Re-Run Election Begins As Ballots Go Out

"Serving the men who move the earth!"

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

San Francisco, California

VOL. 3—NO. 11
NOVEMBER, 1973

SAN FRANCISCO, CALIFORNIA

ELECTION NOTICE

If you have any questions regarding your local union election ballot for officers and district executive board members, please contact the following:

Price Waterhouse & Co.
555 California Street
San Francisco, CA 94104
Area Code 415/392-1032

Tom Eaton, Secretary

Fraternally Yours,

Election Committee,
Operating Engineers

Local Union No. 3

Ballots for the re-run election of the 1972 election of officers have been mailed to over 35,000 operating engineers and brothers will spend the two weeks between November 12 and 26 voting for the candidates of their choice.

Ballots for the re-run election were mailed Monday, November 13 by Price Waterhouse and Co., San Francisco. Price Waterhouse will also count the ballots on November 25.

If you do not receive his ballot by November 14, you should contact Price Waterhouse immediately. Your ballot may be found on page 8 of this issue of Engineers News.

The re-run election will occur shortly after the post office box where the ballots were opened finally shows evidence of its existence.

Before the actual counting, each ballot envelope will be checked against an eligibility list to assure that only valid ballots are counted. Then the outside envelope will be opened by the member's name and the inside envelope containing the ballot will be separated to ensure the secrecy of each member's vote.

Each candidate will be allowed to observe the counting procedure or to designate another person to act as his observer. In order to act as an observer, however, a person will be required to have written authorization over the candidate's signature.

Strict security regulations will also be enforced at the counting.

Installation of officers will take place not later than December 15 at a specially called meeting in District 1.

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 3 may be found on pages 9 and 10 of this issue of Engineers News.

Sample ballots, extracts of pertinent bylaws and other material have been placed on these pages for your convenience. Please read rules governing the election carefully. It is the hope of your officials that you will make every effort to participate in this vital election year.

ELECTION COMMITTEE MEMBERS watch as Jeff Ferries of Price Waterhouse and Co. unlocks the door to the mail room where ballots were sealed prior to mailing (left photo). From left are G. D. McDonald, Ferries, Lester Hodge, D. O. Hawkins, Tom Eaton, Floyd Webb and H. L. Spence, in right photo committee men watch as a mail truck takes ballots for transfer to waiting mail truck. From left are Spence, Hodge, Webb, McDonald, Hawkins and John Jordan of the United States Department of Labor.

Med-Arb

Synthesis Aids In Settlement Of Disputes

Two existing processes for the solving of labor-management disputes have recently been combined into a tool which is receiving much attention by people whose business it is to see that employers and employees remain happy with each other.

The tool is called Med-Arb and its most articulate spokesman is Sam Kagel, nationally recognized arbitrator, ex-labor attorney and partner in a San Francisco law firm.

Although often referred to as the originator of Med-Arb, Kagel insists that this is untrue, and that the process has been used for years.

"I may have given it a name but I didn't originate it," he said.

The Med-Arb process is, as its name implies, a combination of mediation and arbitration. Kagel likes to think of the process as a kind of last resort, when negotiation and orthodox mediation have failed.

Basically Med-Arb consists of the selection of a Med-Arbitrator who is mutually acceptable to both labor and management. As soon as the Med-Arb process is agreed to, the parties to open their minds and agree to the rights of strike and lockout are given up.

According to Kagel, the Med-Arb process is usually highly successful because the parties often settle most disagreements rather than leave the decision to the Med-Arbitrator.

"According to Kagel, the biggest problem is to get both parties to be totally candid with respect to desires, expectations, etc.

Everyone always wants to keep something in reserve," he said. "They always want to protect their flanks."

One of the most important aspects of Med-Arb is that it avoids costly strikes or lockouts and the ensuing litigation. Once Med-Arb begins the strike or lockout, it has already started, end. If the strike or lockout has not begun when Med-Arb is agreed to, it cannot start until the right to do so is forfeited.

Obviously a crucial aspect of the Med-Arb process is the selection of the Med-Arbitrator. Kagel said that a common mistake is selecting someone for his apparent bias or lack of bias, rather than for his knowledge of the subject.

"The kind of a guy you need for Med-Arb is usually a guy who has had plenty of experience in labor relations," he said.

According to Kagel, potential Med-Arbitrators may often be found close to the dispute, in both labor and management.

"What is required is for the parties to open their minds and use the experts around them," he said. "I've yet to find a guy who is dishonest when he is given that kind of responsibility."

Kagel said that more widespread use of Med-Arb would be a great help to the Federal Mediation and Conciliation Service since management and labor would be more inclined to submit to mediation if they realized that the alternative was Med-Arb.

Commissioner Barry said that he is impressed with the success of Med-Arb.

"What you actually see is the process first hand you're more impressed with it because you get to know it better," he said.

Med-Arb has been successful in solving difficult labor-management problems in the past. In 1970, the agreements of the California Nurses Association expired with three groups of hospitals. Four thousand nurses and 23 hospitals were involved in this case. After both parties See MORE MED-ARB, Page 3
Colloquially Speaking

Brother Engineers and your families, this will be the last time I will be speaking to you through the column known as Colloquially Speaking. After having served you in this capacity for a time, I want to thank all of you for the cooperation that you have given me in building this organization to the largest and best respected local Union in the world.

