

Conference Delegates Push Legislation

ENGINEERS



NEWS

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



Guam, Where America's Day Begins • Hawaii, The 50th State • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

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40

JUNE, 1975



CALIFORNIA GOVERNOR Edmund G. Brown Jr. signs California's historic farm labor bill as California labor leaders look on. Standing, from left to right are Jimmy Lee, president, State Building and Con-

struction Trades Council of California; John F. Henning, executive secretary-treasurer, California Labor Federation, AFL-CIO; and Dale Marr, Local 3 business manager.

Negotiated Increases Due Next Month

Operating engineers working in California under the Rock, Sand and Gravel, Dredging and Material Dealers agreements will receive wage increases of 10.3 per cent in July.

As reported in last month's *Engineers News*, engineers working under the Construction, Technical Engineers, Crane and Tank Erectors agreements will also receive a 10.3 per cent increase.

The increases, provided for by guaranteed money and cost-of-living clauses negotiated into the contracts will give engineers a firm \$1 on the effective date of the contract and the balance in November and December of this year. The Material Dealers and Dredging agreements have effective dates of July 1, 1975. The Rock, Sand and Gravel agreement has an effective date of July 16, 1975.

Of the firm \$1 increases in July, various portions were allocated to wages and fringe benefits, depending upon the individual contract. These allocations were made by the rank-and-file Executive Board based on a survey of members' preferences made in February.

A breakdown of the allocated increases follows:

DREDGING WAGES SCHEDULE I CLAMSHELL AND DIPPER DREDGING (NEW CONSTRUCTION)

Classifications	Increase	Wage Rate Effective 7/1/75	Cost of Living Adjustment	Wage Rate 11/1/75
GROUP 1				
Area 1	\$.50	\$ 8.26	\$.03	\$ 8.29
Area 2	.50 + .12	9.04	.09	9.13
Area 3	.50 + .12	9.29	.12	9.41
Area 4	.50 + .12	9.54	.15	9.69
GROUP 2				
Area 1	.50	9.73	.18	9.91
Area 2	.50 + .12	10.51	.25	10.76
Area 3	.50 + .12	10.76	.27	11.03
Area 4	.50 + .12	11.01	.30	11.31
GROUP 3				
Area 1	.50	10.09	.22	10.31
Area 2	.50 + .12	10.87	.28	11.15
Area 3	.50 + .12	11.12	.31	11.43
Area 4	.50 + .12	11.37	.34	11.71
GROUP 4				
Area 1	.50	10.73	.28	11.01
Area 2	.50 + .12	11.51	.35	11.86
Area 3	.50 + .12	11.76	.38	12.14
Area 4	.50 + .12	12.01	.40	12.41
GROUP 4-A				
Area 1	.50	11.70	.38	12.08
Area 2	.50 + .12	12.48	.45	12.93
Area 3	.50 + .12	12.73	.48	13.21
Area 4	.50 + .12	12.98	.50	13.48
SCHEDULE II HYDRAULIC SUCTION DREDGING AND ALL OTHER CLAMSHELL AND DIPPER DREDGING				

Classifications	Increase	Wage Rate Effective 7/1/75	Cost of Living Adjustment	Wage Rate 11/1/75
GROUP A-1				
Area 1	\$.50	\$ 8.24	\$.03	\$ 8.27
Area 2	.50 + .12	9.02	.09	9.11
Area 3	.50 + .12	9.27	.12	9.39
Area 4	.50 + .12	9.52	.15	9.67
GROUP A-2				
Area 1	.50	9.09	.11	9.20
Area 2	.50 + .12	9.87	.18	10.05
Area 3	.50 + .12	10.12	.21	10.33
Area 4	.50 + .12	10.37	.23	10.60
GROUP A-3				
Area 1	.50	9.68	.17	9.85
Area 2	.50 + .12	10.46	.24	10.70
Area 3	.50 + .12	10.71	.27	10.98
Area 4	.50 + .12	10.96	.29	11.25
GROUP A-4				
Area 1	.50	10.44	.25	10.69
Area 2	.50 + .12	11.22	.32	11.54
Area 3	.50 + .12	11.47	.35	11.82
Area 4	.50 + .12	11.72	.37	12.09
GROUP A-5				
Area 1		\$2087./mo.		\$2160./mo.
Area 2		\$2187./mo.		\$2270./mo.
Area 3		\$2232./mo.		\$2317./mo.
Area 4		\$2280./mo.		\$2372./mo.

DREDGING FRINGE BENEFITS Health & Welfare: 5 cents per hour increase.

87 cents per hour—Effective 11/1/75
Pensioned Health & Welfare: 5 cents per hour increase.
20 cents per hour—Effective 11/1/75
Pension: 30 cents per hour increase.
\$1.78 per hour—Effective 7/1/75
Vacation and Holiday Pay Plan: 20 cents per hour increase.
80 cents per hour—Effective 7/1/75

MATERIAL DEALERS WAGES

Wage Increase	7/1/75	11/15/75
Batch Plant Operator—Wet or Dry Mix	\$9.06	\$9.22
Plant Engineer	9.06	9.22
Cement Pump or Scoop Operator	9.06	9.22
Mechanical Loader	9.06	9.22
Heavy Duty Repairman	9.06	9.22
Plant Crane and Derrick Operator	9.71	9.87

See MORE INCREASES, Page 3

Local 3 Sends Delegates To Joint Legislative Conference

A \$900 million housing construction program, a \$500 million bond issue for public works and legislation providing for economic impact reports wherever environmental impact reports are required were three of many programs supported by building tradesmen at the Joint Legislative Conference held by the California Labor Federation, AFL-CIO, the State Building and Construction Trades Council and the California State Council of Carpenters in Sacramento in early June.

Local 3 delegates to the conference, held June 2-4, were Dale Marr, business manager; Harold Huston, president; Bob Mayfield, vice-president; James "Red" Ivy, recording-corresponding secretary; Don Kinchloe, treasurer; District Representatives Alex Cellini, Ken Green, Clem Hoover, Mike Kraynick, Bob Skidgel, Russ Swanson, Walt Talbot, Bob Wagnon and Ralph Wilson; Ray Cooper, job stewards director; and Ken Erwin, director of public relations.

According to Marr the theme of the three-day conference was unity.

"The labor movement in California and, I think, throughout the nation is beginning to understand that it can't get anything accomplished working independently," said Marr. "With the economic situation of the state and the nation what it is, the only way labor will be able to move ahead is to come together and present a united front to those who would put the interests of working people second to those of corporate profit."

Conference delegates spent the entire second day of the conference talking to individual legislators in support of various legislation beneficial to members of the building trades. Of prime importance in this effort was support of a \$900 million housing program designed to stimulate the crippled housing industry.

This huge housing construction, rehabilitation and loan program was originated in the Senate and recently referred to the Assembly floor for a vote. A companion Assembly bill was passed by that house and sent to the Senate Finance Committee, which cleared it and sent it to the full Senate. At press time it was expected that these bills would be merged into a single measure through joint conference action.

Also high on the list of legislation supported by the conference delegates was that which provides for \$500 million in bonds for public works. In conjunction with this, delegates voiced their support for the rapid use of highway, sewage facility and other funds previously impounded by the federal government.

Other legislation supported by the delegates included:

SB 502 (Senator Clare Berryhill). SB 502 repeals the California Environmental Quality Act of 1970. This act requires the filing of environmental impact reports on public and private construction projects.

According to Marr, this law has cost the citizens in excess of a billion dollars in losses from delays in projects, lawsuits and the preparation of environmental impact reports.

"These reports actually served

only one purpose," said Marr. "That purpose is to provide a means in which anyone can stop a project regardless of what the report might say. This act should be repealed."

SB 883 (Senator Robert Presley). Existing law permits the Labor Commissioner to take assignments of wage claims and other specified claims of employees upon the filing of a claim by an employee, and pursue the collection of the claims.

SB 883 would permit the Labor Commissioner to collect any unpaid wages or monetary benefits due and unpaid to any worker in California, without the requirement of an assignment from the worker. The Labor Commissioner would act as trustee of all such collected unpaid wages or benefits and would be required to deposit such wages and benefits into the industrial relations unpaid wage fund, which the bill would create as a special fund in the state treasury and continuously appropriate for the purposes of the bill.

The Labor Commissioner would be required to make a diligent search to locate any worker for whom wages or benefits have been collected, and to remit such wages or benefits to the worker or his lawful representative.

AB 957 (Assemblyman Eugene Gualco). AB 957 provides for a misdemeanor penalty when a contractor is contracting and does not have a currently active license in good standing. The bill also clearly spells out the right of a fringe benefit trust fund to take action against the contractors bond.

Prior to legislative visitations held on the second day of the conference, delegates heard addresses by legislators and labor leaders. On the first day of the conference addresses were given by John F. Henning, executive secretary-treasurer of the California Labor Federation, AFL-CIO; James S. Lee, president of the State Building and Construction Trades Council; James R. Mills, president pro tempore of the State Senate; and Leo McCarthy, speaker of the Assembly.

On the third day of the conference delegates issued reports on visitations with legislators and heard an address by Lt. Governor Mervyn Dymally.

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"MERIT SHOP"
"Double breasted" (part union, part non-union) contractors are making inroads in the west pg. 5

SEMI-ANNUAL MEETING

On SATURDAY, JULY 12, 1975, at 1 p.m., the semi-annual meeting of Local 3 will be held at MASONIC AUDITORIUM, 1111 CALIFORNIA STREET, SAN FRANCISCO.



LOOKING AT LABOR

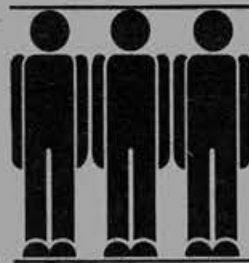
By DALE MARR, Business Manager

June is now only half over and already this month has proved to be one of great significance for labor in California. On June 5, I had the great pleasure, along with Jack Henning, Jimmy Lee and other California labor leaders, of being present when Governor Edmund G. Brown Jr. signed the new state farm labor bill. There were several reasons why I was so pleased to see the enactment of this legislation. First, of course, was the fact that the bill promises to put an end to the years of strife California's agricultural workers have had to endure. But in addition to this, the bill was a triumph because it is proof positive that the input of organized labor is heard and carefully considered by the Brown administration.

I am very proud to say that Operating Engineers Local Union No. 3 and other labor organizations were instrumental in helping develop crucial modifications to the original bill which provide for protection of the traditional craft units. It is to Brown's credit that his administration is so open with regards to input, not only from labor, but from many other sources throughout the state.

Of course, as always, the proof of the pudding is in the eating. The composition of the five-member Agricultural Labor Relations Board, created by the bill, will determine its effectiveness. We would hope that the people chosen for this board prove to be highly-qualified and dedicated to solving the state's agricultural labor problems. As we see it, the ideal make-up of this board would be one member from the United Farm Workers, one from the Teamsters, one building tradesman, one from the growers' association and one from the public.

The legal and, hopefully, just decisions of this board will determine whether the new farm labor bill is truly "landmark" in the sense that it will translate to other sections of the nation and serve as a model for future labor agri-business agreements.



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Dear Dale,

In both the *Engineers News* and *Vote Views* we read a lot about getting involved in politics and writing our congressmen about supporting projects and other things important to brother engineers. I think this is a real good idea but a lot of times when I want to write my representative I don't have a lot of information and it is real hard because I don't write very good. I think probably a lot of brother engineers have the same problem.

To make it easier for the brothers to write letters why couldn't Local 3 print up letters and have the brothers sign them and send them to their representatives? With all the information the union has it would sure make things a lot easier on the brothers who want to write letters but find it hard.

Thanks a lot.

In talking to the many state and federal legislators within the jurisdiction of Local 3 one of the

things about input from constituents we hear time and time again is the ineffectiveness of form letters. Our representatives in government tell us that nine times out of ten a form letter will get a quick once-over and will then be thrown into the waste basket.

