Set Forth Election Rules For Sub-District Advisor

Recording Corresponding Secretary T. J. "Tom" Stapleton has announced that the Local 3 Executive Board, meeting on September 8th, has directed that the election of Sub-District Advisor to the Executive Board for the State of Hawaii be conducted in accordance with Local Union By-Laws and announced the following election procedure: The position of Sub-District Advisor to the Executive Board for the State of Hawaii shall be filled for the unexpired term by secret ballot vote of the majority of the membership in the Sub-District in good standing as of September 15, 1968 at the following regular quarterly and specially called meetings:

7:00 p.m. October 15, 1968,
Kawai, Convention Hall, Lihue,
Kauai, Special Called.
7:00 p.m. October 16, 1968,
Honolul, 203 S. Beretania,
Honolulu, Regular.
7:00 p.m. October 17, 1968,
Hilo, Hawaii Technical School,
1175 Mamo, Hilo, Regular.
7:30 p.m. October 18, 1968,
Maui, Brian Hall, Kahului Air-
port Road, Maui, Special Called.

Written meeting notices shall be mailed to eligible members of the State of Hawaii prior to October 1, 1968.

A member's Sub-District is that in which his address, as shown on the records of this Local Union, is located less (10) days prior to the day on which the notices are mailed.

SUB-DISTRICT ADVISOR TO THE EXECUTIVE BOARD: No member shall be eligible for election, be elected, or hold the position of Sub-District Advisor unless he shall have been continuously in good standing in the Parent Local Union for one (1) year and a continuously a member of the Parent Local Union and its Sub-District for not less than three (3) years and a registered voter in the Sub-District he represents or seeks to represent for not less than one (1) year, all seat preceding the first day of the dues period in which the election is held.

If no Member fulfills the foregoing conditions of eligibility for a particular office or position, any Member currently in good standing in the Local Union, and otherwise eligible, shall, upon the filing of a non-Communist affidavit and an Affidavit that he meets the requirements of Section 504 of the Labor Management Reporting and Disclosure Act of 1959 and Article XIII, (A), Section 1(f) of these By-Laws be eligible to be nominated for and elected to, and hold, that office or position.

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

NOMINATIONS: Nominations shall be made in regularly scheduled or specially called Sub-District Advisor meetings held on July 13, 1968, you may do so for any 12-month period and save $12.00. If your dues are currently paid until January 1969, you may pay an additional 24 months thereby effectuating a saving up to $18.00 for your next dues period and, of course, if you desire less than a year's dues, the savings would be proportionately less.

IMPORTANT NOTICE

In keeping with the action taken at the Semi-Annual Meeting held on July 13, 1968, whereby the membership concurred in the recommendation of the Executive Board setting aside temporarily all but $1.00 per month of the dues increase which would have been forthcoming as per Article VI of the By-Laws, in addition, the action was that the $1.00 per month dues increase would not become effective until October 1, 1968. This means that if you desire to avoid yourself of paying your dues in advance prior to October 1, 1968, you may do so for any 12-month period and save $12.00. If your dues are currently paid until January 1969, you may pay an additional 24 months thereby effectuating a saving up to $18.00 for your next dues period and, of course, if you desire less than a year's dues, the savings would be proportionately less.

Lewis Will Fill Local 3 Post

Recording Corresponding Secretary T. J. "Tom" Stapleton has announced that pursuant to Article IX of Local Union No. 3 By-Laws, officers of the local have met and appointed Harold Lewis to fill the vacancy of Sub-District Advisor to the Executive Board until the next regular quarterly and specially called meetings to be held in the State of Hawaii during the month of October. Lewis is a Local 3 Trustee and Sub-District Representative for Hawaii.
Collectively Speaking with Al Clem

On behalf of the Officers, Executive Board Members and all the members of Local 3, we welcome the entire membership of Local 731 upon their amalgamation with Local 3. On Saturday night, September 7, at a meeting held in Vallejo, which was attended by the Presidents of Local 731 and their wives and the members and their wives, the President, Omer Delisle, of Local 731 presented me with a charter and in turn all the past Presidents of our International presented me with a charter and in turn all the past affiliated with Local 3 can work more effectively together to assure that our members be safe and employed in the naval facilities around the bay area.

The Board of Trustees on the Pension Trust held a meeting during the month of August and approved a reciprocity arrangement which we will now be able to offer to the various local unions in the western states.

At the Executive Board Meeting of the Western Conference, we are hopeful that we can get these signed with some of the local unions. This will mean a great deal of benefit to many of our members.

August and September were very busy months for myself and all the Officers. Several agreements were consummated and ratified, and the major ones were: Pile Driving Agreements, Dredging Agreements, and Portable Locals throughout the United States. This month of August and approved a reciprocity arrangement which we will now be able to offer to the various local unions in the western states.

We attended the convention of the Nevada State AFL-CIO which was held in Las Vegas, Nevada on August 9-10-11 which was well attended by all the crafts and there were numerous speakers covering various subjects which were of a great deal of interest to the Members.

The Straight-Time Pay 81% of Workers’ Income

WASHINGTON—Straight-time pay accounted for 81 percent of a worker’s total compensation in 1966, the Labor Dept. reports in its first study of its kind.

Taking the “total private non-agricultural sector of the economy,” the department’s Bureau of Labor Statistics said that the other 19 percent covered pay for licenses, bonuses, taxes, interest on savings, and severance pay. The bureau used the 1965 census data to compile its report.

In 1966 American workers averaged $6,074, an increase of 8.3 percent in total compensation—the straight-time pay plus the fringe.

More in Retirement

More men are taking it easy after age 65 today than 20 years ago. At that time, one out of two men in that age group was working or looking for work, whereas today it’s only one out of four. On the contrary, women are more inclined to remain in the labor force today than formerly. One out of ten women is either working or looking for work today as compared to one out of 12, 20 years ago, reports the Bureau of Labor Statistics.

IUOE Talks On Safety

Many accidents have occurred from carelessness or improper practices during refueling operations. The fuel truck driver has a particular responsibility and the following are a few rules that should be followed. All employees should be aware of these rules, and make sure they are followed by the employees.

1. Use all possible care to prevent running fuel tank over. Should fuel be spilled, be sure that no fuel is on the equipment before restarting.
2. Fill the tank from the windward side, whenever possible, to prevent explosive burns in the event of ignition.
3. Allow a sufficient vapor space in the fuel drum or tank to prevent expansion of the liquid with the changing temperatures.
4. Equip motor having sparking devices with explosion proof enclosures.
5. Install adequate hold down device to anchor each fuel truck in a suitable manner to prevent movement. Turnbuckles, chains, or safety belt connections or similar safety action devices for drawing the tank to a safe place and to stabilize the truck bed are recommended.
6. Mark each side and rear of the refueling truck with the words Flammable—NO Smoking in letters at least three inches high. Each container should be marked to its contents.
7. Equip each vehicle with at least one suitable fire extinguisher having a C rating.
8. Take precautions to prevent ignition in locations where flammable vapors are present. Sources of ignition may include open flames, smoking, cutting and welding and hot surfaces.
9. Remain in the immediate vicinity of the unit while it is being filled.
10. Keep clear of all moving parts. Conspicuous and other equipment will not be subject to the hazards of tripping, stumbling and falling.
11. Make sure that all compressors conform to the ASME standard for compressors.
12. Ground each hose reel base to the metal frame of the vehicle if reels are installed on a wood platform.
13. Provide adequate ventilation in the vicinity of the transfer.
14. Make sure there is good contact between fuel nozzle and tank and pipe before starting fuel flow.
15. Always make sure you have an unused cap or nozzle in case of accident.
16. Engage on rigs being fueled should be stopped before refueling operations begin.
17. Triple all above precautions when the fuel is gasoline.