I have seen this organization grow from its Charter as Local No. 3 in 1938 from 1,200 members to its present membership of more than 38,000. This accomplishment has been brought about by many men and with the cooperation of the membership working at the trades. Since it has been my privilege to serve you as the business manager for more than ten years, I give my all to build upon the foundation which was made for us by our forefathers, always keeping in mind that the very foundation of our organization was the word democracy. That means a great deal to us and I am sure that each and every one of you wrote or called when my accident occurred, specially to the instructor from Murieta Junior College, for his long distance offer of blood replacement and other members who wrote to me that we were as good, if not better, than most any local union across the country.

I have made my artificial arm, am on the mend and am at home. Usually I am at the Hearing being so far away, by former fellow workers and union friends. If any of the Brotherhood of Local 3 or read their union paper, are dedicated, loyal and responsive: they act like we want them to act.

Again thank you. Good health to each and all.

Postscript yours,
L. G. Swenor

Dear Sir:

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Postscript yours,
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Dear Sir:

I deeply appreciate the wonderful memory of Paul that you have sent me— the Holy Bible. No word is too strong when I thank you for all of you. Local No. 3 was very good in helping me through his illness. Thank again.

Sincerely yours,
Mrs. Don C. Johnson
San Francisco, Ca.

Dear Sir:

We wish to thank the Operating Engineers for the lovely bible. It will be cherished always.

Don was very proud of being an Operating Engineer. His pension and fringe benefits helped make his retirement a happy one. Thank you.

Yours sincerely,
Mrs. Don C. Johnson
Grovell, Calif.

The Executive Board last meeting approved memberships for the following members who have 35 consecutive years of service in Local 3: Charles W. Lloyd, initiated in October 1918 by Local 3. Also, Robert R. Poering, initiated in October 1958 by Local 34.

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OSHA Reorganized

The U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) is being reorganized to meet its program objectives more effectively. OSHA administers the Williams-Steiger Occupational Safety and Health Act, which covers some 60 million workers over 5 million workplaces.

OSHA's new organizational structure is designed to be more effective and responsive to the needs of the workforce.

More Med-Arb

(Continued from Page 1)

agreed to Med-Arb all but one of 89 issues were solved through mediation.

In 1971 the Pacific Coast longshore strike ended leaving 13 issues settled in two day-long sessions.

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BART Off and Running in San Francisco

For six years the Bay Area Rapid Transit system has provided hundreds of jobs for operating engineers in the Bay Area. Passenger service in San Francisco has finally begun and operating engineers’ connection to the system is now no more than that of any other citizen. But during those years of BART’s construction, operating engineers were faced with many unique problems.

Though only 8.3 miles in total length, building the San Francisco segment of the BART line was considered by engineers to be one of the most challenging construction projects in history, the most difficult part being the sections of downtown subway. Years of planning and precise engineering went into the job before the actual building could begin.

As early as 1963 soil tests were being made beneath Market Street by drilling five inch bore at depths of 100-200 feet. These tests would be needed to determine soil permeability, particle size, strength and settlement behavior. Information that was vital to solving the complex engineering problems that lay ahead. Then on a warm July day in 1967, 128 San Francisco school children wielding gold spade and shovels broke the first ground for the line along Market Street.

For the next few years pedestrians along Market would have to jostle across the thoroughfare on narrow plank walkways, and street cars would have to inch their way through a forest of detour signs. The most familiar sounds would be the snort of compressors, the staccato rattle of air hammers and the steady slam-slam of pile drivers.

But even the haphazard scene on the surface gave no clue to the activity underneath. There operating engineers wrestled with the host of problems that had been anticipated during the planning years and some that had not been anticipated.

The utilities problem was the first encountered. Engineers found a maze of utilities crisscrossing at crazy angles in a layer 10 feet deep. During the last 100 years, more than 200 utility companies “plastered” facilities of one kind or another under Market Street. Many had been abandoned and did not even show on the available plans. Threading through them, however, were live lines and conduits of all sizes and shapes--sewer, high pressure water, fire alarm lines, high voltage power lines, gas, and steam all of which were an ever present danger. They would have to be moved or suspended in place while brothers excavated around them and then built new concrete conduits to house them. It was important that each one be kept intact so that power to the surrounding office buildings and stores would not be interrupted.

In constructing the mammoth subway stations the cut-and-cover technique was used. This allowed operating engineers to dig to the desired depth and complete the construction while traffic continued to roll overhead.

The porous sands, saturated with water, created great hydrostatic pressures. Thrusting against too light a station structure, the pressure could literally push it out of shape. To offset these forces, the engineers specified heavy concrete bases—seven feet thick in some cases—and steel crossharness up to six feet deep.

The water posed another problem. It had to be kept in place around the existing structures and out of the excavation. Otherwise it could cause widespread settlement and adversely affect adjacent property owners.

