

# Local 3 Scholarship Awards Announced

## Top Youth Named In Annual Test

Each year a selection committee from each of the four Joint Apprenticeship Committees, California, Nevada, Utah and Hawaii, are faced with the task of choosing winners of the Outstanding Apprentice Awards.

The committee chairman for California, Frank Savino, remarked on how, "hard it is to select just one," because, "there are so many young men who are worthy of getting an award. Every year we see more and more gifted young men coming into the Construction Industry and this reaffirms our belief that the future holds great things for all of us."

Business Manager, Al Clem, told the overflow gathering at the annual completion ceremonies on June 9th at RMTC of his belief that, "the calibre of men coming into Local No. 3 is reassuring knowledge to an oldtimer of the continued strength and craftsmanship this organization will have in the years ahead." Clem lauded their achievement and challenged them to become active in the affairs of their Union and industry. "Only by seeking out opportunities and taking advantage of their hard won skills can they fulfill their expectations for the future," he told them.

Here are the Outstanding Apprentices for 1972:

California, 1st Place, Roy Bradley; 2nd Place, Joe Burgess; 3rd Place, Curt Fogel.

Nevada, Dennis McDonald; Utah, Delbert Horsley; Hawaii, Gary Webster.

Additional photo Page 3

## Strikebreaker Bill Under Submission

State AFL-CIO-sponsored legislation aimed at curbing professional strikebreakers in California was taken under submission by the Senate Industrial Relations Committee June 14.

The bill, introduced by Senator David A. Roberti (D-Los Angeles) would make it a misdemeanor for an employer willingly or knowingly to utilize any professional strikebreaker to replace an employee involved in a strike or lockout in California.

The measure points out that use of professional strikebreakers in labor disputes "is inimical to the public welfare and good order in that such practices tend to produce and prolong industrial strife, frustrate collective bargaining and encourage violence and other disorders."

It would define a professional strikebreaker as any person who, in the past five years, has repeatedly offered himself to employers involved in strikes or lockouts for the purpose of replacing an employee involved in the dispute. The term "repeatedly" is defined as meaning on two or more occasions exclusive of any current offer.

## ENGINEERS NEWS

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June, 1973



FIRST PLACE WINNER of the Outstanding Apprentice Award, Roy Bradley of Santa Rosa, receives congratulations from Mr.

Frank Pozar, Fresno A.G.C. Contractor and Chairman of the California Joint Apprenticeship Committee. More photos Page 3.

## Supreme Court Ruling! Coordinated Bargaining Wins Court OK

Washington—Unions won the final round in a major court test of coordinated bargaining. The Supreme Court refused to review—and thus made final—an appellate court decision upholding the legality of the bargaining goals and tactics used by a coalition of AFL-CIO unions during the 1967-68 copper industry negotiations and strike.

The National Labor Relations Board had initially ruled against the Steelworkers and other unions that joined in a common bargaining stance as labor's answer to the "divide and rule" strategy of employers dealing with a variety of unions in diverse locations.

The board accepted the claim of the Phelps Dodge Corp. that the multi-union AFL-CIO Joint Negotiating Committee violated federal labor law by insisting to the point of impasse that the company agree to a demand that was not a mandatory subject of collective bargaining.

Management and the NLRB said the unions never really abandoned their goal of a company-wide contract. The NLRB

contended that insistence by the unions on admittedly legal objectives—common contract termination dates at the various plants and simultaneous settlements of the strikes at various locations—actually was a subterfuge to obtain the "illegal" objective of restructuring the bargaining unit.

The appellate court said the facts in the case didn't support the labor board's finding or the company charges.

It noted that the unions had modified their position during the dispute and there was no violation of the Taft-Hartley Act since negotiations were carried

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### SCHOLARSHIP WINNERS



ALAN TSUDA



JANE CASALEGNO

## Santa Cruz Girl Tops Students

First prizes in the Tenth Annual Scholarship Competition of Operating Engineers Local Union No. 3 have been won by Jane Marie Casalegno of Santa Cruz, California and Alan Masuo Tsuda of Redwood City, California. A check for \$500 will be given to the colleges of their choice and they will receive scholarship plaques.

The Committee on Undergraduate Scholarships and Honors at the University of California, Berkeley, also selected Ellen Brown of Fresno, California and Ronald Hartwell of Sandy, Utah as first runners-up, and Donna Rouviere of Grass Valley, California and Terry Stone of Roseville, California as second runners-up. Presentation of honorary plaques will also be made to these worthy students.

Jane Casalegno is the daughter of William (12-year member of Local 3) and Viola Casalegno and graduated this June from Soquel High School first in her class of 380 students. A lifetime member of the California Scholastic Federation, Jane is also a member of the United States Twirling Association, has been a Majorette for four years and plans to major in English or Business Education at Cabrillo College and later at San Jose State. She has energetically served on various school committees and community health drives, has played in school sports, has earned the Bank of America Plaque in Fine Arts, as well as 100 trophies, medals and ribbons as a Twirler.

Jane Casalegno has been termed "the epitome of the All American Girl," and is known as an excellent scholar and an asset to her community and school.

Alan Tsuda is the son of Masuo Tsuda, a Local 3 Operating Engineer since 1966, and he graduated 14th in his class of 525 students at San Carlos High School this June. He's known as a person who undertakes varied activities with great success, is a lifetime member of the California Scholastic Federation, an Eagle Scout and has spent his summers working as a laborer and a gardener, and has each year trekked 50 back-packing miles in the Sierras. A musician, too, he's a 1973 member of the California State Honor Band, has participated in school sports and served as a student representative and advisor. He serves as an Executive Board member for the San Mateo County Council of the Boy Scouts of America.

Described as an unusually mature and creative person who is concerned about others, Alan Tsuda has stated that "I wish to

See TOP STUDENT Page 3



## CONSUMER CONCERNS

**Editor's Note:** This is one in a series of mini-editorials prepared for Engineers News by State Attorney General Evelle J. Younger. For further information, contact: Crime Prevention Unit—1800 "I" Street, Sacramento, California 95814, (916) 445-5184; Crime Prevention Unit—350 McAllister Street, San Francisco, California 94102, (415) 557-1150; Information Services—350 McAllister Street, San Francisco, California 94102, (415) 557-3888.

By State Attorney General **EVELLE J. YOUNGER**

### HINTS ON BUYING A NEW OR USED CAR

Buying a new or used car is probably the most important purchase a person can make next to buying a home. Because of this, it is necessary to be familiar with contracts.

#### Before you sign a contract, do the following:

1. Read the entire contract carefully.
2. Do not sign the contract if it contains any blanks or if you do not understand the wording. If blanks appear in the contract, draw a circle with a line through it in the blank space before you sign. This avoids filling in of blank spaces by the dealer at a later date.
3. Make sure that all of the promises that were made to you verbally are in writing.
4. Make sure that all the terms of the contract are contained in a single document.
5. Be sure to obtain an exact copy of the contract at the time you sign it. If it is not a carbon copy, have the copy signed by the person who made it out and have him acknowledge in writing that it is an exact copy.

#### Here's some advice about purchasing a car on time:

1. Compare the prices of the car of your choice at several dealers.
2. Just as you shop for the best car buy, you should also shop for the best credit buy. If the automobile dealer offers to finance your car, you should compare the annual percentage rate and finance charge, which must appear on the contract, with the annual percentage rate and finance charges other finance companies or lending institutions will charge. This way you can get the car of your choice for the lowest possible price.

To help you further in the purchase of your new or used car, here are some typical questions and answers, prepared by the Consumer Protection Unit of the California Department of Justice:

**Question:** Is it advisable to buy a used car "as is" or "with all faults"?

**Answer:** If you purchase a car "as is" or "with all faults" the seller is not responsible for defects in the automobile.

**Question:** Is there a maximum finance charge which can be imposed?

**Answer:** Yes, the maximum finance charge shall not exceed approximately 22 per cent simple annual interest.

**Question:** Can the automobile be repossessed if prompt installment payments are not made?

**Answer:** If you do not make prompt installment payments, your automobile may be repossessed by the seller or his assignee (the company or person to whom the dealer has sold the finance papers). In addition, the seller or assignee, after selling your car and taking credit for his costs of repossession and sale, may sue you for the additional amount of money you still owe on the contract. Thus, it is very important to make installment payments on time.

### INFORMATION ON RETAIL INSTALLMENT CONTRACTS

#### Before you sign such a contract observe the following:

1. Read the entire contract carefully.
2. Do not sign the contract if it contains any blanks or if you do not understand the wording. If blanks appear in the contract, draw a circle with a line through it in the blank spaces before you sign. This avoids filling in of blank spaces by the firm at a later date.
3. Make sure that all of the promises that were made to you verbally are in writing.
4. Make sure that all the terms of the contract are contained in a single document.
5. Be sure to obtain an exact copy of the contract at the time you sign it. If it is not a carbon copy, have the copy signed by the person who made it out and have them acknowledge in writing that it is an exact copy.

You should also keep in mind that certain charges or costs are required to be disclosed in the contract. This is the law. These charges include such terms as "cash price, insurance costs, finance charges and annual percentage rates."

## Open Shop Group Cited as 'Force For Economy'

SAN FRANCISCO—Engineering News-Record (non-union) editor Arthur J. Fox sees open shop contracts as exerting a healthy force in today's construction industry.

Fox even went so far as to say that "as a competitive force" they may constitute "the greatest of all forces for economy in construction."

The McGraw-Hill magazine editor was addressing the 15th annual convention of the Associated Builders & Contractors, an organization of open shop—or as ABC terms it, 'Merit Shop'—contractors largely active in the eastern states.

Examination of recent agreements signed between building unions and contractors in various areas of the country shows development of "saner work rules and this has to be attributed to merit shop contracting," he told the Fairmont Hotel meeting.

A number of trades, he said, are settling for small pay increases or even no pay increases; several have agreed to "relaxation of work rules that have actually institutionalized inefficiency."

AGC claims some 5,000 members now and a growth rate of 20 percent per year. The association says its members do about \$1.7 billion worth of construction business a year and that open shop contractors—non-members and members alike—account for about \$45 (nearly half) billion of the \$100 billion construction market.

## Bike Safety Program Set For Labor

Union members who are concerned about the safety of their youngsters while riding bikes will be interested to learn about a new bicycle program launched by the National Safety Council this fall. "All About Bikes" is tailored for youngsters between the ages of five and 14 and aims to give children a full appreciation of the bicycle in the environment—as a traffic vehicle and as an instrument of play. It is designed to provide them with a framework for making wise decisions about bicycle driving.

Bicycle driving is no longer an activity the child will outgrow with adolescence. It has become an adult activity both for transportation and recreation. This makes bicycle training a lifelong investment. Also, the traffic education necessary for safe bicycling is similar to that needed for safe automobile driving. For most children, bicycle instruction becomes the first step in driver education.

Safety-oriented organizations (this certainly includes local unions) can promote use of the course in their local school system. The program is eligible for federal funding.

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## Open Doors

The position of the AFL-CIO, in opposition to quotas, calls for open doors and the total destruction of barriers without regard to percentages or numbers, whether the results produce one or 100 percent of any category of the human brotherhood.

Beyond that, we feel that it is a duty, a positive duty, to go out and to seek and to summon those who have suffered disadvantage, to help them overcome those disadvantages, as we are doing through Outreach and upgrading programs.

Perhaps it would be simpler to accept quotas—to make that minimal adjustment, to disregard qualifications by featherbedding the earmarked people, and neglecting their training, and allowing the same old attitudes and practices to go on beyond that point. But we must and do reject that dishonest and deeply hypocritical course.

We must and do also reject its application to political life. In a representative political body, who has the right to say that a woman can only be represented by certain women, and a youth by certain youth, a black by certain blacks, and so on. Or to say that the political interests of each are confined to the singular issues presumed to exist in that category?

The trade union movement is not seeking to modify the exclusionist consequence of delegate quotas by revising the rules so as to establish a new quota for trade unionists.

We call for the abandonment of quotas, in favor of the open door to those most effective in getting the real main job done—the selection and election of candidates who can and will represent and express the broad aspirations of the people, and who can carry the standard of human progress to victory. For a candidate, no matter how pure and virtuous, who cannot get elected is not a tribune of a new order but a disaster to progressive political action.

Yet with it all I am very optimistic—and more so today than in a very long time. For I see the day near when common sense will prevail over fantasy and narrow factional dogma.

I see a time when the relatively minor grievances of the young, the healthy, the vigorous, the free, the safe, and the secure will yield priority in the concerns of our liberal friends to the very major problems of the elderly, the sick, the unemployed, the ill-housed, the poor, the harassed, and the frightened.

I see a time when the one-track issue and the search for novelty will no longer lead the rootless progressive spirit away from the full range of democracy's tasks. Then we may forge ahead in concert with the real work that has yet to be done—health care for every American, regardless of his circumstances! a good job with good wages to every citizen able and willing to work; schools that are worthy of our children; homes that are worthy of our family life; streets and neighborhoods that are safe and wholesome; human relations from which any last vestige of racism and its categorical equivalents have been washed out.

I see a time, when liberals who seek to establish pro-labor credentials by embracing lettuce workers will also begin to find room in their hearts for steelworkers, for bricklayers, for ironworkers; for school teachers and for sanitation workers—and will support their unions' efforts to improve the quality of life for their members and their sections of the working class with the same fervor as they support the more fashionable causes.

—From an address by AFL-CIO Sec.-Treas. Lane Kirkland.

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## Big Contract Behind Small Spreads Help Keep Reno Busy

By DALE BEACH  
District Representative  
and LENNY FAGG, IAN  
CRINKLAW, PAUL WISE,  
Business Representatives

In Reno, the name of the game at present is contracts and small jobs. There seems to be plenty of both, and by press time, most, if not all of the contracts will have been resolved.

A few of the contracts behind us are Graid Equipment, Nevada Aggregate and Asphalt, Sierra Engineering, National Lead, and Incline.

In the Reno area the number of 1-5 man Operating Engineer jobs boggles the mind. Robert L. Helms has the Kietzkie Lane job in real good shape and is presently paving. This is a much needed improvement in Reno, as it seems that as soon as Kietzkie was paved last time, the Power and Light Company started digging it up again and their patchwork paving leaves a lot to be desired. Included in this contract was some new traffic lights, subbed by Harker & Harker of Reno, a drainage system and relocation of existing utility lines.

The Rock, Sand and Gravel industry in Reno is extremely healthy with Nevada Aggregate and Robert L. Helms selling more aggregate than they can make.

Byars has several small jobs in Reno, the biggest being the Glendale Road improvements east of Kietzkie Lane. This project is well along and Nevada Paving is laying asphalt there.

Out in the Eastern part of Nevada the work situation is not too good. The Highway Funds are still non-existent and this is what we rely on there.

Jack B. Parsons Co. is paving on the Pequops job and will soon be able to move the traffic onto the east bound lane. This will open up the dirt work on the west bound lane for a month's work or so for the dirt crews. After that, it will be all finish and paving work.

The Allied Paving job at North Fork will undoubtedly be done by the time this article hits the press. This has been a good job for some of the Elko brothers but as with all paving jobs nowadays the work goes extremely fast, making the jobs of short duration.

PKS at Lamoille Canyon is beginning to open up again after a long snow-filled winter. This job will turn out O.K. after it gets going and should provide a fair season for 15 or so brothers.

The Carlin Tunnel job is in its last stages. They are getting their screening plant and concrete plant set up and ready to go.

In the Western part of Nevada—Lake Tahoe-Truckee area—the work picture is looking good, with not too many big jobs, but a lot of small to medium jobs going.

The surveyors are out in full force "beating the wood into the ground," as they are staking for sub-divisions, sewer lines, roads, and other jobs in the area.

The majority of the work among the engineering firms is being done by Engineers Limited, McIntire and Quiros,

The majority of the work Creegan-DeAngelo, Contract Sur-

veys, Raymond Vail and Associates, and Murray and McCormick, with brother engineers manning the survey crews.

The lion's share of the work in Truckee, and around the west side of the Lake is being done by Teichert Construction. Their big job is Tahoe Donner Lake World project, followed by the North Star job, and the word is that they just picked up the \$1½ Million South Lake Tahoe Improvement District job, their crews doing over-lay road work all around the Lake Tahoe area. Their Truckee plant is going full swing, working shift crews.

Speaking of plants, Pacific Western's Plant in Genoa is belching out the hot stuff for Pacific Western's Kingsbury road job. Helms' plant in Carson City is also smoking and the Tahoe Asphalt plant in South Lake Tahoe is turning full bore as well.

The Douglas Airport job in Minden by Helms is progressing right on schedule. The last word out is that Campbell-Beck has the award for the next phase of the mammoth North Star Development Complex between Truckee and Kings Beach. Pacific Pipeline has moved back in the area with about six small crews doing gas line work, most of it in the Incline Village area.

Shamrock Engineering, once one of the smaller outfits in Western Nevada, seems to be having growing pains as they are starting to pick up a good majority of the small to medium size jobs in the area. This outfit is headed out by Jack Adams, one of our brother engineers who has been in the area for some time.

### A Look Back Into History...

## Unions Finally Put An End To 'Good Maritime Days'

San Francisco—The most notorious toughs of the port of San Francisco were the shanghaiers—boarding house and saloon keepers and their runners—and the bucko mates they served. From 1850 until 1900 and later, these roughnecks plied their specialized trade alongside the waterfront, supplying ships with crews. They were not at all particular about whom they shipped and when seamen were unwilling to sail, they managed to get the unwilling aboard by hook and by crook.

Sailors were often scarce in the busy haven so, when they could not get seamen during the dying days of sail, they took anything they could get. As long as they continued to receive their \$75 blood money for each body they threw, like a sack of grain over the rail of an outbound windjammer, they were content.

Thus it was that dumbfounded captains working out into the stream found that these brutal confidence men had sometimes deposited in their foc's'les not sailors but AWOL soldiers, laborers, college students, cowboys, divinity students, women, dead men, cigar store Indians and dummies.

Sometimes Mates were even

Contri Construction and Byars Construction are going full swing on the underground projects in the Rubicon-Meeks Bay area, with Contri finishing up this season, and Byars going for one more.

We would ask you brother Engineers to read and get acquainted with your By-Laws, Constitution and Master Agreement, and to be sure and contact a Business Agent immediately of any known violations. The quicker we get on these violations, the quicker we can remedy the situation.

From the Mines—Anaconda Company has announced plans to develop an open pit copper mine 20 miles East of Curry, Nevada. Stripping operations are expected to start this summer, and plant operations will begin in approximately eighteen months.