Washington News Desk

From the International Union of Operating Engineers

by Secretary of Labor William Wirtz

Labor Day carries a special meaning this year for every American—young and old, affluent and poor, black and white. For it is evident on this national day of rest for working men and women that our Nation has traveled a great distance in just a few years toward universal human justice.

It will not slow down our progress to take stock of our achievements toward bettering the lives of all Americans—in employment, in education, in housing, in health care.

In the past seven years alone, as our economy boomed to new heights of accomplishment:

* 10.4 million Americans have been added to the Nation’s payrolls.
* The ranks of the unemployed have dropped by nearly 2 million and the rolls of the long-term jobless have fallen by almost 1.4 million.
* Earnings of the average worker with three dependents, after adjustment for prices and Federal taxes, rose by 11.4 percent.
* 12 million Americans have moved above the poverty line.

And by the summer of 1968, a large number of disadvantaged had benefited from a wide range of federally-supported job training, work-experience and educational programs:

* Occupational training for more than 1 million men and women under the Manpower Development and Training Act since 1968.
* Work experience for 1.4 million boys and girls in the Neighborhood Youth Corps since 1964.
* Work training for more than 161,000 young men in the Job Corps.
* Educational assistance for 400,000 young men and women through the College Work-Study Program in the past school year alone.

But this day is not just one for reflection or taking inventory of past achievements. We should look now to even greater accomplishments.

We look to the day when no man or woman will be denied the opportunity to work because he or she didn’t get the necessary training.

We look to the day when no man or woman will be denied the opportunity to work because he or she didn’t get the necessary training.

We look to the day when men will realize the dignity of work because he will have labored in dignity, reaping the just rewards of his labors.

When all these things have been accomplished, the full meaning of Labor Day will be realized.

A Lot of Veterans

Forty-seven percent of the American male population, 20 years or older is a veteran of one of the military services, according to the U. S. Department of Labor. At the beginning of 1968, they numbered 26,067,000 with an average age of 44.
**USF Sets Fall Labor Classes**

The University of San Francisco Labor Management School has announced that registration is open for its Fall session, which starts Wednesday evening, October 6. Classes are scheduled each Wednesday evening at 7:30 through December 4.

Offerings will include two-hour courses on human resources in industry, problem areas in labor-management relations, and guidelines for the collective bargaining agreement on the job. One-hour courses will be offered in parliamentary practice and public speaking.

The problem areas course will feature labor and management speakers in such fields as personnel employment (Oct. 9), agricultural labor (Oct. 16), and public employment (Oct. 23).

The 18-year Labor Management School is a community service of the University of San Francisco, sponsored by representatives of labor, management, and government in the Bay Area. Classes are open to union members, representatives of management, and others interested in personnel or labor relations.

Registration fee is one dollar, and tuition is 12 dollars for a one-hour course, 24 dollars for a two-hour course of nine weeks.

The telephone number for further information is 726-1000, Ext. 250.

**New Law Aids NG, Reserves**

WASHINGTON — The President has signed into law a bill amending the employment provisions of the Universal Military Training and Service Act.

The new act provides that the members of the Reserve and National Guard will have the same recognition and advantageous conditions of employment as their fellow workers who do not have such military obligations.

The bill also provides for the continuation of reemployment rights of those employees who tend their tours of duty and of those members of reserve components who are recalled to active duty or who enter tours of active duty for the duration, request out of their government beyond the current four-year service limitation.

In signing the bill, the President referred to "the dedicated members of our Armed Forces and National Guard" as "indispensable sinews in the military strength of our Nation." He added that the bill "is a significant recognition of their commitment to their Nation and a small payment on our debt to those men and women who continue to serve America.

**Less Accidents**

A 40 percent drop in injuries to American longshoremen has occurred since the establishment of the Labor Department's Longshore Safety Program in 1945. Regulations require that all ships loading or discharging in U. S. ports have cargo-handling gear certified at safe. To meet Department standards, 389 ships flying 43 foreign flags have had to make substantial corrections.

**Brother Bob's Busy World**

**Sundown's Beautiful Appaloosas**

When a brother engineer's avocation begins to bring in more loot than his vocation, what should he do?

Well, in the case of Brother Bob Cowles, a batch plant operator for Peter Kiewit in San Francisco, the answer is to work hard at both, or, I should say—all three, of his booming enterprises.

Sewing Brother Cowles is busier than a cat on a hot tin roof what with the graywave shift in the batch plant at Kiewit; an investment in (and sales expert) for a leading detergent manufacturing firm, and last, but not least, a long-time underground powerhouse and tassel electrician, have been successful in all goals.

"We came to Northern California from L.A. shortly after my brother Raymond was killed in the Korean conflict," said Bob. "In fact, we purchased the land from his G.I. insurance. He was with the 1st Marine Division and was killed in action in Korea. We came here, kids. Our ranch is buried above the ranch where the last rays of sunshine touch his graveubs."

The ranch has been named the ranch "Sundown Ranch."

Brother Cowles went on to point out that "the oldest brother, in the last three generations of Cowles, has finished his G.I. insurance. He was with the 1st Marine Division and was killed in action in Korea. We came here, kids. Our ranch is buried above the ranch where the last rays of sunshine touch his graveubs."

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The ranch has been named the ranch "Sundown Ranch."

Bob points out that the Appaloosas are among the most successful and fast growing Appaloosa breeding ranches in Northern California.

So we would seem whether it's Appaloosas, detergent cleaners, or just some inside information on how to successfully run a batch plant, the busy operating engineer to see is Brother Bob Cowles—a man in all seasons.

**Encourage Voters**

To ensure workers the opportunity to exercise their franchise, 20 states have passed laws permitting voting time off from work for the purpose of voting. Many of the laws prohibit pay deductions for voting time.

**PACIFIC STATES**

Nonagricultural wage and salary employment in the eight Pacific states rose seasonally to 507,500 in mid-June. The Bureau of Labor Statistics in a recent report represented a gain of 149,000 jobs over the previous month.

**JUNIOR CHAMPION** and a full brother to Tot's Hama is Sundown War Bux a year-old colt who was recently named the 1st place producer of colts in the Northern California Appaloosa Association Show.

**FOUR OF THE FIRST PLACE trophies and ribbons won by Tot's Hama and Sundown War Bux in recent Appaloosa competition against the state's best. Brother Bob Cowles shows his Appaloosas at some 15 to 20 dozen shows a year.**
Five Key Bids Out On Roads

SACRAMENTO—The California Division of Highways is today asking bids on five new California projects, three of which are in Humboldt County.