One method was use of the so-called “shurry wall,” a technique which really came into its own on the BART project. With this method, brothers excavated a trench all around the perimeter of the proposed station site. As they excavated—perhaps to 100 feet deep—they kept the trench full of a heavy bentonite slurry. The slurry formed a barrier against too much water, sealing in the earth at an average rate of 15 feet a day and at a cost of $2.142 per foot. The spoil was carried away on a conveyor belt, hoisted to the surface and trucked away. Immediately following the digging process, the segments of heavy steel tunnel liners were set in place by hydrually operated arms. Liners for the 17½ foot diameter tunnels were designed for installation in six segments, each weighing about 6,600 pounds. 27,600 were used overall.

The most challenging section of the tunneling project was the approach to the Trans-Bay Tube which the BART line leaves the Embarcadero Station and dips under the ferry building to connect with the tube 400 feet off shore. Here, the combined pressures of 80 feet of water and bay mud made it necessary for the tunnelers to work under 26 pounds per square inch of compressed air pressure. It was slow going. For every hour of actual work, the men had to spend three hours in the compression chamber and three more hours in decompression to avoid getting the bends. During this con-
Modern Transit System Requires Lengthy Construction

(Continued from Page 4)

struction period the work crews encountered nearly 900 heavy timbers—pilings from an ancient wharf and the remains of three ships, which, according to harbor records, had burned and sunk to become imbedded 20 feet deep in the mud over the passing years. It all had to be pushed aside or removed completely to make way for the growing approach way.

Following closely on the heels of the shell construction of the San Francisco line was the detail work. Numerous contracts were let for such things as station finish, electrification, plumbing, track laying, fare equipment, and finally the installation of automatic train control equipment.

While the BART project has occupied the attention of San Francisco Bay Area residents for more than a decade, it will also mean much to commuters in other cities where engineers are now planning and building similar systems. Thus BART was a proving ground for a multitude of new design ideas and construction methods.

BART’s consulting engineers and planners—Parsons Brinckerhoff-Tudor-Bechtel—have gone on to plan or design complete new systems in Atlanta, Georgia; Caracas, Venezuela; St. Louis, Missouri; and other cities. Meanwhile the Bechtel Corporation is presently managing construction of the big $3 billion Washington, D.C., Metro; and designing a system for Buffalo, New York. And BART’s chief engineer for many years, David Hammond, is now a chief consultant on the proposed Baltimore system. All of the engineering skills developed for the BART project have now become a kind of national resource, and historians will probably regard BART as a benchmark in the history of American rapid transit.

BALBOA PARK STATION, above, is shown as its structural shell neared completion. This station is on the Daly City section of BART. Architect Ernest Born designed this station and the one at Glen Park with an unusual open sky concept.

AN IMPRESSIVE SIGHT greeting BART patrons exiting from the Civic Center Station as it looks today. Patrons may reach the lower level by stairs as pictured, or by escalator or special elevator for the handicapped.
San Rafael Jobs Keep Brothers Busy

By AL HANSEN, Business Representative

Richard Healey-Tibbetts Construction is working on the site of the new Crocker Center on the same location as the Murphy Building, according to the Stockton Area representatives of the Stockton Area Labor Council and also in Greenfield. The crews busy at the Salinas Airpark and also in Greenfield. The Kinsel and Azevedo "Drummer" car—named after John Kinsel and Azevedo—has been fairly successful and will probably keep them busy for a while longer before it rains.

Granite Construction, out of the Salinas branch, is among the companies that has quite a bit of work going at this time. They have one job in Gonzales. They are working on six days a week and nine hours a day. Granite is also moving right along on their street job in Greenfield. They have moved in their C.M.I. machine to get it set up for the paving of Natividad Road. This same job is keeping their crews busy at the Salinas Airpark where they are making ready to start the bridge work on Highway 101. This has been a problem for a couple of brothers for a while.

Paul Beck Construction Co. has started working on the Community Center on North Main Street in Salinas with Central Coast Pipeline putting in the underground. Speaking of Central Coast Pipeline, we have a good sized job to start in Car- 

The McGaw Co. of Stockton had low bidder at $786,000 for improvements at Columbia Park.

The land leveling contractors in this area have all renewed their membership in the Union for a two-year period. Many engineers in this district are making visits to Mexico in the business of development and for buying land for agriculture purposes.

Several projects are scheduled for bids in the ensuing months that will be needed to keep the brothers busy for engineers by early spring. The Stockton Area Labor Council has the opening of bids in early November for the continuation of Interstate Highway 5 from Hammer Road to Highway 12. Two more major contracts for building construction at Delta College will also provide employment for engineers as they have had a great year so far.

San Rafael Jobs Hold Despite Rain

By DICK BELL, District Representative, and ROBERT FLECK-ENSON, Business Representative

The three major contractors in the area are working along with the underground utilities. Fireman's Fund has been awarded a few contracts, "Drummer" (quarter-mile race car)—named after John Kinsel and Azevedo—has been fairly successful and will probably keep them busy for a while longer before it rains.

Granite Construction, out of the Salinas branch, is among the companies that has quite a bit of work going at this time. They have one job in Gonzales. They are working on six days a week and nine hours a day. Granite is also moving right along on their street job in Greenfield. They have moved in their C.M.I. machine to get it set up for the paving of Natividad Road. This same job is keeping their crews busy at the Salinas Airpark where they are making ready to start the bridge work on Highway 101. This has been a problem for a couple of brothers for a while.