The mine will employ one hundred workers at an estimated annual payroll of \$1.3 million and will operate at least ten years. Bids are being sought for construction of the plant and for stripping and mining of the pit. The concentrator will cost about \$2.5 million to build. This mine will be the third major copper producer in Nevada.

Both Carlin Gold Mine and Cortez Gold Mine have reported their earnings are up. The improvement in the price of gold during 1972 resulted in a substantial increase in earnings. These two mines in 1972 boosted Nevada into first place among gold producing states in the Nation. Nevada's production reached \$24,013,000 putting the State ahead of former leader South Dakota.

shanghaied aboard ships as one shanghaier, Nikko, tied them inside his dummies to give them a flopping life-like appearance in the dim midnight light.

The tools of the trade were varied: booze, women, opium, cigars, the old tactics of criming—clubbing and kidnapping—and knockout drops, or chloral hydrate. (Unwittingly, the shanghaiers had discovered what doctors and chemists would later call a synergism. The combination of liquor and chloral hydrate brought far more disastrous results when taken together than when the two were given separately, far more even than the sum of the two).

So professional was the work of these San Francisco sharks that their new term, shanghaiing, which was born about 1850 and first used in print by Father William Taylor, the Methodist street preacher, drove the older English word, crimping, almost from the tongues and dictionaries of men.

The evil corollary to shanghaiing was buckoism, or ship-board brutality masquerading as discipline. Shanghaiing set in motion a Gresham's Law of maritime labor. Poor men and

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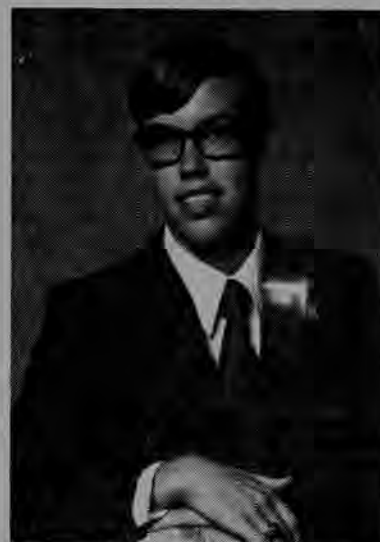
RON HARTWELL



KATHY BROWN



DONNA ROUVIERE



TERRY STONE

## Local 3 Young People Score High In Tight Race

(Continued from page 1)

expand my awareness in order to help others do the same," and believes that college is a place "to probe, define and set to completion the fullest potential of myself."

Ellen "Kathy" Brown, daughter of Royden and Norma Brown, graduated this year from Central Union High School and plans to study in the field of Botany at California State University in Fresno. She's a tennis player, likes to read and garden and is a lifetime member of the California Scholastic Federation. She's also been a reporter for the school paper, a member of the French Club, the Rally Club, the Central High Educational Club, was elected as C.S.F. Historian and as "Most Intellectual Girl" by her class, and is a musician. Kathy was also elected to the Society of Outstanding American High School Students. She feels that college will be the best place to prepare for her career and will be invaluable to her growth and personal relationships.

Ronald G. Hartwell's parents are John and Marie Hartwell, and he graduated this year first in his class of 303 students at Jordan High School and will enter Utah State to study Business Management. He has been a member of the Model United Nations, the National Honor Society and the Young Americans, was a student government representative, year book editor and delegate to the Senate Youth Conference. Ronald likes to ski and play church basketball and believes in keeping a balance of work and recreation. He received the National Merit Recommendation, was a Sterling Scholar nominee and a member of the Society of Outstanding High School Students.

Donna L. Rouviere, daughter of Operating Engineer Leon Rouviere, graduated from Nevada Union High School in Grass Valley this year and plans a career in language interpretation or journalism. She has been a member of the California Scholarship Federation, the Girls Athletic Association, Spanish Club, and chorus, is a musician and active in her church. Donna has received awards in writing and art and is deeply interested in communications.

Terry J. Stone, son of Gary J. Stone, is a graduate of Oakmont High School and plans to study in the mathematics field in Central Washington State College, probably concentrating on computer science. His school sports included football, basketball, track, wrestling, and skiing, he's been an announcer and sport correspondent and member of the science-math club and the California Scholarship Federation. He received numerous honors in sports activities and in math and science and has been active in church events.

All of the scholars share an enthusiastic anticipation of furthering their education in order to prepare themselves for an enlightened participation in their community and national life, wanting to broaden their outlook and to make decisions about their future while in college. Local 3 is proud to be of assistance to them and we wish them good luck and success in all their endeavors.

### Job Gains Cited

Employment in 1972 was 2.3 million higher than in 1971. This represented the most rapid year-to-year gain since the mid-1950s, according to the U.S. Department of Labor.



# Engineers Turn Down Meridian Underpass

By HAROLD HUSTON, District Representative and Auditor

Old man winter has finally faded away and the warm summer weather is with us. It's interesting to note we skipped spring this year which is unusual. Rain fall this past winter set all kinds of records which not only hurt our construction work, but did severe damage to life and property. The weather has registered 100 degrees, bringing out the umbrellas on the equipment. **Please let us know if problems of dust, heat or drinking water exist on your job! We are happy to help you with your problems.**

**MARYSVILLE DAM PROJECT PUBLIC MEETING** — We are extremely proud of all the brother engineers and their families and friends who attended the hearing on the Marysville Dam Project held at the Yuba County Courthouse on April 26, 1973. Almost every seat was filled with engineers urging immediate construction of this \$298 million dollar project. Colonel James Donovan, Corps of Engineers, U. S. Army, personally thanked us for this all-out effort by our good brother engineers. He feels this may be the spark needed to get this project off top dead center in Washington.

We quote two paragraphs out of a letter sent to us by Charles G. de St. Maurice, Secretary of Yuba-Sutter Counties Committee for Marysville Dam:

*"In view of the public meeting on the project at Marysville last Thursday evening and the almost unanimous desire of the audience for early construction of the project, and also due to the increased economic feasibility of the project to 1.2 to 1, we have been talking with the Corps to speed up the project and declare a capability for moving the project into its design stage from its past planning stage, which may require a new appropriation of about \$300,000 by this Congress.*

*You did an excellent job of bringing to that public meeting last Thursday night people who support the project. The results of that meeting being that the Corps at the Sacramento District level has taken an active position to move this project forward at this time."*

Sincerely yours,  
Charles G. de St. Maurice  
Secretary

**MERIDIAN BRIDGE UNDERPASS REJECTED** — On February 6, California Division of Highways engineers agreed to consider a request by area residents that an underpass at Third Street be included in plans for the proposed new \$3.5 million Meridian Bridge, the problem being that children from the north side of town will be forced to cross the new high-speed highway in order to attend school. They asked that some provisions be made to avoid this situation. Current construction plans call for the new highway to intersect with Fourth Street. It would be here that the children would have to cross.

A project model of a vehicle and pedestrian underpass at Third Street proposes that entrance and exit from the highway into Meridian be made at a modified cloverleaf rather than by the projected intersection.

Assistant District Engineer

Howard Payne stated this proposal had some merit and would be considered by the department. He stated, however, the purpose of the meeting was to see what the residents thought of the proposed \$3.5 million project and to present a preliminary environmental impact report.

**BRIDGE-ROAD** — Engineers plan to replace the existing Meridian swing bridge with a new "stayed girder" type bridge and to relocate about one mile of Highway 20 that currently runs through the center of town. The new road, to be built to expressway standards, would be located just north of the major portion of Meridian along the abandoned Sacramento Northern Railroad embankment. Plans call for the construction of two 12-foot traffic lanes plus two 8-foot shoulders with a 5-foot sidewalk across the bridge. The new road will have a speed limit of 60 miles per hour. The new swing bridge will be built on the same site as the old bridge, using many of the original supports. Engineer A. Skelton said the old foundations, built to support trains, will be more than adequate for the new bridge.

**NOISE LEVELS** — Engineers said that due to the anticipated increase in traffic noise levels along the new highway, soil and cement sound barriers will be constructed along key portions of the road. Construction of the bridge and highway is scheduled to begin during the 1974-75 fiscal year. Engineers said that a temporary bridge will be built 500 feet north of the existing bridge before the old bridge is torn down.

**SWALLOWS PROTECTED** — The nesting and breeding habits of the barn swallows will not be significantly affected by destruction of the old bridge and construction of the new facility, engineers said. The birds will be able to nest on the detour bridge while construction takes place, they said. In addition, the proposed new bridge will have many right-angle joints which will serve as ideal nesting spots for the swallows. Aside from the highway crossing

problem, residents offered no objections to the proposed bridge project.

**ORIGINAL PLANS** — In a letter to Meridian residents, Assistant District Engineer Howard Payne said the state plans to build the bridge and road as originally outlined. Payne said that additional engineering studies of the area had been made following the February 6 hearing and that the Third Street plan would have some disadvantages.

If the underpass was constructed, Payne said, the new highway approach to the bridge would be elevated high in the air to clear First and Third Streets. He said the road would not descend to ground level until it reached a point near Sixth Street. This would call for a new connection at Sixth Street and the highway, making it necessary to extend Sixth Street.

**TRAFFIC CITED** — Meridian residents wanting to drive into Colusa County would have to use either Bridge or Central Streets to reach the new highway. This would be "inconvenient" as Bridge Street would have heavier traffic than it does now, even if a new Sixth Street intersection was in use, he said.

Another bad point of the underpass plan, Payne said, was that if the new highway were elevated at Third Street, there would not be as much traffic noise protection possible. "The pros and cons of each plan have been thoroughly studied and it seems appropriate to stay with the original proposal," Payne concluded.

**STATE CONSIDERS FOUR SUTTER ROAD JOBS** — The California Highway Commission agreed to consider four road projects for Sutter County. State highway construction projects needed in 58 California counties were outlined by the California Chamber of Commerce to a commission meeting in Sacramento.

The Sutter County priorities were established by local committees and include:

1. Shoulder improvement on Route 99 from the junction with Route 70 to the Sacramento County line.

2. Conversion of Route 99 from the junction with Route 70 to the Sacramento County line to a full freeway.

3. Development of Route 99 from Lomo Crossing to the Butte County line.

4. Development of Route 99 from Lincoln Road north to Route 20.

Construction priorities established by citizen, professional and local government committees throughout California are used as the basis for the state's 1974-75 Highway Planning Program. Local chambers of commerce and district engineers joined with the California Chamber in sponsoring the projects.

Accepting the recommendations, Commission Chairman Winston Fuller termed local input "first item of importance in the planning process." He noted that 1973 marks the 44th year of community and chamber participation in the development of state highway plans.

**EMERGENCY RULING FOR AREA COUNTIES** — Yuba, Sutter and Colusa counties are among six counties proclaimed emergency areas as the result of last winter storms which caused wind and flood damage.

Damage was estimated at \$1,831,000 in the counties affected, including \$457,000 in Yuba County, \$100,000 in Sutter County and \$600,000 in Colusa County.

The proclamation by Lt. Gov. Ed Reinecke, acting chief executive while Governor Ronald Reagan is at the national governors' conference, allows property tax relief for private business and individuals affected by the severe weather.

It also makes the counties eligible for financial assistance from the state to repair or replace roads, water and sewage treatment plants and other public property damaged by the weather.

The proclamation brings to 10 the number of counties, plus one city, in a state of emergency because of heavy storm damage.

By JOHN E. SMITH  
Business Representative  
Work on the East side of the Feather River has picked up

considerably, mostly small jobs, but putting a lot of fellows to work.

Lamon Construction Company has a \$1,090,000 job at Portola and at this writing the pre-job conference is three days away. Luhr Brothers of Sacramento have set up a screening plant at Hammonton to make rip rap for the Sacramento levee work on the West side. They are planning to go two shifts out there to be able to keep up with the fellows placing the materials. Claude C. Woods has done about the same thing at Parks Bar Bridge. They have set up a screening plant to make rip rap for their Sacramento River sites. Baldin Contracting Company has most of their fellows working several jobs in the Marysville area.

After the last hearing on the Marysville Dam, Colonel Donovan recommended that they go ahead as scheduled with the preliminary work and planning of the dam. This decision was made largely because of the turnout at this hearing. We appreciate all the fellows who made an effort to attend this hearing.

We would appreciate when you are called on to attend a hearing such as this, that you would make a special effort to attend. We need your support to help combat the opposition from ecologists and other groups who would stop our work.

By A. A. CELLINI  
Business Representative

**WEST SIDE** — At long last, summer is here. The hot weather will help a great deal to get jobs and projects that we have in the area started.

The work on the Tehama-Colusa Canal is finally in full swing. Granite-Ball, joint venture, has the bulk of the dirt moved. Their trimmer is in the canal about to start trimming. They also have a crew of mechanics setting up a concrete batch plant.

Zurn Engineers crews are spread over most of their project doing fine grade work. American  
See MARYSVILLE Page 5



Meridian Bridge will go as shown in Artist's Sketch—no underpass.



## Santa Rosa Work Load Is Healthy

By RUSS SWANSON and  
BOB WAGNON

We are most fortunate in having a real good seasonal work load, especially in Sonoma County. Following is a brief outline on a few of the major jobs throughout the area.

Don Dowd Company with many small jobs such as subdivisions, winery sites, plant sites and road work.

Argonaut Constructions also with numerous jobs in and around Sonoma County, including subdivisions (Hoen Ave., Summerfield, Stoney Pt. Rd.) and underground jobs.

A. B. Siri, Inc., finally finishing Willits and "finally: the townspeople are happy that their main street is not in a state of disorder." Siri has a crusher set up at Geyserville making base rock for the Kiewit job and with a lot of work at Holiday Park and Bodega Bay subdivisions.

Piombo Corp. is low bidder at \$200,000 on Dry Creek Rd. and still with a lot of work on the Warm Springs Dam site, employing about 25 engineers.

Peter Kiewit Sons' Co. with a crew of 30 working on Hwy 101 construction north of Healdsburg.

Lloyd Rodoni with work to finish on Dutcher Creek Rd. near Cloverdale and Hwy No. 12 work at Farmers Lane in Santa Rosa.

Huntington Bros. with one million in road work near Lake Pillsbury and with Hwy 101 work to finish near Piercy.

Parnum Paving with mall jobs. Parnum was low bidder on an overlay job from Ft. Bragg to Leggett and then on to Dos Rios, a total of 59 miles. Their bid was over \$400,000.

Granite Const. is in opening stages at their \$1.75 million subdivision and sewer job at the Sea Ranch near Gualala.

A proposed job for June 6th is the \$3.75 million Hwy 101 job at Reynolds Park near Piercy.

Another proposed job to be bid on July 11th is the Geyserville by-pass. This includes 5 miles of 4-lane freeway from 1.8 miles south of Hwy 128 to 1.9 miles north of Canyon Rd. A total of \$8.55 million is available for the project which is scheduled for completion in the spring of 1974. Interchanges will be constructed at Canyon Rd. and at Geyserville Ave. (now under construction). Also an undercrossing will be constructed at Meyer Rd.

Hansel-Phelps now working on a \$4.5 million winery for Sovereign. So far Stroco Paving has done most of the site work.

Blasi Const. working on a \$1 million road job on Hwy 12 east of Santa Rosa.

Tomki Const. (a new company) with Jim Mark (formerly with Teichert) as head "mogul" working on West 3rd St. in Santa Rosa and also on subdivision in Cotati.

Forhim Corp. continues to work on home sites in Cotati (Holiday Park).

Frank Moberly still working on site work for the Hewlett-Packard Company's plant in north Santa Rosa; about 15 en-

See SANTA ROSA Page 11



WINDING UP Jordan Aqueduct Job at Bluffdale, Utah are (l. to r.) Brothers John Larson, Job Steward; Harry Caples, Max Robinson, Skip Green, Ed Stewart, John

Teirney, Superintendent; Wayne Maupin, Ray Cummins, Jim Newman and Harry Collard.

## Everything Coming Up Roses!

# Job Prospects Turn Silver In Utah

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

With Old Man Winter behind us, work in the Salt Lake area has started to move and prospects look good.

Construction on the \$8 million Hilton Hotel has started. John Price Associates is the prime contractor on the job. A. J. Mackey Company has completed most of the demolition and a good share of the excavation. The hotel will cover approximately five acres, the site of the old Growers Market.

S. A. Healy is approximately 95 per cent complete on the Jordan Aqueduct, which is a part of the Central Utah Water Project. Brother John Larson is the Job Steward. Approximately fifteen Operating Engineers are working on this project.

Gibbons and Reed employ about twenty Brothers on the Belt Route job and, weather permitting, making good progress. \$3 million of this \$12 million contract is on drainage pipe. This section of I-215 will interchange with I-15 at 6400 South, carrying traffic around the city, helping to relieve local congestion.

Gibbons and Reed have been awarded two contracts at the Salt Lake Airport, one at \$1 million and the other at \$2 million, consisting of an overlay and extension of runways. This will be a short duration job as the Airport officials are anxious and the runways are badly needed.

Phillips 66 has awarded a contract to Ford, Bacon and Davis on an expansion program on the refinery and expect to kick-off in late July. We have also heard the rumor that Standard Oil Refinery plans a \$50 million expansion and will install a new cracker and all the goodies with it. Kennecott Copper Corporation is expected

to spend \$100 million on air emission control beginning this year.

Santa Fe-Curran Company, who has the buried telephone cable for A.T.&T., are well underway with construction crews working between Brigham City, Utah and Wells, Nevada. Approximately fifty Operating Engineers are employed, working a 50-hour week, plus.

Cox Construction at Willard has closed down the south end of the project due to large rock and moved all the equipment to the belt. The belt is operating two shifts and the trucks and 651s are hauling at one shift. Approximately forty Operating Engineers are employed.

Thorn Construction Company bid low for overlay jobs at Round Valley and Wanship, Utah.

S.E.E.C.O. was awarded a contract to rebuild the road crossing the Great Salt Lake to Antelope Island. Large sections of the old road washed away as the lake rose to the highest level in many years.

J. B. Parson Construction Company has the crusher operating two shifts and the scrapers working one 10-hr. shift finishing the grade on their South Weber Job.

W. W. Clyde Company is having a difficult time getting underway at Parlays Canyon. Late snow storms and rain have completely immobilized all equipment. This contractor expects to employ approximately fifty Operating Engineers at the job's peak.

Cannon Construction Company has four stories up on the ten-story complex at Alta, Utah, accomplished by working all winter in ten feet of snow. Henry C. Beck Company has started construction on two other ten-story buildings at Alta.

Southern Utah has had as high

as 400 inches of snow in the mountains this past winter, which is 70 per cent over the normal snow fall for the year. There's little wonder it has taken so long for construction to get underway this spring.

