OATH OF OFFICE as first labor member of the California State Transportation Board is administered to Local Union No. 3 Business Manager Al Clem by Brian Van Camp, acting secretary of the State Business and Transportation Committee. Center is State Senator Tom Carroll, head of the Senate Transportation Committee and Senator Milton Marks of San Francisco. A number of top legislators, union officials and construction leaders were on hand for the ceremony in Sacramento.

Local 3 Sponsored State Resolution Would Dislodge Highway Funds

A State Senate Joint Resolution No. 39, relative to federal highway funds was passed and sent from the President to the Congress of the United States. The Resolution, originated by Local Union No. 3, was introduced by Senators Short, Calvin, Enright, Fogleman, Morrill, Riddle, Schrade, Ring Stormer, Wade. Walsh and Zenoit and stresses the need for the immediate release of funds held in the Federal Highway Trust Fund for highway construction. The Resolution follows:

WHEREAS, The federal government now maintains a balance in excess of $2 billion in the Highway Trust Fund and this surplus is scheduled to reach nearly $5 billion by 1973; and

WHEREAS, These funds are obtained by federal taxes on gasoline and other automobile-related taxes; and

WHEREAS, The state highway system has serious deficiencies, totaling $3.7 billion and would be greatly aided by additional funds; and

WHEREAS, The construction industry in California is a seriously depressed state with unemployment among construction workers exceeding 37 percent; and

WHEREAS, The release of federal highway funds would benefit California by relieving unemployment among construction workers currently working at a 37 percent unemployment rate; and

WHEREAS, The release of federal highway funds would come a standard for other construction union and union researchers who made an important contribution toward making this contract a reality.

The negotiating committee for the union included Clem, Chairman; Phil Kipro, President; Dale Mace, Vice President; Tom Stapleton, Recording Secretary; Don Richardson, Treasurer; Bruce Harmon, Secretary; and a supporting negotiating committee made up of delegates from Local Unions 3, 7 and 9.

The negotiations committee for the union included Clem, Chairman; Phil Kipro, President; Dale Mace, Vice President; Tom Stapleton, Recording Secretary; Don Richardson, Treasurer; Bruce Harmon, Secretary; and a supporting negotiating committee made up of delegates from Local Unions 3, 7 and 9.
At the outset I would like to apologize to the members for the late issue of your July paper. This was due to the delay in completing our negotiations with the Employers engaged in the construction industry in Northern California, and Contra Costa County. These negotiations involved the Operating Engineers, Steel Erecting Contractors, etc. Our negotiations consisted of a series of 25 meetings and some of them going into the night.

After having arrived at a Memorandum of Agreement with the Employers, it was necessary that we submit it to the Construction Industry Stabilization Committee. In order to expedite the approval of the agreement, Warren McReynolds, representative of the Union, was sent to Washington, D.C., with a letter signed by Richard Munn, Executive Director of the A.G.C. and submitted it to the Industry Craft Area 2 shall at the old rate.

A month period. They will avail themselves of this opportunity. Miller (up to and including 1, yard) (1971) Compressor Operator; (1661) Concrete Pump Operator; (2011) Deck Engineers; (2471) Mechanic, Power Jumbo Operator (setting slip forms, etc., when required) Boom length to apply; (2581) Floater; (2641) Mechanical Conveyor (handling building materials); (3041) Instrument Man; (3111) Postman; (3181) Field Representative Don Sweeney and Martin E. Segal were presented to those members in attendance.

It is not only my opinion but the opinion of the great majority of the members that I talked to in the round of meetings, and evident by the vote, that those who are genuinely interested in their union thought that this was an excellent contract. Having been negotiated under the adverse conditions that we are faced with in this country today as some of the politicians think that those employed in the construction industry earn exorbitant wages and due to the activities of the hard hatter and the labor suits plus the tightness of money, we know that the annual earnings of the Operating Engineers are not what they should be. For this reason this agreement was considered and I would pass this on to those who wish to pay dues for a 12 month period. If two (2) or more hours of compensable time (straight or overtime) on any Employee in Area 1, he shall be paid the Area 1 Wage Rate.