On the other hand, legislators tell us that a personally typed or hand-written letter is always read and carefully considered. The reason for this is that it is obvious that the person who wrote the letter took the time to inform himself on the issues and made the effort to communicate with his representative.

Much information on projects and issues is contained in *Engineers News* and *Vote Views* as well as some of the more specialized publications such as *Pensioners' Progress*. The conventional news media also provide much information. But even if you can't provide your legislator with a lot of information on the

topic you're concerned with, it is better to write him personally and express your views than to sign a form letter or a postcard that will be read quickly and thrown away.

If you are unsure of who your legislators are or where you should contact them, this information is available at your city hall, your state capitol and in various publications of Local Union No. 3.

Business Manager and Editor Dale Marr will answer members' questions in this space each month. To submit a question write to QUESTIONS, Dale Marr, Editor, 474 Valencia St., San Francisco, Calif. 94103.

All questions of interest to the general membership will be welcomed. However, questions of a personal nature will be answered on a personal basis and should be addressed to the department involved.

Food Costs Now On The Rise Again

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

Consumers never got the full benefit of the recent drop in farm prices and now food costs are on the rise again, led by meat. Increases of 10 to 20 cents a pound on many meat cuts this spring are a forecast of further hikes this summer. One of the most harmful effects for moderate-income families is the reduction in the number of specials.

While basic ingredients of many processed foods have gone down, processors have made only reluctant small cuts on finished products. Harvey Asher, manager of the big Hyde Park Co-op store in Chicago, recently charged that despite sharp drops in the prices of sugar and flour, there have been only a few minor cuts on these products he considers especially overpriced: breads and pastries; powdered juice mixes; cake mixes and frostings; carbonated beverages; preserves; sugar-coated cereals; syrups.

The government's Council on Wage and Price Stability also is investigating the continuing rise in prices of bakery products and cereals at a time when costs of major ingredients have declined.

Instead of outright price cuts, food manufacturers are offering short-term allowances in the form of coupons and specials. The Berkeley, Calif., co-ops recently listed over 200 such temporary manufacturer specials.

Many are on high-priced luxury foods like frozen cakes, Pringles and soft drinks. But some are on staples such as canned vegetables, margarine, basic cooking oils, detergents and other household cleaning products. It's worth taking advantage of such cat-and-mouse merchandising by look-

ing for coupons and "cents off" deals on truly useful products, and anticipating your near-future needs for them.

Aside from the resurgent food-price problem, moderate-income families can find some unusually good buys this June in refrigerators, washers and dryers, TV sets and mattresses. Here are buying tips:

TV SETS: June is the month to find cut-price clearances on this year's TV models. Shopping the sales this spring can result in a double savings since major manufacturers have announced price increases of 5 to 6 per cent on the 1976 models which will be introduced next fall.

Some of the reductions on the current clearances are really deep. We found small black-and-white sets often \$135 but some sale-priced even below \$100. Considering that you may have to pay \$60 just to replace a picture tube on a black-and-white set, these are unusual values. Current reductions on 15 to 19-inch color sets range from \$20 to \$100.

But check the guarantee to make sure you get a 90-day war-

ranty on the set itself including parts and labor, and a year on the picture tube.

MATTRESSES: The mattress industry also has been hit by recession and a rash of sales has broken out. Many stores recently have been offering mattresses or box springs at \$60-\$70, claiming regular prices of \$100 or more.

Look for these quality factors:

Innerspring unit itself should have in the neighborhood of 312 coils.

Padding over the innerspring unit should be thick and a blend of polyester fiber and cotton felt, or a combination of these fibers with a foam pad.

Cover should be closely-woven and thickly-quilted.

Stabilizers and stitched sides are important to prevent sagging at the borders.

FOOD BUYING CALENDAR: Broilers and turkeys again are a relatively low cost alternative to rising meat prices. Interestingly, turkey legs nowadays are priced much lower than the whole turkey because of the demand for breasts.

Copyright 1975, by Sidney Margolius.

Dale
Senate Bill No. 1
Thank you
Passed the Senate
Edmund G. Brown Jr.
Secretary of the Senate
Passed the Assembly
June 5, 1975
Chief Clerk of the Assembly
This bill was received by the Governor this _____
day of _____, 1975, at _____ o'clock _____ M.
Private Secretary of the Governor

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Help Them, Help Yourself . . .

EPEC, SELFEC Need Your Support

One of the most effective methods for operating engineers to assure the future of a viable construction industry and give general support to the national labor movement is to make contributions to both EPEC and SELFEC, Business Manager Dale Marr said recently.

EPEC, the Engineers' Political Education Committee, is the political arm of the International Union of Operating Engineers. Contributions to EPEC go to the International to be used to support national candidates favorable to Operating Engineers. SELFEC, the Supporters of Local 3 Federal Endorsed Candidates, is part of Local 3's political action program. Contributions to SELFEC go to support federal candidates in the jurisdiction who are friendly and helpful to Local Union 3.

Marr said that engineers will be asked to make contributions to EPEC and SELFEC in the near future and pointed out that such contributions are tax deductible.

According to Marr, the work of both of these organizations is vitally important.

"I shouldn't really have to tell anyone how important labor's political input is in these times of economic trouble," said Marr. "The tighter the economy gets the more important it is that federal legislators recognize the name of the Operating Engineers. "Of course these politicians understand the power we can muster at the polls but the political realities are that they must have support in the way of contributions and services before elections. This kind of help requires money."

According to Marr, it is crucial that contributions start coming in as soon as possible.

"There is really never an 'off year' in politics," he said. "Labor's enemies took a beating in the last election and you can bet that they are working hard right now to recoup their losses. If we are going to see to it that the gains we won in the last election

are not lost in the next one we are going to need money right away."

Marr stressed that it is highly important that EPEC and SELFEC have large campaign funds because federal law requires that union support for federal candidates come only from voluntary contributions.

Marr also said that it is important that engineers contribute to both EPEC and SELFEC.

"These are two separate functions and they both need funding," he explained. "It is important for Operating Engineers to support friendly federal candidates nationwide but it is also important for the federal candidates representing districts within the jurisdiction of Local 3 to be especially aware of the localized issues which concern us here."

Marr said that he hoped that every engineer who has an opportunity to contribute to both EPEC and SELFEC will do so. Contribution tickets for both are now available from district and business agents, Marr said.

A Personal Note from The President's Pen

By HAROLD HUSTON
President



May I take this opportunity to again personally thank all the retired brother engineers and your lovely ladies who have attended the Retirees Association meetings held in your district, and taken an active part. We know it's the "old timers" in Operating Engineers Local Union No. 3 who have helped make it the greatest union in the world.

At the first round of meetings held with the retirees in all the districts, you requested the following improvements in your Pensioned Operating Engineers Health & Welfare Fund:

1. Increase the amount payable by the plan under its major medical benefits.
2. Eliminate the \$50 annual deductible required of non-Medicare participants under the major medical provisions of the plan.
3. Provide an automatic annual reinstatement provision to the plan or increase the major medical benefits payable during the year to more than the lifetime maximum of \$10,000.
4. Provide choice of coverage under insured's plan (Occidental Life) or Kaiser Foundation Health Plan.
5. Add dental benefits.
6. Add maternity and obstetrical benefits.

As I reported to you on our second round of Retiree Association meetings, your officers are proud of the fact effective Jan. 1, 1975 four out of the six benefit improvements you requested, were put into effect. We consider this a good batting average that most of our major baseball teams would like to have today.

Effective Jan. 1, 1975, the following improved benefits are effective for the Pensioned Operating Engineers Health & Welfare Trust Fund:

1. The amount payable by the plan under its major medical benefits has been increased from 80 per cent to 85 per cent of covered charges. The benefit increase is applicable to all eligible participants whether or not they are receiving Medicare benefits.
2. The \$50 annual deductible required of non-Medicare participants under the major medical provisions of the plan has been eliminated.
3. The automatic \$1,000 annual reinstatement provision was added to the plan. (i.e. If major medical benefits have been paid for an eligible plan participant, an amount equal to the benefits paid up to \$1,000 will be automatically reinstated on January 1 of each year.) However, the total amount that is reinstated in any year may not increase the major medical benefits payable during the year to more than the lifetime maximum of \$10,000. NOTE: The reinstatement is automatic and there is no requirement that participants furnish a certificate of continuing disability to qualify for the reinstatement provision.
4. Optional selection of a Kaiser Foundation Health Plan will be made available to retirees and their spouses who live within a 30-mile radius of Kaiser's Northern California facilities. ("A" coverage for non-Medicare participants and "MB" coverage for Medicare participants.) NOTE: The Kaiser option will only be applicable to retirees in areas in Northern California that are within a 30-mile radius of a Kaiser facility. Information on the Kaiser option was mailed to the eligible retirees by the Trust Fund office during February for March coverage.

The improvements of the retiree plan represent the continuing efforts of the active membership of Local No. 3 to provide and maintain a sound plan for the pensioned operating engineer.

Our number one goal at this time is to add dental benefits to the plan. We know this will cost the plan additional money. Commencing Nov. 1, 1975, the contribution to the Pensioned Health & Welfare will be increased from 15 cents per hour to \$20 cents per hour. My recommendation to the Board of Trustees is to add dental benefits to the plan as soon as possible.

With all prices soaring ever higher, the in-flight leader on the Consumer Price Index is medical cost. As a nation, we now spend 250 per cent more for health care than we did in 1965. Last year, more than \$104 billion was shelled out for medical care.

Hospital costs have tripped in 10 years. Expenditures for doctors' services have jumped 225 per cent, bestowing on doctors the highest median income of any profession or pursuit, nearly \$60,000 a year.

Ten years ago, the average cost to a patient for a day in the hospital was \$45. It is now \$135.

Average per person annual health expenditure has soared to \$485—up from \$78.35 in 1950. For a family of four, this figures out to \$1,940 a year.

The labor movement has a vital stake in health care because its members do. There is no area of medical practice that doesn't directly concern unions and their members.

Your officers are real proud of the fact that we have negotiated for our members and their families the best health and welfare benefits with very little out of pocket cost to our members!

Master Air Cargo Port Proposed For Coalinga

By CLAUDE ODOM,
District Representative and
BOB MERRIOTT, HAROLD
SMITH and JERRY BENNETT,
Business Representatives

A master air cargo port is being proposed for Coalinga. The plans call for a multi-million dollar cargo port where valley grown food will be processed and shipped throughout the world. Proponents of the plan say it could provide an answer to America's balance-of-trade deficit. They also feel that "world-wide trade on our part will have to include food of all kinds, not just wheat, if this country is to reach a balance-of-trade; and the answer is right here in the San Joaquin Valley."

More than one million acres of west side land will soon be in production, growing fruits, nuts and fresh vegetables of all kinds; and, it will also be a major meat producing area. This is going to result in a tremendous economic impact on the valley.

Due to availability of water from the San Luis Canal, agriculture is growing on the west side at a tremendous rate. For example, lettuce production will soon outstrip the Salinas and Imperial Valley combined. The shipping of lettuce, tree-ripened oranges and fresh peas to such places as Tokyo and London, as well as Chicago and New York, is just a part of the "master cargo port."

In addition to utilizing an existing railroad spur and nearby Interstate 5, the plan calls for the construction of a huge cargo airport surrounded by manufacturing and assembly plants, as well as food processing and shipping facilities. Air shipment of fresh produce, already a limited real-

See MORE FRESNO, Page 4

More On Increases . . .