L. A. Young Construction is running a two-shift operation on their job just south of Setaquin.

Strong Company was low bidder on the \$7.1 million stretch between Thompson and Crescent Junction. The job is just starting to get underway and Brother Marv Nailer will run it.

E. A. Higgins Company is starting again on their sewer and water job in Fillmore. Four of the five Carter Brothers, who all live in Levan, are working on this project.

The good Brothers and Sisters at Dynalectron in Green River are getting ready for missile firing. Most of the work will be done at the Blanding Annex this summer.

If you desire to have your dues automatically paid each year from your Credit Union Share Account, contact your Business Representative or dispatch office and sign the necessary cards before August 15th.

Some of the dirt jobs in the Central Utah area are working two shifts in an attempt to get back on schedule.

W. W. Clyde, at the Point-of-the-Mountain, is nearing the end of the grade work and making preparations for the concrete paving spread to move in. The crusher spread still works two shifts and the hot plant has started to make some asphalt. At the same location, Geneva Rock Products is on a three-shift operation trying to keep pace with the work orders while the crusher at the main yard in Orem is down.

Heckett Engineering is expanding their operation at Gene-

va and have added some new jobs, and upgrading some of the job classifications.

United Concrete Pipe Corporation is still holding on to the regular operators, but orders at this yard are not as good as expected and it's possible that the crew size may be reduced.

## Marysville

(Continued from page 4)

Dewatering Corporation has a crew at Stone Creek to get water cut for the syphon at Stone Creek.

Rahco of California will be doing the trimming and lining work for Zura Engineers. Rahco has started to bring in their equipment and they have two mechanics on the job site.

Teichert Construction has a crushing crew back to work at the Sites Pit making rock for the levee work that they have on Sacramento River between Colusa and Grimes. Healey-Tibbets has one of their floating rigs below Meridian driving pile for conveyor and belt loader to load barges with rock for the levees on Teichert sites.

In Chico, Butte Creek Rock is putting their crews back to work. They have a crew getting the parking lot ready at the new K Mart Shopping Center. The main plant is in full swing. They have two reconstruction projects of roads. One is at Ord Ferry Road from Goodspeed to Watt Road. The second project is the Pentz-Magalicia Highway at Lime Saddle Road. The project is one and two-tenths miles north. This project has clearing, grubbing, drainage facilities, aggregate base and paving.

The work is moving along well, but most of the jobs are small and short.



# RMTC Ceremonies Hail New Journeymen



**PROUD GROUP** of new Journeymen gather following Graduating Ceremonies at Rancho Murieta Training Cen-

ter on June 9, 1973. Below are the names of all who have completed Apprenticeship Training this past year:

William Allen, John Anguiano, William Anness, James Baird, Roger Beaver, Ben Bowers, Roy Bradley, Robert Brooks, Loyal Brown, Joseph Burgess, Jerry Brink, Dan Calvin, Gerald Carpenter, Theodore Chedwick;

Edwin Copeland, Ralph Dawson, James Dickey, Malcolm Douglas, John Emmett, Randall Fleshman, Edmund Ford, Leroy Galvin, Mike Grider, Jose Gutierrez, Christopher Hart, Robert Honerlah, Douglas Howard, John Hull, Billy Knauf;

Steven Langer, Garland Lemons, Paul Linder, Richard Lopez,

Robert McCreery, David Menaker, Robert Morford, Thomas Mullahey, Johnnie Merriott, Allen Nicholas, Darrell Ohlen, Floyd Okey, Terrance Pearson, Ronald Pelletier, James Picchi;

Gary Ploof, Michael Plott, Daniel Pribyl, Michael Remington, John Roderick, Thomas Rose, Richard Roe, Douglas Ross, Ronald Rossi, Charles Russell, Peter Sevensen, William Sieber, John Smith, Larry Sturm, Bradley Turner, Michael Watkins, Ronald Wieland, Jimmie Yarbrough.

## ★ ★ ★ 63 Proudly Move Into Upper Level

The 1973 completion ceremony marked the emergence of 63 new journeymen, up from Apprentice status, at the annual graduation luncheon on June 9 in the Rancho Murieta Training Center dining hall.

Attending the gathering were wives and friends, on hand to witness the happy occasion of the men so honored. The day's activities got underway with guided bus tours of the extensive ranch property where family and friends could see first-hand the projects the men helped to build.

Master of Ceremonies, Dale Marr, introduced the guest speaker, Mr. James Stratton, Chief of the Department of Apprenticeship Standards, who told the men of the importance of apprenticeship as a major step in their lives. He drew open agreement from the women when he reminded many that he knew from experience of apprentices who came home from work at night and told their wives "I'm going to quit," only to have their better-half eventually talk them out of it, he told them, and borrowing a quote from another winner he added, "Be cool, and you'll rule." He congratulated the new journeymen for being winners.

Others honored at the graduation were Harley Davidson, JAC Coordinator, and Bill Gaines, JAC Affirmative Action Director. They received from the Bay Area Construction Opportunity Program (BACOP) commemorative certificates in recognition for their efforts on the occasion of reaching the 1000th minority apprentice in the program for the entire construction industry.

## S.F. Work Starts Slow

By BUFORD BARKS

It is now time to report the progress of the work situation in San Francisco and San Mateo. The work could be stronger but still for this early part of the work season it is stable and gaining.

Bart is moving along on Market Street, Yerba Buena complex has good activity, the high rise building is good and gaining momentum and don't forget the demolition of many old structures to make way for the new.

We had our quarterly safety meeting, it was well attended. Some had asked to be excused with good cause. If you were not previously excused, remember the Sub-Jac Committee, they will decide your case and punishment.

Graduation ceremonies for the apprentices this term will be June 9th at RMTC, please plan to attend. Those from District No. 1 are Bruce Harwood, Art Camarra and Cephus Terrell.



**HONORED ROLE** for those represented above are Contractors, Union Men and State Officials who combine their talents in a smooth running operation. These are but a few honored with Certificates of Appreciation for ten years of service to the Joint Apprenticeship Program. In the front

row left to right is Al Dalton, Gil Davidson, Al Hansen, Clem Hoover, Mike Kraynick. Standing left to right is Herman Eppler, Frank Pozar, Ken Green, Bob Mayfield, Robert Wagnon, Tom Carter, George Davis, Frank Savino, Bill Nolan and Robert Peal.



## Apprentice Systems Notebook

By JACK H. McMANUS  
Administrator

A re-definition of the apprenticeship program and one of its U.S. District Court Order functions seems to be in order.

The four branches of training: Universal Equipment Operator, Grading and Paving, Pile Driving and Steel Erecting have been modified and are presently referred to as a Court Group. As a Court Group apprentice the first period is no longer 1000 hours but has been reduced to 400; however, the remaining periods are 1000 hours each. At the conclusion of the first period (400 hours) all Court Group apprentices are required to attend Rancho Murieta Training Center for 80 hours of related supplemental instruction. When you, as an apprentice, are acquiring hours and approaching the 400-hour mark, be sure to contact your coordinator to keep him informed that you must attend Rancho Murieta Training Center and he, in turn, can help you with your schedule, personal needs and further information to meet this requirement.

Jack McManus

By this time I am sure you have seen the Work Summary Cards and they require explanation. It is my suggestion you save this item below for your personal records.

CLIP AND SAVE

### WORK SUMMARY CARD PROCEDURES

A Work Summary Card consists of one original and four duplicates of the form used in reporting the type of work training hours. A Work Summary Card is issued to the apprentice by the Administrative Office of the Joint Apprenticeship Committee through the mail, through the coordinator and is also available at the Job Placement Center of your area.

A Work Summary Card is to be used to report the type of work training hours by each month by each employer. When changing employers, the Work Summary Card is to be signed by the former employer and yourself, and a new Work Summary Card will be given you when you are assigned to a new employer. If continued employment is available, the Work Summary Card is to be signed for at the end of each month and submitted as follows:

When you register the work training hours and sign the Work Summary Card, you request your employer to sign the Work Summary Card and the employer will return the first and second copy to you.

The first copy is to be retained by you for your records and the second copy you are to deliver to the area coordinator by mail or by hand as quickly as possible at the end of the month.

Be very sure when you fill out the Work Summary Card you put the correct information in each space: the correct Social Security number, correct employer number and all other information required. The reason for this is very simple—a wrong Social Security number means that your card is not processable by the computing machine because it will not go into your account number, etc. As a form of double-check the copy that you deliver to the area coordinator will be checked by the coordinator for any errors and forwarded to the Administrative Office of the Joint Apprenticeship Committee after he has recorded the current hours for that month in his own records. This is to insure that the information you are submitting is correct and creditable.

Copy three of the Work Summary Card is to be retained by the employer for his records as well as Copy four (which should be forwarded by the employer to his association for their records). Copy five is a hard-back copy of the Work Summary Card and is to be mailed by the employer to the Administrative Office of the Joint Apprenticeship Committee for the official record of your work training hours.

It is important to you and to the program that your hours are recorded in the proper area of work training and that you receive credit for those hours. In the event that there is any question on the hours you have submitted, contact your area coordinator at the earliest opportunity for further information on the processing of work training hours. Contact your coordinator for he is the man who is responsible for a good portion of your training.



SPECIAL TRIBUTE to former JAC Administrator Danny O. Dees is received from Dale Marr. The coveted ROCK-STEEL-DIRT award given for the first time by the inter-

national Union in recognition for his major contributions in developing in guiding apprenticeship programs throughout the country.

### Unique Award

## A Legendary Operating Engineer

In a rare tribute, the International Union of Operating Engineers, AFL-CIO, Washington, D. C., choose Danny O. Dees as the first recipient of its ROCK-STEEL-DIRT award, to this date—the only one of its kind.

While making the presentation on behalf of the International Union, Assistant Business Manager, Dale Marr, noted the exceptional honor bestowed upon a local member for which we can all be very proud.

Under Danny's administrative leadership major steps were taken to bring the apprenticeship program into better perspective. He worked on the four separate state programs by tirelessly driving himself over the broad reaches of the jurisdiction. Countless rounds of meetings and conferences helped him wield together the self-sustaining Joint Apprenticeship Committees that carry on the program today. He fostered the twelve sub-committees thus giving to each district par-

ticipation in the affairs of the program.

Danny Dees spearheaded the writing of workbooks for teaching the apprentice how to be a better Operating Engineer; and he was successful in seeing the classroom instruction at Rancho Murieta Training Center develop during his tenure. He saw his ideas accepted and adopted by the International Union and disseminated to other Local Unions throughout the United States.

Through his diligence a constant liaison with Federal and State officials maintained compliance with apprenticeship laws and the writing and acceptance of new Apprenticeship Standards is among his many accomplishments.

Everyone who knows Danny O. Dees knows a hard worker to whom we all extend our deeply felt congratulations and heartfelt "Thanks" for the exceptional job.

### All Apprentices Working but,

## Marysville Work Still A Little Short

By HUGH BODAM

All apprentices in the Marysville District are working. By that we know a large number of our journeymen are working, but we do need more jobs.

Brothers, Local No. 3 has come a long way since it became a local union. If only everyone could realize how much blood, sweat and tears have gone into building an organization such as Local No. 3 and the effort and hours put forth in negotiations and after hours meetings to gain the working conditions and fringe benefits for the members and their families.

The hope of our future lies in

the education of our members and especially the apprentices who have not had the low wages and bad working conditions the old time members had to contend with in the past. So we who have been a part of this progress must pass this knowledge on to those who will succeed us in the future.

We encourage all members

and especially the apprentices to attend your local town meetings and your District meeting to get a good understanding of your local Union, its structure, its purpose, its obligation to you and your obligation to it by becoming better acquainted with its by-laws, its construction and what they mean and how they are administered.

### More Apprentice Notebook

(Continued from Cols. 1 & 2)

You have received copies of the request for acceleration. These are not applicable if you feel that you are unqualified for acceleration. In the event that you feel you are qualified and should be accelerated through the program, you may request that an interview and/or tests be given you by the Standing Committee, a special committee that has been appointed and meets once a month in the evening at a central location for the benefit of the apprentice. Your requests must be returned to the Administrative Office that we may in turn schedule the number of people to appear before the Standing Committee in the interests of time.

**JAS News**

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

See MORE NOTEBOOK Cols. 4 & 5



## Things are looking up!

### Utah Apprentices All Out

By JOHN THORNTON

After an unusually long and hard winter it is good to be able to report that almost all of the registered apprentices have returned to jobs throughout the State of Utah.

In the Salt Lake area the monthly field report rounds show some of the jobs and apprentices: Mike Gajda, 4th Period G&P, back at S. A. Healy Aqueduct at West Jordan; Donald Hanson, 4th Period HDR, and Ronald Benson, 2nd Period HDR, at Morrison-Knudsen's shop; Luis Novoa, 3rd Period G&P, at James Reed Company's 21st South Expressway; Gerald Geter, 2nd Period UEO, Orlando Sanchez, 1st Period G&P, and Clyde Green, 4th Period HDR, at Gibbons & Reed Company's Belt Route job; Randy Nye, 3rd Period HDR, Tom Sperry, 1st Period G&P, and Richard Young, 1st Period G&P, at the Parley Canyon job for W. W. Clyde; Richard Dexter 3rd Period UEO, with Shurtleff & Andrews; Alex McCleod, 1st Period G&P, on the Z.C.M.I. Complex; James Richins, 2nd Period UEO, and Keith Brunson, 1st Period G&P, with Weyer Construction; Duane Straughn, 4th Period UEO, at Harlin Construction's new addition to the Travelodge; Steve Garcia, 3rd Period COP, working with survey crew at Stearns-Roger Corp. at Woods Cross, and Lamond Gardner, 1st Period G&P, with Gibbons and Reed on

the runway paving job at the Salt Lake International Airport.

In the Provo area thirty-two apprentices are working on the following jobs: W. W. Clyde Company's I-15 jobs at the Point-of-the Mountain at Bluffdale and the adjoining job from the Alpine Road to Lehi. W. W. Clyde Company's I-70 job at Harley Dome to the Colorado Line, the job at Huntington Power Plant and finishing the grade at U.S. 89 at Panguitch. Strong Company has two jobs in full swing with three apprentices at Combs Wash near Blanding and three apprentices at the newly acquired I-70 job at Thompson. James Reed Company has two more months' work at I-15 Spanish Fork Interchange with two apprentices working. L. A. Young Company moved back to Santaquin I-15 and have two apprentices at the present and should work all summer.

Jelco-Jacobsen has kept four apprentices during the winter and, hopefully, will get another unit at the Huntington Power Plant. Gibbons and Reed Company has not yet started at the Electric Lake Dam because of two feet of snow still on the ground.

The Ogden area has ten apprentices back working with three major freeway jobs underway—Cox Construction's job at Willard and J. B. Parson's two jobs, one at Tremonton and the other at South Weber, Riverdale.

### Two More Say:

### Great To Be A Journeyman

By R. HOBBS, Coordinator

In the past few months you have read about apprentices who have graduated from the program to journeyman status. This month two more can be added to the list, who have completed their apprenticeship training. They are Wayne Mandeville, who was indentured June, 1970, in the Universal Equipment Operator Branch, and now employed by Eastco Construction Company, at the Kingsbury Grade job. Dale Poss, indentured May, 1971, in the Grading and Paving Branch, is currently employed by H. M. Byars Construction in the Tahoe area. These men worked hard to complete each step of their training, and congratulations are certainly due them.

Remember, to complete each step of your training, Apprentice Daily Work Record Cards should be properly totaled, clearly filled out, and sent promptly to the Administrative office. If the ad-

ministrative office is not able to decipher the card it will return it to the apprentice for correction, thus delaying recording of his hours. So take that extra minute to fill out your card, it just might save you a delay.

The work in District Eleven has improved and is spread out fairly evenly over the state. We still have a few of our registered apprentices unemployed.

At present our two best sources of employment for apprentices are, Robert L. Helms Construction Company, and Peter Kiewit and Sons. The former is working mainly around the Reno area and the latter in the Eastern part of Nevada.

We still have a lengthy list of applicants for our Apprenticeship Program in District Eleven, and because of some of the recent graduation of four period apprentices to journeymen, we have been able to indenture a few off the list. We hope to draw from the long list more in the upcoming months.

### An Editorial

### Help From Those Who Care

Over the years a lot of hard work is necessary to make the Apprenticeship Program function. This fact is understood by the men who willingly donate their time and effort to seeing that the day to day work of the Joint Apprenticeship Committee is carried out.

The Joint Apprenticeship Committee and its sub-committees in the districts do an outstanding job in evaluating the program in their areas. Many of the decisions they are called upon to make involve the careers of young men.



TOP APPRENTICE Joe Burgess of Oakland is all smiles as he receives the Second Place Award as Outstanding Apprentice for 1973

from Frank Savino of Active Construction Co., San Leandro and long time JAC Committeeman.



SPECIAL THANKS TO the instructors at RM TC was forthcoming from Curt Fogel who received the Third Place Award for Outstanding Apprentice from George Perham

of Perham Construction Co., Los Altos and Committee Member for the Calif. JAC, representing EGCA.

### Though they hate to move...

### Apprentices Need Varied Job Trips

By LOU BRADY

Rotation of Apprentices is essential. The Northern California Joint Apprenticeship Committee has an obligation to provide related training on an equal basis to all Registered Apprentice in every part of Northern California.

We get complaints from Apprentices when they are told that they must rotate from time to time, or when it is time for them to spend required training at Rancho Murieta. To put things into perspective, the Apprenticeship Program is more than just getting a pay check. Take a few

minutes and read the Apprenticeship agreement you signed upon entering the Program.

To prepare yourself for Journeyman status, it is necessary to move from one job or job site to another in order to acquire the proper training in the branch of engineering which you signed up for.

It is really hard for some Apprentices to visualize the unbelievable amount of training a Journeyman Operating Engineer must have in order to skillfully pursue his craft, safely and efficiently.

There have been times when

employers have been reluctant to release an Apprentice for rotation. But when the Coordinator explains to the employer the necessities of rotation in order for an Apprentice to advance his training, he can then see the advantage of rotation.

If your understanding of what rotation is all about is not clear, have your Coordinator explain the Joint Apprenticeship Committee's policy.

It is important for all Apprentices to work in a safe manner, have a willingness to learn and make use of all your time and diversified training.