In addition to these negotiations, of course, you know that the company was awarded the Operating Engineers Health and Welfare Fund. We are very proud that the company was awarded the Operating Engineers Health and Welfare Fund. We are very proud of the companies that are engaged in the construction industry.

Of course, we have a small group of members who were not satisfied with this new contract. We do not disagree with the Community. If you have any problems on your wages or the working conditions, contact your representatives immediately and I am sure they will be adjusted.

In addition to these negotiations, of course, you know that we had approximately 400 members on the bricks due to the construction of the new airport. These members were employed by Kennecott at Ringham Canyon, Utah.

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**Operating Engineers Turn to ULLICO Plan**

**Full Representative Don McReynolds, Business Manager and Business Representative of the International Union of Operating Engineers, Local Unions 1970-1971, San Francisco, Calif.**

The company has announced that the company was awarded the Operating Engineers Health and Welfare Fund. We are very proud of the companies that are engaged in the construction industry.
TOP WINNERS of Local Union No. 3’s Annual Scholarship Awards, Ann-Marie Gallegos and Anthony Santos received $500.00 checks and gold embossed plaques from San Jose Mayor Norman Mineta. At left is Local 3 Executive Board Member Al Perry, while at the far right is Local Union President Paul Edgcumbe.

**Key Sections New Contract (Continued from Page 2)**

**GROUP 8 (8 classifications)**

Area 1

1 Area $7.06 $7.76 $8.56
     2 Area $8.79 $8.39 $8.39
     3 Area $8.79 $8.39 $8.39

**GROUP 9 (8 classifications)**

Area 1

1 Area $6.91 $7.67 $8.33
     2 Area $7.83 $8.59 $8.59
     3 Area $8.96 $9.61 $9.61

[Continued from Page 2] (4571) Asphalt Plant Engineer: (1121) Cast-in-place Concrete Mixer with Dozer: (7021) Sheepfoot; (4721) Slurry Mixer; (4571) Pugmill equipment).
Dear Sir:

Having spent eleven weeks at Rancho Murieta Training Center, I want to express my appreciation for the training center and the people who worked there. I believe it is one of the finest training centers available in the country and the staff and instructors are very knowledgeable and professional.

I want to thank you for the opportunity to work there and for the chance to learn new skills. I will use these skills in my future endeavors and I hope to continue to learn and grow.

Sincerely,

Ted C. Holmes
Vice President

Rancho Murieta Training Center
Big Zebra Farm Slated For Battle Creek Park

By Ken Green and Bob Havenhill

SHASTA ZEBA FARM

Considered a showcase of Shasta County's agricultural country, is go-

ging to be the "largest attraction to the United States" as an-
nounced by Nathan K. M. Shoob, promoter of the Battle Creek

Park. The farm will

be located in the

Battle Creek subdivision which is located between Kennesee River and east of Cotonom. The farm is part of the promotion of the proposed subdivision and located where the public will be able to view the animals in a natural environment. Han-

cock, owner of the cattie garden farm, says he is going to be showing the farm not only with zebras but with Hams, camels, dwarfed-

ed horse, donkeys, a-Africa, as well as an island, exotic deer from Europe and the Orient will be shown.

EXPRESSWAY JOB

A four-mile stretch of Interstate 5 freeway from North Dunsmuir to Mott Airport

turnoff is slated to be widened to six lanes by the State Divi-

dion of Highways in 1974. The widening project will start at the Sacramento River bridge in North Dunsmuir. The four-mile stretch of highway is presently paved with asphalt. It will be repaved with concrete.

The total project cost estimated at $5 million, includes operation of all asphalt sur-

face and divided frontage road, rest areas, a onepass at Prospect Avenue in North Dunsmuir and an

overpass at the Mott turnoff. Estimates of the total project will take two years to com-

plete.