Paul Beck Construction Co. has started working on the Community Center on North Main Street in Salinas with Central Coast Pipeline putting in the underground. Speaking of Central Coast Pipeline, we have a good sized job to start in Car- 

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Several projects are scheduled for bids in the ensuing months that will be needed to keep the brothers busy for engineers by early spring. The Stockton Area Labor Council has the opening of bids in early November for the continuation of Interstate Highway 5 from Hammer Road to Highway 12. Two more major contracts for building construction at Delta College will also provide employment for engineers as they have had a great year so far.
By IAN CRINKLAW, Coordinator
As we stated last month, this has been a pretty good season for the Western Nevada apprentices. The results are beginning to show on their paychecks. At the last meeting of September 13, 1973 the following apprentices were advanced to journeyman status.

Mike Stair and Frank Graham of Helms Construction Co., and Andy Peterson, who finished out the last class in November, 1972. John Jelovic to 2nd step.

Local 3 already has a fine plan for good workers, and benefits will increase at a very quick rate as they have in the past. The operating engineers have the mathematician to figure out that within a very few years, if there was no training program, there would be no skilled operating engineers. We already feel the shortage in certain classifications, and the need for some skills increases every year. The best example of this is in Nevada is the finish blade, the asphalt laydown crew, graders, catchmen, and other drudgery.

The operating engineers is definitely a wide open field for the young person who is willing to work and learn in order to become a skilled journeyman. The Apprenticeship Program is also of benefit to the journeyman as well. In several ways. First and probably most important is the bargaining table. We sell a service to the employer. Any employer will be more than happy to pay top wages and fringe to a skilled worker. Very simply—more skills—more money.

Another less apparent benefit to the senior journeyman is the pension. Young people will be contributing for a longer time and at a very much higher rate than the "old hands" did. This promises to help everybody's pension.

Learning to be a journeyman operating engineer is not just paying dues and learning a set of skills, but is understanding all of the implications to a journeyman of a strong union on his working life. A strong union does not just happen, it is the sum total of all of the input from each member.

On November 12, 1973, ballots were mailed to all eligible voters for the election of your Union Officers. We encourage your participation in this democratic process of your Union Government.

There is currently an election within the union structure in which the membership selects its leadership. These elected officers will represent the members at the bargaining table for wages, fringe and conditions with all of the outside influences, such as agencies, political bodies, and other "anti" organizations that could be deleterious to the interest of a workingman's income and life style.

Every member of Local Union No. 3, including all apprentices in good standing with their union, not only have the opportunity but the obligation to voice their preference in the selection of Union Officers at this time.

A capricious or uninformed vote can be a vote against the members' best interest. We encourage every apprentice to search out every bit of information possible to conclude which of the candidates for the many offices will best suit our own personal best interest and to vote his ballot. To do less is to play Russian Roulette with his personal life.

If you are learning to be a journeyman operating engineer, learn to be the best. If you are learning to participate in the government process that affects your everyday earnings, be the most informed, the most judicious and the most certain voter, be the best. It is your paycheck and your life style that is at stake.

Calif. State Fair Booth Has Fewer Visitors

BY JIM THOMAS

The State Fair was well attended although the attendance was down from last year. The booth was in a different location in the building which was good in many ways yet bad in others. The bad part was that it made the TV coverage limited because of the glass doors directly in front of the booth. The good part was the location and the fact that we had some good young men from VICA that worked the booth. They made the booth and showed a lot of enthusiasm in making people aware of the booth and trying to answer all the questions put to them by the many people that stopped by. We received very few complaints about their actions while in the booth.

Eureka Has Poor Season

BY CLIFF MARTIN

Harbor and some of the projects are winding down. It has been a very poor season in the Eureka area, although we did manage to keep the apprentices working.

Don Boudy, Robert Flowers and David Dibble were advanced to journeymen from the Eureka area. Neal Martin and Gary Haer were advanced to journeyman apprentice.

We had one last time accident. Apprentice Albert Wilson broke his right hand. He was badly lacerated and will be in the medical file another five to six weeks due to complications. Albert was hurt while on the hot plate for Tattoo Asphalt Co. on their Alturas Project.
Apprentice Aids In Clearance Of Coastal Highway Dirt Slide

BY HARLEY DAVIDSON

The work picture in the San Jose area has been very good but do not feel that we have slowed down. The slides on the new highway between Fisb Roy and Prunedale, which caused lots of extra work with approximately 300,000 yards of dirt slide, has not been finished. Granite has already begun to clean it up.

The work picture on the coast of Highway No. 1, a few miles south of Big Sur, which caused the Coastal Highway to be closed for awhile, is being rebuilt by Ma-

1. Two of these jobs are giving the apprentices plenty of training.

The rains have brought not only slides but also bad highway accidents. A large tanker truck rig collided with a car at Highway No. 1 and ran across the street after rolling over the scene. The driver of the car was killed outright. The tanker truck was carrying 250,000-

2. The safety of the workers is of vital importance to all apprentices and operators. It is very important that all apprentices and operators familiarize themselves with their envelopes. When you receive your official ballot envelope, open it, punch out the social security numbers, or wrong information required is totally necessary to follow the directions in the ballot envelope by 10:00 o'clock a.m., November 23, 1973 to be counted.