(Continued from Page 1)

MATERIAL DEALERS FRINGE BENEFITS

Pensions:
Effective 7/1/75—\$1.78 per hour
Health & Welfare:
Effective 11/15/75—84 cents per hour
Pensioned Health & Welfare:
Effective 7/1/75—15 cents per hour

ROCK, SAND AND GRAVEL WAGES

	7/16/75	12/1/75
Wage Increase	\$.67	\$.19
GROUP I	\$8.565	\$8.755
GROUP II	8.60	8.79
GROUP III	8.825	9.015
GROUP IV	9.305	9.495
GROUP V	9.70	9.89
GROUP VI	9.85	10.04
GROUP VII	10.035	10.225

ROCK, SAND AND GRAVEL FRINGE BENEFITS

Health & Welfare: 5 cents increase.
Effective 12/1/75—84 cents per hour
Pensioned Health & Welfare: 3 cents increase.
Effective 7/16/75—15 cents per hour
Pensions: 30 cents increase.
Effective 7/16/75—\$1.78 per hour
Affirmative Action:
Effective 7/16/75—5 cents per hour

HOT PLANT WAGES

	7/16/75	12/1/75
Wage Increase	\$.67	\$.19
Plant Engineer	\$9.70	\$9.89
Box Man	9.155	9.345
Fireman	9.155	9.345
Oiler	9.015	9.205

Vial Notifies Housing Authorities About Paying Prevailing Wages

Pay scales on federally-financed urban renewal and community development projects planned in California for this year must be set at prevailing wage rates, announced Donald Vial, State Director of Industrial Relations.

Vial notified all county and city housing authorities of their responsibilities under state labor law requiring payment of prevailing wages on all public works projects.

Vial said that the housing authorities must also observe the strict ratio of apprentices to journeymen required on such projects. "Housing authorities have an obligation to observe state labor laws intended to make sure that low bidding on public works contracts is not made at the expense of the workers' fair income," Vial insisted.

Vial said the public works jobs will open up on projects financed by more than \$213 million to be awarded this year by the U.S. Department of Housing and Urban

Development of California cities, towns, and urban counties to help reverse the stagnant building industry.

In the contracts awarded under these federal grants, Vial stated the Department of Industrial Relations will strictly enforce Section 1771 of the California Labor Code requiring payment of prevailing wages on public work contracts.

He pointed out that the California Labor Code Sections 1720 and 1721 specify public housing authorities among those affected by prevailing wage rate requirements on public works. And contractors awarded jobs by housing authorities must adhere to the State Labor Code Section 1777.5 requiring them to employ at least one State-approved apprentice for every five journeymen on the job.

The State Department of Industrial Relations enforces apprentice work standards and wage rates for State-registered apprentices through its Division of Apprenticeship Standards.

CREDIT UNION ANNUAL MEETING

The Credit Union Annual Meeting will be on SATURDAY, JULY 12, 1975, one-half (1/2) hour after the end of the Local 3 Semi-Annual Meeting at the Masonic Auditorium, 1111 California St.

PANCAKE BREAKFAST

The San Jose district will sponsor a blood drive and pancake breakfast on Saturday, June 21. Come to the San Jose office prepared to donate blood. Also, bring an appetite.

CORRECTION

Volume numbers in the March, April and May issues of Engineers News were incorrect. These issues should have been numbered Volume 34, No.'s 3, 4 and 5 respectively.



RIGGING LINES

By BOB MAYFIELD
Vice-President

This past month has been a rather calm and slow month for this writer, by way of comparison. However, it's really just the calm before the storm, as by the time this article reaches the press and is in everyone's hands, several very important items and negotiations should be under way, on which I will elaborate in more detail in a later paragraph.

I had the privilege very recently of attending the State Legislative Conference in Sacramento. The problems discussed at this Conference by the craft representatives and legislators really varied only slightly from those we heard at the National Building Trades Conference in Washington, D. C. The problems here and almost everywhere else are not limited to any single area but certainly are almost totally widespread. I'm sure that the 9 to 10 per cent unemployment rate is this country's present worst enemy. As I stated in this column last month, there's a real criticism about some individuals who would talk a very big story about their problems, but in many cases wouldn't make the supreme effort to overcome them by positive leadership.

A similar thing happened in Washington, D. C. with President Ford. He talks about unemployment and no jobs, and a national deficit, but in the next breath vetoes the \$5.3 billion public works bill. As I understand from excellent sources, even in spite of a largely Democratic majority congress, it is highly unlikely that the Democrats and some Republicans will band solidly together to override this Presidential veto. All we are talking about is money primarily for our kind of jobs; or, in the case now, a lack of jobs. I'm sure that many of our members and their wives feel a little frustrated in times like these with all this kind of talk and politics; and feel somewhat like the cat who is chasing his tail without any success.

Our Governor, Jerry Brown, has very recently made many mentions of jobs being a top priority on his lists. It will certainly be interesting to see if he is going to produce and act, or be another political disappointment.

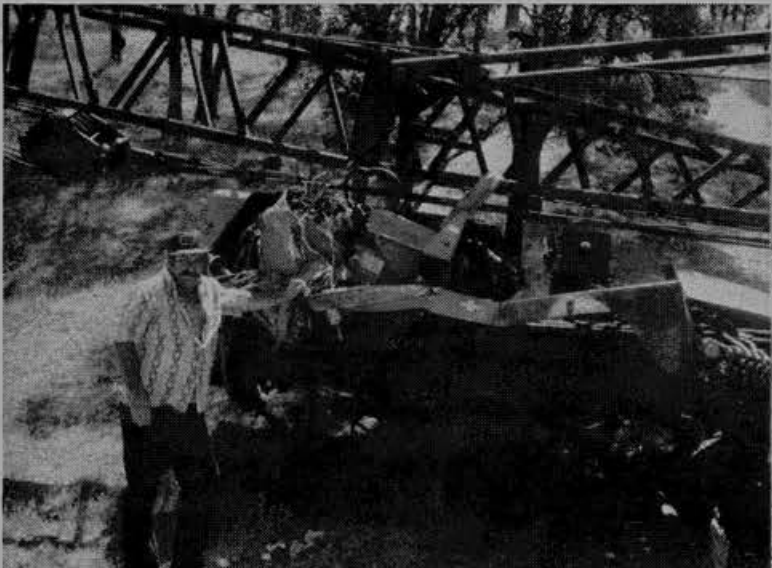
At this time we have held initial negotiations with the management of Kaibab Industries in Southern Utah, with the concluding sessions now scheduled for the last week in June. A difficult and dull situation appears here also, as the lack of building (houses, construction, condominiums, etc.) has made the once profitable (only two years ago) lumber industry a product now in little demand because of all these moratoriums on all types of building and construction. It now shows some signs of improvement due to a trend in lower interest rates and some other encouraging economic indicators, which might improve this situation real soon.

Dates have been scheduled for the Utah A.G.C. negotiations, and the overall situation there may be a little more favorable as this state has been blessed with having quite a bit of highway and other construction work just recently let, and some more in the offing.

The Rock, Sand & Gravel negotiation dates should definitely begin in the month of June also, but at this writing definite starting dates aren't scheduled.

Organizing efforts, although sometimes appearing slow, continue to progress. Last month we filed on an oil drilling company in the state of Utah. At this time the National Labor Relations Board has tentatively scheduled an election date of June 26th. We are extremely hopeful of winning this election, as only one drilling rig out of a potential of 60 or more is organized in the state of Utah. If we were to win this election, we feel this might be like the chain reaction of dominoes being knocked over, and in a reasonable length of time all or most all of such companies will be organized.

In closing for this month, I'm certainly looking forward to the 3rd Annual Wild Hog Feed and Picnic in Santa Rosa, to be held on June 22nd, and will be anxious to see and visit with many of the brother engineers at this fine family event.



23-YEAR MEMBER Bob Card beside the wreckage of the 30-ton truck crane driven by Rick Ahumada. Ahumada received a broken leg and lacerations.

Eureka Dist. Running At Half Capacity

By BOB WAGNON,
District Representative and
GENE LAKE,
Business Representative

Well, spring is finally more or less here. Most of the jobs have resumed after the long winter shutdown and are running about 50 per cent capacity. It is still too wet for full scale dirt moving.

On the Guy F. Atkinson freeway job in Arcata everything is going except the scrapers and pactors. This job is without a doubt the wettest one in this district. In spite of this, considerable progress has been made on the detour and structures in the past month.

W. Jaxon Baker at Benbow has started moving dirt again. Pretty much the same story there—they are not running at full strength either at this time. There should be a full season's work here for the good brothers. Baker has also started the storm damage job on Highway 96 just north of Weitchpec. This one should keep five to six brothers busy for a couple of months.

No sign of Trinity Construction yet on their Red Cap road project across the Klamath River from Orleans. It consists of sunken roadway that was caused by winter storms and is located on the north side of the mountain. Needless to say it will take a little while for this one to dry out so that it can be worked.

Eastco is getting started on the Fish Lake road repair job. This is Forest Service contract in the amount of \$323,136. Not too big but every bit helps.

Storm Damage Construction has started at Willow Creek on their repair work on the Seely-McIntosh Road. This project calls for roadway restoration and rip-rap to be placed on the slopes. This job was left over from last season and is in excess of \$300,000.

More road work is coming up for bid each week but for the most part it consists of county storm damage work in the remote areas of Humboldt and Del Norte Counties. Almost all of these projects are state or federally funded. The largest one in the immediate future is to be on Highway

199 at Idlewild just south of the Oregon tunnel and will upgrade the present two-lane roadway to a two- and four-lane expressway for which approximately \$2 million has been allocated.

SEWAGE TREATMENT

A half dozen major Humboldt Co. sewage treatment projects, including Campton Heights, Loleta and Hydesville, have been included in the north coast priority list released by the state Water Resources Control Board by Win Adams, board chairman. The total is \$3 million in Humboldt and Del Norte counties.

They are eligible for funding under an accelerated grant program to increase employment in the building trades industry. Each project must be applied for formally.

Rohnerville-Campton Heights Service area heads the list to correct septic tank failures at \$800,000.

Others are: Loleta Sanitary District, improve treatment plant, \$220,000; Hydesville County Water District, correct septic tank failures, \$100,000; Crescent City, completion of secondary treatment facilities, \$433,000; Redwoods Junior College, remove discharge to Humboldt Bay, \$111,000; Rio Dell, correct rainwater infiltration, \$50,000; Fieldbrook, \$500,000 septic tank correction.

Other communities included Del Norte Co. Service Area; Willow Creek Community Services District; Moonstone Heights, septic tank; Samoa communities, septic tanks; Orick community services, and Trinidad.

A \$3.8 million improvement project to water pumping facilities on the Mad River at Essex was announced by the Humboldt Bay Municipal Water District Board of Directors.

The project will construct a surface water diversion system that will allow raw water to be pumped directly to the industrial plants on the Samoa Peninsula, according to HBM-WD General Manager Robert Molloy.

Currently the plants are supplied by five Ranney collectors. The collectors will not be used

for industrial supply upon the completion of the project but will continue to be used to supply domestic water.

The district expects construction to begin on the project this summer and plans to call for completion in late 1976.

Molloy said the new system would not increase the amount of water available to the district but will provide the pumping and diversion facilities to meet the needs of the district's industrial and domestic customers.

The project will be financed by an Economic Development Agency grant of \$1.12 million with the balance of funding to come from district reserve funds and the sale of bonds by the district.

The manager added it has been designed to meet requirements of fish protection, water quality standards and health standards. Bids on the project will be opened June 12.

More Fresno

(Continued from Page 3)

ity, will provide the new markets that are needed.

Because of the high cost, cargo plane operators will be forced to carry manufactured items from Japan or Boston on their return trips.

Application has already been made for a variety of federal funds and additional funds are expected from almost every major agency of government. This application for federal aid, which is being channeled through a joint funding powers agency, calls for \$7 million "to get the first phase off the ground." An overall eight-year program of development would cost an estimated \$25 million in local and federal funds, not including the costs of buildings and other such on-site improvements.

The proposed site is just west of I-5, between the Southern Pacific spur line that leads to Hanford and the main line down the valley's east side, and Jayne Avenue on the south. Covering an estimated 4,000 to 5,000 acres it would include a 13,000-foot runway for the cargo aircraft, sidings for rail shipments and direct access to I-5 for truck transport.