The largest of these is for widening the west end of the Route 38 bridge crossing Grizzly Creek, and its west approach, 7.2 miles west of Bridgeville. With the road at an angle to the bridge, the widening will increase the ease and safety of turning onto the bridge.

Bids will be opened September 38 in Sacramento. Approximately $200,000 is available for the project.

The second Humboldt County project occurs on Route 101, where channelization improvements will be effected at four intersections between Eureka and Arcata.

At the Col Avenue and Airport Boulevard intersections, acceleration lanes will be constructed for south-bound traffic. At the Indiana and Bayside cutoffs, existing south-bound acceleration lanes are being resurfaced.

Bids will be opened September 38 in Sacramento. Approximately $21,000 is available for the project.

The third Humboldt County project consists of stabilizing a slide area along Route 299, about 2.1 miles east of Route 101. Rocky material at the top of a high cut at this location sometimes falls, and as this process continues could develop into a safety hazard. At present it constitutes a maintenance problem.

The work consists of first removing loose slide material and then flattening the slope and improving drainage facilities.

Bids will be opened September 18 in Sacramento. A total of $400,000 is available for the project.

The fourth northern California project is in Lake County, where several stops are to be applied to a 5.2 miles of two-lane Route 80 between 5.2 miles north of Route 175 at Middletown and 0.1 miles south of Route 80 at Lower Lake.

Bids will be opened September 18 in Sacramento. Approximately $20,000 is available for the project.

Appeals Board Denies Comp For Strikers

Unemployment insurance benefits properly were denied to some 855 Bay Area boilermakers in a 1967 trade dispute, the California Appeals Board recently ruled. Appeals Board has ruled.

The board held that all members of Local 6 of San Mateo and Local 10 of Oakland were bound by an employer warning that "a strike against one is a strike against all."

Workers struck two East Bay plants and one in San Mateo county during contract negotiations in 1967, and the employer association thereafter shut down some 40 major steel fabricating plants.

In announcing the board's precedent decision, Chairman Robert W. Sigg emphasized that the board does not weigh the merits of a trade dispute, but determines only if workers were unemployed because of their own actions.

Sigg said evidence showed that workers realized an employer lock-out probably would follow any work stoppage.

Sigg said the board felt that actions of each union bound the other in the month-long dispute.

Other board members who participated in the decision were Lowell Nelson, Claude Minard and John B. Weiss.

Advisory Committee

Primary Meetings TO NOMINATE: Every Member of the Parent Local Union and its Sub-divisions, except Registered Apprentice Sub-divisions, are not suspended for non-payment of dues preceding the first nominating meeting shall have the right to nominate.

CRANE OPERATOR Penny McAtee takes a little shop with Local 3 Vice President Dale Marr during amalgamation ceremonies in Vallejo this month. At left is Cliff Dees, a past president of Local 731.

CRANE OPERATOR Penny McAtee talks a little shop with Local 3 Vice President Dale Marr during amalgamation ceremonies in Vallejo this month. At left is Cliff Dees, a past president of Local 731.
Livermore Valley's Future Bright

By NORRIS A. CASEY, GUY JONES, TOM CARTER, ROBERT MAYFIELD, ALEX CELLINI and JERRY ALLGOOD
The blueprint that may guide the progress of the Valley's most ambitious development program has been released by the Downtown Development Commission and has been submitted to the Livermore City Council for approval. Prefacing the need for a face-lift of the downtown, the 31-page report cites figures indicating the impressive rapid growth of the Livermore Amador Valley and the City itself, noting that between now and the turn of the next century 25 to 50% of all Alameda County growth will center here. The population of Livermore is expected to climb to 80,000 by 1980 and 100,000 by 2000, while some 375,000 persons will make their homes in the three communities of Dublin, Pleasanton, and Livermore. The Commission's plan consists of five major changes:

1. Relocation of the Southern Pacific Railroad tracks and construction of four railroad underpasses at Murrieta Blvd., P St., Livermore Ave., and First St. for the purpose of eliminating the tracks that impede traffic flow in a crucial area; improvement of traffic circulation through and around the downtown area.

Improvement of land use: This includes a new retail core in the area provided by railroad relocation. There would be large-partner type stores, a complex of satellite shops, and emphasis on convenience for the pedestrian shopper. Improvement of parking in the downtown area. Improvement of the general appearance and livability of the area by providing small parks, sidewalk gardens, rest areas for the pedestrian shopper.

It would also make that land available for commercial development, providing adequate shopping facilities for those shoppers who now have to expend sizable amounts of money to travel to the shopping centers in Hayward and Walnut Creek over 20 miles away.

The plan also provides for the Bay Area Rapid Transit facilities eventually planned for the downtown area between North P and North L Streets.

When work is started on this redevelopment project it will provide jobs for a large number of Operating Engineers as well as the other trade unions.

The State Department of Public Works has awarded a $110.9 million contract for construction of a six-lane section of Interstate 880 freeway in southern Alameda County and northeast Santa Clara County. The project, which includes several interchanges, was given to the combine of Freman-Sondgroth-Bastich-Caputo of Mountain View.

The 4.6 mile Alameda County section extends from Route 338 near Mission San Jose to a point near Mission Blvd, near Warm Springs.

Construction of a ten-story tower with parking structure is scheduled to begin this fall at California State College, Hayward.

The 245,000 square foot tower will combine administration and classroom functions with facilities for 1,000 full-time students. The structure, known as the Cal State building, will contain 115,000 square feet.

In conjunction with the building of the tower, construction also will start on a $47,000,000 library and learning resources center. The tower will form a part of the complex. The library section will occupy 247,000 square feet and will accommodate 500 students. It will be completed by 1976.

Construction began last month on the site of the new mathematical and science building on the campus of the University of California. The ten-story 75 million dollar building is expected to be ready for use by the fall of 1970.

Work has started on the North Berkeley underground station and cut and cover section. The station is located at Sacramento and Delaware Streets in Berkeley and the cut and cover will extend to the northern boundary of Berkeley.

Shea-Marco Co. was awarded the cut and cover section at the southern end of Berkeley. This job is located at Shattuck Avenue and will extend to the existing overhead section in Oakland.

Son & Harris are scheduled to start a 600,000 yard dirt job for the Silver Development Co. in Pinole.

Rock, Sand, and Gravel Industry in Alameda and Contra Costa County has picked up somewhat. With the biggest part of the work in the Centerville area.

Scrap Iron Industry in the Oakland area is still moving along very slow. But with the steel price rise, things should be picking up in all the scrap yards.

Work at Pacific States Steel has picked up in the Mill Divisions and also in the Forge Division. The Fabrication Division is moving along very well with their steel cages for BART.

The Equipment Dealers are still very slow, still holding for more work.

EASTERN CONTRA COSTA

This county as far as a work picture for the future doesn't look red bright. There are two big jobs probably going to start in the next few months and that is an addition to a large power plant of P.C.A.E., and also an addition to be done at Dow Chemical.

Other than these two, most jobs are very slow and are carrying a full crew with almost no new hiring being done.