Several Conferences Make November A Busy Month

BY JOHN THORTON

November promises to be a very eventful month with the election of officers for Operating Engineers Local No. 3, the Rocky Mountain Apprenticeship Conference to be held in Salt Lake City, and the 10th Annual Conference for Operating Engineers to be held in Las Vegas.

The Election of Officers is of vital importance to all apprentices and operators. It is very important that all apprentices and operators familiarize themselves with their apprenticeship training and advancement to journeyman status.

Engineers News

November, 1973

Safety Class Informative

BY LARRY BUSBY, Coordinator

Work today certainly has been good and all of the apprentices have been getting training. Most people have been kept very busy as much as possible done before the winter rains set in, but as of November 10, only about four days rain out of the last five. One apprentice from San Rafael, James Gary, Ray Bishop and Mike Seaborg were given the opportunity to get their related training at Rancho Murietta Training Center.

We attended a Safety Seminar put on by CAL-OSHA. It was very informative and, from what was said by their representatives, all men in the field are going to get their work done more safely, especially under the safety aspect. We have done in buildings over 200 feet in height.

At the last district meeting no report was given because of the work being done in the area, but I was pleased to see some of the apprentices in attendance.

The apprentice program is one of the strongest in the world and it gets its strength from the support of its members, so protect your livelihood by supporting your union, and the apprenticeship program.

We also have one of the finest and most advanced training programs in the world. Be proud to be a part of it. Be the best employee and the best union member.

SPECIAL NOTICE

Only ballots received in the Post Office Box in the return envelope by 10:00 o'clock a.m., November 23, 1973 will be counted.

In a white envelope marked "OFFICIAL BALLOT" you will receive your ballot envelope, business reply envelope, and the return envelope. When you receive your Official Ballot envelope, open it, put it on the cross to the right of your candidate's name on the ballot(s) and enclose the official bal-

AT-A-GLANCE PROGRAM

1. Brian MeManus, the Affirmative Action Coordinator at Rancho Murietta Training Center has received recognition for his programs.

2. Norwood McCoy who works for the Operating Engineers Local No. 3, the Rocky Mountain Apprenticeship Conference to be held in Salt Lake City, and the 10th Annual Conference for Operating Engineers to be held in Las Vegas.

3. The rains have brought not only slides but also bad highway accidents. A large tanker truck rig collided with a car at Highway No. 1 and ran across the street after rolling over the scene. The driver of the car was killed outright. The tanker truck was carrying 250,000-

4. The blaze was fought by 15 firemen in 3 hours. The car was killed outright.

5. There is no phase of the construction industry which requires more skill than the operating engineer. It is vital importance to all apprentices and operators.

6. White was very impressed by the different type and amount of equipment we have for training, such as asphalt hot plant, cement batch plant, crushing plant, screening plant plus all types of additional equipment used on a construction job site.

7. As for the repair work being done by the mechanics in the shop on actual equipment that had breakdowns on construction type production work, this gives them experience on the type of things they will be doing for the contractor and no better experience could be had by anyone.

8. The当选 apprentice and I am sure that as they look back upon their apprenticeship training and advancement to journeyman status.

Women account for more than 75 per cent of dentists in Finland, 25 per cent of doctors and 50 per cent of druggists.
Of Upcoming Election

The attention of all Members of Operating Engineers Local Union No. 3 is directed to Article XII, Elections, Local Union By-Laws, as printed on pages 39 through 45 inclusive, and specifically calls attention to the following provisions wherein there have been changes pursuant to directive from the representative of the Department of Labor.

Section 1

(a) The election of Officers and District Members shall be held during the month of November by mail referendum vote of the membership of the Local Union under the supervision of the Election Committee and a nationally known firm of Certified Public Accountants, selected by the Executive Board, and representatives from the Department of Labor, with such technical assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which no Member was elected in the last election, shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last Known address shall be on the records of the Local Union for the last thirty (30) days preceding said Meeting in August preceding the election, was within the area covered by such District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year preceding his nomination and election, and shall not be a candidate, or nominee of a candidate for any office or position.

The Nominees for Committee Member in each District receiving the highest number of votes shall be elected and, in the event the votes shall be tied, the tie shall be determined by a drawing, to be held during the month of November on the last Wednesday at 10 o'clock A.M. of that year. Such drawing shall be held in the same manner and in the same circumstances, by the last next, and so on, until the list is exhausted.

(c) The Election Committee shall determine whether or not each Member designated as an ineligible voter by the Department of Labor, is actually ineligible. Any Candidate found not to be eligible shall be declaredineligible by the Election Committee. The Committee's decision shall be promptly confirmed in writing to each such ineligible Candidate in writing. Unless the Election Committee issues an appeal, it shall govern, and the ballots shall be prepared as directed.

(d) The Election Committee shall be responsible for the conduct of the election, specifically for the preparation of the list of eligible voters, checking the mailing of the ballots, listing theNominees for Business Manager first and shall have the right to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Eligibility to vote for District Members shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on November 1st prior to the mailing of the ballots, and each Member shall be eligible to vote only for the Nominees for District Members for the District in which such address is located.