For all practical purposes, construction of Hidden Dam on the Fresno River and Buchanan Dam on the Chowchilla River is complete. Work is now under way on the control towers at both dams and the bridges from the dams to the towers. The towers will contain the gate controls and water treatment plants for the administrative offices.

Perini Corporation of San Francisco is about three months ahead of the September 15 completion date. Perini bid \$15.8 million for Hidden Dam and \$13.9 million for Buchanan Dam.

At the peak of construction between May and November of 1974, there were about 350 workers on both projects.

At its meeting on the 18th the Executive Board granted honorary membership to:

Alfred Burger, Reg. No. 285-475, initiated May 18, 1940 by Local 3; and

H. F. Dooley, No. 286146, initiated June 8, 1940 by Local 3.

Truck Crane Wrecked

Engineer Hurt In Mishap

By GEORGE MORGAN,
Organizer

The drilling industry has its safety problems also. On May 29, 1975 at approximately 10:30 a.m., Brother Rick Ahumada was bringing his 30-ton Bay City Truck Crane off of Hunnicutt & Camp's location just out of Winters, when he missed a gear coming down a steep grade, lost control, ran over a fence, through a ditch, hit an oak tree and ripped the cab completely from the chassis and laid the front wheels back to the center of the crane. When operator Bob Card, a 23-year member, came around the corner the dust had not yet settled, and Bob looked for Rick in the cab, thinking that's where he would be, but found him up under the truck against the front wheels. Rick had a broken left leg, for which he was in surgery for three and a half hours having plates put in his leg, as well as several lacerations. They had just loaded some dewatering equipment on a low bed truck for Hunnicutt & Camp and

were on their way out when the accident occurred. We wish Rick a speedy recovery.

At this location we have Rig No. 4 just out of Winters. The drillers on this rig are G. B. McElhaney, E. V. Gildersleeve, D. L. Thompson and M. Mistch. This rig will be on location for approximately another month or so.

Perryman Drilling Company is located in the West Cut area, Solano County. This rig is reaching for a 10,000-foot hole, and the drillers on this rig are J. F. Perryman, J. Vanveken, Jimmie Perryman and R. Hargrove.

Hunnicutt & Camp is just moving on location and rigging up in the Miller area, Solano County. The drillers on this Rig No. 3 are Johnnie Brower, Tex Hillman, Jim Bankston and George Lewis.

Brother Derek Nuner, of Stockton, was in a tragic auto accident. He is in the hospital in Stockton and we all wish him a speedy recovery. He is employed by R. B. Montgomery Drilling, Inc. at McDonald Island.

Part Union, Part Scab

'Double Breasted' Association Meets

After dinner the men and women who attended the Associated Builders and Contractors meeting in Richmond, California sat back to listen to Skip McComas, the western membership director, explain the attributes of the "merit shop." McComas, a slight young man with brown hair cut just long enough to avoid being called conservative and just short enough to avoid being called anything else, smiled broadly and welcomed the approximately 40 guests.

He was well received and even the announcement that the featured speaker, double-breasted Michigan contractor Ed Windemuller, was not able to be there did not dampen any spirits. The guests, including representatives from Dow Chemical Co., Union Oil Co. of California and other major corporations and contractors, were filled with the optimism brought about by the possibility of solving a long-time problem. In this case the problem was what McComas called "the tyranny of the construction unions."

McComas repeated time after time that he was overjoyed with the large crowd attending this first Northern California membership-promotion meeting.

"Obviously, merit shop construction has come of age in Northern California," he said.

He was apparently overlooking the fact that much of his audience was comprised of representatives of the labor groups he was there trying to circumvent—Operating Engineers, IBEW, Laborers, Central Labor Council, Building and Construction Trades Council and others.

McComas began his presentation that night by giving a brief history of the Associated Builders and Contractors.

"The Associated Builders and Contractors was founded in Baltimore in 1952 by seven contractors who were sick and tired of the mandates handed them by the local building trades," he said. "By 1972 the ABC had 4,000 member firms. Now there are 9,000 firms spread coast to coast, with 250 in California. We have chapters in Los Angeles and Fresno and now we are trying to form a Bay Area chapter."

Then he explained exactly what the ABC is all about.

"The ABC is the only construction industry trade association that unites and serves all build-

ing trades to promote and defend free enterprise in the construction industry," said McComas. "We operate on the principle of the 'merit shop.'"

"Merit shop does not mean anti-union," he continued. "It means open shop and union working side by side. We award our contracts based on the low bidder and we hire our people based on merit."

According to McComas, ABC supports the hiring of union labor and paying of union wages if that results in the lowest bid. But non-union employees working for an ABC contractor are hired and paid according to "merit." One of the determinants of merit which ABC contractors apparently look for is "multi-skilled craft training." In other words, a non-union operating engineer working for an ABC contractor had better be familiar with the use of a hammer and nails if he expects to keep his job.

ABC's appeal to contractors became more and more apparent as the various services provided by the group were outlined.

"ABC will help you with your labor problems," McComas told the assembled employers. "Your dues cover consultation with an executive director who is knowledgeable in whether a picket is legal and almost any other fine point of labor law you would want to know."

He continued, describing the other services offered by ABC. Another of the benefits to the contractor is a "referral service," which is really a general hiring hall from which ABC contractors can draw their non-union employees. Still another service is an apprenticeship program.

As the descriptions continued it became obvious that every service offered by ABC that is remotely

beneficial to the working man is designed to duplicate a service now provided by a labor union.

"The result of this is that the employees become loyal to the employer and not to a union," said McComas.

Of course the obvious advantage of this system to management is that they retain control of the services. The referral service, the apprenticeship program and all the other services are directed by the employer. Likewise, employer representatives monopolize the positions on the boards of trustees of the credit union, pension plan and health and welfare plan. There are no guarantees for the working man.

At the Richmond meeting a Black labor representative asked McComas a question that was, for good reason, important to him.

"What if one of your member contractors was obviously discriminating against minorities?"

"Well," said McComas, "we have no control over our member contractors. What we do is make workers available to them. Who they hire is up to them."

The presentation continued with a cartoon film strip showing the problems "Herman the Contractor" had with labor unions and how the ABC helped him solve them. Attention was called to various pieces of literature which were available. Among the titles were "ABC Stands Up To Union Monopoly" and "The Construction Unions Declare War."

Finally McComas outlined the ABC's stand on national legislation, detailing their fight against the Davis-Bacon Act and the Situs Picketing Bill.

The Davis-Bacon Act, which ABC opposes, stipulates that on federal or federally-assisted projects employers must not pay less than the wage scale already prevailing in the area. This act was originally passed in 1931 because unscrupulous contractors were winning federal contracts at the expense of the poorly paid construction workers. The present effect of the Davis-Bacon Act is the same as when the law was passed—to maintain already prevailing wages. It does not

See MORE MERIT SHOP, Page 8

IN OUR LEAGUE

By JAMES "Red" IVY
Recording-Corresponding
Secretary



Public works appropriations are, of course, highly important to operating engineers so it is understandable that your officers keep a very close tab on legislation and legislative bodies having control over these funds. In the day-to-day process of keeping up with new developments in this area we became aware of a statement made before the Public Works Appropriations Subcommittee by Congressman Harold T. Johnson of California. It seems like in the past we have had to be involved in a war in order for Congress to approve any large-scale public works appropriations. Maybe with the help of friends like Congressman Johnson we can finally get this trend changed.

Reproduced below is the letter I wrote to Congressman Johnson, followed by the text of his statement.

Operating Engineers Local Union No. 3

OF THE
INTERNATIONAL UNION OF OPERATING ENGINEERS
AFFILIATED WITH THE AFL-CIO

Jurisdiction:
Northern California, Northern Nevada,
Utah, Hawaii and Mid-Pacific Islands



Telephone 431-1568
474 Valencia Street
San Francisco, California 94103

May 16, 1975

The Honorable Harold T. Johnson
320 Vernon Street, P. O. Drawer 100
Roseville, CA 95678

Dear Mr. Johnson:

Please allow me to congratulate you on your perceptive and knowledgeable statement before the Public Works Appropriations Subcommittee on April 28. I feel certain that I can speak for some 36,000 operating engineers throughout our jurisdiction in concurring with your belief that what our country needs is real, productive employment such as would be provided by the projects you outlined.

I would also like to express the appreciation of Operating Engineers Local Union No. 3 for your request for funding of the additional projects which were not covered in the proposed budget. In addition to the jobs these projects will create, they represent important advancements in the areas of flood control, agriculture and recreation, and we agree that their completion is long overdue.

Again, my congratulations.

Sincerely,

James R. Ivy
JAMES R. IVY

Recording-Corresponding Secretary

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Mr. Chairman, it is with pleasure that I appear here today with my friends and colleagues from the State of California.

In looking over the budget proposed by the President for fiscal year 1976, I would say that it represents a positive change for the better. Certainly, it appears to reflect an awakening as to the importance of public works in this society of ours.

I would comment, therefore, that the message which this fine subcommittee has been sending to the Executive Branch of Government has been, at long last received. There is no question in my mind, nor I know in the minds of the members of this subcommittee, but that public works development represents a sound investment in the future.

The program and projects which we are funding here are known to be economically and engineeringly sound and feasible. The benefits far outweigh the costs and the return on our investment can be anticipated.

In these times of economic trouble, however, there is another major impact of this program—jobs—employment. Just the other day the Congress of the United States was visited by several hundred "hard hat" workers representing the construction industry, the most economically depressed segment of our economy.

For my money, the best way to solve their problems is to put them to work—not raking leaves, but producing, building constructive projects such as we are considering here today.

With these basic thoughts in mind, I would like to turn to the matters at hand. In considering the Emergency Employment Appropriations Act, this committee called upon the various agencies concerned to proceed at the level of their maximum capabilities.

This certainly was a most wise and proper move and I would urge the committee to maintain this position in considering the Fiscal Year 1976 appropriations. Basically this is what I recommend and I believe this is the position of my friends in California.

I would like to single out for you, however, three items which were not in the budget as presented to Congress, but are items for which the agencies do indeed have capabilities and for which there is a great need.

I have corresponded with the committee on all three matters:

See MORE IN OUR LEAGUE, Page 13



BUILDING TRADESMEN in Sebastapol, California march against "double breasted" or "merit shop" contractor Joe M.

Rodgers, now working in District 10. Rodgers is a member of the Associated Builders and Contractors.



RELAXING ENGINEERS take time out for a picture. From left are Donald Poepoe, Anthony Philips, Moses Kahiamoe, Joe Kuaana, Cornel Canto, Oliver Swift, William Crozier, Peter Kekona, David Puu, Simeon Alionar, Frank Haleakala and James Plunkett.

Not All Work In Hawaii

Engineers Relax At Party

By HAROLD LEWIS, Financial Secretary, WALLACE LEAN, District Representative, and WILFRED BROWN, VALENTINE WESSEL, GORDON MAC DONALD, WILLIAM CROZIER and RICHARD SHUFF, Business Representatives

President Ford's release of \$2 billion of impounded highway funds resulted in an additional \$69 million for highway construction in the state, more than double the \$32 million Hawaii has received in recent years. The additional money will be used principally for construction of two projects including (1) the Red Hill tunnel for TH-3 connecting South Halawa Valley with Moanalua Valley, estimate at \$40 million, and (2) the Mauka viaduct of H-1 between the Pearl Harbor and Airport interchanges costing an estimated \$21 million. These projects will create about 1,000 additional jobs.

Construction news includes: (1) groundbreaking by the Dillingham Land Corporation for a 19-story, 108-unit condominium at 1571 Piikoi Street in Honolulu, which is expected to be completed in May, 1976; (2) announcement by Amfac, Inc. of a \$10-million, five-year project to expand the utility system, drainage, roadways, and sewage treatment plant at its Kaanapali Beach Resort on Maui which will allow the extension of the existing Kaanapali Kai golf course into a championship length 18 holes, construction of a new clubhouse, an enlarged restaurant, and a driving range; (3) an apparent low bid of \$9.35 million submitted by E. E. Black, Ltd. for construction of the Wailuku-Kahului sewage treatment plant on Maui; (4) an apparent low bid of \$22.4 million by Towne Realty, Inc. of Milwaukee for construction of 640 units of family housing at Scofield Barracks on Oahu, and (5) start construction of a 1,000-seat convention center at Interisland Resorts' Kona Surf Resort on the island of Hawaii.