Maxon-Kiesslen Co. have two jobs going in the Pittsburg Antioch vicinity. One job is almost complete. Excavation on the sewer steel mill virtually has been completed and Benfield-Harold McQueen has taken his crew on a freeway job between Antioch and Pittsburg. This job amounted to $5 million dollars of which the bulk of this money will go into structures and paving.

In the same area much subdivision work is now in progress and being done by McQuillen Construction Co.

See OAKLAND Page 12

VALLEJO'S MAYOR Florence Douglas (center) was one of the many dignitaries from management, government and politics that attended the amalgamation of Local 731 with Local 3 in Vallejo this month. Shown with her honor are Mrs. Marvin Clark (left) who baked the cake that served as the centerpiece for the ceremonies; Local 3 President Paul Edgecombe and International Vice President and Local 3 Business Manager Al Clem and Mrs. Clem.

PART OF THE CROWD that attended ceremonies marking the amalgamation of Local Union No. 731 (ULCE) and Local Union No. 3 of the International Union of Operating Engineers is shown above. Some 250 members, dignitaries and officials from both unions were on hand for the event that joined the 49-year-old local with Local 3. The event was one of the most colorful and best arranged and attended in either local's history. Eighteen past presidents were presented miniature gavels in recognition of past service to Local 731.
The Teichert Sacramento-Westgate work with the 18 from Lakeport are doing most all in years to come. Lange Brothers work along on its second season, the brought in a number of Dart trucks, thereby depriving work. can be seen now on the paving operation. Arthur B. given the big portion of the dirt continue 101 work south of LaMalfa; Triangle Constr., Earl in shortly with their dredge. on their pipeline job near Glen on their Sewer project in Sonoma. The Morrison Knudsen Brooktrails Development is availab...
State Tile Has Napoleon

Hawaiian Brother Paddles Own Canoe

PHOTO TAKEN while practicing at Waikiki Beach for the Molokai Channel race. Background is a silhouette of the famous Diamond Head. Name of the canoe is Malia. 1st paddle is Brother Joseph Romana.

ACTUAL RACE in which Brother Napoleon had participated. Again he is the 1st paddler. Photo was taken at 5:30 a.m., when race had started. Because they were still close to shore, the water looks very calm. They are leaving Molokai for Oahu. You will note that a canvas silhouette is placed to cover the canoe up to the waistline of each crewman.

By Harold Lewis, Bert Nakano, Wilfred Brown, Kenneth Kafoonei, Wallace Lean and Joe Reimert

"One paddle, two paddles, three paddle, Four to take me home; Fourteen on the right, Fourteen on the left, Take me to Hancollays, No lo best!"

These are the lyrics of one of the many favorite morning-day versions of mo'olelo from Hawaii written by the famous Kui Lee before he had died. Canoe racing, an ancient sport of the Hawaiians in the days of King Kamehameha, is still a very exciting and interesting sport of today. Brother Joseph "Nappy" Napoleon is a typical Hawaiian who has taken up canoe racing as his hobby. Paddling at a very early age, he is very good at this sport. He is captain of the Hui Noho Men's Senior Canoe Team and practices daily after work between the hours of 4:30 p.m. and 7:00 p.m. at either the Ala Wai Canal or the beach of Waikiki.

A memorable event for Brother Napoleon was winning Hawaii's Annual Canoe Race in the Molokai Channel from the Island of Molokai to Waikiki beach on the Island of Oahu; a distance of 40 miles, most treacherous waters in the entire island chain. Because of the unusual current, it is often said that the Molokai Channel is one of the roughest channels throughout the world. It took Captain "Nappy" and his crew of thirty men four hours and twenty minutes to win this race by maintaining twenty-four strokes per minute. To prevent water from seeping into the canoe, canvas is placed to cover the canoe up to the waistline of each crewman.

It is not unusual to have a canoe flip due to waves breaking against the canoe. The waves sometime reach over fifteen feet.

Brother Napoleon is employed by State Tile Local 3's tile producing plant in the State of Hawaii. As a maintenance man, he repairs tile producing machines; a position that is an important segment in the continuous production of tile at State Tile.

Apprenticeship Program on the Move! Our Hawaii Apprenticeship program is progressing very well with forty-seven young men in the job training and two school classes for related technical training and Bert aid which started on September 16, 1968 at the Honolulu Community College.

We are proud of the employers who are training these young apprentices to become future journeymen. Employers such as Royal Contracting Co., Ltd.; C. W. Vincent Inc.; Hi-Way Transportation & Contracting Co., Ltd.; Moses Akiona, Ltd.; Highway Construction Co., Ltd.; J. A. Thompson & Son, Inc.; E. E. Black, Ltd.; Engineering Equipment Co., Ltd.; J. M. contractor, Inc.; A. C. Chock, Ltd.; Hawaiian Development & Construction Co., Ltd.; Honolulu Canoe & Rigging, Ltd.; Territorial Contractors; M. F. Williams, Inc.; Honolulu Construction Co., Inc.; Urban Equipment, Inc.; Kaiser Hawaii-Kai Development Co., and Oahu Construction Company, Ltd. who spend a dollar today that may train men and a chance to make two dollars tomorrow.

We need more of these young men for training. Anyone interested may contact the Operating Engineers Job Placement Center at phone: 640-0084.

Urban Renewal Project in jeopardy—Plans for the $107 million Waikiki Urban Renewal project are in jeopardy. Changes for the multi-million dollar federal-city-county-private partnership to help wipe out the slums are being wiped out by private building of new high rise developments. A number of these new developments are not in conformity with acceptable re- newal plan being studied in Washington. With each new building that goes up in the jungle, chances for Honolulu remaining eligible for Federal Funds for a high area are decreased.

The question remains as what is better for us as engineers and citizens? Work for us now that is chattered and unplanned or work at a later date planned thru urban renewal program which would add to the beauty of Waikiki?

Budget for Slump Period — We have been content to a degree for this good year during which employment has increased in all phases of construction development. With the remaining months of 1968 slowly approaching, we must understand that work will decline to some measure. If we may, we would like to suggest to our brothers to budget wisely for a rainy day.

We do not wish to predict a slump period, however would like to indicate some factual facts by pointing out to our brother members.
Bass Lake Highway Link Gets Madera Board Start  
By CLAUDE ODOM, KENNETH GREEN and BILLL BEILERFORD, 
Herald Staff 
Madera County Board of Supervisors will commit about $400,000 to Federal road funds to in- vestigations in the work project from Route 222 that links Highway 41 and Bass Lake, About $800,000 in this area will be made an undivided four lane section.

Local 3 has its first grievance 
filed in Public Works Department in Tuolita County shortly after be- ing recognized and won our right on driving to and from work time.

Local 3 Public Employees in Spur—on Highway 41 on August 8, 1968, with a large turnaround and discussed their grievances on file a complaint with County Board of Sup- 

Vice-President, and the Officers of Local 3 presented the new agreement to the members and was on the floor for discussion and the members accepted the agreement as road work, and passed a new negotiating agreement. Our Officers worked very hard to get the best possible agreement they could for the members, and I think the members as a whole agree that they did do a very good job of coming up with a good package for the next three years to the drudge men.

