The business manager of the nation's largest heavy equipment operators union, the Operating Engineers Local 3, AFL-CIO, has called for a "grass-roots war against those short-sighted and radical conservationists that seem bent on stopping all normal growth, further fragmenting the economy and throwing additional millions of working people out of jobs."

Revealing during the two-year moratorium on construction recently passed by voters in two counties, Business Manager of Operating Engineers Local 3, A.F.L.-CIO, said: "This is just another instance where a group of self-styled activists and college-bound intellectuals have conned the working man and woman into cutting his and her own throat, deep that is. Clem, whose union has some 36,000 members and covers a jurisdiction that includes Northern California, Northern Nevada, Utah, Hawaii and Guam and the Trust Territories, pointed out that this (the San Jose moratorium) was "just one more rock being hurled at the neck of the construction worker. We already have the Federal Government, representatives of major funded and approved construction and construction that would be used to improve the environment, now we have one-way economic warfare." He criticized property owners in every community using tax money to bring class action suits against planning boards, who not only are supposed to represent the will of the majority of our people, but that suits seek to close down the very companies on whose investments the lives of the people depend.

The union leader went on to say that in instances after instances "those programs, orchestrated by a handful of the privileged and their well-funded radicals, have offered no alternatives for their actions, actions that will throw thousands of our members out of work." Their code word has simply been "stop" and this can only lead to class warfare.

Clem called on the members and their families of his union to "appear and participate in those organizations within their communities that are springing up to speak for the right of the too-long silent majority" and single out the Concerned Citizens Coalition that are now organizing and seeking to provide an action forum for all of the community's members. The union leader said that members of his union were not anti-ecology but that "we are anti-witchfinders and multi-judges and despite the fact that the guy who came to California on Friday, we uncertain of the future."

"We might come on Saturday, this can't happen until we have a totalitarian form of government that tells us where to live and see we must fight Page 1 Members near 100 Pct. OK on Wage Gains Clem Scores Continued Stop-Work Actions "Serving the men who move the earth!!" PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES Vol. 32-No. 4 SAN FRANCISCO, CALIFORNIA April 1973

Governor Draws Standing Applause On Progress, Tax Reform Programs

The largest local labor union in the nation is going all out in support of Governor Ronald Reagan's new revenue and tax reform package and is working with its officers, members and their families, friends and other labor unions to put some 100,000 signatures on an initiative measure that would bring the needed constitutional amendment before the voters at a special election in November.

"The Governor's tax reformproposal is already gaining widespread interest on the national scene," said Al Clem, Business Manager of the heavy equipment operators union. "We would like to see the California voters given a chance to express his opinion at the polls."

"We've been promised tax reform in the State of California and nationally for the past twenty years only to find that when the special interests groups put on the crunch, nothing happens and we are left with empty promises and empty pockets," said Clem. "The taxpayers' patience is getting a shorter and shorter fuse and it is time that all of those who feed at the public trough were put on notice."

The Operating Engineers began circulation of 6,000 of the initiative forms last week among their 26,531 Northern California members and families, friends and other labor unions. Endorsement of the tax reform program followed a visit by Governor Reagan to the Rancho Murieta Training Center at Sloughhouse, California.

"The training center is a laboratory management supported project that trains apprentices and upgrades the skills of journeymen while improving the property on some 3,500 acres that will eventually become a major development project on the Cosumnes River southeast of Sacramento. Income from the eventual sale of the land will go into the Union's pension fund."

Reagan praised the Rancho Murieta development as a land conservation effort that effectively serves people.

Following a tour of the training center and development, the Governor spoke at length to some 800 union and management officials and their wives at a luncheon sponsored by the union and though he talked briefly about labor and the ecology, he devoted the major portion of his talk to tax reform. See Tax Reform Page 4

98.8 Put New Increases To Upped Fringes

Business Manager Al Clem announced this week that the Construction Industry Stu- dent Contract, between the Associated General Contractors of California, a twenty-three (23) cent wage increment, effective January 1, 1973, and that at a round of special called and regular meetings the members voting had approved the administration's recommendations for allocation of the increments.

"Your officers and negotiating committee felt that because of the sharp costs of medical care and the need for increasing pension contributions and improving the benefit package that the money would best be spent by the members by being put into these areas," said Clem. "We found those voting in a majority of the jurisdictions that the increment will be distributed as follows:

1. Wages — No increase 1/1/73
2. Health & Welfare — .08 cents per hour—Effective 1/1/73
3. Pensioned Health & Welfare — .08 cents per hour—Effective 1/1/73

Note: This is the scheduled increase.

4. Pension — $1 dollar per hour—Effective 1/1/73

Note: This is the scheduled increase.

5. 1/1/73 — Effective 1/1/73

Each Individual Employer covered by this agreement shall pay into the Operating Engineers' Health and Welfare Trust Fund a total of eight-two (72) cents per hour for each hour worked by an individual during the period covered by this Agreement. Each Individual Employer covered by this agreement shall pay into the Pensional Operating Engineers Local No. 3, of the International Union of Operating Engineers, Local Union No. 3, the amount of twenty-three (23) cents per hour for each hour worked by an individual during the period covered by this Agreement. Each Individual Employer covered by this agreement shall pay into the Pensional Operating Engineers Local No. 3, of the International Union of Operating Engineers, Local Union No. 3, the amount of twenty-three (23) cents per hour for each hour worked by an individual during the period covered by this Agreement. Each Individual Employer covered by this agreement shall pay into the Pensional Operating Engineers Local No. 3, of the International Union of Operating Engineers, Local Union No. 3, the amount of twenty-three (23) cents per hour for each hour worked by an individual during the period covered by this Agreement.

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Happy Days Are Here Again!

Utah Work Year Off To Good Start

By TOM HILLS, WAYNE EVERIST, GEORGE MORGAN and REX DAUGHERTY

WANTED TO PUT AN AREA is on the upswing and many of the jobs that were not completed last year are moving.

A. L. Young Construction Company is off to a slow start because of equipment availability, a problem that will be solved shortly. The employer expects to go on a two-shift operation. This job should provide a full season for some Brothers.

Tom Hills

S. A. Healy Construction at the Current Creek Dam and Laying Trenched job is working a three-shift operation on the concrete lining. The crew size is back to last year's level. G. W. Evertt Construction is expected to finish the remaining material early this season.

The Jelco Construction job at Hurricane Power Plant is working in full production early this year and provide many jobs for Engineers.