## More & More Paperwork!

### New Procedure Due For Some

**By CLEM HOOVER**  
**NEW PROCEDURES FOR APPRENTICES** — The apprentices in the Grading & Paving steel erecting and pile driving, and the Universal Branch of the apprenticeship program are faced with learning a new procedure for reporting their on-the-job hours. They must now break their hours down into non-operating and operating under the supervision of the journeyman assigned. This is commonly referred to as "seat time." They are required under the present court injunction to obtain 25 per cent of their total hours required on each major piece of equipment during the first 50 per cent of those required hours. This is going to take a while for everyone to understand this, including the apprentices. We think, if it is followed, it will make better qualified journeymen out of the apprentices because they will get more time to operate the equipment with the journeymen there to supervise and teach them. We believe when everyone understands it they will agree it improves our

program a great deal. Journeymen have always been more than willing to teach the apprentice, but the employer was sometime dragging his feet. This will require him to allow the journeyman to spend a little more time teaching the apprentices. We have found that only a very few journeymen are not willing to teach the apprentices. We might remind those few that someone, sometime, had to spend a little time teaching them. They were not born with the knowledge and ability to operate equipment.

Congratulations are in order to apprentice Robert Pedroia and wife, Coral. They were blessed with a bouncing baby boy on March 6. Bob looks a little weary eyed on the job nowadays. He said those night feedings and changes are getting him down.

A word of advice to the apprentices. Get involved in the C.C.C. meetings in your area, that deals with the environmental issue and the town meetings. They are both very useful and informative.

## Summertime

### Means More Apprentice Work

**By JAY BOSLEY**  
 It seems that summer has started later this year and we've been getting plenty of sunny days. Many apprentices in the area have been on the list for five or six months and are just starting to get out on jobs, perhaps enjoying the sunshine as well as their job. However, it could have been a dry winter and we still could be on the list, and it just might be if we continue to let the pseudo-environmentalists win the battles by our limited participation in determinations. The Oakland Agents have led a substantial amount of successful opposition. If we all put aside the barriers of communication, we could perhaps do a lot more and win a lot more.

Stan Smith, an apprentice for Gallagher & Burk, in his spare time including weekends, he pushes a crew of his own to help rid Oakland Hills residents of their "Dead Wood Crisis." Oakland Hills residents, for the most part, have been on the opposed side on controversies such as Mountain Village, Proposition 20, Master Plan, etc. If they would meet us half way, as some of us have attempted to with them, we might all be a little further down the road together.

Something interesting is happening for the apprentices in Oakland. There are several requests to start a workshop for learning things that we are influenced by, such as the collective bargaining agreement, Health & Welfare, Pension, etc. Your comments on this matter would be helpful and appreciated. This writer's number is 933-3841.

Congratulations to Allen Ivie and Mike Corn as their wives gave birth to healthy children recently.

Well, here it is July! The weather is hot and the work is holding out pretty well now. Most of the apprentices are en-

joying a work training opportunity as well as the warm weather.

We have had a good many question from the apprentices and foremen on the jobs concerning the new procedures for G & P, EO, Steel Erecting and Piledriving. When in doubt, stop and call us. Office number: 835-5480, Residence: 933-3841.

To the apprentice... remember, filling out the work summary card properly is your responsibility. When it is properly filled in, have the employer certify the hours, not vice versa. Any questions—don't hesitate to call as this is a very serious matter.

Hate to say "I told you so," but some of the apprentices will be scheduled for related training at RMTC directly. Maybe next winter those who didn't listen will have a change of heart.

We recently had a meeting for those apprentices who are interested in the workings of the union. Had a good turnout. Everybody there was quite pleased. Sure hope Chuck Ray gets a little sleep before the next one. Guess Gallagher and Buck are working him awful hard, or the girls won't leave him alone, or both.

### Housing Falling Behind Needs

Seventy per cent of Americans cannot afford the cost of housing built today, according to George C. Martin of Louisville, Ky., president of the National Association of Home Builders.

In a recent interview, he said that housing construction for that section of the population in the economy was hurt by the federal government's moratorium on housing programs.

While there is a predictable need for 2.2 million new homes a year for the next decade to satisfy demand, April was the third consecutive month that housing starts dipped, he said.

## Better Things For Our Youth

**By CLIFF MARTIN**

It seems to us that the youth of today has more of a golden opportunity than the youth of yester-year, although we find that only a minority seem to grasp that opportunity.

While servicing the projects we continuously hear from the foreman and journeymen these words—that kid is sure a goer, he wants to learn, he asks questions, he wants to know what can I do next, he is also looking for a little praise and wants to know how he is doing; he was certainly listening when he got his First Aid card as he knows how to apply that knowledge.

Then, from the same people we hear them saying, we would like to help him, but he is only interested in the paycheck. Comes to work late, takes time off without calling in, has a very bad attitude. He will always be standing around talking with the other employees keeping them from doing their work.

## Club Fair Key Event

**By NICK CARLSON, Coordinator**

The Merced Rotary Club held its annual Career Fair at the Merced Fair Grounds on May 9-10. This annual event is for graduating seniors from six High Schools in the Merced area. 1200 Seniors visited about 50 booths representing a variety of trades and professions that might be available to the students after graduating from High School.

We had the Operating Engineers J.A.C. banner flying in a booth shared with the Flintkote Co. of Merced and manned by their General Supt. Sid Hassen and Sales Mgr. John Jefferies. They spoke to the students about work in their various Rock Plants and on the construction jobs that their company is engaged in.

We explained the Operating Engineers Apprenticeship Program to the students, after which we answered questions.

### Reservations Open At 6 National Parks

You can now reserve summer camp sites at six national parks. The National Park has started a reservation system so campers will not be turned away. The parks include Yosemite, Yellowstone, Grand Teton, Everglades, Grand Canyon and Acadia, with a total of 4,000 sites.

Other national parks will continue on a first-come, first-served basis.

To make a reservation visit one of the 1,000 computer outlets at American Express offices, Ramada Inns and at many Hertz Rent-A-Car agencies.

Campers pay for their sites in advance plus a \$1.50 service charge. Reservations by mail will be accepted. Write to National Park Campsite Reservations, P.O. Box 13802, Phoenix, Ariz. 85002.

## Study Explores Workers' Dissatisfaction in the '70s

"Today's worker wants more than money. He wants to be freed from the dehumanizing effect of technology. He wants a job which allows him to retain his self-respect and individual dignity."

These are some of the conclusions reached by two economists, Harold L. Sheppard and Neal Q. Herrick, on the staff of the W. E. Upjohn Institute for Employment Research.

They studied the result of three national surveys among two specific groups of workers: the white-or blue-collar worker who belongs to a union, and the young worker.

The conclusions were published in a 222-page book, **Where Have All the Robots Gone?—Worker Dissatisfaction in the '70's**.

"One thing is clear," the write, "from the comments of these men and women: something must be done, and fast, not only for the benefit of the individual worker himself, but also for general society."

They found that young workers, 21-29 years of age, "know more, earn less and tend to belong to unions. Very young workers, 16-20, tend to be white, female, blue-collar and non-union."

With the exception of young workers who earned over \$10,000 per year, the authors found, "significantly more young workers than workers over 29 years of age expressed negative attitudes toward work."

Young workers were largely unhappy with the "value" of their work, their pay and their chances of promotion.

"The most significant differences in their work attitudes and value (and apparently in actual work situations)," the authors found, are attributable to age. The young worker has different work values than do middle-aged and older workers.

In light of the contrasting values and feelings and aspirations of young workers, two possible solutions are most frequently talked about:

1. The structure of work should be changed to accommodate young people, or
2. Young people should change to accommodate the structure of work.

The authors, themselves, believe that "the existence of deadening, numbing and individually

constraining work in the past is no argument for its continuation in the future."

The potential for change, they say, depends on the attitudes of young people who in a few years will be the dominant group in the labor force.

"If young people are willing to adapt and to accept the values of the hierarchical work situation (seeking their place in it and striving to improve their situation step-by-step), we can be assured that little attention will be given to restructuring work."

"If, on the other hand, young people draw the line and demand that their unions reorder bargaining priorities and that their employers give them a voice in shaping their work lives, then at long last we may see an extension of our democratic principles in the work place."

The authors pointed out, however, that the problem of work is not limited to blue-collar workers. It is there from the top executive level on down.

The authors have this advice for parents: "If you want your sons and daughters to have the very best chances for work satisfaction, advise them to prepare for a career in construction," or go into business for themselves."

Where Have All the Robots Gone? by Harold L. Sheppard and Neal Q. Herrick, W. E. Upjohn Institute, Washington. The Free Press, New York, 222 pp. \$7.95.

### Booklet Is Available

A 12-page booklet describing manpower training and placement programs being conducted in rural areas with U.S. Labor Department's funds is available free. Write the Manpower Administration, U.S. Dept. of Labor, 14th and Constitution, Washington, D.C. 20210.

## Save Other Injury

### Keep Safety On Your Mind

**By ROBERT HOBBS, Coordinator**

Construction will only be as safe as you make it. Not all people you work with on the job practice safety. This means that you must do more than your share, to prevent injury to others or to yourself.

One of the most common causes of injury fall under the classification of poor housekeeping. The following are several examples: Lumber laying around, creates a two-fold danger; one, it could cause a fall or it may be run over by equipment throwing splinters every direction, perhaps straight into an eye. Grease and Oil spills can be found everywhere, especially around a job site. For example various track mounted backhoes, that are not in good repair, can and do leak

a coating of oil on the tracks, which is not always apparent until it is too late.

A slip or fall from an oily track can cause a serious accident that may be all over for you before you have even had a chance to notice that spot of oil. Check out that piece of equipment before you start to run it. Equipment parts, tools, nuts, and bolts, all of which are usually harder than most peoples heads; can and do cause injuries. For instance a Porta-Power left on an edge of a jaw-crusher is inadvertently knocked over on a man working below. If the man is fortunate enough to be wearing a hard hat it will probably only mean a trip to the hospital, if not, it may prove to be fatal.

Everyday there is always some point stressed about our environment. Therefore, let us try to stress a safe working environment around each other.



## Local Contractors Gain Lion's Share of Jobs

By KEN GREEN and  
BOB HAVENHILL

The Robert L. Helms Construction Company working on Hwy 299 to the college is having its problems with the environmentalist. It is our understanding that seven individuals got together and filed a petition with the county to stop the company from putting up a portable crushing and screening plant on the creek. They apparently think this will be setting a precedent when actually the precedent has already been set by many other construction firms who have set up temporary plants and then removed them. This goes back again where the minority is doing the screaming and the majority is sitting complacently by.

The dirt work on the project is moving along rather smoothly. Brother Lee Ellison is grader-setter and Job Steward, with 24 other Operating Engineers on the job, 14 from Nevada, 10 from District 7. If Helms good luck holds he will have all the potato dirt moved by August.

Lou Jones Construction Company sub of Robert L. Helms has moved on the project to start the seven bridges and over-crossings.

Widening of Enterprises four corner intersection will probably be underway by the time this goes to press. J. F. Shea Construction Company won the \$63,432 contract and was the lowest of four bids submitted. The project will result in Hartnell Avenue and Churn Creek Road being from two to four lanes at the intersection.

Lema Construction Company is just about to finish up their Ashby Road project. The widening of Ashby Road between El Cajon Street in Central Valley and Churn Creek bridge in Enterprise will eliminate a narrow, crooked street and enhance a smoother flow of traffic through the area.

North Valley Construction Company of Redding successfully bid on several projects and is presently working on Rodway Chevrolet, Redding Toyota and most recently was low bidder on the new truck stop to be built on Knighton Road. Richard Guenaro, a long time member of Local 3 and principal owner of North Valley, is a community minded individual who is sponsoring a Little League team in Cottonwood. Hank Waits, Grievance Board Member, manages the team.

By BOB HAVENHILL

The work picture in the north end of the District has just about peaked out, with all of the major contracts already let. We are glad to say that most of those contracts were let to local contractors, the most outstandingly successful firm being O'Hair Construction, Inc., out of Mt. Shasta. O'Hair picked up two large paving jobs (Hwy 96, Happy Camp to Horse Creek and Hwy 44 in Lassen County) on the same day. These two contracts amount to more than a million dollars.

Joe Ramos Pipeline Construction has run into hard digging on their Burney sewage job, as expected. They plan to drill and shoot ahead of the trenching operation in order to break up

the lava flows before their Hopto 900 gets to them.

Byars Construction Company out of Nevada has started on the Fall River Mills, McArthur water job, have a full crew going and expect to wind up sometime late summer or early fall.

Robert Moore Construction (successful bidder on the Burney Sewage Treatment Plant) has sub-contracted the earth work to Spike Voudouris Construction out of Sacramento. Spike is expecting to have to shoot around 12,000 cyds to get the ponds to grade.

Gordon H. Ball, Inc., have started their C.T.B. operation on their Hwy 5 job at Weed with Brother Manuel "Peaches" Spesard the Foreman. Bro. Jim Kelley is the "Shifter" over the finish spread ahead of the C.T.B. crew.

C. K. Moseman Construction Company is going strong on their \$1.3 million bridge job over the Salmon River in Siskiyou County. If you don't think Operating Engineers have become more efficient with the advent of bigger and more sophisticated machines, consider the fact that on this bridge job there will be less than ten Engineers employed from start to finish. Bro. Billy Joe Wright is the Crane operator and the Job Steward on this project.

The Hughes and Ladd, Inc., and C. R. McConnell J.V. on the Hwy 5 job at Hornbrook is progressing according to schedule with Vickery expected to move in to do the white paving in June or July.

Several "Town Meetings" were held in the areas in the last month at which time many of the Brothers were able to get answers to their questions and solutions to their problems. We will have these meetings as long as the members continue their interest and attendance. If you haven't attended a "Town Meeting" please call the Redding Office for the date and location of the next one near you.

## Old Day Gone

(Continued from page 3)

poor conditions drove good men out of the merchants marine and bred even worse conditions. Hobo crews became the norm and the incompetent men had to be driven to work with fists and belying pins.

The sailor's life, in more instance than not, became an agony of hazings and beatings. "Belying pin soup"—bushings with a pin or marlinspike—became "derigeur."

Life for a merchant seaman was hell afloat and purgatory ashore. The morally bankrupt shanghaiers saw nothing but golden profits in the buying and selling of men against their will.

A whole evil fraternity grew up in San Francisco, including Nikko, the Lap, Shanghai Brown (who was eventually shanghaied, himself, by his wife,) Shanghai Kelly and John "Chicken" Devine, an ex-pug and murderer who fought with a hook on the stump of his arm after Billy Maitland, a fellow shanghai, chopped off his hand in a brawl.

Legend says there were members of the gentle sex in the

See SHANGHAIED Page 11

## San Jose Keeping Job Pace As Small Jobs Fill In Gaps

By DICK BELL, District Representative; JACK BULLARD, JACK CURTIS, TOM CARTER and ROBERT FLECKENSTEIN, Business Representatives.

By JACK CURTIS

At the time of this writing, work in the southern part of District 90 is very good. There are a lot of small jobs. The Rob Roy Junction Project will be in full swing by the first days of June. Granite Construction Company is the prime Contractor; Ferma Corporation, a subdivision is doing the clearing. This project will employ approximately 35 brother Engineers at its full peak.

Milburn Construction Company is finished excavating on their freeway project at Fort Ord and is moving their equipment to a project in San Jose.

Brothers, the work is right here in Monterey and Santa Cruz Counties, but we need your help to get these jobs going and the only way we can do this is by attending the City Council meetings, Supervisors Meetings and Central Coastal Commission Meetings. Several projects have been denied. The Wilder Ranch project is an example of this. This project would have created work for all crafts for about 25 years. The State is talking about buying the land for a future park.

The Frederick Street Harbor View Condominiums project was denied by the Central Coastal Commission. This job would have run approximately 6 million dollars. We see the same faces at all the meetings. It seems like they have a big influence over our elected people and want to live off of our taxes. The agents from all crafts attend these meetings but we have not shown enough strength; we urge you to help us by attending these meetings, and voice your opinions. Meetings are listed in your local newspaper. If you cannot attend them, have your wives attend and show that we are concerned taxpayers and this is our very livelihood and we need the work. We have a good point there and we can probably defeat them.

By JACK BULLARD

SANTA CLARA COUNTY WEST OF HWY 17, ALSO SURVEYORS, TECH. ENGINEERS AND TESTING AND INSPECTION.—Bill Kissel, his pretty wife Pat, daughters Jean and Loris, son John, all attended the Lexington Hills Association meeting at Lakeside School, Black Road, Los Gatos. Brother Aaron Gomez, wife and mother were with us also. This Association supported Assemblyman Frank Murphy's bill to remove Highway 17 from the California Freeway program. We opposed it. More of you and your wives and kids should attend these meetings with us. Leave a message at the hall if you are interested.

Ray Allen pinched a nerve in his hip, he is lame for a while. When you read this, he will be back to work. Charlie Hodson has picked up a real problem. If you know him, call him. If you can't find his number, leave a message, we'll put you in touch with him. Jim Cossey got a

really bad whiplash at work, damaged the vertebral discs in his neck. First operation did not help, they will go in again soon, this time from the front. He is one of the best hands we know in loading out trucks. Worked all over the world, knows the pipeline game too.

Ralph Larsen & Son have two projects in this area. Over four million dollars at the El Camino Hospital expansion in Mountain View, over two million dollars at the dental facility at Naval Air Station, Moffett Field. Peter Kiewit and Sons driving piles for Larsen at Moffett now, Jim Reynolds & Associates providing pile inspection. Speaking of Moffett, the ARO contract soon due to negotiate, where we run the wind tunnels at Ames Research Center. John Cole, is the steward there.

By ROBERT FLECKENSTEIN

The work in District 90 has picked up considerably since our last publication. Just about everybody is off our Out of Work List. The work picture is very good with a lot of jobs going on, but we can't stress enough the importance of getting behind our special committees to help combat the environmentalists. They have a well organized group getting out to the City Council Meetings and Planning Commission Meetings to stop any if not all construction throughout the State. These people come to these various meetings well prepared with facts about each project that is going on in different areas. We as agents can only do so much. These people sitting there are only looking at one thing and that's where the votes are coming from. They will listen to a group and out vote a couple of agents standing there talking about how we need the work and are also interested in the environment or the population problems, facing us. What we need is for you brothers and your wives to get out to some of these meetings and voice your opinions and get together as a group. We help put these people into office and if they start seeing a group of people at these meetings that represent labor, they will start listening a little more positively to us. If you need more information about these meetings, you can contact the agents throughout the District.

Work conditions in the area are at their best. All the contractors have their crews busy and a backlog of work to keep them busy for the rest of the year.

Granite Construction has started moving some dirt at the Rob Roy Junction job and have quite a few brothers working. They also have a lot of work in all their branch offices.

