Wilson and Aster White. White is local organizer. Opponents Local 3 attended the meeting. The vote to cut off the project in Serrano Yards was defeated.

The vote to cut off the project in Serrano Yards was defeated.

A decision was made to move forward with the project.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

In the MOUNTAIN AREA around Placerville, the long desired greensward project conceived six years ago, will finally get under construction. Broderick, the project, has been authorized a $140,000 increase in the construction budget, which will bring the total project cost to $540,000. Work will be done on the 300 acres to make the area in the east end of Placerville and will involve the installation of three miles of pipe. Ghidetti Construction Company, the contractor doing this job, estimates the duration at 130 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 back in full operation, said Sacramento Municipal Utility District President R. C. Gallion of Burbank, $130,000. The power plant is expected to provide $1,250,000 worth of revenue to the city, Mr. Gallion said.

On March 9, 1972, the City Council voted to move forward with the project.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.

The 30 million dollar power station, which was completed in 1964 at a cost of $85 million, is back in full operation. The power station has produced 4,000,000,000 kilowatt hours of electricity at peak capacity, was under construction in 1954 at a cost of $85 million, however bond issues and expansion of original plans cut the estimated cost to $200 million.

The idea behind the project is to have a low-cost housing project for low income families in the area.

The center will be developed in a 603-acre area in the I-5 corridor, with a four-lane underpass. The board of directors, led by Ralph Wilson, have sold $7 million in bonds to finance the first load of real estate.
Redding Moves Ahead
Future Begins To Bloom Once More
By Ken Green and Bob Havenville

The new Mercy Hospital road will be a green area for emergency vehicles. Teichert Construction Company is the general contractor for this project. The building of the new, one story, two deep road to Mercy is one of the

concluding Shasta County fair results

Ken Green was in Hospital as the site for the emergency care center. Construction of the new hospital will begin in the middle of July. Jim Westlake has been given the green light for clearing the right-of-way. About 15 percent of the cost of the project will be borne by Mercy Hospital. The road will lead from the bottom of the hill south of the old train station and through the bottom of Shasta Dam. This will connect Swedes Avenue and Stagg Street near the medical center, and briefly near the hill. The grade will not exceed 8 percent and there will be no sharp curves.

Plans for developing a small service area at the north end of the new road to Mercy are under consideration. A proposal by Ben Nathan Shoe Store will be voted on by the Shasta County Board of Supervisors at its meeting on March 8. The proposal involves the construction of a facility, picnic tables, an outdoor exhibit area and a horse-riding trail. The plan would cover an area of some five acres along the hillside road from the north to the area of the auditorium.

Two Redding developers are to be the beneficiaries of seven Redding businesses in the project. A similar plan to that of the Redding Shoe Store will be developed. The new business plan is to be presented next to the Redding Shoe Auditorium. The base of the new auditorium will be developed by the Redding City Council. This area, to be developed at a total cost of $55,000, will include improved seating in the auditorium and new restrooms.

Charles McLeod of Redding TV in Redding is also considering the purchase of the old Keenan Clothing building on Market Street immediately across from the Shasta County Board of Supervisors building. This building has been vacated. Besides his own shoe business, Nathan says he also owns property in Redding that would house Eaton’s Drug Store, John R. Fulmer’s Jaguar and the Carmel Corn Shop.

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 made recently by Supervisor Harold T. “Blitz” Johnson. The contract was accepted by the National Park Service to Theodore Comumun and Associates. Who will draw up the plans, it is said this is the first time an outside consultant has been chosen for work in the Whiskeytown area. The old master plan included a development of the whole ShawStore area, which is part of the Whiskeytown National Recreation Area. The new master plan included a new strip of land as the base for a new area.

The old master plan included a new strip of land north of the old dam site. The new plan will reflect the changed situation from government agencies and the public, he said.

