



# ENGINEERS NEWS

VOL. 36, NO. 4

SAN FRANCISCO, CA



APRIL 1985

## Important Notice on Dues

Please turn to page 6 for an important notice regarding a resolution by Claude Odom to change the Local 3 dues structure.

## Official Election Notices

On page 11, there is an official notice and schedule of meetings for the election of the Local 3 Election Committee. On the back page is the official notice announcing the specially-called meetings for the nomination of Local 3 Officers and Executive Board Members.

## Local 3 wins key Hopper dredge ruling

By James Earp  
Managing Editor

A key Labor Department ruling sought by Local 3 on the operation of ship-type hopper dredges was handed down this month in favor of the union.

The ruling, which states that workers on hopper dredges are subject to the Davis-Bacon Act while performing dredging operations, is "a major victory for our Local 3 members in the dredging industry," Business Manager Tom Stapleton announced.

"In the past three years, we have lost several major dredging projects to out-of-state dredging contractors who use hopper dredges," Stapleton explained.

"These contractors were able to bid low on the jobs because they do not pay their employees, who they classify as seamen, prevailing wage rates."

"This Labor Department ruling will restore equity to competitive bidding and force Hopper dredge companies to pay the same wage rates as our people make. We are confident that, based on this ruling, fair union contractors will be able to bid competitively against these firms."

Ship-type hopper dredges are a relatively recent development in the dredge industry. Unlike conventional dredges which deposit material onto a separate barge, hopper dredges are basically ocean-going vessels with a dump area built into the structure.

Their advantage is that they are more capable of performing dredge operations in the open sea than most conventional dredges, however, in inland water situations, hopper dredges are generally less efficient.

Contractors who employ hopper dredges have maintained that hopper dredge hands are "seamen," and under the provisions of the Davis-Bacon Act are not required to receive prevailing wages.

Since seamen customarily work for wages that are significantly less than conventional dredge hands, hopper dredges pose a serious threat to the dredging industry.

Local 3 filed protests with the Labor Department, claiming that the only function of hopper dredges is to perform dredging work. Citing a similar court case in 1945 and sections of the wage standards law, Local 3 was successful in proving to the Labor Department that prevailing wages apply to hopper dredges, just as they apply to conventional dredges.

"We are extremely pleased with the ruling," Stapleton said. "Although the ruling will probably be appealed by the employers, we are confident that it will hold up."

## \$13.5 billion program

# Caltrans publishes five-year plan

By John McMahon

The California Department of Transportation has published its proposed \$13.4 billion, five-year transportation building program for the period beginning July 1, 1985.

"This program will extend the Deukmejian Administration's accelerated and expanded transportation program and will serve to answer the demands of a growing state with an expanding economy," said Leo J. Trombatore, Director of the Department of Transportation. "This program includes a balance of funds for aeronautics, mass transportation and highways."

The program will include construction of the final elements of the Century Freeway (I-105) in Los Angeles, John T. Knox Freeway (Route 580) in Richmond, the Stockton Crosstown Freeway (Route 4), the Santa Barbara Crosstown Freeway (Route 101), the Auburn Freeway (Route 80), the Roseville Bypass (Routes 65 and 80), and portions of the Harbor Freeway/Transitway (I-110) north of I-105 in Los Angeles.

The plan, which was sent to the California Transportation Commission and regional transportation agencies for their review, will finance 1,600 transportation projects throughout California — including construction of about 120 miles of new highway — and create approximately 400,000 jobs.

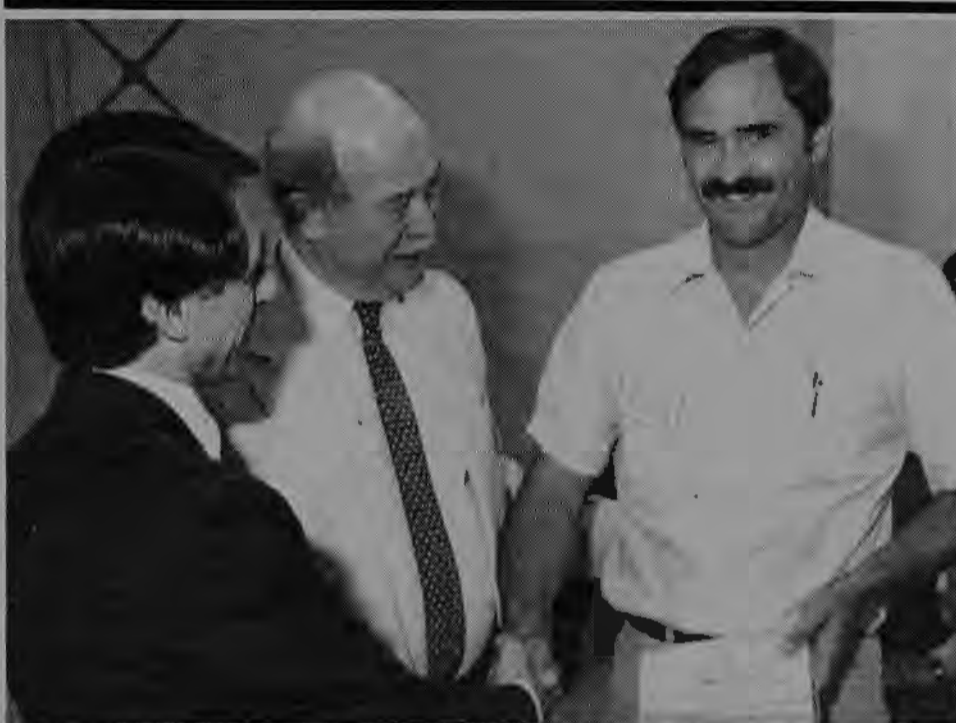
The major elements of the plan include \$4.9 billion for new highway construction, \$2.6 billion for maintenance and operations, \$1.6 billion for rehabilitation and safety, \$1.2 billion for assistance to local governments for streets and roads, \$1.3 billion for operational improvements, \$530 million for mass transportation, \$39 million for Aeronautics, \$445 million for toll bridges, and about \$786 million for other costs.

As part of the above, the state also proposed to spend about \$560 million to fix potholes in the 16,000 — mile state highway system, and \$170 million to improve highway safety.

The program also commits the administration to eliminating gaps in the freeway system such as the Stockton Crosstown Freeway (Route 4), Interstate Route 5 in Shasta County, the John T. Knox Freeway (I-580) in Richmond, the Santa Barbara Crosstown Freeway (Route 101), the Century Freeway (I-105) in Los Angeles, Interstate 15 in Riverside County, and Routes 52 and 54 in San Diego.

By September of this year, the state will have more than \$1 billion dollars of highway construction under contract.

Funding for the program comes from



Local 3 business agent Bill Burns receives certificate from Vice President Bob Skidgel and course instructor Richard Caramella, recognizing his completion of a four-week personnel development course. The training seminar was given to all Local 3 business agents and dispatchers to improve communications and problem solving skills.

## San Jose City Council scrutinizes non-union firm on transit project

A non-union contractor's low bid on a \$30 million mass transit project in San Jose came under Local 3's scrutiny this month, as the union continues its campaign against the open shop movement.