Despite the cold weather of the past three months, work is progressing according to schedule on a 4.7 mile section of Interstate Highway just east of Salt Lake with nearly 50 per cent of the job now completed. The I-70 project begins some three miles west of the eastern terminal of the project will connect to a 10-mile section of I-70 completion.

This will leave some 17 miles of I-70 left for this year. Intermate from Crissentown to the 17 miles from Green River and Saltina. Cox Construction has the contract for this section. Brother Vernal Rasch is the Job Steward. Highway Department officials anticipate that the remaining 17 miles between Spring Canyon and Fremont Junction will be paved within the next two bids.

Work in the southern part of Utah looks fairly good for the coming year. Hills for 114 miles of track for the Union Pacific will have a $5 million bid. The Thompson connection of 1-70 announced. An $8 million will be let shortly.

Most of the construction projects in northern Utah are getting into full swing.

J. B. Parson Construction Company is not having a slow start on the Parson's other job at South Cottonwood, which has been completed with the crushing of the gravel and finish paved to be done by Acme-Vickers, sub-contractor.

Cox Construction Company will move 5,000,000 tons of earth

by conveyer belt on the south end of the 16 mile stretch of freeway in Interstate 15 located between Hot Springs and Brigham. CSW. A further 2,000,000 tons will be moved on the north end by front-end loaders and bulldozers. The project is 95 per cent completed with the gravel and asphalt left to do. Completion date will be in November 1973.

A $50,000,000,000 power plant on the Virgin River, approximately 14 miles southeast of St. George, appears to be nearing reality. Tentative approval of using the Virgin River water for the project has been given by the Utah Water Resources Board.

we were able to pass on to them information which should be beneficial.

Since the actuaries and money managers have made their findings and advised the trustees on your pension plan of the increased benefits for the year, based on the number of hours worked and the amount of contributions made for you, we note that there has been an increasing number of Operating Engineers working with us and we wish to recommend that the members put a certain portion of their salary towards the pension plan. This tells a story, which is simply this, that in unity there is strength. We have had a dream for many years, which we were hopeful that some day we could achieve, and at long last we think we are nearing it, in that we can say that this goal has been accomplished. That the members of Local 3, who have worked throughout the years, are now about to retire with dignity. We will continue to strive to improve these plans as time goes on. I can say to you, that unlike some local unions, we have taken the pension plan out of the political arena and your pension is based upon the hours you worked and the contributions made in your behalf. We will continue to strive to increase the pension for those of you who are working now.

We have just recently received an approval from the Construction Industry Stabilization Committee on our last increment of increases of the negotiated agreement in Northern Nevada. In Nevada, as we did in Northern California, we will recommend that the members put a 10 per cent of their income towards the pension plan. This will provide a full season for many of our members working in full production.

We are extremely gratified about the membership participation in the Concerned Citizens Coalition group, for we know that the citizens of California are interested in developing California.

During the past month, 1,126 jobs were dispatched from the out-of-work list and there were a total of 62 contracts signed, 12 long forms and 30 short forms.
Marr, Westwater Named
To California Safety Board

Governor Ronald Reagan has announced the appointment of San Francisco labor leader Dale Marr and Watco construction executive Leo J. Westwater, to the Industrial Safety Board in the Department of Industrial Relations.

Marr replaces Virgil L. Collins of South Gate, and Westwater replaces Alumnus H. Clark, of Los Angeles. The terms of both appointees had expired. The appointments are to four-year terms and members receive $28 per day while on official duty.

Marr, 53, is an assistant secretary-treasurer and vice president of Operating Engineers Local Union No. 3 in San Francisco, a 31-year member of the union, his duties are in the field of union elections and negotiations. He is a member of the State Legislative Council, of the Labor Relations Board, and is a member of the National Safety Council for 33 years, he has three children and four grandchildren.

Westwater, 7l, is the vice president and secretary for the Granite Construction Company, and also holds several corporate offices in related companies. A 1926 graduate of the University of California, he moved to Watco in 1936 and became Safety Engineer at Granite Rock, Central Supply Company, and Granite Construction Company, three related companies.

Fresno Work Should Be Better
Past Two-Year Slowdown

By CLAUDE ODOM, HAROLD SMITH and BOB MERRICK

WEATHER OUTLOOK in FRESNO AND AMADOR COUNTIES - We don't want to try and predict the weather. We have been hopeful that the rains are over for the new season. The rains are starting to crank up again as they dry out and the employers are relieved and the hands return. We feel that Claude Odom and the brothers who are presently on the out-of-work for many reasons. The situation is not to be interpreted as "boom time," but a definite improvement over the past season. If we run short of hands, we will notifying the other offices.

We would like to thank the 294 bidders who attended the Public Works 20780 meeting at the Industrial Park area of the State Capitol. The bid was $912,217 for work within and adjacent to the Lemoore Naval Air Base to deliver water to the base system and provide irrigation for nearby farms. The U.S. Corps of Engineers will be moving in soon on their offer of $935,159. This is a $2,641 contract.

Kenneth J. Beitz, Jr., of Visalia, is the low bidder on construction of new wells, mains, extensions and replacements for the city of Tulare. The work is for $185,651 and involves the north side and south bound north of Tulare.

Ameron Piping Co. of Fresno is the low bidder on street improvements for Mariposa. The bid was for $123,121.

Henning Scores Sunshine
Liberals As Tip Thieves

There are all kinds of millionaires. Some of them get that way by picking up everything the law hasn’t nipped down. There are, for example, the liberal business folks who grab the tips left for their employees.

The California AFL-CIO is backing a bill in Sacramento that would allow workers to keep the tips left for them. The bill is AB 16, authored by Assemblyman Leroy Greene. Certain million dollar hotel interests are trying to kill the measure. And certain restaurant associations. And certain taxicab companies.

Some of the opponents are folks who bleed for distant liberal causes but actually take the tip money and apply it to the worker’s wages in order to meet the state and federal minimum wage laws.

They get by with a payment of $1.65 by applying 20 cents an hour from the worker’s tips to the state and federal minimum wages. The tip morality is that the workers are "independent contractors" and that they do not deserve the additional tips.

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Governor Scores In RMTC Talk On Ecology, Labor, Tax Reform

(Continued from Page 1)

Governor Reagan, in his tax reform program, stressed the need for reform in tax policies. Currently, the state takes 8.75 cents per dollar in income taxes. If you don’t do it now, Governor Reagan pointed out, in 15 years the state will be taking 12.1 cents out of each dollar and at the rate federal taxes are going, Californians will be paying 38 cents per dollar in taxes.