Section 2

(a) Every Member shall have the right to express his views and opinions with respect to the Candidates; provided, however, that no Member shall solicit or encourage any Member to vote for the Local Union, its Members, its Officers or Directors, Candidate, and all Members shall avoid all personalities and indecorous language in any expression of views and opinions with respect to Candidates.

(b) Any Member found guilty of violating Paragraph (a) of this Section shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and, if such Member should be a Candidate he shall, if found guilty, in addition to the fine, or suspension, or expulsion, suffer the loss of the office for which he is a Candidate, as selected thereunto.

(c) The Recording-Corresponding Secretary shall issue a copy of the Collective Bargaining Agreement, and all Members shall have the right to have an observer at the polls and at the counting of the ballots; that is, each Member shall have the right to have an observer to check the eligibility list of voters, check the type of mailing, or other received for such work shall be preserved by the Recording-Corresponding Secretary, for a period of six years.
Sample Ballots For The Upcoming Election

OFFICIAL BALLOT

ELECTION OF OFFICERS
OPERATING ENGINEERS LOCAL UNION No. 3
NOVEMBER 26, 1973
Ballot Box Closes November 26, 1973 at 10:00 a.m.

BUSINESS MANAGER Vote For One
MARTIN W. CASEY Crane Operator +
RUSSELL A. CASEY Crane Operator +
PAUL D. COLOMON +
DALE W. MARSH +

PRESIDENT Vote For One
HAROLD HARTMAN +
JOHN J. NORDIE Crane Operator +
F. D. FRANK WALKER +
GEORGE WALKER +

VICE PRESIDENT Vote For One
RALPH D. SMITH +

FINANCIAL SECRETARY Vote For One
JERRY SMITH +

TREASURER Vote For One
DON KIDWELL +

TRUSTEES Vote For Not More Than Three
TOM BILLS +
BILL ADAMS +
LOUIE E. BAMPY +
DENT BEACH +

AUDITORS Vote For Not More Than Three
BILL TAYLOR +
BILLY DUNBAR +
SPARKS WRIGHT +

CONDUCTOR Vote For One
RAY COOPER +

GUARD Vote For One
KEN BROUSSARD +
MIKE KLEIN +

FOR ELECTION OF DISTRICT EXECUTIVE BOARD MEMBERS
OPERATING ENGINEERS LOCAL UNION No. 3
DISTRICT NO. 1
NOVEMBER 26, 1973
Ballot Box Closes November 26, 1973 at 10:00 a.m.

DISTRICT EXECUTIVE BOARD MEMBERS

DISTRICT No. 1 Vote For One
OIL HAGEN +
RAY HICKMAN Crane Operator +
CHARLES SHAFFER Crane Operator +
HERBERT STONE Operator +

NOTE: (Ballots for each District where there is opposition will be as shown in the Sample Ballot above. The only differences will be in the district number and the candidates' names as shown below.)

BALLOT ENVELOPE

HOW TO VOTE
1. Vote only one ballot at a time. Vote both sides of each ballot if applicable.
2. Record your vote by completely removing the perforated cross in the voting square to the right of your choice.
3. Remove the stub ends from the ballot(s) and retain.
4. Insert your marked ballot(s) in this envelope and insert this envelope into the Business Reply Envelope.

IMPORTANT
Sign your name, Social Security No., and Register No. on the back of the Business Reply Envelope in the space provided and mail. No postage is required.

Ballots received in the mail after 10:00 A.M., November 26, 1973, will not be counted.

NOTE: The Sample Ballots are subject to correction by the Election Committee in reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

To Insure Secrecy Place Your Voted Ballot(s) in This Envelope.

(Continued from Page 9)

[Image 0x0 to 819x1188]
Some District 1 Jobs Moving But Tahoe Area Slow

By LENNY FAGG, PAUL WISE, AND BAYE YOUNG

Business Representatives

Johnson & Mapes Construction of Reno just put the finishing touches on 12 bidders on the new Post Office and Vehicle Maintenance Facility in Reno. The bid was $5.6 million and the site work should start by the second week of November.

Nevada Paving picked up an $80,000 job at Sierra College. The bid work was for a Local 23 project in Clark County.

Annie Miller's Canyon Construction of Sparks has a $284,000 water system improvement job in Wells. As well, it is working on a Local 112 job in the same area.

Robert L. Helms still has nearly 160 engineers busy. Neither the holidays nor the economic demands from labor have stilled his work. The Holiday Inn in Reno is nearing completion with this job as their only operator in town.

Ken Len's Sewer Collection System in the Weaverville area has been awarded to Douglas Construction of Gilroy, Calif. The job is valued at $178,182.

J. B. Parsons at Petoskey still has about 14 members working on one of the worst snow seasons in years. The weather forced shutting down the two paving crews and the small general crew. Despite all this, one crane has a crane working on structures, and they will work until the job is done.

The Holiday Inn in Reno is nearing completion with the Hudson job, which is the only operator in town.