The president of Weiss Brothers Construction, a non-union firm out of Pennsylvania, found himself before a San Jose City Council meeting this month, packed with irate building tradesmen who were all interested in hearing him explain why his company should not be disqualified from the project based on information obtained by Local 3 and

the building trades that raised serious questions about the firm's reliability.

Working jointly with the Santa Clara-San Benito Building Trades Council, Local 3 developed an inch-thick report on Weiss Bros. after it was announced the firm had submitted the low bid on the transit project. The blistering report, based on investigations done in Pennsylvania and North Carolina, was presented to the San Jose City Council prior to the hearing on April 2.

Issues raised by the report include:

- An \$8.8 million judgement against Weiss Bros. in favor of the Mellon Bank of Pennsylvania.
- Federal Tax liens against Weiss Bros. of more than \$727,000, money that was owed the Internal Revenue Service from workers' paychecks.
- A lien for more than \$96,000 owed the Pennsylvania unemployment fund from workers' paychecks.
- A judgement against Weiss Bros. of \$60,000 for money owed for workers compensation insurance premiums.
- Liens against Weiss Bros. for more than \$67,000 in sales and use taxes and more than \$42,000 in state withholding taxes.
- Liens against Weiss Bros. for failure to pay school and city taxes.
- Serious construction problems on a



Local 3 Research Director Larry Edginton testifies at hearing.

(Continued on page 8)

(Continued on page 2)



By T.J. (Tom) Stapleton, Business Manager

# LOOKING AT LABOR

## Employee benefits come under attack in tax proposal

### ENGINEERS NEWS

WIPA



PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES

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ENGINEERS NEWS is published monthly by Local 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, CA 94103. Second class postage paid at San Francisco, CA. USPS Publication Number 176-560. Subscription price \$6.

OPEIU-3-AFL-CIO (13)

The growing momentum in Congress to pass some form of "tax simplification" legislation is placing our life-support benefits in grave danger. Hard earned benefits such as health and life insurance, dental coverage, death benefits and unemployment compensation are being threatened by the Reagan Administration's proposals to tax them.

Union members and virtually every middle-class American wage earner would feel the crunch of reduced benefits, increased taxes and cuts in take-home pay.

The Treasury Department's tax proposal could be considered soon by the Senate Finance Committee and the House Ways and Means Committee. But even before that, the budget committees of both houses may seize upon the tax plan as a quick-fix revenue raiser to offset Reagan's escalating deficits.

Here's how the proposed tax scheme would work:

• **Health Care** — If an employer pays more than \$175 per month for your family's health insurance, any sum paid over this amount would be taxable to you.

For example, if you are a Local 3 member working under a Master Construction agreement, you would be taxed on at least \$600 in additional income, if you work 1,500 hours a year. If you work 2,000 hours in a year, you would be taxed on an additional \$1,600.

As health costs increase, employers would attempt to reduce or eliminate any coverage above the tax ceiling of \$175 a month, resulting in poorer health coverage and higher out-of-pocket medical expenses for workers.

• **Unemployment Insurance** — These benefits provide essential income to jobless workers. Above cer-

*"These benefits...are not 'fringe benefits.' They are not frivolous perks and gimmicks designed to shelter income, generate phony losses or reduce the taxes of a privileged few. They are essential life-supporting employee benefits that should never be eroded."*

tain thresholds they are already taxed. Under the Treasury's tax proposal, these benefits would be fully taxed.

• **Workers Compensation** — These benefits are already inadequate to meet the needs of workers and their families. Taxing them would only widen the gap between benefits and the level needed to maintain decent living standards.

• **Pension** — The Reagan Administration proposal would tax workers on the deferred income value of employer contributions to qualified pension plans. This proposal blatantly disregards the fact that these benefits are already taxable at the time they are received by a retiree.

We agree with the argument that something must be done to curtail the government deficit. However, no Congress has the right to attempt to balance the budget on the backs of working men and women.

There is plenty of waste already in the government. Let's take a cold, hard look at where our billions of tax dollars are already going and make necessary cuts — not try to rake added revenue from the paychecks of American workers.

These benefits that are under scrutiny are not "fringe" benefits. They are not frivolous perks and gimmicks designed to shelter income, generate phony losses or reduce the taxes of a

privileged few. They are essential life-supporting "employee" benefits that should never be eroded.

We should not fall for the argument that any tax on our employee benefits will be more than offset by tax reform proposals to cut our tax rates. Already the Reagan Administration is plucking these parts out of its proposal. We could end up the loser twice—new taxes and lower benefits.

**Now is the time to act!** We must contact our representatives in the U.S. Senate and the House and express our position on this vital issue. Write a letter to your Congressman and to both of the U.S. Senators that represent you.

Here are some suggestions that you might use in your letters:

• Ask the legislator for a specific commitment to oppose taxation of employee benefits in *any* form it may take.

• Point out that taxing benefits would actually mean higher — not less taxes. The average worker may be forced to pay taxes on an additional \$2,300 in income under these proposals.

• Emphasize that the very nature of collective bargaining required you to give up something in order to gain and maintain these vital benefits.

• Point out that new taxes would discriminate against the building trades where health costs are higher.

• Use your own personal experience of how these employee benefits have been essential in helping you to avoid financial hardship, due to illness, unemployment, etc.

• Thank the legislator for his or her support.

• Send a copy of your letters to me. We will use them as an indication of our membership's support in our own discussions with legislators.

## Caltrans publishes \$13.5 billion funding program

(Continued from page 1)

about \$6.8 billion in expected federal funds, and about \$6.6 billion in state funds. Trombatore said Caltrans expects that as much as \$200 million in private funds could also be used to finance the program.

"The program provides both mass transportation projects and highway projects to link Californians with jobs, affordable housing, and commerce," Trombatore said.

The California Transportation Commission will hold public hearings around the state on the proposed State Transportation Improvement Program (STIP). A final five-year plan will be adopted in June.

Some of the major projects in the proposed five-year plan include:

• \$218.7 million to construct high occupancy vehicle lanes from the Bay Bridge to Willow Avenue on I-80 in Alameda and Contra Costa Counties (10 projects).

• \$138.3 million to construction the John T. Knox Freeway (I-580/80)

through Richmond.

• \$25 million to construct reversible HOV lane and ramp improvements from Route 24 to the Bay Bridge in Alameda County.

• \$219.1 million for the widening of I-680 from Route 238 to Marina Vista in Alameda and Contra Costa Counties (8 projects).

• \$46 million to widen I-880 freeway in Alameda County from Alvarado-Niles Road to Davis Street.

• \$11 million to widen Route 99 to four lanes from Durham Hwy to Skyway Overcrossing in Butte County.

• \$8.8 million for widening and other improvements of Route 99 in Butte and Sutter Counties near Live Oak.

• \$138.3 million to reconstruct Route 680/24 Interchange in Contra Costa County.

• \$6.9 million to replace the Smith River Bridge near Hiouchi on Route 199 in Del Norte County.

• \$12.4 million to construct passing lanes and other improvements on Hwy 50 in El Dorado County from west of

Ice House Rd. to east of Echo Summit (8 projects).

• \$39.9 million to extend Hwy 41 freeway in Fresno County from Bullard Ave. to Audobon Dr.