Outlining further details of his proposal, Governor Reagan said voters would have to approve in a statewide election any major new taxes that would raise income taxes above the constitutional level.

“We cannot have political ... or individual freedom if we don’t also have the right to some voice in how we can spend our own earnings,” he said.

The Legislature — under the proposal — would have the right to increase taxes for one year for declared emergencies; however, voter approval would be necessary to continue the increase beyond one year.

Reagan said his program would save state taxpayers about $11.3 billion in taxes over the next 15 years and at the same time allow the state to increase taxes to 48.5 per cent of the dollar.

“The biggest single cost you have today is government,” he told a receptive audience. “In the field of income tax, we can’t ignore the fact that it goes on after the state leaves off. ... “We believe we have to balance what others are taking out of your paycheck,” he said.

Reagan Signs Earthquake Safety Bill

The Governor has approved a bill to apply Field Act earthquake resistance standards to hospitals. This measure, Senate Bill 519, will require that plans for new hospitals and major alterations to existing structures be approved by the State Department of General Services.

The standards will be similar to those applied for schools, according to engineering experts who have studied losses in the San Fernando earthquake.

The proposal originated with a volunteer group of earthquake experts who advise the Joint Committee on Seismic Safety. Senate Bill 519 received broad support, including that of engineering professional groups, the California Hospital Association, and State agencies. During testimony, engineers estimated that increases in construction costs due to these increased safety standards would not exceed 5 per cent.

STANDING applause followed the Governor’s hard-hitting speech on his revolutionary new revenue control and tax reform package.

GOVERNOR REAGAN shakes hands with union leader Al Clem following Clem’s introductory remarks.

PICTURESQUE Granada Dam, one of the eight recreationally oriented lakes and reservoirs being developed at Rancho Murieta, is visited by Governor Reagan during his recent tour of RMTC. Shown at the dam site (l. to r.) are: Roy Henderson, Governor Reagan, Al Clem, Felix Siri and Dale Marr. Governor Reagan praised the beauty and ecological soundness of the joint labor-management project. Sixty per cent of the development is devoted to green belt areas.

GOVERNOR REAGAN is pleased with the crowd reaction of over 300 union members and their wives to his speech at the Operating Engineers Union Hall in California.
Dealers and Shops Grogan - Kaiser Quarry, John the County Flood Control and 350 contractors according to project superself wishes Helen Williams a his Dad, got his 35-year pin last. We would like to thank the weather has cleared into the water. After talking to the contractors throughout the area, they in the few days of work, if they could just on the ground to get is going. The contractor backlogged right now to last the results are not what they didn’t bid another job.

By JACK BULLARD
Santa Clara County West of Hwy 17, Hwy 20, and Testing and Inspection.—That was one big San Jose District Meeting in late March, also a stoppage of work. We expected the amount to be $324 to 5 in favor of the expanded Health & Welfare benefits. Local 338 members are being paid pension, from its inception until now. That pension show was presented near closing, we would like to mention that a long-time employee of this office will be retiring on the 1st day of March. We are speaking here about Mrs. Williams, a 22-year employee of San Jose office. Mrs. Williams is known by everybody in this office, where her record for hard and dedicated work for all these years for our membership won’t be forgotten.

I can truthfully say in my opinion, who has worked in this office, she has been an invaluable help to me and will certainly be missed. However, in her retirement, I’ll be certain everyone along with myself and everyone at the office present from Freeman-Sond groth, including Pete Musachia, with George Engstrom-Nourse. Carl decided to leave for San Jose.

F ew members already receive the district has not changed signification. Unfortunately, the smaller projects are currently going on the ground to get it going. We had a superior job as steward.

There'll be plenty of contract work hungry operator when the rains continue followed by spring. We expect a decrease in the lack of work on the outside. The Building and Trades Council met with the Mayor of San Jose, Carl George, who just left Engstrom-Nourse. Carl decided to take a look at Salt Lake City. We voted for a while, his old downtown. He did a superior job as steward. Henry Juren, Safety Committeeman with Kaiser Yard Crew, commented on this.

There'll be plenty of contract negotiations this year, some for the grand total. The Master Agreement and the Survey Agreement. Others open for negotiations, we've worked on the ABO negotiations for the Martin-Mitchell project and we operate at Martin-Felt Field.

Kaiser Permanente Poll Plant Project in the Kagel Canyon area above 1.2 miles above Dumont, will be phase one of the pipeline for the Rob Roy junction. The pipeline contract was awarded to the Hood Corp. of Maryland, now. That pension show was presented.

The work picture for this district looks like it's going to be a lot better than in 1972.

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San Mateo Gains Partial Victory In San Bruno Mountain Battle

By DICK BELL & BILL RANEY

San Bruno Mountain, close to the DMV, has been the subject of numerous hearings and discussion during the past few years. Despite the delay in the approval of the project, the work has gone ahead, but it has been a slow process, necessitating numerous revisions and changes.

The project involves the construction of a new bridge across the San Bruno Mountain, which will connect the existing road with the new highway. The project is expected to be completed within the next two years, but it will require a large amount of resources and funding.

The project has been a source of controversy, with environmentalists and local residents expressing concern about the impact of the construction on the local wildlife and natural environment. The project is also expected to have a significant impact on the local economy, as it will create jobs and stimulate economic growth.

Despite these challenges, the project is expected to be completed within the next few years, and it is anticipated that the new bridge will provide a much-needed connection to the area, improving access to the local community.

SANTA ROSA - UKIAH WORK LOAD SHAPING UP ON THE "PLUS" SIDE. The past few months have seen a marked increase in the workload in the Santa Rosa and Ukiah areas. The increase is due to a number of factors, including an increase in the number of new developments and an increase in the number of existing projects.

The increase in the workload has been welcomed by many of the workers, who are looking forward to the increased employment opportunities. However, it has also led to increased stress and a need for better resource management to ensure that the projects are completed in a timely manner.

Despite the challenges, the workers are optimistic about the future, and they are looking forward to the increased opportunities that the increased workload will bring.
CAMERAS ROLL AS RMTC Heavy Equipment instructor Grady Dean tells his story for the camera in this University of California TV series being filmed for release this summer.

"You Oughta Be In Pictures . . ."