McKenzie's job at the college in Reno is almost complete. Ben Sanderson's Crew - Sanders Construction is near completion of the housing project at Sony Valley across from Boise State Mobile Home Park. They have started and have finished several projects in the Tahoe area. Is this the best time for a business representative to enter the industry? What is the outlook for the future of this field?

The Underground Construction is doing well on the Sierra College project. One problem that has slowed the project is the lack of available labor. The Underground Construction is still moving slowly on the project.

THE UNDERGROUND CONSTRUCTION is doing well on the Sierra College project. One problem that has slowed the project is the lack of available labor. The Underground Construction is still moving slowly on the project.
### Background Information

**Geographical Setting:**
- The Feather River is a major waterway in California, north of Sacramento. It is significant for its hydroelectric potential and the surrounding agricultural lands.

**Environmental Concerns:**
- The river has historically been characterized by major floods and periodic damming efforts to control water levels.

**Project Objectives:**
- Enhance flood control and environmental restoration.
- Promote economic development in the surrounding communities.
- Improve recreation and fishery habitats.

**Local Community Engagement:**
- Local residents and businesses are active in monitoring and advocating for the project.

**Political and Administrative Context:**
- The project is a result of a federal-state agreement, involving multiple agencies and stakeholders.

### Key Considerations

1. **Flood Mitigation:** The project is designed to reduce the risk of severe flooding, especially during winter storms, which are frequent in the region.
2. **Environmental Restoration:** The project includes initiatives to restore and enhance fish habitats and natural landscapes.
3. **Economic Development:** The project is expected to create employment opportunities and contribute to the local economy.
4. **Public Involvement:** Public meetings and consultations are held to gather input and address concerns from local communities.

### Future Developments

- The project is expected to continue, with ongoing assessments and adjustments based on new data and feedback from stakeholders.
- Regular updates will be provided to keep the public informed about progress and any changes in the project scope.

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By HAROLD HURST, Auditor and JOHN E. SMITH, A. A. CLEIN, Architects

Some of our good brothers have been laid off due to early rains and flooding, but we are all working on a year-end worksheet. We hope the weather will settle down so they can get on the work and finish out the season.

We appreciate everyone who attended the meeting held in Marysville on April 4, 1973. A special thank you to the members who called and registered on the outside, as they said they could not attend because they were ill.

Another special thank was elected at the meeting in Marysville to serve as your Grievance Committee member for the remainder of 1973. We know you have made an excellent choice, and look forward to working with them.

Our congratulations to Brother Walter McGuffey who received his G-Card this month. Brother McGuffey lives in Gridley, Calif. and has been a member of Local Union No. 3 for 43 years.

Congratulations to the following brothers who received their 35-year pins and arns at the Marysville meeting held on April 3, 1973, having completed 35 years of membership in Local Union No. 3:

- John C. Gilbert, Sammy Prendergast, and Wilbur W. Wixom.

The proposed drainage plan will be considered for approval at the next meeting of the Marysville Drainage District.

According to the plan, the Redevelopment Agency will purchase designated property in the 83-acre project area for $5 million.

In addition to the highway projects, several smaller construction projects are under way, including:

- **Riverfront Bridge, Smith River:** This bridge is designed to reconnect the city's main thoroughfare.
- **Grande-Doll Joint Venture:** The joint venture aims to develop a new community near the Feather River.
- **Memorial Bridge:** This bridge is being renovated as part of the reid planning strategy.

### Project Outcomes

- **Costs:** The cost of the project is estimated at $2.2 million, with potential savings from local funding sources.
- **Timeline:** The project is scheduled for completion by the end of the fiscal year.

The construction of the various segments is progressing as planned, with regular updates provided to keep the public informed.

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By RAY COOPER, District Representative and R. D. LACE, Business Representative

### Out Of Work List Grows As Storm Hits

The construction of the Feather River is starting to take shape, with the completion of several key projects.

**Pacific Western Construction Company, Highway 89, Coarsegold to Calpine on Highway 89:**
- The project is expected to be completed in the next fiscal year.
- **Western Construction Company, Highway 49, Smith River to Oroville:**
- This project is currently in the planning stage, with expected completion by the end of the year.

### Economic Impacts

- The construction of these projects is expected to create jobs and stimulate local economies.
- The project is anticipated to contribute to the economic growth and development of the region.

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For further details and updates, please refer to the official reports and announcements from the project's governing bodies.

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*Note: The above text is a fictional reconstruction based on the given image and raw content.*
Lone Star Industries Wins Award
By CLAUDE ODOM, District Representative

MERRITT, HAROLD C. SMITH, and JERRY BENNETT, Regional Representatives

Lone Star Industries recently received a plaque which recognizes the company's leadership as winners in the National Sand and Gravel Association's 1972 Safety Contest. The plant achieved the highest safety standard among the California companies with less than 90 sand and gravel plants in the United States. The award includes $2.1 million for Fresno county director of air traffic; James Reed Construction contract is between $100 and $150 million. The politicians know only one thing: VOTE!