The Sherwood Dam will be a vast new city and the area was just one of several areas that were considered by the state and federal inter-

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 Seara Dam brightening ideas don’t prove feasible under the future studies, the state and federal interagency groups have alternative proposals under consideration. At the present, the proposed brightening would take Seara Dam in addition 100 feet higher, starting with the fill downstream from the old dam and eventually covering Seara Dam in its entirety. The cross of the problem is the Sacramento River delta on San Francisco Bay which is starting to fill in which could be corrected with...
Bob Myfield described the long range effects as to aid and the data from his spring runoff returns into these mountain reservoirs and the tanks that back up and furnish water to this fast growing valley held only large mud puddles. Additionally, the hills, which are not much elevated, are covered with bright green vegetation and we can expect fine weather for the next few weeks.

The reason we're stressing this is that recently, a San Jose reporter, Libby Hayes, wrote a letter to the House Appropriations Committee urging that the President's recommendation for the San Francisco-San Jose link might be a direct result of the recent letter to the Senate and Chamber of Commerce members, the next day, to a group of Operating Engineers and our families really don't need, and think this would be one of the majority of the people in Salinas, Monterey, and Santa Cruz Counties, who are in the majority of people in California, Washington, and the United States. This whole project would cover an area of about 20 acres, and maybe supply thousands of jobs in its construction.

Large posters in the San Jose Hall, written in very large eye-catchy lettering covering every wall, inform that the work has already been done by our very own Operating Engineers. We urge you to do this as soon as possible. The San Jose Chamber of Commerce also has completed its plan of this project; the President's Committee is now ready to go forward with this project.

George Garcia and John Choate, the two men on the construction team, are making arrangements for the move to the new temporary office building in the present Union Pacific building in downtown San Jose. The move is planned for late this month. The office is expected to be completed by late this fall.

The other freeway work in the Salinas area will begin after being shut down most of the winter. By JACK CURTIS

WORK ON MOUNTAIN VIEW, District 90 is going strong. Most of the work going on in Santa Cruz County is in the Mountain View, Watsonville and Capitola areas, as well as some projects in the Salinas Valley. The Salinas Valley projects are in the process of being completed during the next six months. As the weather improves, the work will begin in earnest. The Salinas Valley projects are some of the most important in the area, and they are expected to be completed by mid-January.

George Garcia has been assigned to the construction of the new Mountain View, Watsonville and Capitola area, as well as some projects in the Salinas Valley. The Salinas Valley projects are in the process of being completed during the next six months. As the weather improves, the work will begin in earnest. The Salinas Valley projects are some of the most important in the area, and they are expected to be completed by mid-January.

George Garcia has been assigned to the construction of the new Mountain View, Watsonville and Capitola area, as well as some projects in the Salinas Valley. The Salinas Valley projects are in the process of being completed during the next six months. As the weather improves, the work will begin in earnest.
By HAROLD HUSTON,
District Representative

GREETINGS FROM WEST IRAN, INDONESIA—NEW GUINEA

Dear Brother Harold:

I want to thank you for your letter and the canteen. I received a letter from Bro. Bruner which I am an American owned company.

The American employee working out of the Marysville District Office have asked me many times to represent them. The office staff then mailed out letters. They pick up our incoming mail at the Post Office and the plane flies it to the job site, which is 700 miles away.

Tell the Brothers I said hello and hope to be back from here before too long. This is the best job I have ever had, but I can't stay too long. I'll be back in District 69 or any district for that matter, who has a good paying job.

I want to take a three-week trip through part of the Orient where I have been stationed but not all over the area. Peoples & Thacher has started work on the sewer treatment plant for the City of O'Conn. The cost of the project will be 21 million dollars which will include dirt, structures and paving work.

The new Butte College project has started. Murray-McCormick has been their main contractor. Triangle Engineering has the grading and surveying contract. Ruby-Emberley Construction has started the dirt work and Hectic Construction is arranging contracts to build on the site.

A new Chinol Theatrix has been built in the new Chinol Theater in the Telescope Plaza in Chico which will cost about 500,000. Site work here will be done by ourselves.

In the Paradise area Telaltar Construction has been awarded a $787,484.50 project in Paradise Pines for storm drains and a water system. It will be a 192000 when the weather is suitable. We will start here at 1000 and go to 500. We will start at 600. The work on both projects will start in about two weeks.