UC Puts RMTC In New Safety Picture

By AL VENNING, Director, JAC Audio-Visual

A motion picture crew visited RMTC recently to record the actual scenes and sounds of Heavy Construction equipment. It is all part of a TV series to be aired this summer on the effects of pollution on the working man.

The filming is part of the Televising Health Information Project administered by the University of California, and will demonstrate some 80 different cases where working conditions add measurably to adverse effects upon the worker. Already finished is a series that details the effects of asbestos fibers on miners.

In this case at RMTC the TV crew was involved with the noise levels of equipment. The film's producer was able to duplicate pictorially some of the conditions that lead to permanent hearing loss.

Assistant Business Manager Dale Marr, a long time champion of Safety within the Local Union has participated at the National Safety Council for Labor for many years.

"We just can't be too careful," Marr reminisced. "The fact is there are many old pieces of equipment today violate the OSHA standards for permissible sound levels, and a man who is subjected to this excessive noise for longer than allowable periods of time is eventually going to have trouble with his hearing."

As Ed Lowe, Industrial Hygiene Engineer for the Department of Public Health explained it, "The standards specify the level of sound and the length of time a man can safely be subjected to that noise level. This is why we strongly recommend the use of ear plugs or ear mufflers. Some modification of equipment helps, but in the long run, it is the individual operator who must take protective measures."

Any effort, such as this television program, to let the public know of the seriousness of this problem is welcome.

JOINT APPRENTICESHIP NEWS

VOL 3 No 4 SAN FRANCISCO, CALIFORNIA APRIL 1973

AS Degrees Available To Young Operators

April, 1973

College News

You Oughta Be In Pictures . . ." College Now Recognize Need For New Breed Of Engineers

By JACK H. McMANUS

Administrator

The advances of the Operating Engineers apprenticeship programs have moved apprenticeship from the backrooms to the forefront in training and education, and the latest of these steps involves higher education.

Dickenson State College of Dickenson, North Dakota, has just ended its first campus season involving nine apprentices for the Spring Quarter of 1973. They have had five apprentices from Local No. 18, three apprentices from Local No. 101 and one from Local No. 49. These apprentices are attending college to receive an Associate of Science Degree. There are currently four State colleges offering Operating Engineers Associate of Science Degrees and Dickenson College is the closest to our area and are requesting information for pre-enrollment or an indication from eligible people to increase the size of their class.

The College will accept college course work that an apprentice has already completed. They will give at least this one time, college credit for related training, especially if it was completed at a grade or technical school. To enter Dickenson College as a 2nd year student, all an apprentice would need is 6-4 quarter hours of general college credit and completed his related training the first year (preferably trade or tech school need not be accredited). To complete the Associate of Science Degree would require 96 quarter hours additionally. In brief, the program for an apprentice entering on November, 1973 as a 2nd year student, assuming credit was given for 18 quarter hours is as follows:

School attendance of the Winter Quarter 1973-1974, enroll in the full quarter and return home for OJT. Return Quarter 1974, enroll in the Spring Quarter of 1974-1975 for classroom work; 3rd year, enroll in the Spring Quarter of 1975—Go home and work OJT. Enroll in the Spring Quarter 1976 and receive the Associate of Science Degree in May, 1976, if successful.

Those who feel they have the inclination, time and ability, plus the necessary money, please contact the Administrative Joint Apprenticeship Committee for further information.

The spring work season requires substantial modifications and changes in the apprentice program. We will schedule called meetings to explain the new procedures in the reporting of hours and on-the-job training requirements.

You will be given immediately by your coordinator, some special work reporting form containing multiple copies which are to be used in recording your monthly work training hours. At the end of each month, you will have the correct work training hours registered on the first page to be signed by you, then taken to your foreman, or supervisor for his signature. At the time your foreman or supervisor signs your Work Summary Card, he will remove the top two sheets of paper and return them to you, and you, in turn, will keep the original as a permanent part of your work training record. The 2nd copy is to be mailed to your Area Coordinator—NOT to this office.

The Area Coordinator will check your work training record for correctness of all hours, correct social security number and other information before he forwards it to this office.

The employer will have the remaining sheets of your Work Summary Card and he, in turn, will maintain a permanent Company record of those hours and he will forward one copy to the Administrative Joint Apprenticeship Committee Office for the official record of those hours. It is important to the employer, the apprentice and the program that these separate sheets be sent to their correct destination in order to maintain the required supervised and unsupervised operating time.

Lou Jones Expresses His Deep Appreciation!!

As Ed Lowe, Industrial Hygiene Engineer for the Department of Public Health explained it, "The standards specify the level of sound and the length of time a man can safely be subjected to that noise level. This is why we strongly recommend the use of ear plugs or ear mufflers. Some modification of equipment helps, but in the long run, it is the individual operator who must take protective measures."

Any effort, such as this televising program, to let the public know of the seriousness of this problem is welcome.

Sincerely
Lou Jones
TARDINESS — ELIMINATE IT ! ! ! ! ! ! — Tardiness — there are many many old clothes about the word, and they are all true. However, to you as the appren- tice it could mean being laid off by your employer. Remember, employers do not like to waste time, which means money to them, and wasted money could mean you wasted your job right from under you.

Keep in mind, that under current policies of the adminis- trative office an apprentice may be removed from the program after two job terminations of just a few days each. Tardiness counts twice as much to earn this.

Not only is it important to be on time for your job, but also for your safety meetings. Certainly, no one likes to give up a full hour meeting. Nevertheless, we are only asking you to attend a meeting once a month, and we don’t think many of you would like to give up a day’s wages during the week for a meeting. Therefore, try to be there when the safety meeting starts.

Think about this. Suppose you go to work and you had a se- rious accident, and the brother working with you could have helped you prevent the accident. The accident would have given you the necessary first aid. He could have saved you many long hours and H. M. Bums Construction Company, who employ several of each. As soon as the crews move down- stream many small jobs will be on the agenda, providing good employment and training opportunities.

Next month we hope to start indenturing new apprentices. Many of these people have waited a great deal of time for this opportunity. They truly have shown a desire and interest in the program by patiently waiting their turn.

Big Dirt Spreads Should Put Some Apprentices To Work

By HUGH BODAM

After a record rainfall and a long winter it looks like the weather is going to let some of the work in the area get started. A good wind and a little sunshine can do wonders.

Although not too much work is available, to get started on the big dirt spreads will put some apprentices back to work. Of course, apprentices don’t work unless some journeysmen are working.