• \$12.1 million to reconstruct and realign Hwy 36, Forest Highway in Humboldt and Trinity County.

• \$26 million to construct the Redwood Park Bypass on Hwy 101 in Humboldt and Del Norte County.

• \$9.9 million to construct a four-lane expressway between Rte. 29 and 40th Ave. on Hwy 53 in Lake County.

• \$3.7 million for structural repair on Hwy 395 in Lassen County.

• \$7.3 million to construct HOV lane from Rte. 37 to Miller Creek on Hwy 101 in Marin County.

• \$27.2 million to construct the four lane Hatton Canyon freeway on Monterey County's Rte. 1.

• \$34.7 million for pavement and bridge rehabilitation from Colfax to east of Truckee on I-80 in Nevada and Placer Counties.

• \$34.8 million to construct the Rose-

ville Bypass in Placer County at Hwy 65/1-80.

• \$35.9 million to widen I-80 through Auburn.

• \$53.9 million to construct freeway and expressway from Route 5 to Route 70 in Sacramento and Sutter Counties.

• \$53 million to construct the Stockton Crosstown Freeway.

• \$51.2 million to construct Devil's Slide improvements on Rte. 1 in San Mateo County.

• \$50.1 million to construct the Guadalupe Corridor Expressway in Santa Clara County.

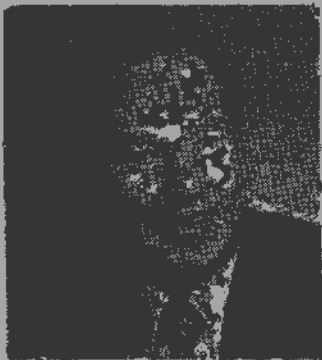
• \$88.9 million to construct freeway for 13 miles north of Lakehead in Shasta County.

• \$13.9 million to construct the Rte. 80/12 interchange in Solano County.

• \$11.1 million to replace the Russian River Bridge in Guerneville, Sonoma County.

• \$46.1 million to construct the Cloverdale Bypass on Rte. 101 in Sonoma County.





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

The Pacific Coast Metal Trades Council Legislative Affairs Committee meeting, and Executive Board meeting, held during March at Portland, Oregon was well attended. All delegates present realized the shipbuilding industry in the United States is facing the most serious challenges during the 1980's they have ever come to task with in their lifetime. *We must get our message through to Congress!*

Brother Paul J. Burnsky, President of the Metal Trades Department, and William G. Phillips, Legislative Consultant, Metal Trades Department, briefed the delegates in detail on the steps we must take in order to keep the shipbuilding industry alive. A highlight summary of shipbuilding, maritime, and related legislation presented to the 98th Congress and the status of each bill was explained to us.

At this time I want to present to the members employed in this industry the text of the Final Report of the Legislative Affairs Workshop Third Biennial National Shipbuilding Conference, Metal Trades Department, AFL-CIO adopted November 16, 1984.

Since the founding of the nation, our maritime policy has been based on two basic considerations: (1) the necessity of controlling our own economic destiny by retaining our ability to transport our products and resources in our own ships in order to meet our own domestic needs; and (2) to assure, in time of national emergency, the necessary types and numbers of vessels to supply our military forces abroad, our allies, and to ensure our continued ability to carry the strategic materials needed for our industrial capability.

Both policies can only be successfully carried out if the

skills and facilities needed to maintain our shipbuilding industrial base are maintained at a high level of strength, capable of rapid expansion to meet national defense mobilization requirements.

We have seen a dangerous weakening of these basic maritime and shipbuilding policies. Many major American shipyards have closed their doors and more are in jeopardy. Thousands of skilled, experienced, productive shipyard workers have lost their jobs. Heavily subsidized or government-operated shipyards in foreign countries have drained away shipbuilding contracts amounting to billions of dollars to these low-wage foreign shipyards.

We urge that all possible efforts be made to focus increasing national attention on the vital issues involved that affect shipbuilding, maritime, and national defense policies. We welcome a far-ranging national dialogue to discuss the complex, interrelated issues so that a realistic, fair and workable national consensus can be reached to assure that the United States returns to its historic role as a major carrier of its own ocean trade, utilizing U.S.-built ships, manned by U.S. crews, and flying the U.S. flag in ports throughout the world.

A number of recommendations are being submitted for consideration by the participants in this conference at its final plenary session. In one way or another, virtually all these proposals advocated by the workshop participants would help advance the broad objective of restoring a healthy, growing and strong shipbuilding and ship repair capability in the United States.

Major recommendations are as follows:

- continue opposition to administration "build or acquire

foreign" policies involving both commercial and military use vessels;

• continue support for the Jones Act to restrict domestic shipping trade to U.S.-built and manned vessels, while opposing "re-flagging" efforts that would weaken the Act, including the re-flagging of the Cunard cruise ships sought in the 98th Congress and similar waivers of the Act in commercial trade;

• continue to support the navy shipbuilding and repair programs to strengthen U.S. national security at funding levels sufficient to reach the 600-ship navy within the targeted time period;

• oppose the use of Capital Construction Funds (CCF) by ship owners to build or acquire vessels built in foreign shipyards;

• support improved occupational safety and health programs for American shipyard workers, including measures to compensate victims of asbestos-related health hazards in the workplace. Also support revisions in the Occupational Safety and Health Act (OSHA) to assure greater health and safety protections for federal workers;

• continue to support needed port development legislation to assure deeper channels and harbors, while continuing our opposition to administration's "user fee" proposals that would place unfair burdens on port administering entities;

• consider ways to discourage, wherever possible, investments by U.S. financial institutions and multinational entities in foreign shipyards—policies that take away U.S. shipyard jobs and weaken our national security.

## 'Fiddlers continue to play' as Salt Lake floods valley floor

Donald R. Strate, acting District Representative in Utah reports that the fiddlers continue to play as the Salt Lake City area is slowly engulfed by the Great Salt Lake. The Utah State House of Representatives and the Utah Senate have a chance while they are in session to proceed with a plan to take care of the flooding problem once and forever. However, they choose to sit on their political and collective duff and argue personal ideas on how this problem will be taken care of.

Governor Norm Bangert and the Senate want to see a bond issue put in effect to finance the \$120 million plus project, and the House of Representatives wants a pay-with-cash-as-you-go plan. Needless to say, the state does not have the money at hand to finance the project.

"A person would think an estimated \$176 million in damage to highways, industry, wildlife refuges, private and public properties the last two years would encourage a more concise and serious approach to the problem," Strate noted.

The Utah Department of Transportation expects to let bids this spring to protect I-80 from the rising water. One of the projects will run from the end of the concrete paving near the old Saltair road west to Blackrock. They expect the westbound lane closest to the lake will be raised first from the present elevation of 4,213 feet to 4,215.5 feet. Later, the eastbound lane will be raised the same amount. The frontage road between Saltair and the Great Salt Lake Marina will be raised to 4,221.6 feet, plus there will be rip rap placed on the lake side of the road.