I welcome all the mail I can get. I can get a lot more mail here. We have a mail box at my house. 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

GREETINGS FROM WEST IRAN, INDONESIA—NEW GUINEA

Brother Ed Bruner from the job site there. Top left photo shows local scenery, top right a Cat D-7F with Erstberg "sidewalk superintendent." Bottom right Ed Bruner and local "sidewalk superintendent."

Test crews were set up at these locations and everything was supplied by chopper. This job could not have been built without choppers. Site turbine powered Bell helicopters were used until the road was partially open and now as I write this we are down to 2.5. This road was tough to pioneer in mere ways and still be productive. The hardest part of the road, of course, is building the road. The primary tool for the pioneering was a Cat D-7. The Cat D-7's taken apart and flown into the mountains by chopper and then reassembled. The Cat D-7's can be flown into numerous places and still be able to work down hill. I might say a word here about the D-7. I think it is a lot more machine than most people believe. I have been around Cats ever since I can remember and have done things with a D-7 where one would never believe you could do it. But you can if you have the right eyes to see things.

The road was cut down from the top of the hill and it was quite often, because of the road. One Cat would push it as far as it could and the other would pull him back. Because of the road and unstable rock or combination of both we could not bring down anything that looked like a slope, it was just cut out. Most of the cuts are bench cuts with very few through cuts. Very few fills as we use them, because it is very easy to do the work. In some places where there is good rock we use fills. There are many streams to cross and we at first opened the road, we used Arizona crossings and then we are going back and putting in C.R.P. Keeping the water 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 trucks down the canyons for the same reason. We work without stakes most of the time either right along our side or where we can. 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 we should. Right of way is no problem, so we tear down jungle by the acre if we need to. The man in the next past it is as he deems necessary and if changes are necessary we do it later. We try to hold all grades under 50 per cent, however, there are a few that are steeper. We are doing it all with dippers, the big cut right on down to the subgrade. We have no scrapers on the job but regardless of how for the material has to be moved. We use one cat 2. As Cat made on the job, from D-4's to D-7'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 Americans, with Local 2 being well represented. The supervision is mostly American also. Our drill and pumper crews are mostly Koreans with a few Filipinos. An operator instructor such as myself has to be well diversified because we have to supervise the drill and pumper crew that work with us and in many cases if we don't have a pumper crew close by, we do the shooting ourselves, so we have a knowledge of powder is a must. For just big boulder we do not drill them we just put on a planter and go on. We usually use electric axis in the mornings when the choppers are flying because they come up the canyons quite suddenly, but in the afternoons when the choppers are grounded by weather, we use hand and rags. We use primer cord to tie the shots together in some cases.

At every 30-minutes the drivers and operators meet and discuss the progress of the job. The job is being well planned and done. The first cut has been taken care of.

We have had the privilege and honor to work down hill. I might say a word here about the D-6 drill. The D-6 drill is powered by a helicopter. The drill is used for many reasons. It is used for any job that is steeper. We are doing things with a D-6 that are steeper. We are doing things with a D-6 that are steeper.

In the Marysville District for 'By A. A. CELLINI,
District Representative

I welcome all the mail I can get. I can get a lot more mail here. We have a mail box at my house. 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 rolling along all over the area. Peoples & Thacher has started work on the sewer treatment plant for the City of O'Conn. The cost of the project will be 21 million dollars which will include dirt, structures and paving work.

The new Butte College project has started. Murray-McCormick has been their main contractor. Triangle Engineering has the grading and surveying contract. Ruby-Emberley Construction has started the dirt work and Hectic Construction is arranging contracts to build on the site.

A new Chinol Theatrix has been built in the new Chinol Theater in the Telescope Plaza in Chico which will cost about 500,000. Site work here will be done by ourselves.

In the Paradise area Telaltar Construction has been awarded a $787,484.50 project in Paradise Pines for storm drains and a water system. It will be a 192000 when the weather is suitable. We will start here at 1000 and go to 500. We will start at 600. The work on both projects will start in about two weeks.