We hope the ecologists realize everyone is interested in clean air, clean water and the other things of life and the construc- tion of dams, highways, airports, etc., etc., are needed to improve our environment, to keep im- proving our facilities, our econ- omy and possibly their livelihood as well as our own. Most generally, the economy of a com- munity is based on the amount of construction work being performed in the vicinity.

This year should see a number of the big projects in the Marysville area going to journey- men and some that not only the apprenticeship program can be proud of, but who are an asset to any employer that they may work for. With the help of Rancho Murieta Training Center they have rounded out their training to be very competent hands.

Apprentice Systems Notebook

BY JACK H. MCMANUS

Administrator

With the good weather on its way, some of the signs of the work season begin to show and apprentices must be prepared.

To be prepared, you should have a current telephone number where you can be reached for em- ployment. If the dispatcher cannot locate you he must go to the next man on the list to fill the job. Keep your correct telephone number on file at the office.

Have you attended Rancho Murieta Training Center for First Aid Training, Driver’s Training or Classroom Training while you were out of work because of win- ter’s rain? While you had your opportunity—it’s part of your job!

How about your work clothing? Do you have a hard hat—warm clothing—good shoes or work boots? Have you checked your transportation, yes—even your lunch bucket?

When the employer hires a man he expects several things like—promptness. Just because a man is late on the job is no excuse for the employer to lose money because his equipment stops working. You are part of a team, the team of a job being done.

How about safety? Are you sure you can work safely? Look how many people could be affected because of one simple “good” for safety.

“Good” is losing:

1. Every man on the job! They either watch it or talk about it, so the team loses again.

2. The employer! His machine is idle, he spends time to get help, his insurance costs more and often the repair cost is expensive, and the team loses again.

3. First Aid men and ambulance crews! You probably spoiled a good pinhole game and they had to make a dan- gerous high speed run to help a “good.” We lost again.

4. The community! How about the family of the victim? How about the people that do not necessarily re- ceive them? They had to hire a taxi just to get to the hospital or maybe the mortage, and to get the kids out of school. What happens to their insurance? We’re always losing.

5. Insurance adjustors! These are some of the people that cannot be paid because of lost time. Think of all the people that will be owed because the team lost again!!

6. Your District Representatives and Business Agents! They try to help and that takes time. It takes time to type an insurance form plus the time to investigate the accident!! Sure, the team loses again!!

7. The family of the victim? How about the family of the victim? They had to hire a taxi just to get to the hospital or maybe the mortage, and to get the kids out of school. What happens to their insurance? We’re always losing.

8. Insurance adjustors! These are some of the people that cannot be paid because of lost time. Think of all the people that will be owed because the team lost again!!

9. How about the “good” that caused the team to get on the team? How is that lost because the team loses? The team loses again.

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It’s Essential To Keep Phone Numbers, Addresses Current

By LOUIS BRADY

Seemingly spring is in full bloom. We are already beginning to have fair weather, there will be showers and we are all happy to see. After having such a record amount of rain and flood damage in the past, you are all aware, this year, any change for the better, is welcomed. If we continue to have fair weather, there will be jobs opening up that had been closed down due to the poor weather conditions.

The training opportunities for some of those interested in Apprenticeship Training and to carry out the policies of the Joint Apprenticeship Committee must be carried out because there is a shortage of qualified personnel. We have not had the luck to have the necessary hours available to have the job placed, and the parties interested in training, must be carried out and the job must be completed.

We have no guarantee that the job will be done and that the job will be completed. It is vital to keep in mind your progress in the Apprenticeship Program. This primarily depends on you. This cannot be over stressed.

To applicants who are interested in Apprenticeship Training and are required to have your phone number and address on file with the Operating Engineers’ Pension Trust Fund. We have a shortage of qualified personnel to fill the positions that are available. For those interested, we will provide you with the necessary information to fill out the qualifications that you may have. We are available either by another method or by telephone to answer your questions regarding Apprenticeship Program, your progress in training, the requirements, health, welfare, benefits, and to have your records checked regarding your time and hours.
GOLD IS MAKING a comeback and Local 3 Chief Steward Louise Quesada is shown above repairing the carbon stripping at the Carlin Gold Mine in the Tuscarora Mountains near Elko and Carson, Nevada.

ONE OF RENO'S NEWEST, the Holiday Inn, takes on new floors quickly, with the aid of the huge crane operated by Brother Bob Rose. Construction continues almost daily, despite rainy and sometimes snowy weather.

Stockton

(Continued from Page 5)

Airport Way and Sperry Road. Total cost of the road is estimated at $327,381.

Teichert Const. of Stockton was the successful bidder at $375,500 to install water and sanitary sewer lines in Tracy at the Tracy Blvd. assessment district.

A water pollution control plant and sewer collection system at Mokelumne Hill in Calaveras County will be let before the month is out. Expected cost will be approximately $400,000.

MODESTO.—Recently we had two meetings at the Courthouse in Modesto with the City Councilmen and the Mayor on the Ernest Hahn project located on highway 99 north of Modesto. Several environmental groups present at these meetings tried to halt the project. The project is a $3 million shopping center which is badly needed for this area. The freeway 99, between Modesto and Salida, apparently hinges on Hahn’s proposal. If this project in the state to start the widening of the freeway. The shopping center should bring more work into the Modesto area. The City Council plans to four-lane Beckwith Road and they will run sewer trunk lines out to the area.

We appreciate the good members in attending these meetings on short notice. Lee White, George Reed, and other contrac-
tors were present at the meet-
ings in support of the project. The City Council has okayed the Hahn project and re-zoning the land.

George Reed, Inc. of Sonora was low bidder at $1.1 million to the Federal Highway Admin-
istration for the construc-
tion grading and black topping 4 miles of Big Oak Flat in the Rock Meadows area on State Route 120.
Members Join Battle For Permit
Shea Gravel Fighting for Survival

By Ken Green and Bob Havenhill

Quite a battle has ensued over continuation of a Use Permit for the J.P. Shea Company gravel operation on Rock Road in Redding. Recently we attended a meeting with the Planning Commission and the Board of Supervisors on this very important issue. Many operating engineers and their wives, who participated in the formation of the Concerned Citizens Coalition and were instrumental in establishing the by-laws for this newly formed organization, want to make sure the CCC do the job that we hope it can do, more participation by operating engineers will have to be part of this effort contact your business representative or your district office.

We want to thank the following members and their wives who donated blood so that our Blood Bank would not be depleted.