**Dade's Quail Creek Dam**

Business agent Jasper Delray spec-

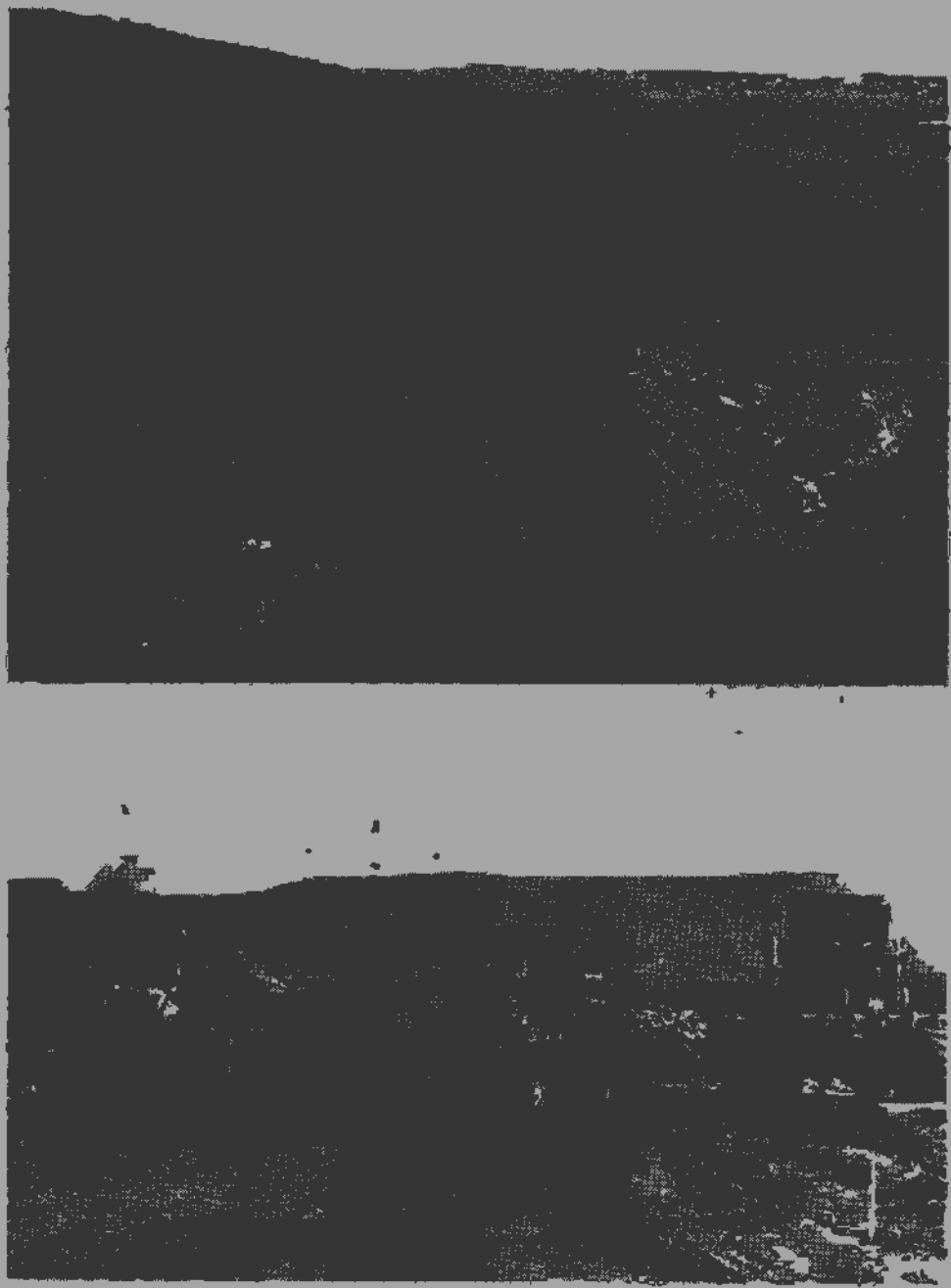
ulates that no one would have thought, 25 years ago that the Hurricane - St. George area of Utah would be the site for a project the size of Quail Creek Dam. The 210-foot high main dam, containing over two million cubic yards of material, was completed the middle of January 1985, several weeks ahead of schedule, by an output of 1,100,000 man hours. Work began on the project November 10, 1983, and finished January 15, 1985, although the projected completion date was March 1, 1985. With the washout of the haul road in July 1984, the project was thrown about 30 days behind schedule.

At its manpower peak, the project worked 56 men, 48 of them operating engineers, the remainder teamsters. There were several Cats on the project, one D-10 and others D-9s, all supplying dirt for the Coleman loader, there were also eight 650 Cat scrapers used.

The Coleman loader continually filled the haulage units on the project, each unit having two trailers. The first trailer held 70 yards of dirt and the second carried 60 yards, which was 120 yards per truck load.

There was a 3.3 percent overrun on the dam, by dollar amount \$235,000. "Not bad for a project this size," was the feeling of the Washington County Water Conservancy District Board.

The dam is sloped up 600 feet at the base to only 25 feet at the top, barely wide enough to contain a vehicle. It is constructed entirely of earthen materials of different sizes, and rose one foot at a time, with each 12-inch layer compacted to specific density before the next layer was added. This scientific placement of materials provided the dam the needed strength to prevent seepage of water through it. (Continued on page 10)



Local 3 member Jim Patterson submitted these photos of the Quail Creek Dam project near Hurricane, Utah. The project was built by S. J. Groves & Sons for the Washington County Conservancy District. The 210-foot main dam contains over \$2 million yards of material and was completed last January, several weeks ahead of schedule.



## Two problems could slow work in Santa Rosa area

"We have two major problems in the area that will affect our work this year," reports Santa Rosa District Representative Chuck Smith.

1. The City of Santa Rosa made a critical error last year in the irrigation of fields designated to be irrigated in the dry summer season. To try to save the city a few dollars, they attempted to force the farmers to pay the electricity bill for the pumping of treated water waste. The farmers refused and then, before the city knew it, they were in the months that the State Water Quality Board would not allow irrigating, forcing an illegal dump of 750 million gallons into the Russian River. At the February meeting of the State Water Quality Board, held in Santa Rosa, the Board put a moratorium on sewer hook-ups and set April 25th to reconsider the moratorium. This will really hurt the 1985 work picture if it is not lifted.

2. Basalt is having problems getting permits to continue their gravel mining on the Russian River in Healdsburg. This could also have a devastating affect on the members working in the Rock, Sand and Gravel industries. "If this problem is not resolved soon, we will again be asking you to help out in attending meetings. However, if both of these problems are resolved the year looks very good. Let's all keep our fingers crossed and think positive,"

Smith said.

Business agent Bill Burns, reports that he has been going to Sonoma County Board of Supervisors meetings in support of the Basalt/Healdsburg operations. There are some no growers trying to get that plant all but shut down. They are pressuring the Board of Supervisors to withhold permits that allow the harvest of gravel on their own land.

Sonoma County Department heads have been asked to follow a voluntary freeze on next years budget so that the county can proceed with an ambitious road building and maintenance program. Freezing next year's spending at current levels was suggested during a Board discussion of a proposed resolution to Congressman Doug Bosco, asking for help in securing federal money for reconstruction of Stony Point Road. The road is designated in the County's general plan as a north-south freeway alternative.