NOT ALL WORK

On several occasions in the past, the brother engineers who work for Fong Construction Company on the island of Maui have gotten together for a friendly gathering. It has ranged anywhere from camping trips to full scale luaus (Hawaiian feasts). However, it had been quite a

while since any party had been thrown.

On Feb. 7, 1975, a group of brother engineers on the Island of Maui got together for a weekend camping trip. The coordinator for this outing was Brother Cornel Canto. Those men who decided to come let Brother Canto know and he set up the various tasks for the men and also told them what to bring in the way of food. But as far as the booze went, everyone just brought his favorite beverage along. And let me tell you that no one held back on this item. There was a lot of everything, especially beer.

After work on Friday, Feb. 7, 1975, the gang started to gather at Makena Beach. This is a beautiful sand beach on the leeward side of the island. By nightfall most of the guys were there and the camp was pretty well set up.

The men had everything pretty much under control by early evening and a pit was dug and a fire lit to heat up the stones that were to be used to kalua (cook) the pig that they brought down to the beach. After the fire was going nicely, a group went out along the beach to catch crabs to eat the next day, but the majority of us had some very urgent business to do at camp. Since our camp was rather isolated, we all took up duties guarding it from women and against letting any of the beer get warm. This crew must sure have been alert because we were not attacked by any women and we sure did a hell of a job of not letting any of the booze get warm!

By late Friday night, the stones for the imu (pit) was hot enough to put the pig in, which was left there to cook overnight. On Saturday morning it was taken out of the imu and it was cooked just right. That was the main course for breakfast—good food in the morning sure does help a hang-over!

Everyone who attended this camp-out had a great time, especially to just be able to goof off all day without going to work. Although it was fun, some of us not-so-hardy guys did not stay for Saturday night. After all of this rest and relaxation we all had to go home and recuperate so that we could get up to go to work on Monday morning.

Holding Ponds Create Work In Dist. 70

By KEN GREEN, District Representative and BOB HAVENHILL, Business Representative

Osborn Construction Company is moving along with their dirt job at Kimberly Clark in Anderson. Their project consist of holding ponds for the effluent waste water from Kimberly Clark and the sprinkling of several acres near the Sacramento River.

The ponds which are located near the Kimberly Clark plant have several sub-contractors. These are Modesto Sand and Gravel, who has several engineers on the equipment, Hammond Brothers, who is a sub of Modesto Sand and Gravel and has three scrapers, two dozers and one blade and is also digging the ponds. Brother David Hoie, job steward on the project, is operating a scraper.

In conjunction with the holding ponds, W. Jaxon Baker has the land leveling on the Sacramento River site. Hammon Brothers are also moving the dirt on this project. Several hundred acres of land is being leveled to make a space available for the waste water from the holding ponds near Kimberly Clark.

Byrnes Construction from Red Bluff will do a major portion of the underground work for Osborn Construction Company on the Kimberly Clark project.

Wright, Schuchart & Harbor is moving along with their project on the Simpson Lee paper mill. At the present there are 17 operating engineers working on this portion of expansion of the mill. The hope of Simpson Lee is to upgrade their paper production and to lower the odor which escapes into the air near Anderson. Brother Norm Yocum, who operates a S.P.B.L., is job steward on this project.

B&W Construction, who is a sub-contractor of Wright-Schuchart and Harbor, is installing the equipment on the paper mill. At the present time there are three operating engineers employed by B&W Construction. Both of these projects are expected to last through the '75 work season.

Ladd Construction Company has moved back on the Highway 36 job near Forest Glenn. The major portion of the dirt has been moved but there are still several brothers back on this job to complete the bridges and paving.

Lloyd Rodoni has 18 operating engineers on his Highway 395 job near Reno. Don Rodoni is the foreman on the project and this crew can really move dirt. With any luck at all this job will last most of the '75 work season. Brother Lou Barnes is job steward on this project.

THANK YOU

We would like to thank those engineers and their wives who took the time and made a special effort to attend all the meetings when W. Jaxon Baker was trying to get his use permit for his crushing and screening plant on Clear Creek. And a special thanks to Bud Hasha and the retirees who turned out for all the meetings. Retiree Bud Jackson drove all the way from Hayfork to make some of the meetings. Without this type of support from the brother engineers we are quite sure Jack Baker would have been shot down on his use permit.

May 28th will see the opening of the bids on the Highway 97 job, Deer Mountain Lodge to A-15 in Siskiyou County. This job has

been in the mill for about the last five years and will eliminate a very hazardous stretch of narrow, steep, winding two-lane road with no shoulders or turn-outs. Many drivers have been killed and injured on this bloody road.

The Cecilville - Forks of Salmon Road (Siskiyou County) will get a major up-lift this coming fiscal year to the tune of \$1.7 million. An additional \$1.1 million will be spread over the next four years.

J. F. Shea Company was the successful bidder on the Pit River Bridge re-decking on Highway 5 at Bridge Bay, to the tune of \$288,828. Shea also has a large crew working at Lake Shastina and expects to start winding-up around the last of May or early June.

Piombo now has around 40 brothers working on their Highway 5 job at Dunsmuir and expects to complete the major dirt moving late this fall, but will probably be working into the late summer of 1976, on the finish work.

Northland Construction is making very rapid progress on their Highway 299E job at Round Mountain and will be moving to site

No. 2 at Fenders Ferry very shortly.

Owner Martin Teeling said Brother Emil Gibbs who runs the pioneer dozer was the most fantastic operator he had ever seen and that Emil's talents on the dozer would be one of the most important factors on the successful completion of the job.

Rugen Construction Company has the main water supply line in and should be able to start on the hatching ponds on their Crystal Lake Fish Hatchery job in Eastern Shasta County. Rugen has utilized the owner-operators in the area and is very pleased with the quality of their work and equipment. Brother Lee Gill moved in with his combination backhoe around mid-April and dug until he couldn't go any further because of the large boulders. Rugen then called in Brother Bob Patrick with his Bucyrus-Erie 30-B from Yreka. Brother Bob McDonald has been his very able assistant, brother Joe Craig is the gradesetter. Brother Lee Haven will move the dirt on the job with his Laser-controlled Cat No. 613 scraper.

No Growth Policy In San Jose Brings Progress To A Standstill

By MIKE KRAYNICK, District Representative, TOM CARTER, Assistant District Representative, and BOB FLECKENSTEIN, JACK BULLARD, and NATE DAVIDSON, Business Representatives

San Jose, California's first city, is becoming stagnant. This is probably due to it recently being nationally advertised as the most progressive, non-discriminatory and open-minded city in the State of California. Only a few years ago every business journal and economic columnist applauded the road to San Jose as being lined with gold. Needless to say it brought forth many, many youngsters who were fresh out of school and recently married, looking for a city such as this and who were searching for an opportunity to make their niche in life. They came in droves, and found jobs established careers and became "fat cats". Then

they took it upon themselves to put a stop to all progress through various named groups. They joined the Sierra Club, formed many homeowners associations, ran for political offices and expounded all of their virtues to our city.

Now San Jose is on the brink of becoming a dying city. The progress has about come to a standstill. Home building, road and street construction has just about stopped due to the hue and cry of our Sierra Clubs, home owner's associations, anti-this and anti-that groups, our know-it-all County and City fathers who comply to the requests of the above groups "due to the block of votes that they possess".

The people on relief and in welfare lines and the unemployed are finally becoming aroused to what has happened to them here in Santa Clara County. The "hard hat" building and trades men have finally realized the need to

See More SAN JOSE, Page 16



WEIGHMASTER Annlyn Skiles is welcomed to the Operating Engineers by Mike Krainyck, San Jose district representative (right) and Tom Carter, San Jose assistant district representative. The weighmasters recently signed an unprecedented contract with Local 3 providing for hourly wages of from \$4 to \$5.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

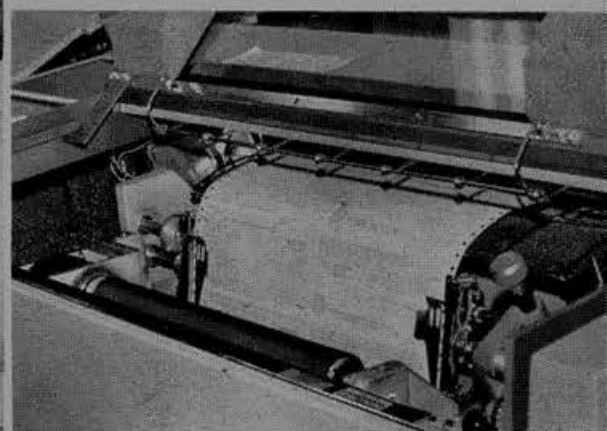
VOL. 2—No. 6

SAN FRANCISCO, CALIFORNIA

June, 1975



PROCESSING A HEALTH AND WELFARE CLAIM involves many steps. In the upper left, one morning's mail is opened. The eligibility of each applicant must then be individually checked, upper right. After payment is determined, forms are categorized, left, and the appropriate payment is punched into a computer card, lower left. At lower right, health and welfare checks are printed by computer and then inserted in envelopes and mailed, bottom photo.



Fringe Benefits Forum

About Disability Pensions

By ART GAROFALO, Director Of Fringe Benefits

The disability pension has been an important feature of the Operating Engineers Pension Trust Fund since pension benefits first became payable in January 1960. And this appears to be even more so today, as the Trust Fund administration office has been receiving an increasing number of applications for disability awards from the members of Local 3.



Art Garofalo

By definition, the disability pension award has always been intended to provide a monthly benefit to those operating engineers who unfortunately must retire before reaching normal retirement age due to a total disability brought about by accident or illness. In keeping with this, over 925 members of Local 3 are currently receiving disability benefits.

As with any of the benefits available through the Operating Engineers Pension Plan, there are eligibility requirements that must be met in order to qualify for a disability award.

The first of these requirements is that the member be deemed "totally" disabled. According to the rules and regulations of the plan, an operating engineer is considered totally disabled upon determination by the Social Security Administration that he is entitled to a social insurance disability benefit in connection with his Old Age Survivors and Disability Insurance coverage.

Basically this means that a member must qualify for total disability benefits from the Social Security Administration. This is important to note, since a member will be required to apply and receive verification of this award before becoming entitled to receive disability benefits from the Pension Trust Fund. Members are therefore advised to make application to the Social Security Administration and the Trust Fund office concurrently. When final favorable determination is made by Social Security any unnecessary delay in the receipt of benefits from the Pension Trust Fund will be eliminated.

In addition to the total disability requirement, a member must be at least 50 years of age and younger than age 65 and have accumulated at least 10 pension credits without a break in employment. A member may also qualify if he is younger than 50 years of age and has accumulated at least 15 years of pension credit without a break in service. Of the pension credits required under both of these categories, at least two quarters must be future service credits.

The dollar value of a disability award is a monthly amount equal to the normal pension to which an operating engineer would be entitled if he were 65 years of age when he became totally disabled. A member's first monthly benefit will commence with the seventh month of his disability. In accordance with the rules and regulations of the plan, once benefits become payable they will continue for as long as the retired member does not work for wages or profit on the type of work covered by a collective bargaining agreement negotiated by Local 3 and remains entitled to a Social Security disability benefit or its equivalent.

In the event that an operating engineer receiving disability benefits from the Operating Engineers Trust Fund recovers from his disability, he may then return to work, but will no longer be entitled to receive his disability pension. However, if he returns to covered employment, the member may earn additional pension credits, which will then be added to the pension credits that he had previously accumulated.