At the present time this is all we can say on the contract—in our next issue we will have more to say about the drudge job coming up in all areas.

Personal note:

Congratulations to Brother Bob Byrum and his misses—on becoming proud parents of a girl born on August 9th. Bob is employed with Davis.

Best of luck to Bro. Geo. Maia going into the dairy business after being employed by Petaluma ReadyMix in Petaluma for several years.

"POOR EXCUSES!"—Two Sins Against Citizenship. 
Sums—Direct—on the question of why in an average e- 

laboring. "I am not interested in politics." 
"I am too busy to bother." 
"I am making good money. I should worry about who runs the government.

Prudence. "I am voting for him because he is one of our kind."
False pride. "It's all dirty politics. Why should I get mixed up in this?"
Cowardice. "I might make enemies if I stand up for my convictions."

Hopelessness. "It's the pressure groups who run things anyway."
Intimidation. "I can't afford to register."
Why bother attitude. "Politics are all alike."
Cynicism. "I would make enemies if I stood up for my convictions."

Bad Citizen Program. 
None of get involved in the same way, and some are capable of bet- 

American Paving Company of Fresno has been awarded a con- 

American Paving Company of Fresno has been awarded a contract for $479,012 for street improvements in the N. F. Fruit and West Ave. areas.

Brewer, Windsor and Small to date the Mrs. Dorothy Johnson has well on their freeway project Highway 132, betw.

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New $180 Million Penstock Tunnel Set

By HAROLD HUSTON, W. B. WEEKS, DAN CARPENTER and JOHN E. SMITH

Hill climbing, ninety (90) tons at a time, is giant's work in Dol­­lus, California. Crews of U.S. Steel's American Bridge Division show how it's done as they build a water pipeline between nearby Ballard's Bar Dam and a powerhouse on the banks of the North Yuba River in northern Yuba County. To make the almost ver­­tical rise, huge steel plate pipe sections are cut out with jumbo drills in diameter, forty (40) feet long and weighing ninety (90) tons each. When these are slid one at a time, down the hillside on a tracked cableway, at each section is joined to the one preceding it, the mammoth tube climbs, forty (40) feet at a time from the river bed to the hill­­side. It's a never-ending climb.

Called the new Colgate Pen­­stock, it is part of a four-mile water tunnel system being installed for the Yuba County Water Agency's 180 million dollar hydro-electric project. Total length of the pen­­stock will be 3,250 feet. The steel plate pipe sections were fabri­­cated at the South San Francisco plant of American Bridge. General contractor for the power project is Perini/Yuba Associates, engineer­­ing is by International Engineer­­ing Co., San Francisco.

The completion of a 24,000 foot tunnel on the Ballard's Bar Project, July 22nd was "right on schedule" for the $160 million dollar job. The tunnel connects the Ballard's Bar Dam on the Yuba River with the Colgate Powerhouse. It is the main artery of a conduit system that will total ten (10) miles and spread into three counties. The tunnel is twenty-five (25) feet in diameter.

Waters of the Middle and North Forks of the Yuba River and Oro­­ville Creek will be impounded by the three dams in the system. The Colgate Powerhouse and the tun­­nel portion of the job cost more than $100 million dollars.

The tools of the tunnelman have undergone great changes over the centuries but conditions for the workers remain relatively the same—dark, damp, dirty and dangerous. With modern techniques and machinery, the work does move faster. In the last century A.D. it took 30,000 Roman work­­ers eleven (11) years to complete a 3.5 mile tunnel, draining an Italian lake.

On the 180 million dollar Yuba River Development Project near here, a relative handful of work­­men are scheduled to drive nearly twelve (12) miles of tunnel in less than three years. The Yuba River work being financed by the Yuba County Water Agency. Con­­tractor of the project is the Perini Construction Co. of Framingham, Mass., which is building all but five miles of the tunnels.

The Emil Anderson Construc­­tion Co. Ltd. of Canada and Sac­­ramento has the sub-contract to build the tricky four-mile Louisiana Ridge Tunnel between Hease­­ House in Sierra County and Oro­­ville in Yuba County. It is also driving the mile long Clingonsville structure which con­­nects Log Cabin Dam and Oregon Creek to the main reservoir at Ballard's Bar in Yuba County. Crews are nearly six months ahead of schedule.

Five-Mile Tunnel: But the major job is the five-mile Colgate Tunnel. Measuring twenty-six (26) feet high, the big artery will carry water from the main lake in­­to two huge generators which are expected to pack the major por­­tion of the agency's revenue de­­velopment plan. Pacific Gas and Electric Co. has agreed to pur­­chase 7.5 million in power annu­­ally from the agency for a fifty (50) year period. Funds will be directed to retire revenue bonds sold by the agency in 1960. A fourth tunnel, the New Narrows Tunnel, one-half (1/2) mile long, will convey water from the Harry Lohmein Dam down a fifty-five (55) degree slope to a second pressure conduit, smaller in scope but important to the overall plan. The final tunnel structure was the first project to be com­­pleted by Perini crews. It is a small diversion tunnel one-quarter (1/4) mile long, which directs the sur­­facing Yuba River's north fork around the overflow dam and the dam construction site itself.

Next fall the big iron gates at the diversion tunnel will slam shut and the concrete dam will begin to impound the river. Under the terms of the agreement, the Perini Company is to receive a bonus of $22,500 for each day it finished ahead of the June 30, 1970 com­­pletion date. Should the firm run past the deadline, it must pay a penalty of $55,000 a day. Hence the rush to begin impounding water. Colgate's tunnel crew es­­tablished a world's record by driv­­ing 562 feet in a six-day period. "We were lucky," says John "Ala­­coo," Hester of Oroville, general tunnel superintendent for this project.

Underground it is always win­­ter, regardless of the temperature outside. Even in the best of ground conditions, a certain amount of water seeps into the working area of the tunnel. And when the drill­­ ing jumbo goes into action, water is sprayed on the rock to keep the steel bits cool and the rock slow down. It also adds to the general dampness. So the yellow rubber­­to rim gear has become the uni­­form of the tunnel worker.

Noise everywhere—The most an­­noying aspect of working underground is the incredible loud noise which seems to come from every­­where and everywhere. Com­­pressed air motors drive drills and other equipment and the sound is rumbling. After a short time, ears close defensively and hearing is impossible for days. According to conditions encountered, crews perform the ritual of drilling, shooting and mucking three times each working day.

The big jumbo with its 13 drills is moved into place and holes are drilled for explosives. The powder­­er car is then pulled up and the miners set the charges. Since the explo­­sive material is highly sensi­­tive to electrical current, all lights within 5,000 feet are switched off. The men retreat a full 1,000 feet to a position where the shift boss fires the shot. Men and equipment move forward for the job of clear­­ing out the tunnel. Since the Col­­gate opening is so large, two mucking machines are brought in side-by-side to dig at the rock and gravel.

Loose Rock—While the muck­­ing machines tear at the loosened rock, miners perform the vital job of burring down, polishing the roof. See PENSTOCK Page 10
MARYSVILLE

Deaths in the past month have included Amelia Colbert and Carl Stover and Harvey Hood. Our sincere condolences to their families.