Business agent Rob Wise, reports that Unit 21, in the Geysers, is soon to bid and will provide several good dirt jobs this summer. There is quite a bit of steam-well site work currently underway and there is also quite a bit of pipe-line being laid from the well-site to the generating plant. In general, the upcoming season in the Geysers area looks good.



## A Bargain At Twice the Price!

Local 3 members now have the opportunity to purchase light-weight jackets imprinted with the Operating Engineers logo. The jackets are union made in America. They are green with white trim, feature a brushed polyester lining and 100% nylon collar, cuffs and waistband.

The jackets sell for \$25 and may be ordered through your district office or the Local 3 Public Relations Dept. at 474 Valencia Street, San Francisco, CA 94103; (415) 431-1568.

They come in adult sizes of small, medium, large, extra large, and double-extra large. Proceeds from the sale of the jackets go to the union political action program.

Members wishing to order the jackets should write a check or money order payable to SELEC.



# Fringe Benefit Forum

By Don Jones,  
Director of  
Fringe Benefits



As April begins, the Fringe Benefit Center is in the midst of Pre-Retirement Counseling meetings, the mailing of annual pension statements and preparations for the Retirees Association Picnic.

### Retirees Association Picnic Rancho Murieta Training Center Saturday, June 1, 1985

Invitations have been sent to over 6000 retired members and their wives. We're hoping a record number of retirees will join us, as our guests, at what has become Local 3's largest gathering of members. Your Officers and staff have already begun preparations which promise to make this year's picnic the best yet. We can assure you there will be lots of great food, refreshments and the company of good friends. You'll have plenty of opportunity to renew old friendships and establish new ones.

Set the date aside, return your reply postcard and we'll see you at Rancho Murieta on June 1st!

Later this month, active members will be receiving their year end pension statements. It's important that you take the time to carefully compare the hours reported on your behalf, by the employer(s), with the hours on your paycheck stubs. Should you discover a discrepancy, it is your responsibility to notify the Trust Fund Office or the Fringe Benefit Center. Upon notification, your account can be credited with the

correct hours and the employer billed for the hours due.

Remember, hours not reported to the Trust Fund result in you receiving lower benefits when you retire. It is extremely important that you keep your paycheck stubs, at least, until you receive your pension credit statement.

### Pre-retirement counseling meetings

Pre-retirement counseling meetings are being held in each district. These meetings are designed to familiarize members with all aspects of the Pension and Pensioned Health and Welfare Trust Fund benefits.

All members are invited. Any member 50 or over is strongly urged to attend the meeting in their area. Retirement planning is important and should begin early.

This year we are also encouraging our younger members to take advantage of this opportunity to learn how their pension plan works. By understanding the rules and regulations, you can help maximize the benefits you receive upon retirement and avoid losing benefits in the future.

### Semi-annual vacation and holiday pay transfer

In accordance with the Master Agreement, vacation pay for hours worked September 1984 through February 1985 will be transferred to the Credit Union by the Fund Manager on May 15, 1985.

The money will be available for withdrawal on May 31, 1985. Members preferring to have their vacation pay issued directly to them instead of the Credit Union may do so by filing a Semi-Annual Payment Request with the Trust Fund Office.

Request cards may be obtained at any district office or the Fringe Benefit Center. Completed requests must be received by the Trust Fund no later than April 30, 1985. Checks will be issued on May 15, 1985.

Accounts for members on monthly transfer or time payment option are not affected by this transfer.

# Non-union firm under scrutiny

(Continued from page 1)

Charlotte, North Carolina transit mall project presently being completed by Weiss Bros.

• A ratio of long-term debts to assets for the firm which is considerably above industry averages.

At the recommendation of Kent Dewell, San Jose Public Works Director, the San Jose City Council held the public hearing to allow Weiss Bros. the opportunity to respond to the report.

David Weiss, President of the company, and his attorney Neil O'Donnell, explained to the council that they were having difficulty answering their questions because they were not used to discussing the firm's business dealings in public.

As for back taxes owed, they admitted that it was true, but that Weiss had no personal knowledge of owing more than \$750,000 to the government. The debt was attributed to mistakes of employees no longer with the company.

John Neece, Executive Secretary for the Building Trades Council told the city council that responsible contractors pay their bills. Weiss Bros.' pattern of non-payment leaves no question as to their irresponsibility, he charged.

Local 3 Research Director Larry Edginton charged that Weiss Bros. has continuously violated the public's trust by their flagrant misconduct. "Looking at what they have owed in withholding taxes, unemployment insurance contributions and workers compensation premiums, it is clear that they have been operating on workers' money," Edginton stated.

## Pre-Retirement Meeting Schedule

<b>Auburn</b>	7:30 p.m.
Tuesday, April 16, 1985	
Auburn Recreation Center 123 Recreation Dr., Auburn CA	
<b>Sacramento</b>	7:30 p.m.
Wednesday, April 17, 1985	
Laborers Hall 6545 Stockton Blvd., Sacramento CA	
<b>Oakland</b>	7:30 p.m.
Tuesday, April 23, 1985	
Teamsters Local #853 8055 Collins Dr., Oakland CA	
<b>Fairfield</b>	7:30 p.m.
Wednesday, April 24, 1985	
Holiday Inn 1350 Holiday Lane, Fairfield CA	
<b>Santa Rosa</b>	7:30 p.m.
Thursday, April 25, 1985	
Veterans Memorial Bldg., North Rm. 1351 Maple Dr., Santa Rosa CA	
<b>Stockton</b>	7:30 p.m.
Tuesday, April 30, 1985	
Operating Engineers Bldg. 1916 N. Broadway, Stockton CA	
<b>Ignacio</b>	7:30 p.m.
Thursday, May 2, 1985	
Painters Hall 701 Mission Ave., San Rafael CA	
<b>Fresno</b>	7:30 p.m.
Tuesday, May 7, 1985	
Cedar Lanes 3131 N. Cedar, Fresno CA	
<i>Reno, Salt Lake City and Hawaii will be scheduled at a later date.</i>	

## To be mailed this month

# A look at your pension statement

"How much do I get and how are benefits paid? Don't tell me what all the rules are. Tell me how much I get and how benefits are paid. That's what I care about." If this sounds familiar, it should. That's what Operating Engineers who are in the Pension Plan have been asking. In this and coming issues of *Engineers News*, we will discuss the value of the Local 3 Pension Plan.

### Annual pension credit statements

There is no better time to discuss the value of the Plan, to answer your question of 'How Much' than right now. The Annual Pension Credit Statement will go out in the mail during the month of April to over 20,000 active Operating Engineers.

Look at the Pension Credit Statement on this page. The statement shows (Item 1) the number of hours reported to the Pension Trust Fund for 1984. The statement describes (Item 2) monthly benefit for 1984 work and (Item 3) the total of your monthly benefit amount payable at age 62. If you have earned at least 10 years of Credited Service without a Permanent Break in Service,

the statement says, 'You are Vested' (Item 4).

If you worked as an Operating Engineer before the Pension Plan existed, you may be entitled to additional Pension Credit and an increased amount of Pension Benefit. A review of your early work history will be made when you have filed an application for Pension and the exact amount of benefit will be determined at that time.