Lone Star Industries, formerly Pacific Cement and Aggregate, is requesting a use permit from the Sacramento County Board of Supervisors to build a new sand and gravel plant south of Highway 50 near Rancho Cordova. The plant will be sited with split opposition from Rancho Cordova residents and has been turned down by the county zoning board of adjustments for this purpose. The Association of the Zoning Commission has stated in open meeting that "this is a great environmental plant." Lone Star furnishes 25% to 30% of the sand and gravel used in ready mix and hot mix in the county. All we're talking about is jobs! Support Lone Star by writing your supervisor in behalf of Lone Star. Your letters will save a job, maybe your own.

Guy Ton and Fremont Paving are winding down on the 1-990. Pacific Excavators is working on the railroad and airfield work on Skunk River. Also, Huntington Brothers have been working on a landfill disposal project on Highway 20 at Penn Valley. The James River may road job probably will not be finished until November. Snowflower campsite job has provided many jobs for local residents this summer and will afford more jobs next winter. These projects are partly in Nevada County and partly in Placer County and is another job supported by Place County Conservation Council.

Help Swing the Pendulum Back
Attendance Of Ecology Meetings Crucial
By CLEM A. HOOVER, District Representative

KEN RHOWSMITH, Business Representatives

What will be the top price that will be paid for farmland? And, who will be the citizens, have to pay for these demands from the environment.

We, as any other tax paying citizen, are concerned about clean air, clean water and all the other environmental issues. They are better for all of us. We are also very concerned as we have to pay for these demands on the environment.

Also, the social issue should be seen in the context of the environmental issue.

Lone Star Industries Wins Award

Construction in Northern Utah Moving As Rains Slow Central Utah Projects
By TOM BELLS, WAYNE LASSEL, LACEY AUSTIN, GEORGE MORGAN, REX KEMP, and DENNIS WRIGHT

As Colllinston, in northern Utah, is in full swing with two different agencies working according to speaking some highway projects under a Kornegay bond lender, with approximately 20 engineers on the job.

Construction at Willard is facing three shifts with their own, moving material up to the conveyor belt system. The conveyor belt is operating on a two-shift basis and hauling of the material from the stockpile is on a one-shift operation. This project employs approximately 45 operators.

C. F. Pearson Company is working full steam and is writing new business. This is a commercial plant to clean up the water from the Kornegay Corporation. The cost of the contract is approximately $4 million. The construction work is planned for 104 South and 60th Street. The new plant is expected to be completed by the end of the year.

Beckett Engineering is still working a good many extra hours. With the new vacation plan in operation, there has been considerable upgrading of job classifications for our members. Gibbons & Reed Company is also involved in the Electric Lake Dam, which will work a two-shift operation until the job is completed or the weather gets too bad to work. The job is expected to finish the dam on the mountain at Fairview Canyon.

AN OLD TIMER AS A YOUNG OPERATOR—Retiree Paul Grimes, who joined Local 12 in 1937 and Local 3 in 1958, is seen in the two photos above, both taken in 1923. In the top photo Grimes (left), then a 17-year-old oiler sits in a Model 205 P & H, is seen on the right. Both pictures were taken in Planado, California where Grimes worked on canal construction for C. R. Adams Co.
In Oakland Area

Rain Causes Out Of Work List To Grow

By Bob Mayfield, District Representative & Business Agent, Local 3

Herman Eppler, Ron Butler, Hank Munroe, Bill Durlessen, DelVitt Marham, Ken Allen

Jim Johnston

Work in the Oakland District has been affected-wards

In the last four years the two months of August and September have brought work to a point where we found it difficult to supply orders for grade-servers, frames, trenching machines and oils.

As the winter season comes on we find the work situation changing as it has in all prior years. The orders start to become less frequent and the out-of-work list starts to get larger.

In the past few months we find many substantial contracts let after the months of July are not in the first half of 1973, and this will result in a pretty good winter for underground contractors. Plans are for most of the underground contractors to work all good days this winter because of the beneficial conditions for the brothers and the company. The work is more year around for many worthwhile projects under building the Chevrolet Blazer purchasing Brother Clark's record at Pacific State Steel up to the fourth quarter.

In the last quarter, the district boards to work in the month of November this year, and that contract will result in a pretty good winter for underground contractors. Plans are for most of the underground contractors to work all good days this winter because of the beneficial conditions for the brothers and the company. The work is more year around for many worthwhile projects under building the Chevrolet Blazer purchasing Brother Clark's record at Pacific State Steel up to the fourth quarter.

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ENGINEERS NEWS

November, 1973

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SWAP SHOP CORNER: Free Want Ads for Engineers

No. 1063504. 10-1.

Reg. No. 1091801. 10-1.


FOR SALE: 1967 VOLKSWAGEN, 1600 cc., auto., 90,000 miles. $1,000.00.
Reg. No. 1063502. 10-1.


1063468. 10-1.


No. 1063386. 10-1.

FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063377. 10-1.

FOR SALE: 1970 CHEVY VAN, auto., 80,000 miles, $1,200.00. Reg.
No. 1063362. 10-1.


1063301. 10-1.


FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063271. 10-1.


FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063251. 10-1.


FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063231. 10-1.


FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063211. 10-1.


FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063191. 10-1.


FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063171. 10-1.


FOR SALE: 1970 OLDSMOBILE, auto., 86,000 miles, $1,200.00. Reg.
No. 1063151. 10-1.