Notification of loss of entitlement to a Social Security disability benefit must be reported in writing to the Trust Fund office within 15 days of the date that the notice is received from the Social Security Administration. If this notice is not provided, a member, upon his subsequent retirement, will not be eligible for benefits for a period of 12 months following the date of his retirement in addition to the number of months which may have elapsed since he received notice of the termination of disability benefits from Social Security.

The disability pension is and will continue to be a vital aspect of the total pension program for operating engineers in Local 3. It is not possible to anticipate when a disability may strike. And while the disability pension is not a cure, it helps to ease the pain.

ASK YOUR TRUSTEES:

Name _____

SS # _____

Address _____

Mail to:

FRINGE BENEFITS SERVICE CENTER
476 Valencia Street
San Francisco, Ca. 94103



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

June 30, 1975 is the deadline for Chiefs of Parties with 6,000 or more hours of Chief of Party experience to file for their certified ratings. Last month the records of the following additional Tech Engineers were processed by the NCSJAC and they have been certified in one or more specialties. They are:

Lowery Opdyke, John Holmes, David Lyndall, Alexander Wach, Doug Reed, William Abington, David Follett, James Driver, Gerard Orme, Ronald Hunt, Alexander Crichton, Thomas Helean, Jack Jeffery, Donald Regua, Paul Quinsberry, Ronald Coletti, Gerald Elenberger, Edwin Switzer, Dwight Rankin, James Lawson, Paul Ford, G. Carsten, and John Bryant.

As soon after July 1, 1975 as is practicable certifications will be prepared and issued. Along with the certification will be a pocket-sized card to show the employer. Until then, please continue to use the notification that you received in the mail.

It is no longer necessary for journeyman Tech Engineers who have the 5th-6th-7th or 8th period of training to report work training hours on a monthly basis. Hours will be reported to the administrative office by the trust fund. They will be the same hours as those reported by your employer when he makes the fringe benefits contributions reports.

There are two exceptions that the 5th through 8th period apprentices should take note of:

First, in order to complete the program, 1,000 hours of Chief of Party experience must be reported. These hours may be reported monthly, from time to time or at the very end of the program. All such hours must be signed for by an approved employer and will be made a part of your file in the Administrative Office. Secondly, if the final 100 hours or so of the total program are reported by the apprentice as much as two months time can be eliminated in processing the advancement to journeyman Chief of Party status.

Another related training class has been established in Modesto. It is the policy of the NCSJAC to establish these classes in as many areas as possible for the convenience of the apprentice Tech Engineer members. To this point, related training classes are ongoing in Modesto, Fresno, Sacramento, San Jose (2), Santa Rosa and Oakland (2) districts.

The NCSJAC has imposed the stringent rule that if an apprentice misses two (2) consecutive classes or three (3) in a 12-month period he will automatically be requested to appear at the Sub JAC to explain the reasons.

The NCSJAC also understands that often a crew will be sent into another area for a week or two or longer. In that case the apprentice can check into the related training class in that district and thereby not create an unexcused absence.

When the apprentice finds himself in that position he should contact the Local No. 3 district office in that area for the time, date, and place where the class meets or, of course, the Northern California Surveyors Joint Apprenticeship Committee Administration Office can furnish the information. When an extraordinary situation arises, either call or write the Administrative Office. A little bit of communication can often solve a whole lot.

The sun has finally come out and dispatching has picked up considerably. A current telephone number is essential. Make certain that the telephone number the dispatcher has is correct. If you can't be at that number personally, be sure that someone can take a message and more importantly, that they can find you in a reasonable length of time. The dispatchers will do their part, but they need a little help.

Need More Work?

Local 3 members who foresee difficulties in finding work in the future or who wish to supplement their regular wages may wish to join the Army Reserves, which now has a high demand for operating engineers, according to Chuck Wilson of the 820th Engineer Battalion.

Wilson said that the 820th Engineer Battalion is in need of crane operators, mechanics, construction draftsmen, surveyors, grader operators, refrigeration specialists, loader operators, dozer operators and other journeyman engineers.

For those with prior service in the armed forces the commitment is one year, with the option to quit after two months if dissatisfied. This consists of drills one weekend each month and two weeks summercamp. At the rank of sergeant weekend drills pay \$62 per weekend. Veterans may enter the reserves with at least the highest rank held on active duty and non-veterans may qualify for the rank of sergeant upon enlistment.

The commitment for non-veterans is six years with three years on active reserve. This, again, consists of one weekend of drills per month and two weeks of summercamp each summer. Non-veterans must undergo four months of basic training and will be paid a minimum of \$344 per month and \$110 per month for their wives during training.

All reservists receive many additional benefits such as \$20,000 life insurance, free travel on military aircraft, low cost home loans, retirement benefits, P.X. privileges, etc.

Time at summercamp will be spent on community improvement projects. Two such projects now scheduled for this summer are the clearing of a large slide near Lake Mendocino and the construction of various ball parks in Redwood City.

For further information contact Chuck Wilson at 820th Engineer Battalion headquarters, 415/233-5613.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

We all know how bad a winter this has been due to its length and lack of work because of many other causes. Housing, for instance, was hit harder than it has been hit in many years. The federal government thinks we can live on promises, the environmentalists think no growth is the solution to their interests and have enough followers to affect local government and regional government to cause major set backs in any land development in almost all counties in California. Everyone is aware of all this to some degree but until all of you are concerned enough, the phrase "let John do it", will not get your job back.

There is a bigger fight going on in our housing industry now than most of you realize and the affects are going to change the industry over night into some form that may or may not be a source of work big enough to support the work force we have now. It's up to you to help the land developers, engineers, investors and people in public office fight for changes that will save our industry and our jobs and not let a new well-organized people change all this for you.

We have had a lot of calls from you out there asking how the out-of-work list is. Well, the action has been slow due to a lot of call backs of regularly-employed people who have been off work due to a lack of work. These people should get off the out-of-work list now, so that we have a true picture of who is out of work and available for dispatch. For those people on the out-of-work list, it is hard to tell where you really stand on the list because we have not been made aware of all the call backs. If you are called back, let the Tech Engineer Center know and have your employer send in the recall slip which we have sent to their offices. If you are on the out-of-work list check and make sure you are current. Remember that you have to re-register at your local placement center between the 76th and 85th day to stay on the out-of-work list. A lot of members have been dropped off because they did not know or understand or follow this regulation set forth in the Job Placement Regulations.

The first aid course that was offered in late 1973 by the Operating Engineers Local Union No. 3 was a big success and a lot of men received their first aid card then. Many of the members didn't take advantage of this and still haven't received their first aid card. Once again we are offering the course on a Saturday in Santa Rosa. You are welcome to take advantage of this one. If interested, call the Tech Engineer Center (415/893-2947) and we will make arrangements for you to attend.

Wayne Patch is now out of the hospital after undergoing hip surgery and is his old, mean, miserable self again. Eric Handweg had a mean fall on the job in San Jose this month and cracked a bone in his elbow. He will be out for two or three weeks.

Thanks for the good attendance at the Oakland district meeting of May 15, 1975. Check this issue of *Engineers News* for the district meeting in your district and let's keep up the good attendance.

It looks like the hearing on the Black Hawk Development was a hard hat victory and many thanks to those of you that took time to attend. The Supervisors' vote came out a 4-to-1 victory in our favor and many more of these victories are needed to keep the jobs going.

Those of you how have sent in forms for certification of Chief of Party be sure to look in the *Teaching Techs* column in this issue of *Engineers News* to see if you received your certification. For those of you who qualify but have not sent in your completed forms, remember that the last day forms will be accepted for review will be June 30, 1975. If you need forms, you can obtain them at your local job placement center or from the Tech Engineer Center.

True Fact: Did know that the Congressional Record reveals that Congress has appropriated \$80,000 for a zero-gravity toilet for the Space Program!

More On Merit Shop...

(Continued From Page 5)

provide for wage increases, but only protects workers from having to accept unusually low wages.

The Situs Picketing Bill, which ABC also opposes, has been pending before Congress for many years. The effect of the bill would be to reverse a 1949 decision of the National Labor Relations Board in the Denver Building Trades Case. This 1949 decision allows the prime contractor on a job site to open a second gate in the event of a strike by one trade, so that employees working for sub-contractors can avoid crossing a picket line and therefore have no grounds for refusal to work.

Both of these pieces of legislation have labor's support. The Davis-Bacon Act was passed to protect the rights of construction

workers. The Situs Picketing Bill is badly needed to clear up a serious inequity caused by the NLRB's decision.

The remainder of the Associated Builders and Contractors meeting was devoted to membership sign-ups and the labor representatives left. They had no reason to stay, but they remembered what McComas had said about "merit shop coming of age in Northern California," and were aware that several Northern California projects have recently been won by ABC contractors. They also remembered something else McComas said.

"The definition of a scab is a protective covering over an open wound," he told his sympathizers. "We who belong to the ABC are proud to be scabs."



ROBERT HEID, center, former Local 3 tech engineer and now practicing professional engineer and member of the Bay Counties Civil Engineers and Land Surveyors Assoc. Inc. receives an award for his 15-year in-

volvement in the training of tech engineers. Presenting the award on behalf of the NCSJAC and the NCS training trust fund are Mike Womack, left, and Art Pennebaker.

Marysville Dist. Sees Long Winter's End

By A. A. CELLINI, District Representative and JOHN E. SMITH and GEORGE HALSTED, Business Representatives

Work on the west side has started to move again after a long winter. Butte Creek Rock began working on the Highway 162 job at Butte City and has also set up a scening plant at Princeton for the Butte City job. Kemen and Son subcontracted the clearing on the job at Butte City from Butte Creek Rock. Jim Byrne is doing the pipe work and W. H. Lindeman & Son is doing the bridges.

Baldwin Contracting Co. has started the Hahn Road Interchange job on Interstate 5 between Arbuckle and Williams. By the time this article is out to you brothers, work should be going on the Medidian Bridge and the County Road job south of Elk Creek on Road 306. Zurn Engineers should complete their reach of the canal this summer. Talking about the canal, brothers it looks like July or August before we get any work on Reach 5, which will be 10.5 miles.

Kaiser Sand and Gravel is still real slow. The shops have picked up very well and Peter Kiewit & Sons are working on the Highway 32 Stony Creek Bridge job. The dirt spread will last approximately two months on this job.

EAST SIDE

Work on the east side has been going good and will get better as the current contracts which have been awarded get started.

Robinson Construction Co. at Oroville was awarded the Kelly Ridge job at a little over a million dollars. This job consists of pioneering and road work as well as underground which should put all of Robinson's crew to work and take a few people off the list. Wunschel and Small is also working on this job subcontracting the underground work.

Butte Creek Rock is going strong at the Pentz Pit making materials for their work on Ladd's job (they have everything from subgrade to blue top). On the Pentz Road and Pentz-Magalia Road jobs they are moving along very well keeping several brothers working.

Madonna at Quincy is going strong. They have called all the

fellows back to work and added several more. This job will keep several of the fellows working all season.

Mastelotto Enterprises was awarded the contract on Highway 65 going east from the Beale Road turn-off (South Gate) to Wheatland. They will start this job as soon as the Telephone Company and P.G.&E. move their lines. This job is about \$800,000 worth of widening and paving.

At this time the opening of the bids for the rechannelization of the north fork of the Feather River has been postponed for a week, so we don't have any more information for this project at present, but the project should be let within a couple of weeks. This is a good dirt job, with some rip-rap and concrete work and should put a good number of the fellows to work.

Rodriguez Sewer Construction at Oroville is coming along well with their project, keeping a good crew working. The same with H. M. Byars on their section of underground at the same project.

Work in the shops and plants has held steady all winter and through the spring, with Mathews Ready Mix keeping their crew working. New York Machine Shop slowed down a little, but has picked up again. Tenco Tractor has been busy right along keeping 80 or 90 fellows working and repairing equipment, getting ready for the construction season and the farming season. Tenco is situated in the middle of hundreds of thousands of acres of farm land, mostly rice, and they repair a great deal of farm equipment.