Commissioner of the project hinges on whether the fed-

eral government will approve the expenditure of the nec-

essary funds. The third right hand lane on east side of the widened freeway will be used exclusively by slow moving trunks on the steep grade. The frontage-diversion road will be built parallel to the west side of the Interstate 5 widening project to carry southbound traffic during construction. The diversion road will start at Prospect Avenue and run two miles to the Mott turnoff. The road will be 32 feet wide with five foot gravel shoulders on each side to store snow.

NEW BUDGET PROPOSAL

—Shasta County Department of Public Works will present county supervisors with a pro-

posed road and bridge budget which will be about $181,000 larger this year than last year. The increase will be financed by gasoline and motor vehicle tax refunds from the state and federal money. The proposed budget also includes a $75 000 appropriation from the county's general fund for bridge construction. State sales taxes and operating licenses from that of residents of Shasta County paid to the state, come back to the county as part of the road and bridge fund. Trafi-

carriage from that people pay the county's justice court also go into the road fund.

BOOK BIDS LOW

— A contract for upgrading the Sum-


citie water system has been awarded to Glen W. Book, Inc.
By ROBERT E. MAYFIELD, District Representative; By BILLY JOE JACKS and JACK ROLLAND, Business Representatives

SAINT JOSEPH — Work has begun on a $1 million project to improve and expand the city's sewage treatment plant GROUP 1-A. Work will begin immediately on the under- ground portion of the new $1 million sewage treatment plant. The city's sewage treatment plant is located near Big Lagoon, which will be well underway, the rains making it impossible to move dirt from the project site.

R. Cooper, director of the project, said the dirt work will be held up some what, but could be better for this time of the year. The project, which is being built by the city, is expected to be completed by the end of the year. The project will include the construction of a 2.5 million Mt. Herman bypass sewer line, which will be completed in 1974.

The project will be awarded to the City of San Jose, which will be responsible for the construction of the project.

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San Jose Highway Work Offers Varied Training

By W. H. HARLEY DAVIDSON

Work for the apprentices in San Jose and San Mateo areas has improved. The two new highway jobs just started on Highway 280 by Granite Oil and Gulf 

officials offered every kind of job for the apprentices. There are over 700,000 people in this region, and 3,600 are employed in the highway construction industry. These jobs are expected to be completed in the next few months.

New Manning Provisions On 'Model Cities' Tough

By E. GAINES

One of the relatively new and more stubborn problems arising with special reference to the Affirmative Action area is that of theeeing the Affirmative Action area in which the new construction projects must be done. This is a problem of a few contracts entering into "model cities" units, often within an urban redevelopment council, where there are new demands that a large percentage of the work force be of a certain ethnic group.

As you are well aware, this is often a very difficult problem, and the number of people who wish to work in the construction industry is increasing. In recent years, the percentage of workers of color in the construction industry has increased significantly, and this trend is expected to continue in the coming years.

New Manning Provisions

By LUC JOHNS

Two new City of San Francisco construction projects have been started, and both are expected to be completed within the next year. The first project is the construction of a new parking garage in the Civic Center area, and the second is the construction of a new office building in the Financial District. These projects will provide new jobs for local residents and will help to revitalize the downtown area.

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APPROPRIATES

The JAS News column includes information about Apprenticeship Classes and opportunities. The column mentions that the classes are offered in various locations such as Albuquerque, Santa Fe, Albuquerque, and Los Angeles. The text also highlights the benefits of apprenticeships, such as eligibility for employment and opportunities for advancement. The column ends with a note about the Apprenticeship Program Offer Opportunities.

More JAS Notebook

The More JAS Notebook contains a note on the American Red Cross and heart health, mentioning that the program was most rewarding. The text also refers to the JAS Notebook in pages 4, 5, 6, and 7.

APPRENTICE SYSTEMS:

The text concludes with a note about the upcoming classes and opportunities available in the Apprenticeship Program.
Summer Dust Flights As Big Smog Menace in San Mateo

By BILL BANEY, DICK BELL, BILL PARRER

SUMMER IS HERE AND WINDS OF change are blowing through the skies. The dust that rises from the sea bed and the windblown sand of the beaches have reached a point where they threaten the health and safety of all those who venture out to enjoy the outdoors.