### What if I don't want to wait until 62?

Members have choices other than retirement at age 62. The Trustees have recognized varying needs of Engineers and the Plan allows several options:

#### • Early retirement

If you have 10 Pension Credits and choose to retire anytime between ages 55 and 62, your monthly benefit is reduced from what you would have received at age 62. The reduction is made to reflect the longer period of time you will be collecting benefits. The reduction is 3% a year from 60 to 62, 6% a year from 55 to 60.

#### • Service pension

If you have 30 or more Pension

J. HENRY... Social Security No. 000-00-0000  
123 MAIN STREET  
HOMETOWN, CALIFORNIA  
Birthdate 12/31/1930

EMPLOYER	Statement of Hours Reported												TOTAL	
	1984	1/1/84	2/1/84	3/1/84	4/1/84	5/1/84	6/1/84	7/1/84	8/1/84	9/1/84	10/1/84	11/1/84		12/31/84
XYZ CONSTRUCTION	84	115	115	115	115	115	125	125	115	115	115	115	115	1400.0
<b>1</b>														
TOTAL	115	115	115	115	115	115	125	125	115	115	115	115	115	1400.0

CREDITS AND BENEFITS		ACCUMULATED	
FOR YEAR ENDING 12/31/84			
1.00 FUTURE SERVICE CREDIT	<b>2</b> \$105.00 BENEFIT	27 FUTURE SERVICE CREDIT	<b>3</b> \$1100.00 BENEFIT
YOUR PAST SERVICE CREDIT WILL BE VERIFIED AT TIME OF RETIREMENT BASED ON TRUST FUND RECORDS			
<b>4</b> YOU ARE VESTED			
FOR YOUR INFORMATION			

Credits, you are eligible for a full benefit at age 60. If you have 30 Pension Credits and chosen to retire anytime between ages 55 and 60, your monthly benefit is reduced depending upon your age by 6% a year.

#### • Disability retirement

If you are totally disabled before you reach retirement age, you may retire and receive not less than 70% of the monthly benefit you would receive for retirement at age 62. Disability benefits are available beginning at age 50 if you have 10 or more years of Credited Service, and at less than age 50 if you have at least 15 years of Credited Service.

The Pension Plan provides financial

security to you at retirement. The Annual Pension Credit statement is the yardstick you use to measure the value of your monthly benefit should you retire at age 62. You may choose to retire at an earlier age, with slight reductions in your monthly benefit to account for the longer period of time you will be receiving them.

You may also choose to continue working, even past age 62. If you do, your monthly benefit amount will continue to increase as you earn additional Pension Credit.

One Final Note — If your personal work records differ from the information on the Pension Credit Statement, follow the instructions on the back of the statement for corrections.



# WITH SAFETY IN MIND



SAFETY IS THE FIRST PRIORITY

# Stoches show old timers Just as they get built

Automobiles are being built with more safety than ever before. The latest models are designed to protect the driver and passengers in the event of a crash.



However, the most important safety feature is the driver's seat. It is designed to absorb the impact of a crash and keep the driver in his seat.

Modern cars also have crumple zones that absorb the impact of a crash. These zones are designed to crumple in a controlled way, reducing the force of the impact on the driver and passengers.

Moreover, the use of seat belts is crucial for safety. They are designed to hold the driver and passengers in their seats during a crash, preventing them from being thrown out of the car.

It is important to remember that safety is not just about the car itself, but also about the driver. Drivers should always wear their seat belts and avoid drinking and driving.

As cars continue to evolve, safety will remain a top priority. Manufacturers are constantly researching and developing new technologies to make cars safer than ever before.

Ultimately, the goal is to reduce the number of accidents and fatalities on the road. By following safety guidelines and using modern cars, we can make our roads safer for everyone.

Greatly improved safety features are being added to the latest models. And the industry is working hard to make sure that every car on the road is as safe as possible.

With these improvements, we can have the best of both worlds: the convenience and performance of a modern car, and the safety of a car built to protect its occupants.

So when you go to the dealership, make sure you're looking at the latest models. They're the ones that have the most advanced safety features.

## Auto makes improvements

Automobile manufacturers are constantly making improvements to their cars. These improvements range from better engines and transmissions to advanced safety features like air bags and crumple zones.

## Clearance Committee Elected Faculty

The faculty of the college has elected a new clearance committee. This committee will be responsible for reviewing and approving all clearance requests for students and faculty members.

**Annual Meeting**  
**DATE: NOVEMBER 15, 1968**  
**TIME: 11:00 AM**  
**PLACE: Room 100, Student Center**

**AGENDA:**

- 1. Opening Remarks
- 2. Report of the President
- 3. Financial Report
- 4. Student Activities Report
- 5. Faculty Report
- 6. Business Meeting
- 7. Dinner

**ADMISSION:** Free for all members of the college.

**Registration Form**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_\_

## Talking to Techs

By Frank Morales & Wally Schissler

The Tech department would like to remind members again, that when they are registered for employment in a Job Placement Center and are called back to work by their former employer, they must notify the Job Placement Center or Centers so that their names can be taken off the list that they are registered on.

Also, when members are dispatched to a new employer, they should check the dispatch to see if it's correct: name, social security number, job classification and wage. Some members have called after they have been dispatched to find out what their wage rate is and what contract they are working under.

Concerning contracts, effective July 16, 1985, under the Master Agreement for Technical Engineers, there will be an additional increase of five percent (5%) or COLA, whichever is the greater. There will be four meetings held, one each in Oakland, San Jose, Santa Rosa and Sacramento. The purpose of the meetings is to discuss the allocation of wages and fringe benefits. Notices will be mailed informing members where, when and what time the meetings will start. Participation at these meetings is important, so members should attend the meeting in their area.

**Tech Engineers:** The Tech department would like to congratulate Kenny and Torrie Schissler on the birth of their 8 lb. 8 oz. son Kenny Jr. born March 7, 1985. This also adds to Wally and Bea Schissler's growing number of grandchildren fourteen (14) to date and climbing.

We would like to extend our deepest sympathy to the family of Bernard Wilson who recently passed away. Bernard was a member of Operating Engineers since 1957 and is survived by his wife Betty Wilson and six children. Bernard started surveying in Contra Costa and moved to Grass Valley in 1967 where he lived until his death.

## Teaching Techs

By Gene Machado,  
Administrator, Surveyors JAC

Apprentice classes for the greater San Jose area have started at The Wilson Education Center in Santa Clara. This has opened two nights a week at the Union Hall in San Jose for Journeymen upgrade courses. Slopestaking/Grade-checking and Heavy Construction courses are being held now at the San Jose Hall on Monday and Tuesday nights.

If anyone missed either of those classes and wishes to take them, he should make sure he is on the mailing list, as classes will only start on an "as needed" basis and future schedules are hard to post in advance. Oakland is completing

a HP41CV course and will be starting other classes as needed.

In reviewing the records of the first through fourth period apprentices it is seen that many of the apprentices are doing above average in their class studies. Those that are doing well in class are also the persons doing well on the job.

Two apprentices have done so well that they have become fourth period apprentices in less than a year's time. This was done by a lot of hard work on their part. The employers recognized their achievements by recommending them for accelerated advancement. So, hats off to Chiu Lee from the San Francisco class and Chuck Tocci from the San Jose class! Both are now doing fifth through eighth period class work, but are being held back only by on the job training hours.