We received the following letter from Mrs. Mitchell M. White and family:

Dear Brothers,

My family and I would like to express our sincere gratitude to all the Brothers and their families for the help they gave to us in our time of need. Thank you so much for the Memorial Bible. We shall always cherish it.

Sincerely,

Mrs. Mitchell M. White, Glenn, Don and Michele

Herbert White and family

Sgt. David White and family

Sick or hospitalized the past month were Johnnale Johnson, now in the Bidwell Hospital and Henry Cress, also in the Bidwell Hospital. Best wishes for a speedy recovery.

STOCKTON

Our deepest sympathies are extended to the family and friends of late Brother William Buckman.

Brothers Bad Wilson, L. J. Wakefield and Calvin S. Kee were under a doctor's care during the past month.

SACRAMENTO

Our very best wishes to the Sacramento Gravemen Committee Chairman, William Woodyard, who is at home now and is making a marvelous recovery from his recent illness.

The Sacramento office would like to express condolences to the late dear friends of Brothers Henry Nunez, Roy Bridenstine, Forrest Carter and George Frazier who passed away recently.

Thank you to our friends Glenn Hoover, Al Dalton, Fred Laceret, John Wise, Carl Schlack, M. L. Panco, Joe Konttinen, Robert Dun­

ton and Jack Whitcombe for their donations to the Sacramento Blood Bank.

We still used blood donations from the Brothers in the Sacramento area. For further information please call the Sacramento office at 457-5795.

SAN RAFAEL

Best wishes to Brother Paul Groves who suffered a broken leg when hit by a car in Corte Madera—while working on road con­struction project for Maggins-Gilotti. Harry and get well.

Bill Collins who formerly worked as a Heavy Duty Repairman is now owner and proprietor of the “London Lodge” located at Cle­

son, Bill would like to see some of the brothers he worked with drop in.

SANTA ROSA

Blood—The blood supply is low and we appreciate your dona­

tion. Remember to make it in the name of the Operating Engin­

eers.

Once again our gratitude is extended to Brother Charles Gro­

baugh who donated blood this month. Won't you do more of you try to follow suit? Thank you.

Our deepest sympathies, and we know many of our Brothers extend the same to the widow and family of recently departed Abe Zanelli.

EUREKA

Many thanks to Brother Lewis Bailey who has donated again to the Operating Engineers Local Union No. 3 Blood Bank. If any Brothers can donate at this time it will be appreciated, we are in need of more blood.

We wish a speedy recovery to the following Brothers who are hospitalized in the Eureka area: Jack Wheeler, Kenneth Meenlow, F. C. McCarver and Robert Matthews.

SAN JOSE

We were happy to receive a letter from Brother Ron Rossboller who is working for BMR-JRJ putting in a two-lane road 130 miles North of Saigon. Brother Paul Jolley is the project manager on this job. Ron Rossboller reports the building of roads in Saigon is quite different from California.

We extend our condolences to the families of the fol­

lowing Brothers who recently passed away: Brother John Simpson who was killed in an accident while hunting deer and Brother Frank Phillips.

HAWAII

In recent weeks we have had four brother members admitted into the hospital for care and treatment due to illness. Brothers Tommy Laiakup, Samuel Kapehe, Harris Morse and Christian Goo. We wish all of them a speedy recovery.

By MIKE WOACK

TECHNICAL ENGINEERS AGREEMENT

JOB PLACEMENT REGISTRATION

(a) Any person seeking employment in one or more of the classifications of work as set forth in this Agreement, may register for employment in the Job Placement Center in one or more such classifications in which such person qualifies.

(b) All employers who have earned one (1) Employment Credit or more prior to March 1968, employed under an appropriate Technical Engineer Agreement, or the equivalent thereof as determined by the Northern California Surveyors Joint Apprenticeship Committee, are qualified and eligible to register for employment on the Out-Of-Work List in the Job Placement Center in such field survey classifications as such person has performed during such prior employment subject to such verification as may be required by the Northern California Surveyors Joint Apprenticeship Committee.

(c) Qualifications of all other applicants for registration shall be determined through fair and impartial test and examinations conducted by the Northern California Surveyors Joint Apprenticeship Committee or its duly authorized agents. Such tests and ex­

aminations will be given not less often than monthly. All persons passing such tests and examinations shall be qualified and be eligible to register on the appropriate Out-Of-Work List at a Job Placement Center in the classification or classifications of field survey work in which such person has performed during such prior employment. Each applicant for registration shall carefully read the stipulation of the registration form.

(d) All disputes concerning the application or interpretation of these procedures shall be appealed to the Northern California Surveyors Joint Apprenticeship Committee. The decision of the Committee shall be final and binding on all persons affected thereby, subject to such appeal as may be permitted by law.

This section was incorporated into the Collective Bargaining Agreement as an addendum. It is anticipated that this section will probably be modified whenever a new work force meets at least some minimum standards of surveying knowl­

dge. It is essential that if our Technical Engineer membership is to be eligible for registration on the above qualifications, they have developed over the years, these steps be taken.

The qualifications for registration will have no effect on current employment, but a time lag could occur when seeking new employment if registration qualifications have not been previously determined. This present effort is aimed at eliminating the chance of such a time lag for members of the current work force. As soon as procedures for the above qualifications are implemented the present work force meet at least some minimum standards of surveying knowl­
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dge. It is essential that if our Technical Engineer membership is to be eligible for registration on the above qualifications, they have developed over the years, these steps be taken.
PMA, Labor To Join In Training Program

SAN FRANCISCO, Sept. 1—The U.S. Department of Labor and the maritime industry serving West Coasters have joined together in establishing a precedent-setting apprenticeship program to prepare disadvantaged youths for merchant marine careers.

A tri-party agreement has been signed in Sacramento by outgoing apprentice cooks, bakers and butchers over the next 14 months. The agreement, the first of its kind, provides for the establishment of the Labor Department's Bureau of Apprenticeship and Training (BAT) as the federal agency for the program. The program is designed to help the economic development of the maritime industry and provide employment opportunities for disadvantaged youths.

The program calls for the selection of 150 trainees in California from among 500 applicants who will undergo a two-year period of on-the-job training in the maritime industry. The trainees will undergo a three-month period of classroom instruction in subjects such as mechanics, electronics, and safety. Upon completion of the program, the trainees will be given the opportunity to become licensed mariners.

The program is being funded by the West Coast Employers Association, which is contributing $17,337 for the period. The trainees will be placed in jobs with shipping lines, American Mail Line, Inc.; Matson Navigation Company; and Syar & Harms, Inc., in the San Francisco area.

In brief, those who operate two or more ships in the California waters will be eligible to participate in the program. The program is expected to begin in early 1969.

A new West bound highway with the East bound together, so be careful when approaching this area because I haven't figured it out myself. I'm just waiting for our flag men.