January 1973

20 of his 29 years in Local No. 3.

March 1973

March 1973

April 1973

May 1973

June 1973

July 1973

August 1973

September 1973

October 1973

November 1973

December 1973

January 1974

February 1974

March 1974

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January 1981

February 1981

March 1981
As Vision Care Dental Benefits are eligible for Medicare Benefits has been expanded to pay for engineer and his dependants will have the Major Medical covered charges not paid by Medicare. The costs for items not paid under the Basic Benefit Schedule, as shown below to give more protection against these costs.

**BENEFIT SCHEDULE**

<table>
<thead>
<tr>
<th>Covered charges</th>
<th>Old</th>
<th>New</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fringe allocation</td>
<td>10¢</td>
<td>10¢</td>
</tr>
<tr>
<td>Member who has a serious illness</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Covered charges not paid under the Basic Benefit Schedule</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| The Construction Industry Stabilization Committee (CISC) has increased benefits by applying this pipeline job in Richmond, which has increased the amounts payable to engineers each time that the engineers costs remain relatively small.

**We'll Break It Down, Finally.**

**Know Your H & W Program**

By FRAN WALKER

The importance of familiarity with your Health & Welfare benefits cannot be overemphasized. In the next few months we will run detailed column dealing with vision care, medical insurance, dental insurance, hospitalization, and workers compensation. This will be followed by detailed column dealing with claim, vision care, prescription drugs, maternity, hearing aids, Medicare reimbursement, retiree health & welfare, life insurance, and Workman's Compensation.

**Maturity Benefits**

Effective January 1, 1973, maternity benefits for dependent wives whose husbands are covered under the Master Agreement in Northern California were substantially increased. The maternity benefit (exclusive of claims) was increased from $100 to $200 per pregnancy. The obstetrical benefits for dependent wives whose husbands are covered under the Master Agreement in Northern California were substantially increased. The maternity benefit (exclusive of claims) was increased from $100 to $200 per pregnancy. The obstetrical benefits for dependent wives whose husbands are covered under the Master Agreement in Northern California were substantially increased. The maternity benefit (exclusive of claims) was increased from $100 to $200 per pregnancy.
Decision On Flood Control Is People Problem

(Continued from Page 4)

Greater demand for use of land in the floodways. Unless properly regulated, improvements would be vulnerable to serious flood damage and might restrict flood flows, causing increased flood heights and additional damage.

Flood hazard information can be used as a guide to regulate and control use of flood-prone areas. Regulations and control measures have been adopted in many localities and have become accepted as a practical approach to safe development of flood plains and reduction of potential flood damage. The adoption of such regulations and plans would not prevent the use of areas for agricultural purposes or for parks or other open-facilities. Also, existing and proposed structures could be flood-proofed to make them less vulnerable. This involves permanently closing ground-level openings, using flaps or covers and controlling water out of the canal in an effort to change. As a matter of fact, it is not possible to prevent the use of areas for agricultural purposes or for parks or other open facilities, but instead to move the land by a series of dikes and levees or other structural changes.

RIVER CONTROL EXPERT WARNS AGAINST 100 YEAR FLOODS - A federal- state flood control official says Northern California is not prepared for a major flood that will inevitably come "sooner or later."

Robert W. Miller, chief of the River Flood Control Center's operations and forecasting station, said existing dams, bypasses and flood plains in northern areas of the state would not be enough to prevent the event of a massive flood sometime in the future.

"Most of the dams are sized to control what might come once in a hundred years," Miller said. "We don't know just what once in a hundred years is."

The flood control center coordinates outlets from major dams - Folsom, Oroville and Shasta - as well as synoptic data sources that do not reach their capacity and flow remains below flood levels.

Miller said it was "up to the people" to decide whether more flood control projects are needed.

"There is widespread damage and people killed, people don't think there is a danger of a major flood." Miller declared, it is inevitable that Northern California would be hit with a major flood, saying "it might not be in our lifetime, but sooner or later."

By A. A. CeLLINI Business Representative

The weather has finally started to change. As a matter of fact, it has been clear about a week in the flatlands.

Zurn Engineers has more than two thousand men on the job.

Sefa-land has been working on the Tehama-Colusa Canal. The dirt is going slowly.

The crane crews have been busy rain or shine setting forms and pouring concrete for bridges and synopses.

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Obituaries

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

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- Atkins, Gaylynn (Mildred, Wife)
- P. O. Box 1812, Alturas, California
- Batalonigal, J.B. (Eugenia, Mother)
- GMH Oka, Tamana, Guam
- Brunsch, Ray D. (Myrtle, Wife)
- P. O. Box 205, Barstow, California
- Burbeck, Elston (Henrietta, Wife)
- 190 Southwood Road, Bountiful, Utah
- Davis, Glidden (Mae, Wife)
- P. O. Box 208, Vancouver, Oregon
- Fisk, Alfred (Jennie, Wife)
- 110 Southwood Road, Barstow, California
- Gollert, Grace (Emma, Wife)

Watch Out for Non-Union Bible

Several companies are continuing to promote the sale of non-union bibles directly to Local Unions. According to Edward P. Murphy, secretary-treasurer of the AFL-CIO Union Label & Service Trades Department, the latest of them is Heilborn Bible Co., Whittier, Calif., "To the best of our knowledge," said Murphy, "the firm is non-union and the bibles they sell do not bear the label of any AFL-CIO Union." Another firm, he said, is using an invalidated label of an AFL-CIO Union. And one bible is allegedly printed by the notorious anti-union Donnelly Printing Co. Murphy said, adding that the promotional literature bears no Union Label.

Unions need not stop using bibles. Murphy said there are reputable firms under contract whose bibles do bear a bona fide AFL-CIO Union Label.

Job Steward

(Covered from Page 16)

Brother Cloud in California, and participates in the events, and is still looked upon by many men.

Brother Troy DeOliveira has worked at Edward R. Bacon for the past five years. Troy has demonstrated an increasing interest in the workings of his union. He was instrumental in the preceding negotiations and meetings for the recently signed contract, which increased their wages and benefits approximately 25%.

Brother Troy DeOliveira has the ability to reflect things as they are, and not be swayed by personal feelings.

Truly the "key man" on the Local's dues.