Many other apprentices are working on periods of training beyond their on the job training hours, which is how it should be if they are truly interested in surveying. The sad part of this report is that a few, but too many, are behind in their classes and it is found that those that are behind are the apprentices that are late or absent from class. Some of these apprentices are being removed from the program for excessive absences.

It is difficult to believe that these apprentices are not really interested in surveying but may just be interested in a job and the money.

As surveying demands many skills

and continued updating of knowledge, one must like surveying to be a good surveyor. Those apprentices that have been removed from the program may find a trade they are more suited for and do well in developing that skill. No matter what trade a member works at, he must develop a skill and knowledge of the trade to be good at what he does. Apprenticeship is the ladder of success and is offered at no cost to the apprentice.

The NCSJAC is working on changes to the selection procedures to try to give the chance of becoming a surveyor to those that really want to be one. Everyone's time is wasted in trying to train those that are not truly interested. The drop-out rate in the NCSJAC training program is and has been too high but through proper selection procedures the drop-out rate will fall within proper perspectives.

This is only part of the changes that have occurred in trying to bring the surveyors' training program up to the standards needed for a fast changing industry. Other changes are sure to come as demand occurs. Local 3 hopes to keep the best trained workforce necessary to combat the non-union element and keep up with new technology.

Remember — the Administrative office location moved to Oakland. The new address is: 401 Roland Way, Suite #202, Oakland CA 94621.

## S.J. Groves completes Quail Creek Dam

(Continued from page 4)

A longtime employee of S. J. Groves & Son Company, contractor, project manager Jim Smith indicated all dams are pretty much the same, and that Quail Creek was a small one compared to some he had supervised. Smith had worked all over the eastern United States, but it was his opinion that the employees on Quail Creek were the finest anywhere. He commented the thing he liked most about Utah people was they had the ambition to give a day's work for a day's pay, and he felt that was certainly instrumental in bringing the dam in early.

Smith brought only three company men with him, the crew dispatched by the Operating Engineers Local Union No. 3, excluding the teamsters. Smith said one way of keeping any job down to size is by having the right equipment. Altogether Groves had about 60 different pieces on the Quail Creek, including the D-10 Cat, the largest dozer made by Caterpillar, and six Caterpillar bellydumps, which pulled about 300 tons.

Estimates of when water might begin to flow from the Virgin River diversion point, through the 9½ miles of pipeline varied from mid-March to April 1. Information had been that it would take two years to fill the lake, as the state would not allow filling to be done quicker. Now, full pipeline capacity will be used to allow water into the reservoir, as long as close monitoring in the beginning shows no problems developing.

With adequate water from the river and full pipeline capacity, it will take a little over three months to fill the reservoir, with the reservoir being full by July, although the main hydropower

plant 1½ miles above the reservoir must be in operation before the pipeline can be used to deliver water.

### Changes in right-to-work law

House Bill 110 (addendum to the Right-to-Work Law) has passed the House of Representatives by a vote of thirty to forty. It is now in committee in the Senate. There is pressure from the right-to-work advocates and nonunion companies to get it passed while in the Senate.

Local 3 representatives, a lobbyist from the Utah AFL-CIO (Ed Mayne), and other union representatives spent many hours on the hill fighting these proposed amendments. The legislators are obviously trying to get away from the original meaning of the Right-to-Work Bill, and are moving toward taking the right to an employer or owner to determine for himself how he will conduct his construction project or business. It appears that this comes very close to some of the government policies and inhumane practices being carried on in Poland today. Very simply, this is another move to destroy the right each employee has to join a union and bargain collectively for the privileges and wages they enjoy.

Strate noted that organized labor is in a position where "we must maintain what we have and hold our unions together. We must be productive on the jobs we work, and display the quality of our workmanship. The administration in Washington, D. C., is out to kill unionism in our great and free land. And many others, in their unreasoning way, pick up the banner and march with it. They have given no thought to the fact they will kill unorganized workers,

also. Maybe that is their plan: to weaken the working class to the point where they have no say so in working conditions, wages, etc., and set back the standard of living fifty to a hundred years."

### Work picture in Utah

Work in Utah looks good this year, but only if signatory employers are able to beat out the out-of-state nonunion contractors. If the politicians in this state really wanted to help the economy and the residents whom they supposedly represent, they should pass a law requiring these out-of-state contractors to hire Utah people to man the jobs in-state.

### The rising Great Salt Lake

Business agent Lynn Barlow reports that with the rising Great Salt Lake fast becoming the greatest problem of the decade for the state of Utah, the State Legislature is faced with some difficult decisions. As the *Deseret News* stated February 10: "If it continues to rise, it threatens a billions dollars damage to industry, commerce, public facilities, and natural resources. Yet, if it suddenly drops, it could waste millions in lake control efforts."

Unable to ignore the problem any longer, the Legislature is expected to fund the following emergency projects immediately: \$50 million in diking along the Great Salt Lake, \$12 million to dredge the Jordan River, and another \$52 million for a West Desert Pumping Plan. Other immediate water development projects, separate from the emergency flooding package, include \$35 million for the Little Dell Dam and related projects in Salt Lake County.

### HONORARY MEMBERS

At its meeting on March 10, 1985, the Executive Board approved Honorary Memberships for the following Retirees who have 35 years or more of membership in Local 3.

Name	Reg. No.
A. C. Bashnick	0306521
Harold E. Cooper	0307917
Kenneth Crenshaw	0636957
John Helms	0637035
E. D. Hendrick	0267956
Wilford P. Jones	0569501
James A. Livie	0593086
Clarence Louderbaugh	0711824
Herman Lowe	0488704
Paul F. Menefee	0636971
Manuel Neves	0632472
David Ramos	0569592
Lawrence L. Souza	0519768

The Great Salt Lake has risen ten feet in the past three years, with at least \$176 million in damages to lakeside facilities. To do nothing now, and have the lake rise another seven to eight feet, Utah's economy would be crippled with the loss of the Salt Lake International Airport. Also, the loss of the I-80 freeway would hurt the national economy, and could pose a defense danger in time of emergency.

The \$61 million already spent to save the Union Pacific and the Southern Pacific Railroads would be wasted, along with millions spent to save lakeside mineral companies.

Future long range projects to control inflow into the lake include at least \$40 million for the Bear River project that includes three to five dams, \$34 to \$136 million for the Snake River Diversion Project, and \$65 to \$207 million for the Cedar Valley Project.



# ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

- |   |  |
|---|--|
| <b>April</b>  | <b>May</b>   |
| 9th District 4: Eureka<br>Engineers Building,<br>2806 Broadway                    | 7th District 3: Stockton<br>Engineers Bldg.,<br>1916 North Broadway          |
| 10th District 7: Redding<br>Engineers Building,<br>100 Lake Blvd.                 | 9th District 2: Richmond<br>Point Marina Inn,<br>915 W. Cutting Blvd.        |
| 11th District 8: Marysville<br>Operating Engineers Bldg.<br>1010 "I" Street       | 14th District 5: Fresno<br>Laborer's Hall<br>5431 East Hedges                |
| 18th District 1: San Mateo<br>Electricians Hall,<br>300 - 8th Avenue              | 23rd District 8: Auburn<br>Auburn Recreation Center,<br>123 Recreation Drive |
| 24th District 17: Honolulu<br>Kalihi Waena School,<br>1240 Gulick Avenue          | <b>June</b>  |
| 25th District 17: Hilo<br>Kapiolani School,<br>966 Kilauea Avenue                 | 3rd District 10: Santa Rosa<br>Veterans Building<br>1351 Maple St.           |
| 26th District 17: Maui<br>Kahului Elementary School,<br>410 S. Hina Ave., Kahului | 5th District 12: Provo<br>Provo City Power Bldg.<br>251 West 800 North       |
|   | 5th District 9: San Jose<br>Italian Gardens,<br>1500 Almaden Rd.             |
|   | 6th District 11: Reno<br>Musicians Hall<br>124 West Taylor                   |

**LOCAL 3 MEMBERS**—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:

Attn: M. Kelly, Operating Engineers Local Union No. 3,  
474 Valencia Street, San Francisco, California 94103

Please send me: A Membership card for the Magic Kingdom Club

My name is: \_\_\_\_\_  
(PLEASE PRINT ALL INFORMATION)

Address: \_\_\_\_\_  
(Street number & name, or box number)

City, State & Zip Code \_\_\_\_\_ Social Security Number \_\_\_\_\_

**CREDIT UNION INFORMATION**

Dear Credit Union:  
Send me the following brochures, kits or applications.

<input type="checkbox"/> Phone-A-Loan Application	<input type="checkbox"/> Membership Card
<input type="checkbox"/> Individual Retirement Account (IRA)	<input type="checkbox"/> Homeowner Loan
<input type="checkbox"/> Vacation Pay Kit	<input type="checkbox"/> Save From Home Kit
<input checked="" type="checkbox"/> Easy Way Transfer	<input type="checkbox"/> Loan Plus

\_\_\_\_\_  
(my name)

\_\_\_\_\_  
(social security number)

\_\_\_\_\_  
(address)

\_\_\_\_\_  
(city) (state) (zip)

Operating Engineers Local Union No. 3 CREDIT UNION  
P.O. Box 2082, Dublin, CA 94568

**IMPORTANT**

Detailed completion of this form will not only assure you of receiving your **ENGINEERS NEWS** each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

REG. NO. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY & STATE \_\_\_\_\_ ZIP \_\_\_\_\_

Clip and mail to Engineers News, 474 Valencia St., San Francisco, CA 94103  
Incomplete forms will not be processed



# Notice of Nomination Meeting

Recording-Corresponding Secretary James "Red" Ivy, in compliance with the Local Union By-Laws, Article XII, Section 2(b), publishes the following notice:

- (A) *Notice of Right to Nominate*  
Article XII Section 2(j)
- Eligibility of Members to Nominate:* Every Member of the Parent Local Union and its Sub-division (except the Registered Apprentice Sub-division), who is not suspended for nonpayment of dues preceding the first nominating meeting shall have the right to nominate.
- (B) *Form in Which Nominations Will be Made*  
Article XII, Section 2(e)

Nominations shall be in writing and signed by one or more nominators giving each nominator's Social Security Number and Registered Number in the form following:

If by a single nominator:

**NOMINATION**

I hereby nominate \_\_\_\_\_  
Register No. \_\_\_\_\_ For \_\_\_\_\_

Signature: \_\_\_\_\_

Social Security No. \_\_\_\_\_

Register No. \_\_\_\_\_

If by more than one nominator:

**NOMINATION**

We hereby nominate \_\_\_\_\_  
Register No. \_\_\_\_\_ For \_\_\_\_\_

Signature _____	Soc. Sec. No. _____	Register No. _____
_____	_____	_____
_____	_____	_____

- (C) *Number of Nominators Required*  
Article XII, Section 1(a) and (b)
- The minimum number of eligible nominators required for a candidate for Officer based on the Local Union Membership (excluding Registered Apprentices) on February 28, 1985, of 29,956 members is thirty (30).
- The minimum number of eligible nominators required for District Member of the Executive Board Sub District Advisor is one (1).

(D) The time and place of the regular and specially-called District Meetings at which nominations will be made:

- Monday, June 3, 8:00 p.m.**
- |          |                         |                                      |
|----------|-------------------------|--------------------------------------|
| Dist. 1  | San Francisco           | Engineers Building, 474 Valencia St. |
|          | <i>Specially Called</i> |                                      |
| Dist. 10 | Santa Rosa              | Veterans Building, 1351 Maple St.    |
|          | <i>Regular</i>          |                                      |
| Dist. 5  | Fresno                  | Carpenter's Hall, 5407 E. Olive      |
|          | <i>Specially Called</i> |                                      |
- Tuesday, June 4, 8:00 p.m.**
- |         |                         |   |
|---------|-------------------------|---|
| Dist. 8 | Sacramento              | Laborer's Hall, 6545 Stockton Blvd.                   |
|         | <i>Specially Called</i> |   |
| Dist. 2 | Oakland                 | Warehouse Union, Local 6, ILWU,<br>99 Hegenberger Rd. |
|         | <i>Specially Called</i> |   |
| Dist. 4 | Eureka                  | Engineers Building, 2806 Broadway                     |
|         | <i>Specially Called</i> |   |
- Wednesday, June 5, 8:00 p.m.**
- |          |                         |                                       |
|----------|-------------------------|---------------------------------------|
| Dist. 12 | Provo                   | Provo City Power Bldg., 251 W. 800 N. |
|          | <i>Regular</i>          |                                       |
| Dist. 9  | San Jose                | Italian Gardens, 1500 Almaden Rd.     |
|          | <i>Regular</i>          |                                       |
| Dist. 7  | Redding                 | Engineers Building, 100 Lake Blvd.    |
|          | <i>Specially Called</i> |                                       |
- Thursday, June 6, 8:00 p.m.**
- |          |                         |   |
|----------|-------------------------|---|
| Dist. 11 | Reno                    | Musicians Hall, 124 W. Taylor                                 |
|          | <i>Regular</i>          |   |
| Dist. 3  | Stockton                | Engineers Building, 1916 N. Broadway                          |
|          | <i>Specially Called</i> |   |
| Dist. 6  | Marysville              | Yuba-Sutter Frgrnda, Arts/Crafts Bldg.<br>442 Franklin Avenue |
|          | <i>Specially Called</i> |   |
- Monday, June 10, 7:00 p.m.**
- |          |                         |                                     |
|----------|-------------------------|-------------------------------------|
| Dist. 17 | Honolulu                | Kapalama School, 1601 N. School St. |
|          | <i>Specially Called</i> |                                     |
- Tuesday, June 11, 7:00 p.m.**
- |          |                         |                                    |
|----------|-------------------------|------------------------------------|
| Dist. 17 | Hilo                    | Kapiolani School, 966 Kilauea Ave. |
|          | <i>Specially Called</i> |                                    |
- Wednesday, June 12, 7:00 p.m.**
- |          |                         |  |
|----------|-------------------------|--|
| Dist. 17 | Maui                    | Lihikai School, 335 S. Papa Ave.,<br>Kahului |
|          | <i>Specially Called</i> |  |