R & D Watson, Inc., was awarded the contract on the Bul-

lards Bar Road job at approximately \$1 million. This job will be a relocation of the present road, slightly to the north via several big cuts, to be able to move its present location further into the mountains, to bypass the present slides which have several sections of the road almost completely gone, making the road hazardous. This project should put more of the fellows to work shortly.

There are several more jobs coming up in about a month which will help a great deal but will make the heavier work load a little late in starting.

BLOOD BANK

We certainly thank the brothers and friends who so very generously donate to the Blood Bank. Your kindness is greatly appreciated. We have many people to thank again this month and they

are as follows: Kenneth Bettis, Raymond Dolce, Ralph Ellis, Maurice Herlax, Grover Johnson, Frank Kuhre, George Stratton and Joann Stratton. One of our members needed 10 units of blood this month and our bank could use some rebuilding. Anyone wishing to donate can do so at the following places:

Marysville: 2nd Tuesday of each month—1 p.m. to 7 p.m. at the Marysville Art Club—420 10th Street

Chico: each Monday—3 p.m. to 6 p.m. each Tuesday—8 a.m. to 11 a.m. & 1 p.m. to 4 p.m. each Friday—8 a.m. to 11 a.m. at the Chico Donor Center—169 Cohasset Road

Oroville: 1st Thursday of each month—1 p.m. to 6 p.m. at the Medical Center Hospital on Olive Highway

June 22 Day Of Food, Fun In Santa Rosa

By RUSS SWANSON
District Representative,
and
STAN McNULTY
and
BILL PARKER,
Business Representatives

This is it! June 22nd is Santa Rosa's third annual Wild Hog Feed. It will be held from noon to 4 p.m. in Founder Grove, located within the Sonoma County Fairgrounds in Santa Rosa.

Most of your Executive Board and officers will be in attendance. There will be plenty of food, music, beer, soft drinks and games for the kids. Just an old fashioned "picnic," which should bring much fellowship for the operating engineers and their families. We are not guaranteeing it, but we have hopes for a "karate" exhibition and also have hopes of a parachute jumper—at least Paul Schissler is making an attempt to provide this entertainment.

Incidentally, our Hawaiian friends will be air-freighting the "ti leaves" and the "banana stumps" for "Sonny" Wharton to be able to cook the "pig" to perfection.

LAGUNA PLANT

An \$11 million federal grant for expansion of the Laguna Wastewater Treatment Plant has been approved by the Environmental Protection Agency.

The federal money will finance the major portion of the \$16 million project to expand the Llano Road facility. The state is expected to grant an additional \$2 million for the project. Local governments will pay about \$3.25 million.

Plant capacity will be expanded from the current 2.5 million gallons per day to 15 million gallons per day.

City Public Works Director Broy Riha said contracts for the expansion will be awarded sometime in July.

The Laguna plant expansion is part of a \$35 million plan for a sub-regional plant that will serve Santa Rosa, Sebastopol, Cotati, Rohnert Park and the South Park County Sanitation District.

Piombo Corp. recently fired-up their crusher in the Mendocino National Forest and George Chemly, superintendent, is anxiously awaiting the melt of approximately eight feet of snow on the mountain top so dirt moving operations can commence. Piombo has moved their job office from the Covelo side of the mountain to the Soad Creek Resort located near Lake Pillsbury.

Bertelsen Const. of Marysville finally got the go-ahead on the Highway 128 repair work for the Department of Fish and Game. This job has been awarded for some months, but has been delayed due to the late mating of the Navarro River steelhead.

Pete Barretta has started repair work on the Ft. Bragg to Willits road near Chamberlain Creek. Pete's equipment has been parked for quite some time and the prospect of getting it back to work has brought back the "big grin."

Kenny French finally kicked-off the Ernest Pestana job at Hopland. A lot of you will remember Ken from the Brook-trails project. Welcome back to District 10, Ken.

We're looking forward to the June bidding of the \$4.9 million freeway job and the \$1 million

slide repair job in the Piercy-Leggett area, which is quite a way south of the Humboldt County line. Also bidding shortly are another 10 repair jobs in Mendocino County and two small sections of State Highway in Lake County, totaling \$800,000.

C. R. Fedricks, Baldwin and Lange are now going "great guns" on their respective sewer projects. Lange recently had the keyway excavation approved by the state engineers and should be well along with the dirt moving.

Camay Drilling is slated to move in to drill and everyone in the area is keeping their fingers crossed hoping for a discovery well, as Shell Oil spent \$1.5 million on the last duster and needs better luck this time.

Shellmaker Dredging of Novato is dredging Noyo Harbor after the Corps of Engineers changed their mind, resulting in a two-month delay. Late spring storms silted up the inner harbor pretty bad, but cleaned out the mouth of the river where the work was originally intended. Stan Salenius, captain of the dredge, is very happy to get his crew back to work.

Latest news on Warm Springs Dam is that the judges handling the appeal visited the site around

May 15th, and will have a decision around August, at the latest.

After talking to George Slinsen, Harold Smith and John Montelli with their respective companies, all of Napa Valley, the outlook for work in the valley is very poor. There are no good jobs coming up, due to the economic conditions and also due to the new laws governing permits in that county.

In Sonoma County the work is very slow getting started. Ghilotti Brothers got started on their Stoney Point job and are doing very well on their Guerneville Road job.

Arthur B. Siri got started on the job on Shiloh Road, but it is still very wet and that is creating some problems. Homer J. Olsen is just getting started on their little dam job out of Forestville. There will be only three engineers on this job at one time. Ranney Method, out of Washington, is putting in two horizontal wells just below the Olsen job. They have quite a project there. They are sinking two large shafts down 100 feet, then branching out with three horizontal wells at the bottom of each shaft. They think that it will take about four or five months to complete. At this time we have four engineers working on the job.

Summer's Start In San Mateo Fails To Cut Out-Of-Work List

By DICK BELL District Representative and HARVEY PAHEL, Business Representative

Although the sun is shining and the men are anxious to go to work, the out-of-work list is not moving much at all. There are some small jobs going and keeping a few of the brothers busy but most everyone going out is only on short jobs.

Homer J. Olsen is quite active at the San Francisco International Airport and Guy F. Atkinson is going full bore now that summer has arrived at last. They hope to have all their dirt moved this year on the 380 freeway job in San Bruno.

Piombo has several jobs starting in various locations scattered over San Mateo County which

will use some of the good brothers.

Lowrie Paving Co. has a few jobs around the area and has been calling their crews back, but most of these jobs look like short ones too.

Most of the rock and sand plants seem to be going full swing so maybe that is a good sign.

We would like to thank all the brothers who have called in job violations so that we can stay on top of the situation.

The San Mateo County Building Trades blood bank day was a big success on May 10 and we had several engineers and their families help us out. We wish to thank them for making this day successful for the Engineers. We hope to see everyone there again in six months with hopefully some new faces.



Nevada Summer Late, Work Slow

By DALE BEACH,
District Representative and
PAUL WISE, DAVE YOUNG,
and ED BARRINGTON,
Business Representatives

Due to the reluctance of summer to really be summer, the work situation has been very slow. A recent labor uprising at Baring Boulevard in Sparks, which resulted in building trades pickets against C. H. G. Construction and some of their non-union sub-contractors, also added to the slow start. It now looks as if summer is finally here and the work situation will improve dramatically in the next few weeks.

Max Riggs has returned to work in Carlin Canyon where he has six operators working. He has also started pouring cement on the Silver Zone Project.

Jack Parsons Construction has reached a point on the Silver Zone job, where they are going to cut back on the scraper spread.

Robert Helms has recalled a few operators to start to work on their part of the Carlin Canyon job.

Gerhardt & Berry is working a crew in Winnemucca with a small sub, Red Door Construction of Utah, also working there.

J. C. Compton job at Lovelock has kept many brother engineers working this winter, and is now nearing completion. One problem we had with J. C. Compton has been their crushing plant on the Brady's job. This is a separate job with out-of-state supervision. The operation, at the start, appeared to be OK but we found manning violations, which cost the company about \$1,250 and the working conditions our brother engineers were forced to work under—left a lot to be desired. After we filed several complaints with the state and a few meetings with J. C. Compton, we think we have reached an understanding that will benefit our members.

Ray Ferretto and Seaberry Depoali suffered a work stoppage because of pickets on the C. H. G. job. They are now back to work.

Robert L. Helms has begun work on the McCarran Boulevard and Sullivan Lane jobs. They have also returned to work on the 395 North job.

Work in the Wells Cargo shop has been very slow, with some employees being laid off, but even at that our job stewards there have done an excellent job in getting some more new members.

Some new projects coming up

in Eastern Nevada are an overlay job on Highway 95 between Orvada and McDermitt, a six-mile by-pass at Battle Mountain, a portion of the by-pass around Winnemucca, approximately 13 miles of overlay at Rye Patch, and an overlay job on Highway 11 at Taylor Canyon.

The by-pass job at Battle Mountain has been awarded to Max Riggs. We will have a pre-job before the end of May.

On the other side of District No. 11, at Hawthorne, Sierra Paving has picked up a sub-contract from Santa Fe Engineering. They will move 200,000 yards for site preparation. This will be in conjunction with their last years project that consists of some roads and paving at the base.

We are pleased to report we recently signed New Mexico Steel Erectors. This keeps Local No. 3 100 per cent union at the base. It would be nice if the rest of the trades could say the same.

In the same area, H.M. Byars should be finished with their project shortly.

McKenzie Construction has picked up a \$2.5 million sewer project at Minden. They are just finishing up the Douglas County job so they will only have a short move to start the Minden job. Barlow and Peek will be the sub on this job. They will do the site preparation and underground.

In the Tahoe area the courts rejected the State of California's law suit that would have prevented construction of two state-line casinos. The court decision removes the last major obstacle for the construction of the \$48 million Hotel Oliver and the \$40 million Tahoe Palace Hotel.

Nielson-Nickles, the prime, and American Bridge, who is hanging the steel, are progressing on the Harrah's job.

In the Carson City area, Al's Plumbing and Excavation and Savage Construction are doing some small jobs.

Tiberti Construction is almost done with their six-story state office building.

Siemens Construction, from Fresno, got the \$425,750 Carson Golf Course job.

In the Reno area, Freeman-Sondgroth, a San Jose firm, is finishing up the Stone Gate project.

Holcomb Construction, with Martin Iron Works doing the structural, is working on the Mayberry job.

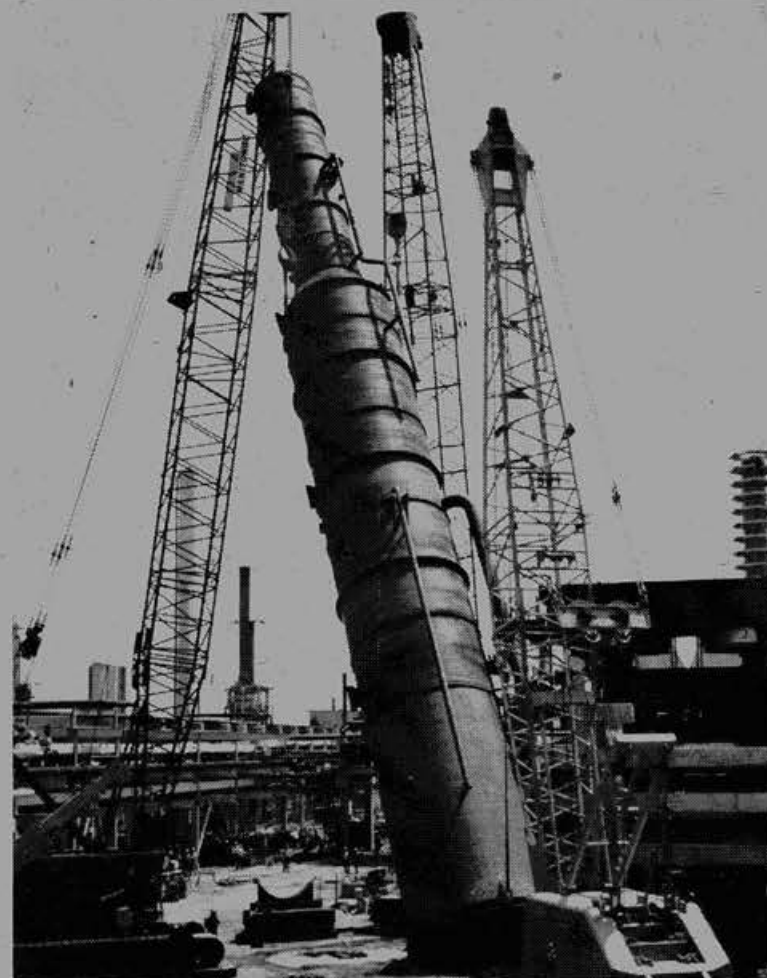
Walker-Boudwin, with Earl Games as the sub, is doing the

extension on the Coliseum. The bid was \$1,356,800.