Floyd Fleeman Construction Co. started their over lay job in Pacific Grove with Harold Fleeman pushing the job. They have all their crews working. E. A. Butler is doing a job on Highway 101 by Gonzales, Valley Crest is just about done with these landscaping jobs in Salinas. This was a good job for a couple of months. We would like to welcome J & J Steel Erectors and Fabricators to the organization. They just signed up with

the Union. All the concrete plants are going full bore and the equipment shops are keeping all the brothers working and getting in some overtime.

By TOM CARTER

On May 22nd the dedication ceremonies for the opening of the new Morgan Hill and Gilroy by-pass Freeway were held. This is a 15-mile section of new freeway by-passing Morgan Hill and Gilroy, that was three years in the making at a total cost of about 30 million dollars.

Hood Corporation has started construction of the Evergreen pipeline for the Santa Clara Flood Control and Water District in East San Jose. The contract requires that Hood furnish all labor materials and equipment to construct a water supply line consisting of 48 inch, 42 inch, and 35 inch pipe for a total length of approximately 6½ miles. The line will extend from the district. Piedmont Valve yard South along Piedmont Road and White Road to the intersection of Aborn Road. Work includes the installation of all pipe and valves, structures and tunnels under the big intersections. The present schedule calls for the installation of four tunnels which range from 54 to 72 inch bores. The work on the South end of the job was started by the middle of April and their schedule calls for completion about the end of November this year.

## Court Rule

(Continued from page 1)

on at separate locations and "no bargaining was conducted at any unit with regard to wages, terms or employment conditions at other locales."

Furthermore, the 3rd U.S. Circuit Court of Appeals indicated, the union negotiators had every right to insist on a modification of the no-strike contract clause so as to allow workers at one plant to support workers at another plant. And it was also free to insist on a "most favored nation clause" in which contract improvements negotiated in one plant would be incorporated in the contract the same union has at another location.

The court did not deal directly with the management and NLRB claim that the union illegally conditioned settlement of the copper strike at Arizona locations on approval of the terms by the multi-union Nonferrous Industry conference and settlement at other locations. "It is clear from the record that no actual delay occurred as the result," the appellate court noted.

In refusing to review the decision, the Supreme Court ignored the plea by the NLRB that the appellate court decision "would permit labor organizations in major industries to resort to tactics to expand the scope of bargaining beyond established units and thereby impede the negotiation of agreements."

Also joining in the futile effort to persuade the Supreme Court to review the case was the U.S. Chamber of Commerce which said it was "imperative" that the decision be reversed.



## Dredging Still Big Topic In Crescent City Jobs

By RAY COOPER  
District Representative  
and  
GENE LAKE  
Business Representative

**WORK PICKS UP IN CRES-CENT CITY AREA**—Umpqua River Navigation Company has begun the inner harbor boat basin job in the Crescent City harbor. First phase is the dredging, being done by Western Pacific Dredging. The dredge "Pol-hemus" started digging the first of June and has approximately 650,000 cubic yards to pump. Umpqua is moving in their equipment.

Umpqua River Navigation Company was also low bidder (not yet awarded) on the outer harbor jetty at Crescent City. Engineers estimate was \$1,080,000. Umpqua River Navigation bid \$1,479,950. Next low bid was Western Contractors Corp. \$1,480,000. Wow! how close can you get! More on this project later, but we understand the work scheduled for the first year will be to repair the damages on the jetty and placing of the rock, with the construction and placing the dolosse in the second year.

Low bidder on the Scotia bridge was C. K. Moseman with \$5,108,821. This project will consist of two parallel bridges across the Eel river connecting Rio Dell and Scotia and includes the approaches.

Redwood Empire Aggregate has picked up a number of small projects that keeps their normal paving crew busy as well as their plant in Arcata and their North Coast Paving crew in Crescent City.

Mercer Fraser Company has called back most of their normal crew of 50 to 60 Engineers and has work covering Humboldt, Del Norte, Mendocino and Lake Counties.

Excavation work is underway in Eureka for a 145 unit Red Lion Motel with Thunderbird Motor Inn Klamath Falls, Inc. doing the work.

W. Jaxon Baker on Highway 101 at Benbow is making the dust fly again after a long winter shut down. This is our only dirt job of any size. Earth moving should be completed about August 1st. The project is under the supervision of Brother Gale Easley and the crew is practically the same as last year.

Art Burman is off to a good start with three jobs under way. He has some rigs working in Lake County for Mercer Fraser carried over from last season. In the Dinsmore area, in eastern Humboldt County, he has started the clearing on the Forest Service road job at Buck Mountain. Art broke ground at Spruce Point on a mobile home park expansion project recently.

Northeast of Crescent City, Watkins and Bortolussi have started their beautification project on Highway 101. They are using a Gradall equipped with a drill to dig the holes for planting of shrubs. The total cost of the job will be \$62,116.

At Sunnybrae L. J. Duarte is doing the underground work for Far West Properties, Inc. on a apartment complex. Completion is scheduled for September, 1973. Four members are employed here.

Earl Nally is trying to get started on the Fieldbrook-McKinleyville project. There remains some dirt to move plus some storm damage to repair before Redwood Empire Aggregate can move in to put down the remainder of the base and finish paving. Nally also has the frontage road to do on the Lew Jones bridge project at Rio Dell. This will amount to about a couple of weeks work for the scrapers.

Well, Brothers, with the exception of the numerous small jobs, that pretty well sums up the work situation here on the North Coast. We are keeping our fingers crossed in hopes that the many small projects rumored to be let out to bid this summer will materialize.

## Shanghaied

(Continued from page 10)

business, too, in the persons of such darlings as Miss Piggott and Mother Bronson. These were two hoary and hardened haridans who saw a gold mine in shanghaiing.

But the buck mates and masters afloat exceeded their colleagues ashore in brutality. William Watts should go down in the annals in infamy. As first mate of the bark "Gatherer," he made her a floating hell and saw to it that the beautiful vessel's decks had fresh blood on them every day of the three-and-a-half months passage to the Golden Gate.

But even worse was Frank 'Sunrise' Harris. When the Sunrise reached San Francisco in 1873, the first mate, Harris jumped ship immediately and went underground. Small wonder; fourteen of the crew had been severely beaten; one was blinded; and three had committed suicide enroute to San Francisco rather than endure the sadistic mate any longer.

Arrested in a Clarence Place hideout Harris was arraigned on 106 counts of cruelty which were later reduced to seventy-one. He was convicted on a near-record twenty-four counts but was let off with a mere four years in San Quentin, without hard labor. Actually, he served less than three years before U. S. Grant gave him a presidential pardon.

The apparent immunity of these men led Henry George, the fighting editor of pre-Single Tax days, to join the sailors in their fight for civil rights. Soon, Robert LaFollette carried their case to the U. S. Senate.

But the war against shipboard bullies and Embarcadero shanghaiers would have to be won by the sailors themselves. Unionization was their weapon and their battleground was the Embarcadero. Their allies were an awakening humanitarianism in the public and a growing interest in their plight by national and state legislatures. Even so, it was 1915 before they received their "bill of rights"—The Seamen's Act.

Victory was achieved over shanghaiers and buckoes due to the efforts of two men, Walter Macarthur, editor of the Seamen's Journal (who not only ran pictures of shipboard brutality in his paper but who created "The Red Record," a running

## Fresno Still Shows Strain

By CLAUDE ODOM,  
BOB MERRIOTT and  
HAROLD C. SMITH

**WORK PICTURE LOOKING GOOD!**—The Granite Construction Co. is employing several engineers on their Westland Water District pipeline project on the Westside. This project is made up from three different contracts and covers an area from five miles north of Kettleman City in Kings County to Russell Avenue west of Mendota in Fresno County at a cost of over \$20 million.

The Westland Water District has scheduled another \$9 million project in June and a \$15 million project in December.

C. R. Fedrick Co., Inc. has set up their yard and office at Interstate 5 and Highway 198 in the Coalinga area and will employ approximately 20 engineers at the peak of their project. This contract calls for over 60 miles of pipeline and 9 pumping stations at a cost of over \$7 million.

Perini Corp. employs several engineers on their project in the Five Points and Huron area. Under their present schedule, they will finish in the Five Points area in late July or early August. They will then move to the Huron area with a completion date late this year or early 1974.

**GROUND BROKEN FOR NEW SAINT AGNES HOSPITAL**—The American Paving Co. broke ground the middle of May for the new Saint Agnes Hospital on Herndon and Willow Avenues in Fresno. As soon as the dirt is moved, the W. M. Lyles Co. of Fresno will put in the underground.

**WORK ON HIDDEN AND BUCHANAN DAMS BACK IN FULL SWING**—Perini Corp. on Buchanan Dam has been working their dirt spread 5-10's and have put quite a few engineers to work.

Perini over on Hidden Dam has called back most of the brothers who were laid off during the winter. They are working 5-8's but may go to 9 hours later on.

Kirst Construction has finished all the dirt on the Freeway 41 job and have moved their 651 out.

E. H. Haskell has started back on their Highway 99 job at Madera. This will be good for about four months and will keep approximately six engineers busy.

tally of the atrocities which boldly named names on the front page,) and his boss, Andrew Furuseth, Sailors' Union president. Macarthur's idea of turning "The Red Record" columns into a booklet was sheer genius. He placed copies in all the major newspaper offices of the nation and on the desk of every senator and congressman in Washington. But even more important was Furuseth.

Andy Furuseth was a poor immigrant Norwegian sailor before the mast who was "shanghaied" by his shipmates into taking a desk job. He is the hero of the long battle. Furuseth fought on decks, on docks, and in the halls of Congress. He gave the sailors honest and determined leadership.

## Marinites Can't Have Cake And Drink Their Water Too

By AL HANSEN

**WORK STOPPAGE IN MARIN**—Organized Labor in Marin staged a work stoppage on Thursday, June 7th to protest a proposed ban on all new water connections and to question whether Marin is really facing a water shortage, and whether the water district has the right to deny service to new connections. With support from the Central Labor Council, a contractors' association, and the Marin Builders Exchange, the building trade workers got off at noon and proceeded to the Civic Center for a 2 p.m. rally with speakers from labor, contractors and public officials slated to talk about the economic effect of the proposed ban. The rally, including 4,000 construction workers, preceded a scheduled public hearing on the water district's plan to stop new connections which was held at the Supervisors Chambers.

On May 23rd, 500 from the construction trades staged a protest at the Marin Municipal Water District office in Corte Madera, carrying signs opposing the ban, which the water district board approved on a temporary basis, and is now considering making permanent. Directors who favor the proposal claim the district is in the throes of a serious water shortage and that such a freeze, which would halt most development in the county, is necessary to protect existing water users. "No water, no jobs, no money," one sign read. "I like beauty myself, clean water, green grass, clean air, but I need work," proclaimed another, and others carried similar messages. The protestors marched in front of the district office for almost an hour, then jammed and overflowed the district's meeting room as the board met to consider the freeze further. The board declined to act, or even indicate its intent, on the controversial question. Instead, directors agreed to think about making some minor changes in the moratorium ordinance, then act on it at a special meeting June 7th.

A \$6.8 million transmitting and receiving station for a domestic communications satellite system is being planned for a site in Western Marin County about five miles east of Tomales Bay. American Telephone & Telegraph Company is seeking approval of this site, and it is planned as one of five across the country that would increase the phone company's capacity to handle long-distance calls.

Rezoning for a 96-unit town house development next to the Washington Square Shopping center in Petaluma has been granted to Quantas Development Corporation by the Petaluma Planning Commission. The company plans to build condominium units first and then a larger subdivision, including single-family homes.

A multi-million dollar project of Ernest W. Hahn, east of Highway 101 in Corte Madera has been receiving quite a bit of opposition.

**MARIN WATER BOARD HAS MILITARY PROBLEM**—A spokesman for the Sixth Army expressed some fears of a security problem if Marin County officials cut off water to three

southern Marin Army bases. Much of the problem was a classic case of Catch 22, with the Marin Municipal Water District being caught in a contradiction of its own making.

Forts Barry, Baker and Cronkhite, as well as several other sites, are outside the water district's formal service area, but are supplied under "surplus" contracts with the water district. But the water district has declared a water shortage and gone as far as to prohibit any new hookups in the district.

Since the board has declared a water shortage, it would appear the board cannot at the same time find a surplus. Water to the bases as well as to other areas including a trailer park and a shopping center near Hamilton Air Force Base should be cut off in the first six months of next year.

About 200 Army housing units use the water, and one big problem may be the need for water at air defense missile sites on the bases. This could be a "security problem."

## Santa Rosa

(Continued from Page 5)

gineers on this project.

Lange Bros. Const. in Lake County with numerous road and subdivision jobs.

Mercer-Fraser about 75 per cent complete on Hwy 20 work near the Highlands.

Syar & Pacco continue to work a number of engineers at the Indian Valley Dam, but probably for this year they have peaked out at 40 engineers.

Ebert-Spartan on sewer work at the Highlands.

Mission Pipe Co. just starting their portion of a sewer plant project at the Highlands.

Slinsen Const. with a lot of subdivision work plus some road in Napa County.

Harold Smith & Son with driveways, etc., and a lot of agricultural work around St. Helena.

**ECOLOGY—ANOTHER JOB DELAYED!**—The U.S. Army Engineers responded to pressure from the environmental groups and have agreed to delay new construction at the \$100 million Warm Springs Dam site. This decision could delay the big project another year. The job in question is a \$10 million tunnel job which was supposed to have been bid on June 6th. It will now be withheld pending an environmental impact statement.

Guess who objected? The California Sierra Club and the Environmental Defense Fund of Berkeley, who claim the corps is violating federal law on the dam prior to completion of the environmental impact statement.

The blood bank continues to just barely stay alive by an occasional donation. Please try to find time to donate, for it is very reassuring to the members to know that there is blood on deposit when needed.



## Season Moves With Alacrity As Oakland Hopes On Rise

**HERMAN EPPLER, District Representative and Business Agents GUY JONES, RAY MORGAN, RON BUTLER, JOHNNY RODGERS, ERNIE LOUIS, ROY QUILLEN, HENRY MUNROE and WM. DORRESTEYN**

The Survey Firms and Testing Labs are making up for the bad winter in a big way. Practically everybody is working and some firms are having difficulty finding competent help.

The Central Contra Costa area is busy. There are no outstanding jobs of any size, but a number of small ones are scattered throughout the area, keeping the Brothers busy.

The Foothill high school project in Pleasanton is coming along very well now that the warm weather is with us. The High School is approximately 70 per cent complete and a lot of the work left to complete is landscaping and parking lots.

Elliott Homes have broken ground for more homes about Vineyard Rd. in the Vinehill Track. J & M Pipeline is laying the underground.

Silva Bros. are doing well this summer after all the bad luck they have had. Both brothers (Herman & Lawrence) passing since the first of the year has left the Company to be managed by

the Father. They have quite a bit of work lined up for this season and are now employing about 15 Operating Engineers. We hope that all goes well for those concerned with Silva Bros. Const. Company.

The P. Kiewit Freeway project located on Highway 17 thru Fremont is now in its final stages, with the brothers working there getting some overtime. The concrete patches in the center lanes must be put in at night between 9 p.m. and 4 a.m. This has made some good pay checks during those few weeks.

We are still involved weekly with ecology meetings to try and work out the differences with the (no-growth) people throughout the counties. We certainly appreciate the help of you brothers who have taken an active part in some of these meetings. It is participation of the citizens of each respective city that make the city councils sit up and take note. The concern is growing rapidly and Mayor Jack Pemintal of Fremont along with the City Council informed us at council meeting recently, that they would do all they could to help us. It is important to have a purpose and attend meetings with us whenever you can.

Hopefully this season will be long and prosperous.

## Sacramento In Full Swing

**By RALPH WILSON, Dist. Representative; AL DALTON, AL SWAN, MIKE WOMACK, DAVE REA, KEN BOWERSMITH, Business Agents**

Gibbons & Reed are moving into full swing on Interstate 80 job with two shifts of mechanics and one shift on dirt. This project will keep many engineers working throughout the season. Haines mountain road job will be up for bid soon, approximately 3 miles, Auburn By-pass from Interstate 80 to Hiway 49. Hanson Brothers are back in full gear and going strong on the Forest Hill job. There are many small jobs starting up all over the district and this makes for potential problems, so, give the business representatives your support if you see a violation. Call your Union.

In the mountain area, the City of Placerville has lots of construction going full speed at this time moving material, with the Joe Vicini Construction getting ready to build a large building in downtown Placerville. The 160'x120' building will have an elevator, 15,000 sq. ft. on ground level, 21,600 sq. ft. on the second floor and 18,000 on the top level, also parking. Can you imagine an elevator in old Hangtown?

Leo Albusche, another developer in the city of Placerville has also got Joe Vicini Company doing a large excavating job in town for a big shopping center in the area.

Gordon H. Ball on the South Canal has called a number of our engineers back to work.

Henningsen and Son are very busy with the rock plants and will haul the concrete to different places through El Dorado County.

Norman Henningson and his son-in-law, Carroll Rogers, are the ram rodders to this organization.

The business agents want to thank all the brothers throughout the area of El Dorado County and also down Hiway 50 for the good town meetings we have had in the past. We think this will continue, which is good for the brothers.

**Remember:** Our Blood Bank still needs your continued visits. Our thanks to the following who have given their blood lately: Albert Floris, Alan Patrick Ireland, Leonard M. Simmons.

Ball, Ball & Brosmer got the contract for 3 miles of I-5 south of Teichert's portion. Moseman and Dubach got the last 3 miles. Ball, Ball & Brosmer's share was 5.5 million dollars and Moseman and Dubach's share was 7 million dollars.

### Aptitude Test Booklet Now Made Available

A 14-page booklet "Doing Your Best on Aptitude Tests," offers helpful hints for taking aptitude tests administered by the state employment services, schools, or private employers. This U. S. Labor Department publication is available in English and Spanish, from the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402.

## Sidewalk Supers Love Giant Spider Now Working Pacifica

**By BILL RANEY and RICHARD WEIGEL**

Healey Tibbets Co.'s fishing pier on Pacifica Beach has had many "Sidewalk Superintendents" since the start of construction but this project has its own crew of "live-in" Seaside superintendents. A pair of very friendly whales that seem to be permanent residents of the immediate area greet the crew of workers every morning, stick around until work gets underway, the "spider" walks into position, then after assurance that the crew is indeed busy they head out to sea for awhile.

This procedure is repeated daily and it is routine for the crew of the "spider" to greet their friends from the sea each morning as they begin work. We are told that one of the "seaside supers" lifts his head out of the water, at times within fifty feet of the spider, to observe construction procedure with his companion in the same area apparently taking notes. After lunch break the whales are usually relieved by a pair of seals who take over as "spider watchers." The foregoing can be verified upon request.