If you are buying a full-sized car for about $3,000.00, you would use a new factor of .70. Your calculations should look like these:

- $3,000.00 Suggested Retail Price (on sticker) - $200.00 Transportation or freight costs
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- $3,000.00 Suggested Retail Price (on sticker) - $200.00 Transportation or freight costs

More Walker

Casemart and Retro is increased from $300.00 to $350.00

Marriages are increased from $57.00 to $60.00

Wives are covered for these benefits on pregnancies occurring in a month when the dependent wife is eligible for coverage.

It an employee's insurance terminates, the maternity and obstetrical benefits for his wife will be extended without cost to cover any pregnancy that commenced while his wife was insured.

If you have any questions on maternity or any other Health & Welfare benefits, feel free to contact the Fringe Benefits Center. Trained personnel will be happy to answer any questions you may have.

Credit Union Notes

How To Save On A New Car

By JAMES "RED" IVY, Credit Union Treasurer

Like death and taxes, it is inevitable that someday your present automobile will have to be replaced. Many people make the mistake of waiting until the last "clunk" before giving any thought or planning to find a replacement. When they do start shopping for a new car, they are often rushed, intimidated or confused by conflicting promises of salesmen. The result is that most buyers pay considerably more than necessary. We would like to offer a few tips for saving you money. All information is required by federal law to have a sticker posted with the manufacturer's suggested retail price. This is not the price that you have to pay—you can bargain for much less. The secret is to be able to estimate accurately how much margin you have in negotiating with the dealer. Believe it or not, there is a simple formula for enabling you to closely figure the dealer's costs, and thus know for how much he can afford to sell the car to you. (Foreign cars vary too widely and this is not applicable.) There is a separate ratio for American compacts, intermediate and full-sized vehicles. This method was developed by Consumer Reports. Here's how it works:

For example, if you are shopping for a compact car for about $3,000.00, begin by getting the exact total price at the bottom of the sticker. From that price, you subtract the transportation or shipping costs. (Let's assume they are about $200.00.) Take your answer and multiply it by .85 and then add the transportation or freight costs to that answer. Your figures would look like this:

$3,000.00 Suggested Retail Price (on sticker) - $200.00 Transportation or freight costs
$2,800.00 Basis for calculating

As you can see from the last example, the dealer would demonstrate an increasing interest in the workings of his union. He was instrumental in the preceding negotiations and meetings for the recently signed contract, which increased their wages and benefits approximately 25%.

Truly the "key man" on the Local's dues.

If you are buying a full-sized car for about $4,000.00, the formula remains essentially the same, only you would use a different factor of .815. Here's how it would work out.

$4,000.00 Suggested Retail Price (on sticker)
$3,480.00 Basis for calculating
+x .815 Factor for multiplying
$2,800.00 Estimated actual cost of vehicle
+ $200.00 Transportation or freight costs
$3,000.00 Dealer has invested

Let's suppose you are purchasing an intermediate priced car for about $4,000.00. The formula remains essentially the same, only you would use a different factor of .85. Here's how it would work out.

$4,000.00 Suggested Retail Price (on sticker)
- $200.00 Transportation or freight costs
$3,800.00 Basis for calculating
-x .85 Factor for multiplying
$3,300.00 Estimated actual cost of vehicle
+ $200.00 Transportation or freight costs
$3,500.00 Dealer has invested

While exact amounts will vary, the preceding calculations should generally put you within approximately 1 per cent of the dealer's investment. Included in the dealer's expenses for rent, heat, lighting, insurance, etc. Most dealers need a markup of 5 per cent to 10 per cent for their general overhead. Here is how it would be considered for the above used automobile:

$8,000.00 Suggested Retail Price (on sticker)
- $4,000.00 Estimated dealer's investment
- $3,400.00 10% markup for general overhead
$660.00 Approximate margin for bargaining

As you can see from the last example, the dealer would profit almost seven hundred dollars if you paid the full sticker price. That money is worth just as much in your pocket as his! Cars usually sell best in the spring and fall, and slowest in the winter and summer, and this may affect the dealer's willingness to bargain. However, a dealer must sell cars to keep his company franchise, and few will miss the
SAN RAFAEL

Our thanks to Brother Jim L. Johnson for his donation to our Blood Bank.

Bayside

Back in January we had some local bank donors which we would like to thank. They are Brother Frank Kohle, Brother Jack Mayhew, and Edna Matthews. We need more people like this. Thanks very, very much!

On the link last this month is Brother Don Croyen,然, Jack Gestoff, Arnold Basay and Martin Makel. Hope this edition of the paper finds all of you back in the best of health.

OAKLAND

Our deepest sympathy to the family and friends of Brother Cleo Watson, who recently passed away. Funeral services were

RBOARD

FOR SALE: JOHN DEERE 440 TRACK TRACTOR, 40 HP, 40 ton, 24x60. Air cond., all irrigation. $7,000. Phone 209/386-5796. Avenal, Ca. 408/262-0395. Reg. No. 0692663. 4-1.


FOR SALE: TRAILER MOUNTED 200 GALLON TANKS. $3,000. Phone 209/522-1025. San Jose, Ca. 2-1.

FOR SALE: 16 FT. RUNABOUT w/ canvas top, 40 HP, $1,000. Phone 209/386-5796. Avenal, Ca. 408/262-0395. Reg. No. 0711792. 3-1.

FOR SALE: JOHN DEERE 440 TRACK TRACTOR, 40 HP, 40 ton, 38 HP. Air cond., all irrigation. $7,000. Phone 209/386-5796. Avenal, Ca. 408/262-0395. Reg. No. 0692663. 4-1.

FOR SALE: TRAILER MOUNTED 200 GALLON TANKS. $3,000. Phone 209/522-1025. San Jose, Ca. 2-1.

FOR SALE: TRACTOR MOUNTED 200 GALLON TANKS. $3,000. Phone 209/522-1025. San Jose, Ca. 2-1.


FOR SALE: TRAILER MOUNTED 200 GALLON TANKS. $3,000. Phone 209/522-1025. San Jose, Ca. 2-1.
1973 MEETINGS SCHEDULE

1973 SCHEDULE OF SEMI-ANNUAL DISTRICT AND SUB-DISTRICT MEETINGS

SEMIAJNUAL MEETINGS

Location of the July 16th meeting will be announced at a later date.

DISTRICT & SUB-DISTRICT MEETINGS

APRIL

3 Eureka, Tues., 8 p.m.
4 Redding, Wed., 8 p.m.
5 Marysville, Thurs., 7:30 p.m.
11 Sacramento, Wed., 8 p.m.
12 Hilo, Thurs., 7:30 p.m.
13 San Francisco, Wed., 8 p.m.
17 Oakland, Thurs., 8 p.m.
21 Watsonville, Thurs., 8 p.m.
25 San Francisco, Wed., 8 p.m.
28 Sacramento, Tues., 8 p.m.