NAPA: GRANITE CONTRACT

VALLEJO: Syar & Harms, Val­
letti, Contracted, was the low­
hitter on the Interstate 80 Free­
way overpass job for the men of $1,110,000 for improvements on the American over­
crossing and should put a few more feet in the ditch and paving field back into circula­

COPPER: GUY F. ATKIN­
son's job is well on its way after a few bouts with old Mother nature and shifting ground. However, an Akron's spokesman said that they would keep on approximately 77 pieces of equip­
ment until such time as inclement weather necessitated a work stop­

The larger contract, awarded to McCuie and Hester of Oakland, will be for $2,300,000.

It provides for widening 2.1 miles of four-lane El Camino Real between Corte Madera and Strack roads, including the construction of a new overpass.

The project is expected to begin in the fall and be completed by the end of 1969.

By RAY COOPER and

RAY COOPER and

AUGUST RAUNES CAUSES
WORK STOPPAGE—At the time it is impossible to guarantee that the apprentices will receive the 144 hours of education re­

required for the apprenticeship program. The apprenticeship program will be carried out in cooperation with the educational facilities for the apprenticeship aboard ship.

Harvey Davis, Field Em­

ployee, who operates two ships in the San Francisco area, said the program calls for a formal indenturing of youngsters to the maritime industry. The program will be administered by the U.S. Department of Labor, and the qualifying firms will be required to provide apprenticeship training at the Marine Cooks and Stewards Union. The union will be authorized to conduct the train­ing.

Applicants for the apprenticeship program will be trained in the following areas: general subjects, engineering and machinery, mathematics, English, and science.

The program is expected to begin in the fall of 1969, and it is anticipated that the apprenticeship program will be completed by the end of 1970.
**Oakland**

Continued from Page 3...  

Brother Jim Logsdon is foreman on this spread and about ten men are working on the 631 B scraper project. Following in their track are doing the excavation and related work are Brown, Frank and their backhoe crews.

Brother John Capote and his crew are moving well on the Creek Channel alignment and they will stay busy until late 1969. McGuire and Hestor and several other contractors are also busy on this job as well.

All sections of the Rapid Transit system are at peak and most companies are trying to get as far along as possible before the wet weather hits and rainy weather really isn’t that far away.

Polich-Benefit and Price & Hards at both Willow Creek and Lafayette are running right on schedule with most operators on these jobs hitting a steady pace.

The shots above show preparatory work for expansion of the office space.

**Alaska Jobs Are Myth**

Going to Alaska for job hunt? Forget it! This, in effect, is the word re-echoed from Alaska by Pete Winkler, director of the California Department of Employment. Alaska is suffering a skill-short labor force in Alaska to the point where skilled union workers are in high demand.

There is already an adequate skilled labor force in Alaska to handle the anticipated job increases, including an abundance of workers awaiting dispatch to construction jobs.

Alaska is now experiencing a heavy influx of college students who have volunteered seeking summer employment. Resident construction firms in San Francisco are urging change in their public relations to return to other states at the end of the summer, according to Moore.

By GAIL BISHOP, JOE HAMERNICK, MONT PARKER, JACK WYATT, WILDE JACOBSEN

With the coming of the Fall season the school for Related In- dustries will start on September 16, 1968.

We will have several new Apprentices to be enrolled. The new students are: Brother Gary Miller, who is working for Robert L. Helms Construction Company of Reno, Nevada. The widening of Highway 395 south of Reno, Nevada, toward Carson City, Nevada, is being done at Steamboat Hot Springs, and will end at the Winter Ranch in Washoe Valley. This job started June 1, 1968, and will be finished October 31, 1968. The cost of this project is $870,000, and is 459 completed. The Robert L. Helms Construction Company of Reno, Nevada, is the Contractor. They are using about 25 of our Good Farmers, 60,000 yards of dirt, 30,000 yards of fillgravel and about 1,000 yards of road will use about 70,000 yards of black top. Ed Granados is the Resident Engineer. Brother Jerry Helms is the Superintendent, and Brother Al Taglia is the Direct constructed.

The new 3,700-foot north and south strip at Truckee Tahoe Air- port was finished last week. Pilot Zeph Rose, of Truckee, California, president of the Airport Board, was the first flier to take-off on the new runway.

The work on this project started last September, and cost $180,000. There is eight inches of black top on top of 18 inches of rock fill. The strip was being used up to 20 tons. A & J Contractors were the Prime Contractor, and Northern Construction Company from Tahoe City, California, did all the work. This job employed from 5 to 15 Good Brothers for about four months.

Brother Carl NBC is back on the job with a broken arm and leg, caused by an accident at home after a short illness. Brother McNeal is back on the job with a broken arm and leg, caused by an accident at home after a short illness. Brother McNeal is back on the job with a broken arm and leg, caused by an accident at home after a short illness.

We will be happy to see both of them back working on the job again.

David Corvus, of Battle Mountain, Nevada, has started working a five and a day work schedule which will give all Brothers one, over-time day every other week.

Peter Winkler has been off work for four weeks now with a broken arm and leg, caused by an accident at home. Brother Winkler is a Steward at Standard Slag Company. We hope to see him back on the job soon. We think Pete is doing a fine job at Standard Slag Company.

Good News and Bad News—The good news is that the highway 395 south of Reno, Nevada, awarded to Rogers Construction Company for the job. We hope to see him back on the job soon. We think Pete is doing a fine job at Standard Slag Company.

The bad news is that a lawsuit has been filed on the highway 395 project and the job cannot start for at least another 30 days. This really hurts at this time of the year, particularly since the overall work situation is bad. We were successful in getting 100% of the hourly pay employees at the Corteva Gold Mine in Crescent Valley, Nevada. We now have a three year Agreement covering this operation. This contract will work with a crew of about 70. We hope this will be a long-term agreement. The most important item in this new Agreement is the inclusion of our Peninsular Plan. A first in the Nevada Mining Industry.

Brother Frank Dufek keeps his Sierra Paving Company crews jumping these days. Most of his employees are old time Local 3 members and have had enough hot stuff to four-lane the Western United States in all directions. Brother Fred Stockinger keeps all the iron in good running condition, and C. M. "Scotty" Scott makes it pay. Brother Dooly and Scott keep approximately 12 Engineers on the payroll.

RENO

Congratulations to Mr. and Mrs. Kenneth Jones on the arrival of their new baby boy, Huns Jone. The baby weighed 8 lbs. 9 at birth. They hope for him to become a future Operating Engineer. O. E. "Slim" Lavoy is in the Barton Memorial Hospital with a badly broken arm and leg, caused by a pedestrian running into him on the job with a pickup. It looks as though Slim will be laid up until Spring. We wish to see him back in the field with a speed recovery.

**Youth Employment**

A total of 237,000 American youngsters were placed in farm jobs during June by the Federal-state Employment Service. The Labor Department also says 217,000 farm jobs were found for youth during the month.

**Take-Home Pay**

Take-home pay, adjusted for price increases, averaged $52.75 for the rank and file workers with three percentites during June. A single worker's take-home pay was $71.70. The Labor Department said the weekly pay check figure represented a 5% gain over the previous month.
The National Labor Relations Board will continue to apply the rules established by the 1947 ruling in a closely-worded authorization card. In a union organizing campaign held in a clearly-worded authorization card. A union organizing campaign has signaled its intention to designate the union as the bargaining representative for a majority of the non-management members in a 5-0 decision.