I welcome all the mail I can get. I can get a lot more mail here. We have a mail box at my house. 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 JERRY BENNETT
District Representative
NEW LAKE, Nevada
FAGG, Business Representative
Jack Pitz Construction
Odgen, Utah was low bidder February 22nd on a section of Interstate 80 between Carson City and Reno has purchased the 2,000-seat 125,000 sq. ft. tennial Coliseum for $3.5 million near Kietzke Lake from Cen - ter City, a work season.
Greater Reno Area will begin within the next few months.
Names of all three could begin this year.

three major hotels in the Reno area will be completed between 1 mile south and the north end of Smith River Bridge in Del Norte county, about 3.7 miles south of the town of Smith River in Del Norte county. The realigning and widening of Route 187 will result in increased traffic safety. There have been twenty-six accidents on the existing narrow highway section in a period of less than six years, 13 of which involved injuries. West of Reno, the project may result in a saving of $327,000.00.

By RAY COOPER
District Representative
and Business Representative
The recent heavy rains have caused considerable damage to state and county highways here in the north coast.
In Del Norte county, 10 miles south of Crescent City, a large slippage has reduced the roadway to one way. The Divi - sion of Highways is drilling below the slip - age 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 189 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 on-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 started as a result of the storm, but we can certainly forecast severe storm damage projects to be done this coming year.

Some new work has been advertised for bid in the last month which includes a Cultural and Convention Center in Crescent City, Tri-City Water Treatment Con- structors and Crane of Ukiah. The firm turned in a joint bid of $1,091,100 in all inclusive alternates bringing the figure down to $958,000.
The Division of Highways has announced the advertising of a project from 0.8 miles south to 0.5 miles south of Route 103, 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 period of less than six years, 13 of which involved injuries. West of Reno, the project may result in a saving of $327,000.00.

See More Eureka on Col. 2
ELECTION COMMITTEE

NOTICE OF ELECTION

T. J. "Tom" Stapleton, Recording- Corresponding Secretary of Operating Engineers Local Union No. 4, announces the following Notice of Election of Officers and Directors, Engineering Managers Local Union No. 2, elections will be held on the 3rd day of the dues period in each district in beginning in March, for Members of the Recording- Corresponding Secretary which will conduct the election of Directors and Officers of the Recording- Corresponding Secretary in the manner and form specified by the Nomination Committee. If for any reason, one of the nominees shall address the Presiding Officer requesting that his nomination be replaced by the Nominee with the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee. If for any reason, one of the nominees shall address the Presiding Officer requesting that his nomination be replaced by the Nominee with the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

ELECTION COMMITTEE

IMPORTANT NOTICE

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.

No Member may accept nomination for more than one office or position except a Member whose dues have been withheld by his Employer within ten (10) days after having been notified in writing by the Recording- Corresponding Secretary that his dues have been withheld by his Employer to the Union on February 29, 1972 was 35 which is the number of nominators required for election in 1972. No Member shall be in good standing in the Parent Union on February 29, 1972 unless his dues have been paid by his Employer to the Union on February 29, 1972.

The Nominee for Committee Member is required to receive the highest number of votes shall be elected, and, if unable, unwilling to serve, shall be replaced by the Nominee with the highest number of votes and, if he, under the circumstances, be unable, unwilling to serve, shall be required to accept his nomination as determined by the Nomination Committee.
The Truck crane rental business is still a small show but it is one we will continue to grow.

In Salt Lake Area-Construction is ahead of schedule at the Temple Viaduct job and all indications are they will be taking advantage of the $1,500 or so of the snow remaining here.

The Sierra Brothers are making good progress on the Z.C.M.I. Complex. There are a number of subcontractors on this project and we will be seeing the work slowly begin to speed up.

Montana Brothers are doing good work at the Calgary Airport. We are still at a standstill because of the lack of equipment. However, there are a number of small jobs in the near future that we hope to get started.

The truck crane rental business is still a small show but it is one we will continue to grow.

In Salt Lake Area-Construction is ahead of schedule at the Temple Viaduct job and all indications are they will be taking advantage of the $1,500 or so of the snow remaining here.

The Sierra Brothers are making good progress on the Z.C.M.I. Complex. There are a number of subcontractors on this project and we will be seeing the work slowly begin to speed up.

1.5.3.5.2.6.3.7.