THOUGHT FOR THE WIDER T.. It never did anything wrong doing by accident, nor did I have any of my accidents in the car; they came by work." Edison

Coordinate

(Cont. from Page 9)

The project is expected to be completed by late summer of this year. The undercrossing is considered to be about 30 per cent. About the same time last year your legislators in Sacramento raised their salaries 40 per cent. About the same time the president got his salary doubled. During the last 2 years this writer's property tax has gone west from $50 to $500 per year. What did yours do?

The question is usually raised by the admiral that the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-tracked". The admiral is usually right when the project is "fast-track...
Scanning The System

By ART PENNEBACHER
Asst. Administrator, Joint Apprenticeship System

The general economics of the nation have changed drastically over the past few years. Of course this has affected the INDIVIDUAL economics of every family. At one time the collection of individuals known as a UNION relied upon a closed shop agreement as the only source for steady employment for development. Now the closed shop arrangement was declared unlawful some years ago. Subsequently your UNCION installed a seniority system based on the principle that longevity of employment meant successful work accomplished. We are all aware of the A-B-C lists currently operating in the industry. This is not to suggest that the system has the dampening effect of adding persons to the skilled work pool as new jobs are opened. But new persons and skilled persons are not necessarily the same.

A new concept for this industry was developed and in 1960 formalized into the apprentice-ship training program. In 1961 this training program for entrants into the work pool was certified by the State of California. This far-reaching announcement was explained to the field by a Sheep Survey work. Within the next two years approximately 2,500 California men and women were tested by Sheep Survey work.

It was obvious that a man or woman who had minimal requirements to upgrade has been put to work. The effect of the operation, a person with little or no knowledge or experience with field survey parties could be put to work. The effect, of course was to lower the efficiency and the economy and therefore the PRODUCTIVITY.

In the classroom, Bert kept things quiet so you could study in peace. More JAS Notebook

By CHIEF MARTIN, Coordinator

I spent the first week of June serving the Fresno area, and I was surprised at the amount of work in the area under the jurisdiction of the Apprentice System. I found an Apprentice was well prepared for the test that morning, on the subject of minimum testing depth and also for Mercer and Fraser Co. With the assistance of the District Representative, Ray Turner, we contacted Bert Botta, project manager and explained the procedure of training. That we would like to remove the Apprentice and replace him with an older. The Apprentice was related to the Grant Project at Klamath Glen and will resume his training as a heavy duty repairman.

I attended the District Meeting, (84 COORDINATOR P 10)
By HAROLD HUSTON
District Representative
LOCAL EXECUTIVE BOARD ENDORSES CONSTRUCTION OF $72 MILLION
MARYSVILLE DAM
All members of the Marysville Board of Directors were present when the recommendation of the Marysville Board of Agriculture, Planning and Conservation Committee was conveyed to your Local Executive Board, at their meeting held on April 4, 1971, for endorsement of the construction of the $72 million Marysville Dam to be located near Marysville, California.

The Marysville Project was authorized by a joint resolution of the United States Congress, as part of the regional flood control program for the Feather River basin and adjacent areas. It was designed to provide flood protection for the Town of Marysville, the city of the Yuba River, the Feather River Valley, and the surrounding area.

The project includes the construction of a 1,250-foot-high earthfill dam with concrete river core, a 115-foot-wide concrete spillway, and an intake tower for the power plant. The reservoir will be 1,070,000 acre-feet in size with a storage capacity of 1,000,000 acre-feet.

Agriculture

The Marysville Dam will bring increased employment opportunities and development to the Yuba River area. It will also provide additional yield of 270,000 acre-feet of water per year of high quality to the urban areas and to about 24,000 acres of agricultural land.

Recreation

The reservoir will provide increased opportunities for recreation, both for local residents and for visitors.

Flood Control

The Marysville Dam, when fully completed, will provide a high degree of flood protection for the area around Marysville, including the Marysville Dam and surrounding area with the New Bullards Bar project flood area.