In a case involving Levi Strauss & Co., Tyler Tex., and the Clothing Workers of America, the Board affirmed the 5-0 ruling, which stated that the union had secured authorization cards from a majority of workers at the plant.

The employer challenged the union’s contentions that it represented a majority of workers before the election. It claimed some of the cards should be excluded because they were obtained under the alleged intimidation that they would be used only for the purpose of obtaining an NLRB election.

A Trial Examiner John P. von Rolly ruled after hearing testimony that the union had obtained card authorization in a bargaining or NLRB election, and the Board agreed.

"The cards on their face", it said, "show the absence of ambiguous language as authorization for the union to the sign for collective bargaining.

The examiner held that in some instances a card with a checkmark of an election was mentioned but none of the employees was told that the card was to be used only for the purpose of getting an election. The cards signed by the 87 employees, 80 of whom were members of the union, were the basis for the examiner’s finding that the union had obtained authorization cards from a majority of workers at the plant.

The examiner also held that the individual who did not comply with Department of Employment rules which provide that a partially paid worker can receive benefits only if he accepts all work available to him.

The board’s action resulted in its disqualification for the purpose of the referenced election and in the department’s regulations.

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"I commend the AFL-CIO Building and Construction Trades Department for its sound blueprint to local unions for expanding job opportunities among ghetto residents under the Model Cities Program.

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"It represents the basis for a joint labor-management affirmative action program not just to prevent discrimination but to enable a large number of unemployable to become productive wage earners."

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The almost 34 million members of labor’s BCT, which includes iron and steel workers, should be proud of their collective work in this area."
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**SEMI-ANNUAL MEETINGS**

**MEETINGS SCHEDULE**

All Meetings at 8 P.M., except

Henderson, 6 P.M.

**SEASON:** 1968-69

**MEETINGS DATES**

**68 MEETINGS COMPLETED**

**64 MEETINGS SCHEDULED**

**DISTRICT MEETINGS**

**OCTOBER**

San Francisco—Wednesday, Oct. 2

Oakland—Tuesday, Oct. 2

Redding—Wednesday, Oct. 3

Marysville—Thursday, Oct. 4

Hemet—Wednesday, Oct. 16

**NOVEMBER**

Sacramento—Thursday, Nov. 5

Watsonville—Thursday, Nov. 7

Stockton—Tuesday, Nov. 12

Oakland—Thursday, Nov. 14

**DECEMBER**

Fresno—Tuesday, Dec. 3

Santa Rosa—Thursday, Dec. 5

Oroville—Tuesday, Dec. 10

Reno—Saturday, Dec. 7

**MEETING PLACE ADDRESSES**

**Henderson Building,** 1531 Bennett Ave., Santa Rosa

**959 W. North Temple,** Salt Lake City

**Luther Temple,** 16th and Capp, San Francisco

**Y.W.C.A. Community Hall,** 1040 Richard Street, Honolulu

**Engineers Building,** 5800 Broadway, Eureka

**Shawmut Building,** 150 W. Taylor, Reno.

**Engineers Building,** 2026 N. California, San Francisco

**Engineers Building,** 101 Lake Blvd., Redding

**C. 44 Meals Building,** 2525 Stockton Blvd., Stockton

**Luther Temple,** 315 Valdez St., Oroville

**Prospectors Village Motel,** Oroville

**Engineers Building,** 3121 Olive St., Fresno

**St. Raphael’s Far East Cafe,** Marine Drive, Tamuning, Guam

**Luther Temple,** 3103 Almaden Road, San Jose.

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**Bizz Johnson’s Pushes Bill $175 Million Nashville Project**

By DAVE BEA, AL DALTON, ART GAROFALO and HERMANN EPPLEER

**WEST SACRAMENTO BYPASS—** Heavily traveled, north-south Interstate 5 and east-west Interstate 80 intersect in Sacramento. This condition, together with a heavy volume of local traffic, presents a problem of vehicle flow through and around California’s capital city. A partial solution to this problem lies in the construction of a bypass to divert some of the traffic around the metropolitan area.

Peter Kievet Sons Co. were the successful bidders in the last sum of money in 1965 to build a bypass in across an extra 10 miles of farm land. They will construct the initial part of the route 850, West Sacramento Bypass. The work calls for structure approach embankments to be constructed and drain facilities to be installed. Skirting the western rim of the city, the new bypass will eventually accommodate motorists on the two inter-state routes, permitting an escape from the usual traffic congestion in the metropolitan area.

Grading crews began this operation in September of last year. The completion of the 12 miles will allow motorists to bypass the city and enter the freeway at a convenient location. The first mile of the bypass will be completed in April. The project is scheduled to be completed in September.

**FRESNO INTERSTATE 5—** The stretch of Interstate 5 in the Fresno area is expected to be completed by the end of the year. The project is being constructed by a joint venture of construction companies from the United States and Canada.

**SEATTLE OUTLOOKS—** A detailed study of the Seattle metropolitan area’s traffic problems is being conducted by the Seattle Metropolitan Planning Commission. The study is expected to be completed in the spring of next year.

**RAILWAYS—** The completion of the new line from Stockton to San Francisco is expected to be completed by the end of the year.

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**HEART ATTACK AT 44**

**Death Takes Popular Agent**

"It was the steeple, home from the sea, and the hunter, home from the hills." One of the best-known and best-loved of Operating Engineers Local Union No. 3’s official family, Warren E. LeMoine, 44, died suddenly during a family outing near Jackson in Amador County on Saturday, Aug. 31. He died on his birthday.

LeMoine was a business agent working out of the San Francisco office of Local 3 at the time of his death. He had worked in this capacity for a little over four years.

LeMoine had been assigned to San Francisco, LeMoine was District Representative to Redding, and came to that assignment from Local 3’s Eureka office where he was in charge.

Warrn was born Aug. 31, 1924, in Stockton, Calif., and came to Richmond, Calif., in 1935, completing his schooling there.

LeMoine had made application for membership in Local 3 in 1941, but before he was able to complete the application he was called for service with the Army Ordnance Division in the South Pacific.

LeMoine was an active construction person, he went back into the construction field after his discharge. He worked on the bridge in 1948 and after working for various contractors in the East Bay area, received his journeyman’s card in 1947.

A decade later, in April 1957, LeMoine was employed as a construction worker for the local as a Business Representative in the capacity. In 1981 he was transferred to Eureka as District Representative. While in Eureka he was elected to serve as an Executive Board member of the California State Building and Construction Trades Council.

LeMoine was a member of Lodge 503 in Oakland and was residing in Pacifica at the time of his death. LeMoine’s widow, Wanda, a son, Bradford, and a daughter, Jeanie, were left behind.

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**Brother LeMoine**

An ancient outdoorsman, when the weather was fair and the weekend you would find him somewhere outdoors with either a fly fishing pole, hunting rifle or shotgun.

LeMoine was a member of Lodge 503 in Oakland and was residing in Pacifica at the time of his death. He left behind his wife, Wanda, a son, Bradford, and a daughter, Jeanie.

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