The truck crane rental business is still a small show but it is one we will continue to grow.

In Salt Lake Area-Construction is ahead of schedule at the Temple Viaduct job and all indications are they will be taking advantage of the $1,500 or so of the snow remaining here.

The Sierra Brothers are making good progress on the Z.C.M.I. Complex. There are a number of subcontractors on this project and we will be seeing the work slowly begin to speed up.
SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE:
- Yamaha 100cc Twin, Reg. No. 0841471.3-1.
- 1091180. 2-1. easement, fenced; 200' well gd water, 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing.
- New 35 ft Ken-Craft, 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing.
- Drive socket sets-open end & box, screened awning, extras. Sleeps 4-6. $190. John Green, 5225 Dent, San Jose. Phone 296-2440. Reg. No. 0553073. 4-1.
- HD & G, 4-in-one bucket, hydraulic rip, powder, etc. 12,000 BTU, roof $200. C. V. Deardorff, P. O. Box 692. San Jose. Phone 296-4949. Reg. No. 1002769. 3-1.
- Johnson, 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing.
- 23 in color TV, maple, w / one BR cottage. For Sale; Make Offer, or Trade. "". 415-388-0910. Reg. No. 0750211. 4-1.
- Canoe, 10'6', 11'0', 12'6'. $200. C. V. Deardorff, P. O. Box 692. San Jose. Phone 296-4949. Reg. No. 1002769. 3-1.
- 23 in color TV, maple, w / one BR cottage. For Sale; Make Offer, or Trade. "". 415-388-0910. Reg. No. 0750211. 4-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 15'x40' w/2 awnings 10'38', Home 15'x40' w/2 awnings. H. M. Brown, Loma, Ca. 93286. Reg. No. 0921440. 4-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
- 10x55 exp. liv. rm. Will trade for van nr shopping. coll., hunting, fishing. 820 McLaughlin, San Jose. Phone 223-0985. Reg. No. 0921431. 3-1.
### 1972 MEETINGS SCHEDULE

#### SEMI-ANNUAL MEETING

**JULY**

8 San Francisco, Sat., 1 p.m. Annual Meetings will be held at the

**DISTRICT & SUB-DISTRICT MEETINGS**

**APRIL**

3 Eureka, Tues., 8 p.m.

5 Redding, Wed., 8 p.m.

6 Marysville, Thurs., 8 p.m.

7 Honolulu, Wed., 7 p.m.

11 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 Wattenwyl, Thurs., 8 p.m.

**JUNE**

2 Fresno, Fri., 6 p.m.

3 Fresno, Fri., 6 p.m.

3 Reno, Sat., 8 p.m.

4 Eureka, Thurs., 8 p.m.

5 Marysville, Thurs., 8 p.m.

5 Sacramento, Tues., 8 p.m.

6 Hilo, Thurs., 7:30 p.m.

**JULY**

6 Eureka, Tues., 8 p.m.

14 Oakland, Thurs., 8 p.m.

15 Salt Lake City, Fri., 7 p.m.

16 Reno, Sat., 8 p.m.

**AUGUST**

1 San Francisco, Wed., 8 p.m.

2 San Francisco, Thurs., 1 p.m.

### DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg. 474
Valencia St.

Eureka, Engineers Bldg., 2060
Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prosperity Village, Oro- ville Dam Blvd.

Honoal, Washington Intermediate School (1833 S. King Street.

Hilo, Kapiloa School, 965
Kilohana Ave.

San Jose, Labor Temple, 2012
Almaden Rd.

Stockton, Engineers Bldg., 2526
N. California.

Oakland, Labor Temple, Millers Hall, 3rd & Valdes.

### IMPORTANT

Detailed completion of this form will not ensure you of making your ENGINEERS NEWS each month. It will ensure you of sending other items.

Fill in exactly and check boxes below.