Upstream flood control reservoirs and downstream levees will also contribute to the protection of the area along the Feather River below Marysville Dam.

The project was initiated three years ago and Congress will have appropriated approximately $56 million dollars through fiscal year 1972 for project planning. At the same time, the feasibility study has been conducted by the Corps of Engineers, which will be completed in June of 1972. The President's Budget contains an additional $172 million for fiscal year 1972.

The Marysville Project is a joint effort of local, state, and federal governments, and it is designed to bring increased benefits to the people and the surrounding area.

MARYSVILLE DAM & RESERVOIR
YUBA RIVER, CALIFORNIA

<table>
<thead>
<tr>
<th>Type of dam</th>
<th>Height of dam</th>
<th>Maximum head</th>
<th>Minimum head</th>
<th>Minimum flood</th>
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<th>Release capacity of spillway</th>
</tr>
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<tr>
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<td>1,250 feet</td>
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Plans Now Complete
Novato Freeway Bypass
Will Hit $14 Million Mark

By AL HANSEN

CONSTRUCTION is expected to get underway soon on the Novato Freeway Bypass in Novato. The $14 million project should be completed by September 1979. In addition to improving transportation, the $14 million project is expected to improve the freeway that will help reduce congestion and speed through-traffic through the city. All this is expected to be completed within 18 months.

The 8.7 mile project is expected to bring Russian River water to the city. The project has been 10 years in the planning. Directors of North Marin, 100-200 square miles of territory, are expected to be complete for this new 5.4 mile bypass that will help reduce congestion and speed through-traffic through the city. All this is expected to be completed within 18 months.

There are no bids on the Route 101 bypass project will be advertised for contractors inside the city. The project is expected to cost $10 million and be completed by mid-1979. The first contract for the Route 101 bypass project will be advertised for contractors inside the city. The project is expected to cost $10 million and be completed by mid-1979. The first contract for the project will be advertised within 12 months and will be completed by mid-1979.

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Private Work Helps Cause in Santa Rosa

By RUSSE SHANNON and BOB WAGON

With the middle of the season upon us, it is very much a new time for the better weather.

The government cut back on the construction and the other one-fourth of the work is still being done by the Celis Construction Co. of Napa, who has been able to get their new 10,000 pound hot-plant and equipment.

A lot of activity going on in and around Santa Rosa — Bill Con. Co. is quite busy on four new jobs the company has set up, its new 8,000 pound standard hot plant and crushing operations on the Russian River. After numerous starts and stops at the hot plant the as-

Russel Sebasson (Con. from Page 4)

sphalt is really coming out now.

Argonaut Construction has picked up four (4) new jobs in the Santa Rosa area, so they should have a good year. Wes & McGinty are working on the Sonoma County dump and on the Piner Road job, keeping quite a few engineers busy. Several subdivisions and mobile home sites are getting started, helping to make jobs for the Brothers. The Warm Springs project is done by project, done by the company. Construction was slow for awhile due to a shortage of equipment, but is now getting full steam again.

The members in the Pot Plant have been working in the mud barge jobs, and have had a problem that required a little “soil-searching” in mid-

Alumni

Before any agreement is made for the paving, the public is asked to take this opportunity to thank all the brothers who were in attendance for the marvelous turnout at the last District Meeting held at Los Banos.

Until next time, remember, SAFETY IS OUR MOTTO!

Traffic

Safety

Projects

Fifty-eight traffic safety projects are planned for California this year in hope of re-

of asphalt concrete atop the base and surfacing. The present work is a one-shift operation.

Bill Davis is finished. They also have the asphalt paving. This job will start paving until part of their highway is finished.

OGDENOffice: Hours:

Don't forget brothers, the San Jose Office is open from 8:00 a.m. un-

3:00 p.m. every Wednesday evening.

(More San Jose P. 16)

Budding

by Guy Jones

Most crews are waiting for work to break, with the excep-

of asphalt concrete atop the base and surfacing. This job is a one-shift operation.