MAY

1 Sacramento, Tues., 8 p.m.
2 Stockton, Wed., 8 p.m.
3 San Jose, Thurs., 8 p.m.
5 Fresno, Wed., 8 p.m.
6 Fresno, Tues., 8 p.m.
10 Stockton, Wed., 8 p.m.
12 Sacramento, Tues., 8 p.m.
13 Stockton, Wed., 8 p.m.
16 Oakland, Thurs., 8 p.m.
17 Stockton, Wed., 8 p.m.
18 San Jose, Thurs., 8 p.m.
21 Stockton, Wed., 8 p.m.
23 San Jose, Thurs., 8 p.m.
24 Fresno, Wed., 8 p.m.

JUNE

1 Stockton, Wed., 8 p.m.
2 Reno, Sat., 8 p.m.
3 Santa Rosa, Thurs., 8 p.m.
4 Fresno, Tues., 8 p.m.

JULY

1 Eureka, Tues., 8 p.m.
2 Redding, Wed., 8 p.m.
3 Redding, Wed., 8 p.m.
4 Marysville, Thurs., 8 p.m.
5 Hilo, Thurs., 7 p.m.
6 Hilo, Thurs., 7:30 p.m.

AUGUST

1 San Francisco, Wed., 8 p.m.
7 Sacramento, Tues., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Vallejo St.

ENGINEERS NEWS each month will not only assure you of receiving your

15 Oakland, Thurs., 8 p.m.
21 Stockton, Wed., 8 p.m.
23 San Jose, Thurs., 8 p.m.
24 Fresno, Wed., 8 p.m.

SEPTEMBER

1 Ukiah, Thurs., 8 p.m.
4 Salt Lake City, Fri., 8 p.m.
10 Reno, Sat., 8 p.m.

OCTOBER

2 Eureka, Tues., 8 p.m.
2 Redding, Wed., 8 p.m.
4 Marysville, Thurs., 8 p.m.
6 Hilo, Thurs., 7,30 p.m.

NOVEMBER

6 Stockton, Tues., 8 p.m.
8 Oakland, Thurs., 8 p.m.
12 Watsonville, Thurs., 8 p.m.
15 Fresno, Tues., 8 p.m.
21 Sacramento, Tues., 8 p.m.
24 Fresno, Fri., 8 p.m.

DECEMBER

1 Reno, Sat., 8 p.m.
3 Santa Rosa, Thurs., 8 p.m.
7 Sacramento, Wed., 8 p.m.
9 Fresno, Tues., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Vallejo St.

Oakland, 555 Broadway.

San Francisco, 8th & Market.

District No. 1

1010 Eve Street, 95901

Walter Eagleman

District No. 2

1010 Eve Street, 95901

Walter Eagleman

District No. 3

555 Broadway, 94111

Frank Toland

District No. 4

1010 Eve Street, 95901

Walter Eagleman

District No. 5

690 Fourth Street, 94106

Bob Miller

District No. 6

690 Fourth Street, 94106

Bob Miller

District No. 7

555 Broadway, 94111

Frank Toland

District No. 8

1010 Eve Street, 95901

Walter Eagleman

District No. 9

555 Broadway, 94111

Frank Toland

District No. 10

1010 Eve Street, 95901

Walter Eagleman

District No. 11

555 Broadway, 94111

Frank Toland

District No. 12

1010 Eve Street, 95901

Walter Eagleman

District No. 13

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Frank Toland

District No. 14

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Walter Eagleman

District No. 15

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Frank Toland

District No. 16

1010 Eve Street, 95901

Walter Eagleman

District No. 17

555 Broadway, 94111

Frank Toland

District No. 18

1010 Eve Street, 95901

Walter Eagleman

District No. 19

555 Broadway, 94111

Frank Toland

District No. 20

1010 Eve Street, 95901

Walter Eagleman

District No. 21

555 Broadway, 94111

Frank Toland

District No. 22

1010 Eve Street, 95901

Walter Eagleman

District No. 23

555 Broadway, 94111

Frank Toland

IMPORTANT

Mail all correspondence to Engineers News, 474 Vallejo St., S. F., Calif. 94103. All correspondence must be typed or printed ink.

FOR SALE

1983 INTERNATIONAL PICK UP 1/4 Ton, 4-speed Transmission. V8 Engine, Excellent Condition, $750 and 1969 FORD GALAXY 500 Air Conditioned

CONTACT

Operating Engineers Local Union No. 3 CREDIT UNION

415/431-5885

<table>
<thead>
<tr>
<th>Name</th>
<th>Dist.</th>
<th>Address</th>
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| John Powell| 1     | Week Ending March 23, 1973
| Paul Wise  | 1     | Pamela, and children Paul, Ian, and children John. He's been a 25-year member Russell Strain has served his Brothers of Local 3 for several years as a Safety Committee- man and Joe Steward. He's a Steward at Williams & Lane, Inc. in Yuba City where he's worked for a number of years as a deputy repairman since 1973. Brother Strain is also a fisherman and hunting now and then, and lives in Yuba City with his wife Mary and two sons, dogs.

Norby L. Flanagan currently serves as Local 3's Safety Committee- man and Joe Steward. He's a Steward at Williams & Lane, Inc. in Yuba City where he's worked for a number of years as a deputy repairman since 1973. Brother Strain is also a fisherman and hunting now and then, and lives in Yuba City with his wife Mary and two sons, dogs.

One of our old time engineers, Manuel M. "Poppy" Rea, worked with the cub scouts in the Elwood School, and the P.T.A., also serving the Little League Base- ball team at Elwood. Brother Howard had a hand in building the baseball field and the volley ball court and other like projects.

Brother Paul McEwan lives in Fortuna, California with his wife Pamela, and children Paul, Connie and John. He's born a member of Local 3 for six years and works as a heavy duty me- chanic for Bruch & Matthews Machinery in Eureka where he serves as Local 3 Shop Steward. Taking advantage of the north coun- try's recreational aspects, he is an avid fisherman and hunts.

Michael E. MacGinnis, a six- year member of Local 3, has worked on the Mariposa Creek Dam job for Portman in Trockes, The Stall Highway 9 job, for Hughes & Ladd on Highway 5, on the Box Canyon Dam job for