Ruben Virgil is job steward on this project and operates the "spider." Barney Hammond, operator of the Manitowoc crane/pile driving rig and his oiler

"Red Drennan, Evan White is the pettibone handi-crane operator.

Progress on the pier has been good, the pier is now out over seven hundred fifty feet from shore with another two hundred fifty to go, at which time a right angle spur of one hundred twenty feet will be built headed north. This phase of construction will be completed by July 1, when the pipeline construction phase will begin. As reported before, one of the purposes of the pier is to support the outfall pipeline for the new Pacifica sewer plant.

It is certainly a relief to all of us in the San Mateo area to be able to report that our out of work list is shrinking daily, orders for some classifications are becoming very hard to fill and the orders keep coming in.

As for as the present status of the Devil's Slide project it is still stopped by court injunction but still sliding too. The injunction is in turn under lawsuit by the Dept. of Public Works and the County of San Mateo. Early in May it was estimated by a spokesman from California State Highway Dept. that it will be at least seven years before construction can begin on Devil's Slide Bypass. Our question is, can we afford to wait even one year for this much needed road?

## Dear Consumer

# Don't Wait To Lose Weight

**By Virginia Knauer**

**Special Assistant to the President  
and Director**

**White House Office of Consumer Affairs**

A luncheon salad and black coffee may cost, let's say, \$1.06. With your change, you get four pennies. You see some candy, such as chocolate mints, next to the cash register and decide to get rid of the pennies. The cashier says two mints cost four cents.

The U.S. Department of Agriculture says those two mints will cost you 90 calories.

That was just one eye-opener I found in the department's booklet about calories. Flipping through the pocket-size booklet, I found that a big handful of those corn chips that I love cost me about 230 calories. Fortunately, the nutritionists of Agricultural Research Service did not list the calories for my favorite recipe, corn pudding.

But the *Calories and Weight* booklet did give me a lot of easy to understand information about weight—both losing it and keeping it off.

The government's nutritionists say crash and fad diets may be bad for your health and generally do not lead to permanent weight loss.

The best way to lose weight, according to the booklet, is to make small changes in your eating patterns while still including foods from four basic food groups: milk, meat, fruit/vegetable and bread/cereal. This way, although weight loss is gradual, you can slowly shift your eating habits away from high calorie foods.

The main help of the booklet is the listing of calories for most

foods normally served or available for snacks. For example:

- One-eighth of a 14-inch plain cheese pizza has 185 calories;

- One-half cup of chili con carne without beans has 255 calories—that's right, without beans 255 calories (without the beans, you get more ground beef, which has a higher calorie count);

- Ham on rye has 240 calories, but with cheese and mayonnaise on that sandwich, it goes up to 445 calories;

- One of those light and airy doughnuts (sometimes called "raised" doughnuts) has 175 calories compared with three ounces of lean round steak that has only 165.

To help those who can't picture what that size steak looks like, *Calories and Weight* has a special feature—actual-size drawings of typical servings of meats.

If you want to do something about those extra pounds, don't wait to lose weight. You can get a copy of *Calories and Weight* for 30 cents by writing to Consumer Product Information, Washington, D.C. 20407.

## NLRB Forbids Employer to Give Union Members Special 'Lecture'

WASHINGTON—The National Labor Relations Board has told an employer to stop singling out union members for special lectures on plant rules and penalties for violations. Such special meetings are "invidious" and "coercive" and constitute an unfair labor practice.

The decision came in a case brought by the International Ladies Garment Workers against Greenfield Manufacturing Company, a division of Kellwood Company of Greenfield and Dresden Tennessee. The company also was told to stop a number of other unfair labor practices against the union.

What happened was that the company called a special meeting of 34 union members who were summoned from their workplaces and were read a prepared speech that, among other things, told them that "you and other employees in this plant must not let your efforts either for or against the union interfere with your work, the work of others, or with plant rules."

A spokesman for the company further warned them that "you will not receive favored or privileged treatment and you will be subject to disciplinary action, including discharge . . . if you violate plant rules and regulations."

The Administrative Law Judge found that this special lecture was not violative of the Labor Management Relations Act on the theory that union members at times assumed special privileges for themselves, but a three-man panel of the NLRB disagreed.

"In our opinion," they said "the modus operandi used by the com-

pany in arranging this separate, exclusive assembly of announced union sympathizers appears to be more antithetical to these employees' rights than the actual content of the message read to them.

**"We find that this singling out of union supporters by calling them out from the midst of their coworkers to attend such a special meeting is invidious, and that it amounts to discriminatory treatment of them and is thus coercive."**

In addition to telling the company to cut out its other unfair labor practices such as interrogating workers about their union activities or threatening reprisals, the company should also agree not to summon pro-union employees or organizing committee members from their work stations to give them special lectures on what would happen to them if they did not obey company rules.

### Report Analyses Hospital, Surgical Insurance Coverage

Approximately 77.8% of the U. S. population under 65 years of age had hospitalization insurance in 1970 while 75.2% had surgical insurance, according to a report by the Department of Health, Education, and Welfare.

North Central region of the U. S. possessed the highest percentage of persons covered by hospitalization insurance (84.0%) and surgical insurance (81.2%). Lowest percentage of persons covered by hospitalization (71.6%) and surgical (69.6%) insurance occurred in the South.



## Credit Union Notes

# Look for Finance Charge and Annual Percentage Rate

That's the best advice we can give to credit union members.

Truth in lending, requires all lenders—whether credit unions, banks, car dealers or furniture stores—to state the true cost of credit. Lenders must use the same exact language, and the same terms, notably the Finance Charge and the Annual Percentage Rate (APR).

It gives the consumer an accurate basis for comparison of actual credit cards.

But truth in lending can't help the consumer if he doesn't read the required disclosure statements. That's why we keep repeating the age-old advice: "Read the papers before you sign."

In looking at the Finance Charge, remember that it must include all additional charges over and above the cash cost, if the charges are required as a condition of the loan for financing agreement). That includes insurance premiums if the insurance is required by the lender. Check carefully to make sure all charges are included because they affect not only the dollar cost but also the Annual Percentage Rate.

We would like to remind you that in cases where a mortgage is taken by the lender on your real property (such as a typical home improvement loan), you have the "right of rescission" which gives you three days to change your mind and call off the deal.

Members who feel they have been "taken by a lender are urged to get legal assistance. (Here's where it's important to keep the copies of the transaction the lender is required to give you.) Consumers can sue the lender for twice the Finance Charge plus legal fees if truth in lending has been willfully violated.

Of course, if you do all your borrowing at your credit union, you don't have to worry—credit unions have always "told the truth" in lending.

### Camper Choice Depends on Family Needs, Trip Plans— and Your Money!

With hundreds of campers on the market from tiny tag-along trailers to 40-foot motor homes with air conditioning, carpeting and stereo, the choice you make depends on your family needs, your vacation plans—and your budget.

Camping vehicles come in five major types. The simplest, and least expensive, is the camping trailer, costing \$400 to \$3,000 depending on options. They're easy to haul, even by smaller cars, and easy to set up, take down and store. However, what you save in cost and simplicity you trade off against lack of amenities.

The second is the travel trailer, a step above the camping trailer in construction, comfort and price. They range from 12 to 40 feet in length and from \$1,000 to \$17,000.00 in price. They also offer the widest variety.

Then there's the pickup camper that fits into the bed of a truck. While they're reasonably roomy and can be occupied with the vehicle in motion, they presume another purchase—the truck to carry them. And some pickup trucks lack adequate braking systems—a safety point to watch.

Camper or converted vans can be purchased "bare" and then equipped, or can be bought ready for the road. They cost from \$5,000 to \$6,000. The van is nice for couples, but if you have a family you might want an optional side tent or separate unit.

Motor homes are the yachts of camping vehicles, with prices from \$7,000 to \$25,000. They are usually self-contained and have all the comforts of a compact apartment. Motor homes ride more smoothly and have more of the gimmicks of civilizations, but demand high utilization to justify the investment.

The type of vacation you take and the number of people along are also important. If you do a lot of stop-and-go driving or over-nighting, the easier it is to set up and break camp the more fun you'll have. And if the kids are with you, or the trip is long, you'll need more available room.

For the would-be camper who isn't quite sure of his needs, renting a camper at first, taking weekend trips and talking to others about their equipment might be advisable.

Also, if you start out small—say, by purchasing a tent and accessories—you can always trade up to the more complex and expensive rigs.

Whatever type of camping equipment you use, you can get a better deal on the purchase by financing it at your credit union. Even if you're renting, you can borrow vacation money at your credit union too.

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## Congress To Fight Cuts In Programs

WASHINGTON—"A decade of social legislation must not be abandoned without a fight far more vigorous than the leaders of Congress have yet shown a disposition to wage," the AFL-CIO declared.

An Executive Council resolution deplored "the Administration's callous attempt to turn the clock back on social progress in America."

**Presidential rhetoric won't overcome the problems of the cities, the council said, nor make the streets safe, care for the sick, provide quality education for all children, or turn slums into decent housing.**

"The willingness to lead the country in solving its social problems is utterly lacking in the present Administration," the council said. "If the Administration will not lead . . . Congress must fill the vacuum."

The AFL-CIO urged Congress "to take up the fight for the people; not to be discouraged by one veto or a slew of vetoes; not to cave in to presidential pressure."

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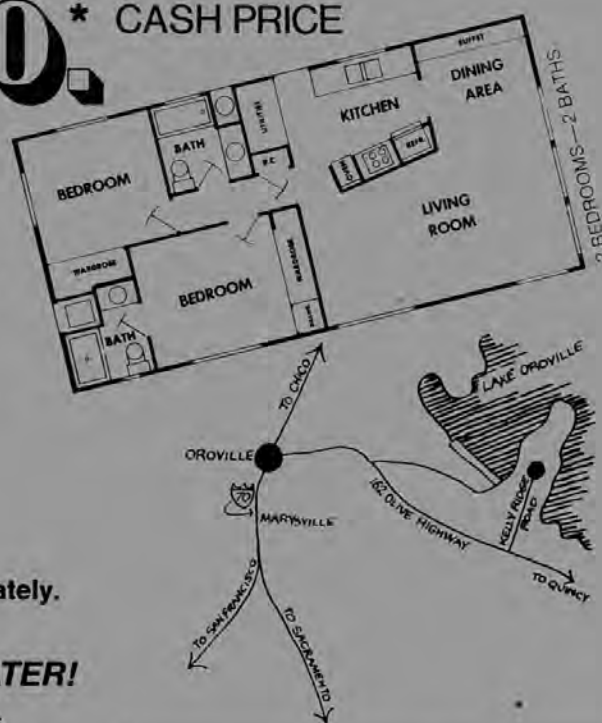
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EN 7-73



## Obituaries

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

Adams, Merle (Neola, Wife)	3-31-73
1 Arkwright Court No. 2, Pacific Grove, California	
Burdett, Charles (Babette, Wife)	3-29-73
25020 Soquel Rd., Los Gatos, California	
Ferdig, Raymond (Margot, Wife)	4-15-73
5829 Panama, Richmond, California	
Fields, R. J. (Geraldine, Wife)	4-21-73
524 Thoma Street, Reno, Nevada	
Frey, Edward Lewis (Lytha, Wife)	4-7-73
Star Rt. No. 2, Ukiah, California	
Gardner, J. B. (Dorothy, Wife)	4-27-73
1527 "Q" St., Newman, California	
Jamison, Stephen (Dorothy, Mother)	4-12-73
7 Jack London Sq., Oakland, California	
Jones, Harley (Flora, Wife)	4-21-73
P.O. Box 494, Olivehurst, California	
Kelley, Orville (Shirley, Daughter)	4-2-73
2814-5th St., No. 34, Sacramento, California	
Kenney, George (Aileen, Wife)	4-19-73
P.O. Box 93, Kaawa, Hawaii	
Larson, Leonard J. (Barbara Bermingham, Daughter)	4-19-73
P.O. Box 1424, Merced, California	
Laursen, Ivan B. (Esther, Wife)	4-21-73
1135 Pine Avenue, San Jose, California	
McFarlane, John (Bessie, Wife)	4-6-73
7571 Lockford Court, San Jose, California	
Maneha, Peter (Juanita, Wife)	4-27-73
243 W. McArthur, Sonoma, California	
Meyer, Merlyn (Wilma, Wife)	4-1-73
119 Elvira St., Livermore, California	
Mowles, George (Ann, Wife)	4-3-73
P.O. Box 40785, San Francisco, California	
Newman, Roy (Antoinette, Wife)	4-26-73
23501 Ida Lane, Hayward, California	
Pryor, John (Carolyn, Wife)	4-9-73
911 Angelus Way, Monterey, California	
Schafer, Art (Edna, Wife)	4-19-73
5424 Normandie, Oakland, California	
Segundo, Francis (Nancy, Wife)	4-6-73
P.O. Box 523, Maiku, Hawaii	
Adams, James T. (Bertie, Wife)	5-23-73
137 Sussex, Fresno, California	
Atkinson, Lyle (Emma, Wife)	5-26-73
98 Cervantes Blvd., San Francisco, California	
Barney, Kent (Julia, Wife)	5-21-73
449 N. 10th East, Spanish Fork, Utah	
Basaca, Wilfredo (Lourdes, Wife)	4-14-73
P.O. Box 1751, Agana, Guam	
Baxter, Joe (Edith, Wife)	5-10-73
505 W. 2nd St., Carson City, Nevada	
Chatfield, C. W. (Margaret, Wife)	5-1-73
3531 Verdi Drive, San Jose, California	
Clark, Willie (Norma, Wife)	5-14-73
13706 Rd. 29 1/4, Madera, California	
Evans, George (Gloria, Wife)	4-19-73
1455 Rubicon Street, Napa, California	
House, Adolphus (Mabel, Wife)	5-7-73
670 Roosevelt St., Salt Lake City, Utah	
Ice, Nathan (Edna, Wife)	4-28-73
1524-48th Street, Sacramento, California	
Johnson, Edward (Ann, Wife)	5-20-73
P.O. Box 167, Sutter, California	
Kelley, Emmett (Oleta, Wife)	5-18-73
P.O. Box 913, Yuba City, California	
McIntire, T. Scott (Phyllis, Wife)	5-23-73
1992 Walnut Street, Sutter, California	
Martin, Harold S. (Mabel, Wife)	5-9-73
P.O. Box 1613, Wickenburg, Arizona	
Miser, Virgil (Mary, Wife)	5-20-73
80 W. Hookston, No. 111, Pleasant Hill, California	
Moore, Dale (Dorothy, Wife)	5-7-73
1098 Sydney Lane, Merced, California	
Moore, Pete	5-29-73
No. 94 Eldredge, Paradise, California	
Nieto, Leslie (Ruth, Wife)	5-7-73
506 Gray Avenue, Yuba City, California	
Oliver, William (Phyllis, Wife)	5-29-73
4574 Alex Drive, San Jose, California	
Parham, William (Maymi, Wife)	5-1-73
3023 Sawntea Way, Rancho Cordova, California	
Pilling, L. C. (Velma, Wife)	5-20-73
P.O. Box 181, Joseph City, Arizona	
Raggio, Louis (Victor, Brother)	5-17-73
1164 Midway Court, Novato, California	
Ramos, Guadalupe (Gloria-Frank, Children)	4-25-73
605 N. Chestnut, Fresno, California	
Rineholt, Frank (Evangeline, Wife)	5-7-73
2784 South 1st, San Jose, California	
Risk, John C. (Louise, Wife)	5-9-73
2907 Pinto Lane, Anderson, California	
Rivera, Jose (Emilio, Brother)	4-10-73
1625 Montecello, Chicago, Illinois	
Robertson, Cecil (Ruth, Wife)	5-5-73
317 W. 17th, Merced, California	
Robles, Vincent (Guadalupe, Wife)	5-4-73
P.O. Box 302, Danville, California	

See MORE OBITUARIES Cols. 4 & 5



DON BANKIE

## Still Happy In His Work

By MIKE WOMACK

Don Bankie, born in Sacramento, California in 1930, graduated from Sacramento High School in 1948. He worked as a student during the summers of 1946 and 1947 for the Spink Corporation, and after graduation went to work full time as a Chainman for Spink. In 1952 Brother Bankie married Shirley McGehee, in 1953 he was drafted into the Army and spent 16 months in Korea before being discharged in 1955. He took two weeks off before going back to slamming wood in the ground for Spink where he's still employed. During the past 23 years he has been a professional Chainman by choice and has turned down many offers to push a crew.

Don and his wife are parents of two children aged 15 and 17, he enjoys fishing, hunting, trail riding and rides a Honda, having a few scars to prove his apprenticeship as a hot shoe.

Don was first initiated into unionism in 1955 when he joined the Engineers and Scientists of California. In 1970 he was instrumental in the Spink Corporation's signing a Tech Agreement with Local 3 and claims the benefits derived by the signing are fantastic! Brother Bankie is looking forward to many more years of surveying in the Sacramento Valley and is living proof of longevity with the same employer even while standing up to be counted by asking for union rights.

## Court To Rule On Virginia 'Insult' Law

WASHINGTON—The Supreme Court has agreed to consider labor's challenge to Virginia's unique "insulting words" law.

That's the law a Richmond jury relied on when it awarded \$165,000 in damages to three letter carriers who said a local union newspaper insulted them by calling them "scabs" because they would not join the union.

The "insulting" article included an unflattering definition of a scab attributed to Jack London that has become a part of labor folklore.

Apart from the money—amounting to about seven times the annual revenue of the Richmond local—there are important constitutional issues involved, the Letter Carriers and the AFL-CIO contended in briefs to the Supreme Court.

## Health Security Only Solution:

# Meany Scores Charges

A scheduled 8.5 percent increase in the charge for Medicare insurance points up the need for enactment of National Health Security legislation, AFL-CIO Pres. George Meany declared.

Meany said the AFL-CIO "regrets the Administration decision" to increase the premium paid by millions of elderly Americans to \$6.30 a month, starting in July.

That's a 50-cent raise, the latest in a series of increases that have more than doubled the \$3 a month fee for the optional insurance when the program was initiated in 1966.

The "Part B" insurance pays doctor bills and a number of other costs not covered by the basic Medicare hospitalization program, which is financed through the social security system.

In announcing the latest increase, the Social Security Administration attributed it to higher hospital charges and doctor fees, along with greater use of medical services by the more than 20 million persons over 65 who subscribe to the program. The monthly premiums paid by the elderly finance half the cost of the insurance program; the government picks up the remainder of the cost through general revenues.