Olympian Dredging Company's work is slow. Their dredge is having a problem due to some very bad weather, and the company has been doing levee work up the Sacramento River.

Smith Rice Dredging have been successful bidders on three small mud barge jobs. This has been keeping their crews busy.

Leal Salt Company is continuing work to help keep their crews in shape — their crews are not too hard pressed at the moment.

Banita Rock have four floating barges on the river, which is their first barge ever on the river levees. This job is a one-shift operation.

Olympian Dredging Company has a few weeks left on their Santa Cruz Yacht Harbor project, which is their last job for the year. They are finishing up the last of the jobs for the brothers — we are sorry to see this job finish.

Kewit Dredging have finished their Pier 95 job. Dredge off 102 and Crocker handed out three houses in their yard for repairs at this writing.

Most unions are taking up part of the slack.

NAPA Co. has taken over the work situation in the area, which is very much a new one for the government.

The Hatich Corp. on their Improvement job has moved their batching plant and grading paver north to Blissville Avenue, where grading is still moving along from the north end. They have been working on the paving finished. They also have a asphalt finish spread on the north end by the grading.
5347

DECREASED DIPENDENTS
Duff, Margaret, widow of W. 10—Decreased May 24, 1971.
Dunlap, Mrs. S. E.—Decreased May 24, 1971.
Franklin, Catherine—Decreased May 24, 1971.
Gibbons, Rebecca—Decreased May 24, 1971.
STOCKTON

Our deepest sympathies are extended to the families and friends of departed Brothers Vinnie Walls and Lee B. Lambie.

Brother Vinnie Walls, of San Jose, passed away April 9th. He was 62 years old. His wife, Mrs. Vinnie Walls, is surviving him.

Brother Joe Hopkins, of Oakland, passed away April 8th. He was 80 years old. His wife, Mrs. Josephine Hopkins, is surviving him.

Brother W. Scroggin, of Washoe Medical, is still in Washoe Medical and doing well.

Brother Joe Hopkins, recovering from an industrial accident, was in the hospital April 8th.

Brother Leonard Gibson, 65, is back on the job after his recent accident.

Grove, is back on the job after his recent accident.

Best wishes for a speedy recovery to:

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More Personals (Continued from Page 1 & 2)

MARIETTA

Brother Joe Martin is presently at the Veteran's Hospital in Martinez. We hope he will have a speedy recovery.

Brother Glenn D. Norcross had a heart attack on May 24th and is in the Community Hospital in Chico. He expects to come home in the next few days and requests many friends to call and say hello.

Brother Tom Ingram is in the Intensive Care Ward at Fremont Hospital in Yuba City suffering from another boat accident. No visitors please, at this time.

Brother Mike Whelchel, from Trona Tractor Shop at Pluvia, Grove, is back on the job after his recent accident.

Brother B. Sturtz is home from the hospital after his operation and is doing fine.

Brother Edwin Williams, Chico, is presently on the disabled list and is doing well. He has been in great touch with his family after Vietnam, and to tell all the Brothers "hello" for him.

We are sorry to report, the following Brothers have passed away this past month in this district. We want to express our very deep sympathy to those who have had these brothers.

See MORE PERSONALS Col. 4 & 5

Rules for submitting ads

1. Any Operating Engineer may advertise without charge any personal property he wishes to sell, or any personal property he wishes to rent, and will not be accepted for rentals personal.

2. PRINT OR TYPE the wording you wish to advertise as a separate letter and sign your name to it, 30 words or less, including your address, phone number, date, and display number.

3. More than one (1) ad per location allowed in any one issue.

4. All personal property must be shipped to the attention of Mr. Bill Carnes, Engineers Swap Shop Dist., PO Box 1193, Sacramento, CA 95812.

5. No ad may be more than one (1) line in length.

6. All ads must be typed in ink, double spaced, both sides of sheet of paper, limiting yourself to 30 words or less, including your address, phone number, date, and display number.