### REG. NO.

### LOCAL UNION NO.

### SOC. SECURITY NO.

### NAME

### NEW ADDRESS

### CITY

### STATE

ZIP

Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103

### BUSINESS OFFICES AND AGENTS PHONE LISTING

#### SOUTHERN DISTRICT

**MAY**

13 Hilo, Thurs., 8 p.m.

14 Stockton, Tues., 8 p.m.

18 Reno, Sat., 8 p.m.

21 San Francisco, Tues., 8 p.m.

23 Sacramento, Thurs., 8 p.m.

24 Oakland, Thurs., 8 p.m.

25 Marysville, Thurs., 8 p.m.

26 Hilo, Thurs., 7:30 p.m.

**SEPTEMBER**

1 Sacramento, Tues., 8 p.m.

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

3 Oakland, Thurs., 8 p.m.

4 Stockton, Tues., 8 p.m.

5 Marysville, Thurs., 8 p.m.

6 Marysville, Wed., 7 p.m.

6 Hilo, Thurs., 7:30 p.m.

**OCTOBER**

1 Eureka, Tues., 8 p.m.

3 Redding, Wed., 8 p.m.

5 Marysville, Thurs., 8 p.m.

6 Stockton, Tues., 8 p.m.

8 Sacramento, Tues., 8 p.m.

10 San Francisco, Wed., 8 p.m.

11 Wattenwyl, Thurs., 8 p.m.

13 Hilo, Thurs., 7:30 p.m.

**NOVEMBER**

1 San Francisco, Wed., 8 p.m.

2 Wattenwyl, Thurs., 8 p.m.

3 Oakland, Thurs., 8 p.m.

4 Stockton, Tues., 8 p.m.

5 Hilo, Thurs., 7:30 p.m.

**DECEMBER**

1 Oakland, Tues., 8 p.m.

2 Reno, Sat., 8 p.m.

4 San Francisco, Wed., 8 p.m.

5 Stockton, Tues., 8 p.m.

6 San Francisco, Thurs., 1 p.m.

### DISTRICT NO. 14 MEETING DATE CHANGE

Date of the regular quarterly district meeting for the Santa Rosa membership (District No. 14) has been changed from June 8 to Monday, June 5, 1972, at the Engineers Building, 3900 Marinette St., Santa Rosa.

### DISTRICT NO. 5 MEETING DATE CHANGE

The regular quarterly district meeting of the Fremont membership (District No. 5) originally scheduled for June 12 has been changed to Friday, June 2, 1972, at the Engineers Building, 3115 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. We have those "Rocking Chair" checks handy, but they just won't reach far enough when the boss "Buttons Her Up" for the winter.

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.

Next is the time to decide whether we are going to have to st-t-e-c-t-t 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.

James "Red" Ivy

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 many approaches to a regular savings program. But the one that is 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 Members who truly desire 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 balance to work before retirement, they should retire and live quite well.

There will be some five million dollars distributed to the Members working from these Plans for 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 his home or 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 Life Savings Insurance on your savings.
2. 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 loan is covered by Loan Protection Insurance (without cost to you) against death to age 70 provided you are insurable at the time you make the loan.
3. You are getting these benefits, and all interest paid on your loan is deductible on your personal income tax return.
4. 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.

### DEMOS HAVE

Edge in State

Registered Democrats outnumber Republicans by 4,486,016 to 3,137,920 in California, the secretary of state's office says.

In the last year, registered Democrats increased by 787,432 and registered Republicans rose by 307,082.

The total of slightly more than eight million registered voters included 2,960,000 who declined to designate party membership.

### Gold Card Honor Roll For Seven

Honorary memberships in Local 1 and 9 and used card have been granted to: George Greeno, initiated in March 1917 by Local 9; Jay E. Northrop, initiated by Local 93 on December 3, 1917, GI; F. Wood, initiated by Local 9 on June 7, 1908; G. W. White, initiated by Local 9 on June 7, 1908; Charles Plumb, initiated March 22, 1937, by Local 9; and 451.

Walter Philis, initiated in July 1937, and Street Hours, listed in November, 1934, have received honorary memberships.

### DEMOS HAVE

Edge in State

Registered Democrats outnumber Republicans by 4,486,016 to 3,137,920 in California, the secretary of state's office says. In the last year, registered Democrats increased by 787,432 and registered Republicans rose by 307,082.

The total of slightly more than eight million registered voters included 2,960,000 who declined to designate party membership.