Meany noted that the higher premium is just one of the added costs being imposed on the insurance program. The amount of the annual deductible that patients must pay from their own pocket

before the insurance benefits take over was raised this year from \$50 to \$60. The hospitalization deductible also has been raised.

"Because Medicare is primarily a payment mechanism which must operate through the existing health care system," Meany said, "it is severely hampered by all the defects of that system and, in particular, it has not controlled skyrocketing health care costs."

He stressed that the "only way" to bring medical costs under control is through the Kennedy-Griffiths National Health Security bill, "which will reorganize today's outmoded health care system and at the same time provide comprehensive health care for older people and all the American people."

The National Council of Senior Citizens warned that the increased premium cost and other out-of-pocket charges "are squeezing the low-income elderly out of the program."

Council Pres. Nelson H. Cruikshank urged Congress to provide full federal financing for the medical insurance portion of the Medicare program.

The long-term solution, he stressed, is adoption "of a comprehensive national health program for Americans of all ages."

## Short Quip

A good boss is a guy who takes a little more than his share of the blame and a little less than his share of the credit.

## More Obituaries

Cont. From  
Cols. 1 & 2

Sakazaki, Frank (Thomas)	5-3-73
14964 Ridgetop Drive, San Jose, California	
Smittle, Jack (Eva, Wife)	5-21-73
4330 Michael Lane, Auburn, California	
Svensen, Richard (Alice, Mother)	2-26-73
P.O. Box 41, Fulton, California	
Tate, Paul (Irma, Wife)	5-12-73
P.O. Box 826, Grass Valley, California	
Wayne, Hoal (Fern, Wife)	5-22-73
815-2nd Avenue, Pinole, California	
Whitson, Arthur (Ferol, Wife)	5-28-73
P.O. Box 1181, Redding, California	
Wise, Donald (Laverne, Wife)	5-11-73
Rt. 3, Box 444 B, San Jose, California	

## DECEASED DEPENDENTS

Armbrust, Vike Rae—Deceased March 23, 1973	
Deceased Daughter of John and Marie Armbrust	
Cole, Josephine—Deceased April 6, 1973	
Deceased Wife of Jess Cole	
Cudd, Sarah—Deceased April 12, 1973	
Deceased Wife of Charles Cudd	
Goulart, Libby A.—Deceased August 15, 1972	
Deceased Daughter of John Goulart Jr.	
Mays, Valeria—Deceased March 21, 1973	
Deceased Wife of Vernon Mays	
Norgans, Lucille—Deceased April 11, 1973	
Deceased Wife of Lee Norgans	
Schulte, Selma—Deceased April 23, 1973	
Deceased Wife of Richard Schulte	
Short, Juanita M.—Deceased April 13, 1973	
Deceased Wife of Robert Short	
Silva, Dorothy—Deceased April 30, 1973	
Deceased Wife of Arnold Silva	
Christianson, Michael—Deceased May 19, 1973	
Deceased Son of Earnest Christianson	
Clement, Dorothy—Deceased April 21, 1973	
Deceased Wife of Jack Clement	
O'Neil, Thomas—Deceased May 24, 1973	
Deceased Wife of Clarence	
Sebring, Vance G.—Deceased May 21, 1973	
Deceased Son of George Sebring	
Steely, Wilfriede—Deceased May 18, 1973	
Deceased Wife of Donald	



# Personal Notes

## SAN JOSE

Our thanks to Brother Robert Sandow for his blood donation. Also, our thanks to Brother Dan Crow for his donation to the blood bank.

We would like to extend our condolences to the families of the following deceased members: Eva M. Pimentel, C. W. Chatfield, Ivan B. Laursen, Frank Rineholt, Donald L. Wise, John Pryor, John McFarlane, Elbert Burggren, Charles E. Burdett and Merle Adams.

## FRESNO

We would like to express our deepest sympathies to the families and friends of Brothers Willie L. Clark, Leonard J. Larson, Guadalupe Ramos and Cecil Robertson who recently passed away.

## SACRAMENTO

We regretfully report the demise of our brothers: Nathan G. Ice, William Parham, Paul S. Tate. Our deepest sympathies and sincere condolences are extended to the families of these good brothers.

## MARYSVILLE

We would like to thank the following Blood Bank Donors: Raymond Dolce, Ralph Ellis, and Sandra Bettis.

Our congratulations go out to Brother John E. Smith and his wife, the proud parents of a new baby girl. The Smiths have two other children.

Brother Wayne Poole is home from Presbyterian Hospital in San Francisco where he underwent surgery. Our best wishes are extended to him for a speedy recovery. Brother Henry "Bud" Evans is home recuperating from a heart attack; we hope he will be back on the job soon. Brother H. Earl Parker is presently in Rideout Memorial Hospital due to illness. Best wishes for a speedy recovery is extended to him.

Our sincere sympathy to the families and friends of the following deceased members: Brother Harley Jones, Brother Leslie Nieto, Brother J. W. Turner, and Mrs. Selma Schulte, wife of Brother Richard Schulte.

## SAN RAFAEL

Congratulations to Brother Lon Leach on his recent marriage. Brother Lon is Job Steward for Fanfa-Mulloy.

Best of luck for a long retired life to Brothers Yates Hammett and "Sandy" Mills, who retired.

Best wishes for a fast and speedy recovery to Brothers Ray Ransom and Stan Saloni, who were recently hospitalized.

Our condolences to the family of our late Brother Pete Maneha, who passed away suddenly on April 27th. Pete, better known as "Pineapple" had been active as Safety Committeeman for Pacific Excavators.

Best wishes to the following members who have been on "sick list": Brothers Domingo Poncia, Hal Martin, recuperating from auto accident; Ray Fryer.

Brother "Sandy" Mills, Sr. recently retired and is enjoying a nice leisurely trip with his wife.

We would especially like to thank those brothers who attended the Rally at the Civic Center on June 7th . . . the turn-out was terrific.

## SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Lynn Moore, retired Business Representative, William D. Oliver, Frank Sakayaki and Howard E. Bedal.

## EUREKA

Congratulations in order to Mr. and Mrs. Michael Riddle of Fortuna who are proud parents of a baby daughter.

Pensioned Engineer, Brother Verl "Curly" Ingles has been confined to the General Hospital in Eureka.

Brother Virgil "Jiggs" Williams has been released from the St. Joseph Hospital after his confinement in April, he is convalescing at home.

Brother Jack Williamson has been admitted to the St. Joseph Hospital after suffering a heart attack, we wish you a speedy recovery.

## Honorary Members Oked

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that the following retired Engineers with 35 or more continuous years of membership in Local 3 have been granted honorary membership in Local 3:

	Reg. No.	Initiated	By
Howard Addington	262681	June 1938	Local 45
Claude Baker	263637	June 1938	Local 508
Chester Ratti	264746	July 1938	Local 208
Samuel Stevens	248542	June 1937	Local 842A
Marvin Walter	263914	July 1938	Local 210
R. A. Wellman	228383	Jan. 1935	Local 59B

## SWAP SHOP CORNER: Free Want Ads for Engineers

**FOR SALE OF TRADE: 1968 INTERNATIONAL** 1 ton, 18,000 mi. auto trans. pow. brakes & steer. 406-V8 util. body cabover camper w/appliances. \$3,500 or will trade? D. A. Dimarzio, 3309 Maple Thorpe Ln. Soquel, Ca. Pr. 475-8714. Reg. No. 1158894. 4-1.

**FOR SALE: 1/4 AC LEVEL LOT** Tahoe Paradise nr airport. Sewered, util. paved rd, golf crs, lake, reg. area. No bonds. W. P. Wickham, 115 W. MacArthur, Sonoma, Ca. 95476. Reg. No. 1062039. 4-1.

**FOR SALE: CYLINDER HEAD** to convert Jeep 4 cyl. eng. to air compressor & air tank. \$35. P. Glade, S. J., Cal. 408/251-6532. Reg. No. 1003102. 4-1.

**FOR SALE: 14' FIBERGLASS BOAT** 80 HP motor, trailer, alum. thr. \$800 or trade for self-cont. camping thr. D. Moore, 1098 Sydney Lane, Merced, Ca. 95340. Ph. 723-3616. Reg. No. 0822-695. 4-1.

**FOR SALE: TWO HALF ACRE LOTS**, level, nat. gas, elec., water, on San Andreas Rd nr Manresa Beach. One \$6,500 one \$5,500. D. A. Dimarzio, 3309 Maplethorpe, Soquel, Ca. Ph. 475-8714. Reg. No. 1158894. 4-1.

**FOR SALE: 24' 72 FIBERFOAM CABIN CRUISER** 188 HP self-cont., sleeps 5. Credit Union financed, take over payments. Warr. until July 73. Call 916/452-1047. Reg. No. 1003831. 4-1.

**FOR SALE: BY OWNER** 1,800 sq. ft., 3 BR, 2 bath, hs w/elec. kitchen, central heat, private driveway, in multiple zoning Mission area, w/pool. \$36,500. Call 657-5238, Gillespie, 42349 Barbary St., Fremont, Ca. 94538. Reg. No. 1437858. 4-1.

**FOR SALE: ONE COLLAPSIBLE WHEEL CHAIR** Good shape, brake, etc. \$35. Phone Albert O'Rourke, 415/861-2299. 4-1.

**FOR SALE: 3500 W GAS POWERED** electric set. Single phase 115/230V output. \$385. Ph. 782-3827. Hayward, Ca. Reg. No. 1166916. 4-1.

**FOR SALE: INTERNATIONAL 3414** loader 4/1 bucket overhead cab, rub. tires. Exc. cond. \$3,300. Phone 408/246-7848. Reg. No. 1022442. 4-1.

**FOR SALE OR TRADE: 10A OR PART** OF between Hayford & Forest Glen. Trinity County. 415/223-2837. Reg. No. 0745237. 4-1.

**FOR SALE: PLEASANT VALLEY HOMESITE**, 10 ml from Sly Park Dam. \$1,500/acre or offer. K. Painter, 3172 Middlefield Ave., Fremont, Ca. 94538. 415/657-6861. Reg. No. 1321436. 4-1.

**FOR SALE: GENTLE THOROUGH-BRED** 8-yr old standard gelding. 15-2 hnds, experienced rider. \$200. P. A. Conde, 275 Rodriguez Ave., Milpitas, Ca. 95035. 408/262-0395. Reg. No. 0692663. 4-1.

**FOR SALE: 1967 PONTIAC BONNEVILLE**, sta. wgn. R/H. P.S. P.B. Air cond., ex cond. \$1,500. P. A. Conde, 275 Rodriguez Ave., Milpitas, Ca. 95035. 408/262-0395. Reg. No. 0692663. 4-1.

**FOR SALE OR TRADE: LOT 21** in Block Q of Clearlake Pk Sub. No. 4. Trade for gd 8' wide mobile hm up to 40' long. Phone 209/386-5796. Avenal, Ca. Reg. No. 0683168. 4-1.

**FOR SALE: APPROX. 1/2 ACRE** in Redding. Well, oak trees, can be div. into 2 lots. Paved sts, all util. J. M. Paulazzo, 275 41st St., Apt No. 115, Oakland, Ca. Ph. 658-6539 after 4 p.m. Reg. No. 0865537. 4-1.

**FOR SALE: TWO BUSINESS LOTS** w/unfinished bldg at Goshen, Ca. W. T. Lane, 209/734-3720. Reg. No. 0389630. 4-1.

**FOR SALE: GRASS VALLEY 1 1/2 ACRES** 500' off Hwy 20 nr Scotts Flat Lake. \$3,900, \$390 dn, \$39 mo. P. A. Conde, 275 Rodriguez Ave., Milpitas, Ca. 408/262-0395. Reg. No. 0692663. 4-1.

**FOR SALE: TOOL BOX, CRAFTSMAN COMMERCIAL ROLLAWAY**, 8 drawers, w/socket stds & wrench pegs. Orig. \$240. like new \$150. L. Edwards, 169 Scenic Ave., Piedmont, Ca. 94611. 415/655-0110. Reg. No. 1094429. 4-1.

**FOR SALE OR TRADE: 1972 CHIEFTAIN WINNEBAGO MOTORHOME**. 24' lg. self-cont., 9000 ml. extras, exc. cond. V. Voss, 2525 Fairgrounds Dr., Vallejo, Ca. 707/648-0704. Reg. No. 0825912. 4-1.

**FOR SALE: JOHN DEERE 440 TRACK** type loader w/ripper. \$2,250. M. W. Foss, P.O. Box 303, West Point, Ca. 95255. 209/293-7940. Reg. No. 0476995. 4-1.

**LOT FOR SALE: APPROX. 26,760** plus sq. ft. at Copper Cove, nr Lake Tullock, Calaveras Cty. Write or call R. Yamada, 8 San Pedro Pl. San Ramon, Ca. 94583. 415/828-5839. Reg. No. 1123482. 4-1.

**FOR SALE: 1965 KENCRAFT 23 FT** Mobile home, self-cont., tandem whls, twin beds, ex. cond. R. Strickland, 4247 Bidwell Dr., Fremont, Ca. Reg. No. 0659385. 4-1.

**FOR SALE: 1.2 ACRES RECREATION PROPERTY**, bet. 2 lakes. Boat, fish, swim, nr hunting. Cons. trade for mob. home. Will carry some papers on purchase. Ph. 415/276-2291 eves. Reg. No. 0696733. 4-1.

**FOR SALE: MOBIL HOME ON 7 ACRES** 24x60. Air cond., all irrigation. 7 1/2 horse pump. Land can be divided to 2 parcels. Take over payments on home. \$2,000 equity. E. Kirk, Box 793, Wilton, Ca. 95693. Reg. No. 1235184. 4-1.

**FOR SALE: 16 FT BOAT** w/cab & 40 HP Evinrude motor. \$550. incl. thr. Gd fishing boat. R. Strickland, 4247 Bidwell Dr., Fremont, Ca. Reg. No. 0659385. 4-1.

**FOR SALE: 1970 FORD RANCHERO** w/berglass shell 6-C Stk shift, 21 mi. gal. new rubber, ex. cond. \$2,150. W. A. Seemann, 25 Alan Way, Martinez, Ca. 94553. Ph. 228-1101. Reg. No. 0251068. 4-1.

**FOR SALE: TWO TRACK-LAYER CATS** Mod. 30. 1 w/dozer, 1 a farm & orchard cat, both for \$750. Ph. oper. for Risch No. 1 out of Ukiah. J. A. Risch, Risch Station, Fort Bragg, Ca. 95437. Reg. No. 0395381. 4-1.

**FOR SALE: LAND ROVER JEEP**, 12,000 ml., like new. Ph. 931-0781, Stockton. Reg. No. 0921408. 5-1.

**FOR SALE: 1953 CHEV.** 210, 4-dr, orig. paint, 175,000 mi. on. Overhld 1969, 12,000 ml. since, always garaged, same owner since 53. Allen Porter, P.O. Box 705, Phillipsville, Ca. 95559. Reg. No. 0342586. 5-1.

**WANTED: LIONEL TOY TRAINS.** Will sell 2 cemetery lots, Benicia, Ca. reasonable. Tony S. Levy, 491 West Ave S., Turlock, Ca. 209/632-4123. Reg. No. 0600835. 5-1.

**FOR SALE: 24-FT STEEL CRAFT.** Best offer over \$1,000. 3-BR house sale or trade \$50,000 in Oakland nr Highland Hosp. Don, 415/AN 1-2315. Reg. No. 0997607. 5-1.

**FOR SALE: TRUCK & TRAILER.** 25-ton lowboy. Nw paint, tires & eng. under warranty. 415/447-2267 eves. & wkends. Reg. No. 786950. 5-1.

**FOR SALE: 1966 TRAVELEZE TRAILER.** R. I. Pittsenbarger, 3656 E. Barron Rd., Acampo, Ca. 95220. 209/368-3339. Reg. No. 0531453. 5-1.

**FORD RANCH WAGON 1962 FOR SALE, 292, STICK, WANTED:** Small riding dozer, tools for Van Norman 777 Boring Bar, Phone 415/228-3553. Reg. No. 0509690. 5-1.

**FOR SALE: B.G. SCRAPER AND DIVIDER VALVE** \$150. Phone 415/967-2140. Reg. No. 0826783. 5-1.

**FOR SALE: AIR LEG & 90 LB. DRILL.** Make offer. Also, 2 large lots in Brooktrails nr Willits, Ca. Trade or sell. Don, 415/An 1-2315. Reg. No. 0997607. 5-1.

**FOR SALE: 1962 10x50 FT MOBILE HOME.** Nw carpet, furn., 2-BR, air cooler, gd cond. Asking \$3,000. J. Greco, P.O. Box 62, Mt. Ranch, Ca. 95246. 209/754-3112. Reg. No. 1339581. 5-1.

**FOR SALE: LATE MODEL J. DEERE ELEVATING SCRAPER.** Exc. cond. 4,000 hrs. new rubber. \$11,000. 408/438-2509 Fri. eves, wkends, J. Cardoza, 5451 Scotts Valley Dr., Scotts Valley, Ca. Reg. No. 1043681. 5-1.

**FOR SALE: 14 FT FIBERGLASS BOAT** w/one 35 HP motor and a 6 HP motor w/trailer & cover. \$650. C. A. Gilstrap, P.O. Box 122, Goshen, Ca. 93227. 209/734-3846. Reg. No. 0595199. 5-1.

**FOR SALE: TWO GRADALLS**, 2460, \$12,000 ea. Both gd cond, incl. 2', 3', 5' buckets & 4', 12' extensions. 371 diesel. L. Bailey, 357 East M St., Benicia, Ca. 94510. 707/745-3737. Reg. No. 1174955. 5-1.

**FOR SALE: 72 THUNDERBIRD APACHE 18' 7"** 165 HP Mercruiser 1/0-walk thro windshield, canvas top & curtains. \$4,500. E. W. Samuels, 335 Merle St., Santa Rosa, Ca. 95401. Ph. 543-2296. Reg. No. 1196387. 5-1.

**FOR SALE: GAS 3" WATER PUMP,** 6 HP eng., 1/2" suction hose, gd. cond. \$275. W. L. Fischer, Rt. 2, Box 67B, Placerville, 916/622-2483. Reg. No. 0574273. 5-1.

**FOR SALE: RIVER FRONTAGE 204.78'** on Amer. River. 5 acres, gate, front fenced, rd w/culverts, util in. \$16,000 w/terms. W. L. Fisher, Rt. 2, Box 67-B, Placerville, Ca. 95667. 916/622-2483. Reg. No. 0574273. 5-1.

**FOR SALE: 1967 DODGE No. 500 2-TON DUMP** truck & trailer to haul M. F. Backhoe. Gd. cond. \$3,500. Ph. 408/734-4090, in Sunnyvale, Ca. Reg. No. 0362840. 5-1.