7. Advertisements in these columns without charge will expire 8 weeks from date of publication.

8. All ads for sale or trade in these columns are subject to being published without any other information.

Sept 1971
July
20 Eureka, Tues., 8 p.m.
21 Elk Grove, Wed., 8 p.m.
22 Oruroville, Thurs., 8 p.m.
23 Sacramento, Fri., 8 p.m.
29 Reno, Sat., 8 p.m.

August
4 San Francisco, Wed., 8 p.m.
5 Stockton, Thurs., 8 p.m.
11 Oakland, Thurs., 8 p.m.
24 Sacramento, Tues., 8 p.m.
31 San Francisco, Wed., 8 p.m.

September
1 Chico, Thurs., 8 p.m.
17 Lake Tahoe, Fri., 8 p.m.
15 Reno, Sat., 8 p.m.

District and Sub-District Meeting Places
San Francisco, Engineers Bldg., 550 California St.
Stockton, 8 p.m.
100 Lake Blvd.
Oruroville, Prospectors Village,
Orangeville Drive.
Humboldt, IBEW Hall, 2509 8th.
Beretania Street.
Alameda, only Washington,
School Cafeteria, 1211 8th.
King St.
 vivo, 2906 Broadway.
Campbell, 901 Main.
San Jose, Labor Temple,
102 Almaden Blvd.
Antioch, Engineers Bldg.,
426 N. California

More on North Coast
(Cast from Page 13)
We have no projects of any size planned or scheduled for this district, some projects which have been contemplated earlier have failed to materialize due to the efforts of certain political and pressure groups.

POLITICS—Brothers we still have the outlook is right, and now a new menace is present—the embalmer. While the embalmer is fighting to preserve his job our hating jaws are at stake. Therefore it is vitally important that each and everyone of us understand the issue at hand and back our political recommendations due to our Local Union and officers in order to protect our livelihood.

September 13 Show and Work Short of Work
(Cont. from Page 3)
and will be using padded
scrappers at both their operations in the Pipeline and Phosphate.
Some of those plants are hiring a few men out of the hall to replace men who are going on vacation.
The shops in the southern part of the county are holding up at about the same as past summers. Most of the equip-
ment being as slow as it is and the work is quite international employed in the Pipeline Industry.
Robert Mulloy has a little. Robert Mulloy has a total of 800,000 yards of dirt to move and at the present time they have 18 brother engineers working the dirt.
Richard Ydeke is going around with the Nat. Teamsters Union
in Antioch. They have a total of 300,000 yards of dirt this summer, which is a little over 20 days on 20 men or engineers on the equipment.
The Freight job in Antioch will have to be kept up, just the same. This is in print. This is the last free job for 1971.

Chico, Labor Temple, 8th.
Salt Lake City, 1898 W. No.
Room 124 West Taylor.
Mesaba, 1100 59th Ave.
Street.
Watsonville, Veterans Memori-
Ial Bldg, 215 Third.
Santa Rosa, Engineers Bldg.,
150 S. 1st 3rd. North.
Oakland, 110 16th St., 2nd.
Oakland, Engineers Bldg.,
550 California St.

Engineers News, 474 Valencia St., S.F. 94103
In accordance with the rules and regulations governing this Credit Union, the undersigned, do hereby endorse the following note: 

Credit Union Notes

To: John Doe, Credit Union Treasurer
From: James Red Ivy, Credit Union Treasurer

CREDIT UNION NOTES

More on North Coast

November
9 Stockton, Tues., 8 p.m.
7 Fresno, Tues., 8 p.m.
3 Ogden, Fri., 8 p.m.
14 Reno, Sat., 8 p.m.
9 Santa Rosa, Thurs., 8 p.m.

July
25 Eureka, Tues., 8 p.m.
26 Elk Grove, Wed., 8 p.m.
27 Marysville, Thurs., 8 p.m.
28 Humoldt, Wed., 7 p.m.
29 Sacramento, Thurs., 7-9 p.m.

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Contd from Page 10

Dealers, the Bay County Land Surveyors Association and the Credit Union Notes.

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