**FOR SALE: CABOVER CAMPER 10 FT** 6 w/heat & monomastic toll. Used very little, sleeps 6. C. A. Gilstrap, P.O. Box 122, Goshen, Ca. 93227. Tel. 209/734-3846. Reg. No. 0595199. 5-1.

**FOR SALE: EXTRA LARGE DWELLING, OFFICE bldg., 4 large sheds, 6 individual rental units, approx. 2 1/2 acres.** Sacramento, Ca. Phone 916/455-3324. Reg. No. 0515910. 5-1.

**WANTED: TOOLS, PREF. MECHANICS TOOLS,** comp. set incl. tool boxes. D. Venturini, 1717 Lake St., San Mateo, Ca. 94403. Reg. No. 1506929. 5-1.

**FOR SALE: HENSLEY RIPPER** for D4. Nw pt. \$150. 4 diesel injectors fr D4 \$25 ea. W. L. Fischer, Rt. 2, Box 67B, Placerville, Ca. 916/622-2483. Reg. No. 0574273. 5-1.

**FOR SALE: 3-10 ACRE PARCELS** nr Coloma, remote, river vw, owner's beach access, gd hunt & fish. \$5,995, \$7,950 & \$10,000 w/terms. W. L. Fisher, Rt. 2, Box 67-B, Placerville, Ca. 95667. 916/622-2483. Reg. No. 0574273. 5-1.

**FOR SALE: 7 plus ACRES, SM. HOME** w/17,000 sq. ft. poultry bldg. approx. \$5,000/yr income from poultry. \$28,000 cash or terms. J. Landis, 11695 Kerry Ln., Galt, Ca. 95632. 209/745-1726. Reg. No. 0317668. 5-1.

**FOR SALE: RECREATION, R-1 LOT.** Clearlake Riviera. Water, view. Trade for almost anything of value or sell. Dn \$6,500. Bill Cross, 950 N. Main, No. 42, Lakeport, Ca. 95453. 707/263-5806 nites. Reg. No. 845379. 5-1.

**FOR SALE: 16' KENSKILL CAMP TLR** w/equalizer hitch, 14' alum. boat, 18 HP Johnson motor & loader for camper or thr. fishing & camping gear. \$1,000 for all. W. A. Hales, 155 Taylor Blvd., Pleasant Hill, Ca. 94523. 415/687-4198. Reg. No. 1025255. 5-1.

**FOR SALE: TWO LOTS 100'x100' ea.** in Roseburg, Oregon. \$1,200 for both lots. A. D. Steffenson, P.O. Box 277, Springfield, Va. 22150. Ph. 451-9189. Reg. No. 0666942. 5-1.

**FOR SALE: ELECTRONIC CALCULATOR** new \$1,500; office type, lg red display selling at \$425. Inverse, traverse pgms for HP-35 pocket calculators. A. Chlason, 1030 El Monte, No. 9, Mountain View 94040. Ph. 969-2103. Reg. No. 0536888. 6-1.

**FOR SALE: TWO-INCH GOLD DREDGE,** complete \$30. L. E. Everett, Ph. 892-3701. Reg. No. 0760627. 6-1.

**FOR SALE: 75-DOLL COLLECTION.** 2 Shirley Temples, \$45 & \$75; parts, antique dresses, Call 725-3142, C. R. Hollars, 7131 Parish Way, Citrus Heights, Ca. 95610. Reg. No. 1058704. 6-1.

**FOR SALE: RED DIAMOND INTL.** 6 cyl. motor comp. w/carburetor, manifold, etc. \$400. Dump box & Garwood Hoist comp. \$250. L. Mulhair, 97 Southridge Way, Daly City, 415/333-9006. Reg. No. 1547371. 6-1.

**FOR SALE: FIVE ACRES,** bl. walnut seedlings nearly 8' tall, fenced 3 sides, \$6,000. \$2,000 dwn, 75/mo, 6% . 916/824-3856. Reg. No. 0307920. 6-1.

**FOR SALE: TRAIL BREAKER, TRAIL BIKE,** both whls drive, sacrifice \$400. L. E. Everett, ph. 892-3701. Reg. No. 0760627. 6-1.

**FOR SALE: ELECTRIC GOLF CART,** exc. shape, street legal \$400. L. E. Everett, ph. 892-3701. Reg. No. 0760627. 6-1.

**FOR SALE: IN OREGON 3/4 ACRE,** 10x10 mobil home, 2 BR hse, trees, sheltered, nr lake & ocean in Port Orford, Ore. \$15,000. J. A. Humphreys, P.O. Box 233, Myrtle Point, Ore. 97458. Reg. No. 0290274. 6-1.

**FOR SALE: HEAVY DUTY COMBO WRENCHES,** proto, ratchet, torque. Like new travel trailer awning. Milton Henderson, 1515 N. Main St., Milpitas, Cal. Ph. 262-3512. Reg. No. 0622564. 6-1.

**FOR SALE: REST HOME IN BOISE, IDAHO,** ideal for couple, gd cash flow, compl. equipped. Call 208-345-8224 or write 1050 Clover Dr., Boise Ida. 83703. Reg. No. 0921384. 6-1.

**HOME FOR SALE: BERNAL HTS, SAN FRANCISCO.** Exc. view, newly dec., compl. furnished. \$25,000. Call Cleo Jones, 415/285-4477. Reg. No. 950683. 6-1.

**FOR SALE: TRUCK CRANE 10T** Link Belt stinger type 45' boom 15' job. Hydr. outriggers cab/dies. power w/boom dolly. P.O. Box 3945, Hayward, Ca. 94544. 415/886-4027. Reg. No. 0729267. 6-1.

## RULES FOR SUBMITTING ADS

● Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or sidelines.

● PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

● Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

● Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

● Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

● Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco, California 94103. Be sure to include your register number. No ad will be published without this information.

## Labor Urges Retention On Aliens Work Law

The AFL-CIO has asked Congress not to tamper with the labor certification requirements of the Immigration & Naturalization Act.

A 1965 law, enacted at the urging of the AFL-CIO, requires the Labor Dept. to certify that admission of an alien to the United States to accept a job offer will not adversely affect U.S. employment or wage standards. The requirement applies only to persons entering to take jobs other than in the professions, sciences or arts and does not affect the bulk of immigrants who come to join relatives.

AFL-CIO Legislative Directory Andrew J. Biemiller told a House Judiciary subcommittee that the certification requirement should not be watered down, as the Administration has proposed.

Biemiller, whose testimony was presented by Legislative Rep. Kenneth A. Meiklejohn, said it would be a step backward to eliminate the present case-by-case scrutiny.

Under the Administration proposal, aliens could be admitted for employment in any occupation that was not specifically excluded by the Labor Dept. as one in which there was no shortage of qualified workers.



## 1973 MEETINGS SCHEDULE

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

## SEMI-ANNUAL MEETING

Saturday, July 14, 1 p.m., Masonic Auditorium, 1111 California Street, between Taylor and Jones Streets, San Francisco

## DISTRICT &amp; SUB-DISTRICT MEETINGS

## JUNE

- 1 Provo, Fri., 8 p.m.  
2 Reno, Sat., 8 p.m.  
7 Santa Rosa, Thurs., 8 p.m.  
12 Fresno, Tues., 8 p.m.

## JULY

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

## AUGUST

- 1 San Francisco, Wed., 8 p.m.  
7 Sacramento, Tues., 8 p.m.  
16 Oakland, Thurs., 8 p.m.  
21 Stockton, Tues., 8 p.m.  
23 San Jose, Thurs., 8 p.m.  
28 Fresno, Tues., 8 p.m.

## SEPTEMBER

- 6 Ukiah, Thurs., 8 p.m.

- 14 Salt Lake City, Fri., 8 p.m.  
15 Reno, Sat., 8 p.m.

## OCTOBER

- 2 Eureka, Tues., 8 p.m.  
3 Redding, Wed., 8 p.m.  
4 Marysville, Thurs., 8 p.m.  
10 Honolulu, Wed., 7 p.m.  
11 Hilo, Thurs., 7:30 p.m.  
24 San Francisco, Wed., 8 p.m.

## NOVEMBER

- 6 Stockton, Tues., 8 p.m.  
8 Oakland, Thurs., 8 p.m.  
15 Watsonville, Thurs., 8 p.m.  
20 Fresno, Tues., 8 p.m.  
27 Sacramento, Tues., 8 p.m.  
30 Ogden, Fri., 8 p.m.

## DECEMBER

- 1 Reno, Sat., 8 p.m.  
6 Santa Rosa, Thurs., 8 p.m.

## DISTRICT AND SUB-DISTRICT MEETING PLACES

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

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.  
Fresno, Engineers Bldg., 3121 E. Olive St.  
Ukiah, Labor Temple, State Street.  
Salt Lake City, 1958 W. No. Temple.  
Reno, 124 West Taylor.  
Marysville, Elks Hall, 920-D Street.  
Watsonville, Veterans Memorial Bldg., 215 Third.  
Santa Rosa, 3900 Mayette.  
Provo, Eldred Center, 270 West 500 North.  
Ogden, Teamsters Hall, 2538 Washington Blvd.

Dear Sir:

I wish to express my deepest appreciation and thanks to the Operating Engineers Local 3 for the acts of kindness and sympathy, and for the benefits that I received due to the death of my husband, John McFarlane; also for the beautiful Bible, which I will cherish the rest of my life.

Sincerely yours,  
Bessie McFarlane  
San Jose, Cal.

Dear Sir:

Thank you so very much for the beautiful Bible in memory of Art. I will cherish it always. Would have sent this sooner, but I returned home from the hospital only yesterday. With my grateful thanks,

Sincerely yours,  
Edna Schafer  
(Mrs. Arthur R. Shafer)  
Oakland, Cali.

## More Spotlite

(Continued from Col. 5)

An Operating Engineer for 22 years, Billy J. Wright is a Local 3 Job Steward now on the Forks of Salmon job for C. K. Moseman as a crane operator, has worked out of Local 3 for eight years and previously was with Local 382 and Local 49 and served on Local 49's Executive Board for nine years.



Billy Wright

He and his wife Viva are parents of six children, live in Gustine, California and Brother Wright attends all the union meetings that he can.

Business Offices and  
Agents Phone Listing

## DISTRICT 01—SAN FRANCISCO

Dispatch Office:  
470 Valencia Street 94103  
(Area 415) 431-5744  
A. J. "Buck" Hope, Dist. Rep. 992-1182  
Don Luba ..... 592-6871  
Bill Parker ..... 359-1680  
Fran Walker, Trustee ..... 388-9357  
Walter Norris ..... 447-5108  
Bob Mayfield, Spec. Rep. 408/1926-0103  
Job Steward & Safety Coordinator  
Jerry Martin ..... 846-3957

## DISTRICT 02—SAN RAFAEL

76 Belvedere Street 94901  
(Area 415) 454-3565  
Al Hansen ..... 479-6874

## DISTRICT 03—SAN MATEO

1527 South "B" 94402  
(Area 415) 345-8237  
Bill Raney ..... 368-5690  
Richard Weigel ..... 408/258-2404

## DISTRICT 04—VALLEJO

404 Nebraska Street 94590  
(Area 707) 644-2667  
Aaron S. Smith ..... 643-2972  
Lee Adams ..... 644-0893

## DISTRICT 20—OAKLAND

1444 Webster Street 94612  
(Area 415) 893-2120  
Herman Eppler, Dist. Rep. .... 785-1543  
Guy Jones ..... 525-5055  
Ray Morgan ..... 828-2624  
Ernie Louis ..... 828-7399  
Ron Butler ..... 686-0653  
John Rodgers ..... 689-4823  
Roy Quillen ..... 686-6016  
Henry P. Munroe ..... 223-1131  
Wm. Dorresteyn ..... 223-1131

## DISTRICT 30—STOCKTON

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

## DISTRICT 31—MODESTO

401 H. Street 95354 (Area 209) 522-0833  
Bob Sheffield ..... 522-2262

## DISTRICT 40—EUREKA

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

## DISTRICT 50—FRESNO

3121 East Olive 93702  
(Area 209) 485-0611  
Claude Odom, Dist. Rep. .... 439-4052  
Bob Merriott ..... 734-8696  
Harold Smith ..... 222-8333  
Al Boyd ..... 226-0154

## DISTRICT 60—MARYSVILLE

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

## DISTRICT 70—REDDING

100 Lake Blvd. 96001  
(Area 916) 241-0158  
Ken Green, Dist. Rep. .... 347-4097  
Robert Havenhill ..... 241-3768

## DISTRICT 80—SACRAMENTO

8500 Elder Creek Road 95828  
(Area 916) 383-8480  
Ralph Wilson, Dist. Rep. .... 961-2880  
Al Dalton ..... 622-7078  
Al Swan ..... 487-5491  
Mike Womack ..... 933-0300  
Dave Rea ..... 264-3241  
Ken Bowersmith ..... 428-0459

## DISTRICT 90—SAN JOSE

760 Emory Street 95110  
(Area 408) 295-8788  
Dick Bell, Dist. Rep. .... 415/359-6867  
Mike Kravnick ..... 266-7502  
Jack Curtis ..... 476-3824  
Jack Bullard ..... 476-1962  
Tom Carter ..... 779-3863  
Bob Fleckenstein ..... 449-0928  
SALINAS, CAL. .... 408/422-1869

## DISTRICT 10—SANTA ROSA

3900 Mayette 95405 (Area 707) 546-2487  
Russell Swanson, Dist. Rep. .... 545-4414  
Robert Wagon ..... 539-2821  
Aster Whitaker ..... 226-2990

## NEVADA

## DISTRICT 11—RENO

185 Martin Avenue 89502  
(Area 702) 329-0236  
Dale Beach, Dist. Rep. .... 882-6643  
Lenny Fagg ..... 635-2737  
Ian Crinklaw ..... 867-3463  
Paul Wise ..... 882-3457

## UTAH

## DISTRICT 12—SALT LAKE CITY

1958 W. N. Temple 84103  
(Area 801) 328-4946  
Tom Bills, Dist. Rep. .... 255-6515  
Wayne Lassiter ..... 487-2457

## DISTRICT 13—PROVO

125 E. 306 South 84601  
(Area 801) 373-8237  
Lake Austin ..... 374-8237  
George Morgan ..... 898-6081  
Dennis Wright ..... 259-5522

## DISTRICT 14—OGDEN

520 26th Street 84401  
(Area 801) 399-1139  
Rex Dougherty ..... 621-1169  
MOAB, UTAH ..... 801/546-3658

## DISTRICT 17—HONOLULU, HAWAII

2305 S. Beretania 96814  
(Area 808) 949-0084  
Harold Lewis, Dist. Rep. .... 395-5013  
Wilfred Brown ..... 455-9466  
Wallace Leon ..... 941-3456  
Gordon McDonald ..... 488-9876  
William Crozier (Hilo) ..... 935-6187  
Valentine K. Wessel (Hilo) .. 935-6187

## DISTRICT 06—AGANA, GUAM

P. O. Box E-J 96910 ..... 749-9064  
Tom Zink ..... 746-6016  
William Flores ..... 749-2400  
Mike Pope ..... 746-4586  
Virgilio Delin ..... 746-4586  
Eustaquio Punzalan ..... 749-9064



## Jerry Martin, Job Steward &amp; Asst. Safety Director

Job Steward Clarence Johnson is a Quad-9 Operator for L. A. Young & Sons Construction Company on their I-15 job south of Santaquin, Utah.

Brother Johnson has been a Local No. 3 member for 13 years and before that, a member of the United Mine Workers Union for 7 years. He lives in Park City, Utah with his wife, Jessie, and their children, Jerry and Clarice. Clarence finds time to be active in community affairs, such as serving as a volunteer fireman. He is a member of the V.F.W. and Commander of Post No. 3991. His hobbies are hunting and fishing.

Job Steward on the other shift of the same job is Brother Art Ruda. Brother Ruda was initiated by Local No. 139 of Wisconsin in 1959. He moved to Utah in 1967 and transferred into Local No. 3. Art, his wife, Mary, and their children, Carla, Andria, Shelia, Wade and Ericka, live in Santaquin, Utah. Brother Ruda is a 992 Loader Operator. He recently spent six weeks at Rancho Murieta and said that in his opinion it is the most fabulous training school, bar none.

Brother Jack Lofton has worked for 27 years as a Local 3 member, all the time in the Fresno area. He's currently a Compressor Operator for Perini Corporation in Madera, and serves his union as a Job Steward there. Brother Lofton has over the years been active in his union as a Grievance Committee member and Safety Committeeman and since 1969 has been District Five's Executive Board Member.

Nine-year member Jean "Frenchie" Beaudoin has been Job Steward for the last year at Peterson Tractor's Redding plant where he works as a Heavy Duty Repairman and Comb. Welder and lives in Redding with his wife Patty and children John, Dan and Richard. Brother Beaudoin's busy schedule also includes involvement in his community's politics, the Boy Scouts, Little

League Baseball, the Horseless Carriage Society and has restored a 1924 Dodge Touring car.

Lew "Smokey" Maine is one of the last of the old time oilers in Nevada. His dad was a German railroad engineer who met his mother (a Shonian Indian) in Elko back in the early 1900's, where Lew was born. "Smokey" states that he prizes his Local 3 card as one of the most valuable possessions he has. All his family are Operating Engineers, and he started around heavy equipment in 1942 for Isabell Construction in Ely, Nevada. He is presently Job Steward for Ferretto Construction, Reno.

At one time "Smokey" was very active in the Carson City boxing and wrestling team, but had to give it up, because work took up so much time traveling. Fishing, hunting, and most of all horses, are his hobbies. He said he was riding before he could walk.

Tenco Tractor at Pleasant Grove is the site of Brother Antonio M. Sarrico's work as Journeyman Partsman where he's a Local 3 Job Steward. Brother Sarrico is an eight-year member and has worked for Tenco (formerly Marysville Tractor) since 1954. He likes to work in his garden and make wine, living in Yuba City, California with his wife Dorothy and children Leo, Benilde and Daniel.

Steward Albert W. Denning is employed as a Crane Operator by Joseph Ramos Pipeline Construction Company in Burney, California has been a member of Local 3 for 22 years and he and his wife Myrtle are Anderson residents and parents of four children. Brother Denning's interest in his union is evidenced by his long-time stewardship and attendance at meetings. He counts his hobbies as hunting and fishing.

See MORE SPOTLITE Col. 2

... the bells toll.

Gee, I hate the guys Who criticize The other guys Whose enterprise Has made them rise Above the guys Who criticize.

Anon.

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