The concrete overlay went to King Construction for \$863,000. They have already begun work on this job.

Nevada Paving has also picked up some paving and improvements at the airport.

On the political scene, last week the Nevada Legislature took action that hurts all union members. A bill was introduced that would have allowed assessing of a fee on non-union employees at jobs covered by a collective bargaining agreement. This simply meant any worker receiving negotiated pay, benefits and union protection under a bargaining agreement, would have to pay his fair share of the costs. He would not have had to become a union member. The bill was dropped before a committee meeting was even held. We think the State Legislature took a slap at not only the unions, but every working man and woman in the state of Nevada. The politicians will be around again before the next election wanting more of our money. Then it will be our turn to slap.



BIG LIFT—A successful heavy lift is almost completed in the above photo as three crane teams work together to erect a large 179-ton high-pressure vessel for use at the Standard Oil refinery in Richmond.

Work In Oakland Beginning To Pick Up

By BOB SKIDGEL, District Representative and KEN ALLEN, GIL ANDERSON, BUFORD BARKS, RON BUTLER, BILL DORRESTEYN, CHUCK IVIE, JIM JOHNSTON, DEWITT MARKHAM, BOB MARR and HANK MUNROE, Business Representatives

Work in the shops is beginning to pick up after a long slump. Most of these brothers are now enjoying full employment.

Your union won a major victory over the environmentalists on May 7th when the Contra Costa County Local Agency Formation Commission ruled in favor of Blackhawk Development Company by a 4-1 vote.

This means that pending resolution of a lawsuit, this \$100 million 10-year project will be starting construction this summer.

We would like to take this opportunity to thank the brother members and their wives, contractors and other interested citizens who turned out in support of this project. At this meeting we outnumbered the birdwatchers, and it showed in the vote of the Commission.

Summer is here and the work is picking up. There are a lot of jobs coming up for bid. This is going to be a good year for the brother engineers. Bechtel is getting started on the Avon job. They're going two shifts now. M.G.M. is starting a good pipe job behind the Contra Costa County Water Treatment Plant. The overlay on Highway 4 is coming along very well. Oliver DeSilva is doing the job. It sure is good seeing you brothers back out in the field. We're doing a lot of house pads which in turn will give us a lot of work on roads and pipelines.

CRANES

Rental Crane Association work is now on the up swing all over the jurisdiction of Local No. 3. Cranes are going on jobs at Stanford Oil, Phillips, Stauffer Chemical, P.G.&E. Steam Plant and

most large complexes in the Bay Area. Concord Crane is doing work for Bechtel at Phillips along with Biggie and Bay Cities. The Bechtel job will go for a few months.

Reinholm Crane out of San Jose did a bridge job in Stockton in conjunction with Smith Rice. Smith Rice used a Dravo Water Rig for center span of bridge (a real clean job). Biggie bid this same job for three truck cranes, but Reinholm got the job. Reinholm is also doing job on West Grand Avenue in Oakland and will be in and out on this job several times. They also are loading scrap steel at Redwood City.

San Jose Crane is still pretty busy, as they had their crane in conjunction with Biggie's 140-Ton P & H at McDonald island, P.G. & E. job for a week. Both rigs were loaded on a barge at the Willamette Western Tug and Barge yard and shipped up to the island and returned the same way.

Biggie's work is picking up again as they are doing several jobs statewide. They are also working up in Sacramento on a government job and the crew is getting in lots of overtime and a little panel work. They set some very tall tanks for Swinerton & Walberg with a 140-ton rig. Bay Cities Crane still has two hydros in Avon along with Winton Jones, Biggie and Bechtel.

Sheedy is busy all over the state. They have rigs almost everywhere, doing jobs at Benicia, Napa, Santa Cruz and Hayward. They also have rigs in San Francisco, and they still do work on the waterfront.

Rosendahl's work is good, but slow at this time. They sold one of their old Lorains to a firm up north.

San Jose Crane bought a used 125-ton Link Belt in Hawaii and shipped it here. It looks like new and is in service now.

Baker, Allied and San Rafael Van are doing fair to good. A

new crane rental outfit is moving into the Vallejo area and they will be bringing a rig or two up from Los Angeles in a month or so. They have cranes up to an Americal 150-ton truck crane. It looks good as they are not bringing any Local No. 12 in with them as of this date.

Reliable Crane is in and out of the Bay Area. They started a job in Vallejo, but the ground was still too soft, so they moved to Benicia for a panel job and let Biggie do the Vallejo job.

Standard Oil is moving well, with mostly A.G.C. rigs and very few crane rental rigs out there. We have a lot of jobs where rental cranes will be in and out on various picks on tanks and vessels and a few concrete tilt ups. We lost most of our concrete pours to tower and concrete pumps. The small hydro cranes are slow and it looks bad for cranes under 30 tons, but looks real good for cranes 90 tons and up. A few rental companies are receiving some No. 3900 and No. 4000 Manitowocs, but are on back order as need for these and larger cranes are in demand all across the nation at nuclear plants, refineries, oil drilling platforms, and building sites. A few 4600's are being assembled and some are already in use and it looks good for the big cranes all over the jurisdiction.

Refinery and heavy industrial continues in Richmond with 30-35 engineers each at Bechtel and C.F. Braun and most of the smaller mechanical contractors such as PMI, PMC, Albay, C. Norman Peterson, and Luitzen either finished or almost finished.

O. C. Jones is moving along the Hilltop job in Richmond with about six engineers. Vincent Rodriguez's sub-surface pipeline is tearing up the dirt with up to 30 feet deep trenching. Rodni has moved his rubber-tired spread back in to move about 200,000 yards. Should have it done in

See More OAKLAND, Page 11



YOU OUGHT TO BE IN PICTURES—Public Relations Department personnel interview Mary Waymire, one of the more attractive employees at Duval copper mine in Battle Mountain. The interview was one of many filmed for a movie to be shown at membership meetings later this year.

Work In Stockton-Modesto Area Gets Better As Weather Warms

By WALT TALBOT,
District Representative,
JAY VICTOR, Assistant
District Representative and
AL McNAMARA,
Business Representative

New projects are being advertised, bid and awarded with the passing of each month. However, we have learned from experience that unless work picks up generally throughout Local 3's jurisdiction, an increase of contracts in any particular area does not necessarily afford job opportunities to those residing in that area. This is attributed to the movement of unemployed engineers from area to area, contractors' seeking work away from home base, and the securing of five- and ten-year letters for available jobs. Consequently we are listing some of the new projects pending without promising any appreciable depletion of our out-of-work lists.

Bids will be opened June 25th in Sacramento for grading of a 3.8 mile section of the future six-lane freeway between Eight Mile Road where G. H. B.-Kirts Construction is working, and Highway 12 in the Lodi area. This project will consist of paving some 2.5 miles of Highway 12, between Guard and Ray Roads and construction of two bridges and a pumping plant with \$8.75 million available for the project.

Also widening of Highway 49 to four lanes through Martell in Amador County is expected to be let at the same time with a proposed budget of \$2.5 million.

McGaw Co. was low bidder at \$247,500 for the reconstruction of California Street in Stockton. Flintkote Co. of Modesto was the successful bidder to reconstruct roads in District 5 at various locations for \$614,000.

Claude Wood Co. of Lodi picked off the improvement of Lodi Ave. in Lodi for \$127,500. Teichert Construction was the successful bidder on the construction of March Lane.

Quail Lakes, the 500-acre housing development mentioned in previous reports, continues to afford work opportunities for many operating engineers. Currently Larry Aksland, McGaw

Co., Fisher Bros., W. M. Lyles, Western Pipeline and Stanfield & Moody have equipment work on this and Venetian Gardens, which adjoins Quail Lakes.

A. F. B. Construction of Martinez, low bidder at \$9 million for modification to the Tracy sewage treatment plant, is on the project with Stanfield and Moody doing the site work.

McGaw Co. has a similar contract with Charles Plumb Co., general contractors for the construction of the East Stockton Water District Treatment plant, also at \$9 million.

G. H. B.-Kirst Construction has approximately 12 engineers working on their Interstate 5 project north of Stockton at this time. The Kirst Co. has two 12-yard loaders loading trucks for the imported borrow material.

MODESTO AREA

In the Stanislaus and Tuolumne Counties the tempo in activity for the Operating Engineers has picked up considerably. However, it is not what we would like for it to be at this time of year. Probably the reason for the late start has been because of the unpredictable weather we have had recently.

Starting with Tuolumne County, as of this writing they have completed the concrete piling on the Archie Stevenot Bridge and should be in the process of dismantling the tower crane. Pacific Excavators have had a very spasmodic work situation due to the weather and running into considerable amounts of rock at their project. Kaiser Steel has moved in another crane on the north side of the Tuolumne River to start setting bridge girders from the north side. The brother engineers for Kaiser have been very fortunate as they have had very little if any work shortage on their segment of the work project.

The George Reed Company has had several small dirt jobs in the city, however, their latest shot in the arm was the Stent Road project which was just under \$1 million and Trico Construction of Merced is subbing the dirt from George Reed. R. D. Moore Com-



LOOKING DOWNSTREAM—A look downstream along the New Melones Dam spillway. Large plots of trees and vegetation

have been left undisturbed at strategic points to provide a basis for more rapid environmental recovery.

pany is moving right along with their water treatment plant in Sonora. There has been very little dirt work on this project as of this date. Twain Harte Plumbing is still running with a full crew on their interceptor line, however, this portion on the water system in Tuolumne County is about to come to a finish.

W. M. Lyles has finally started the water line in the Sonora area. Daleview Construction of Clovis has moved back into Jackass Gulch to finish the contract on Highway 49. Gantz Construction of Fresno has as of this writing not as yet started their water treatment plant in Groveland. Lathrop Construction of Tahoe County should be in the finishing touches of their bridge job at Basin Creek.

Flintkote will soon move back into the Cherry Lake area and George Reed will also move into the Jawbone Quarry to make material for forest service projects. Madonna Construction of San Luis Obispo is 10-15 per cent

See MORE STOCKTON, Page 15

More Oakland...

(Continued from Page 10)

about two weeks.

Gallagher & Burk is moving into the Hercules area to start a large housing development which should keep many operators busy all summer.

Finally, all of the smaller contractors are starting to roll and it is sure great to see work pick up for Ransome Company, Bay Cities Excavators, George Peres Company, Knapp Excavators and Asphalt Surfacing.

MILL & GRAVEL PLANTS

Pacific States Steel crane operators have finally all returned to work. Some of the crane men with very little seniority have been off four to five months, but with the economy being given a new shot, the market for steel products is looking better.

The American Forge Company is still not in full force. The market with this prime product is grinding balls, from 3/4" to 4" used in the mining industry. Anaconda, Kennecott, and Carlin Gold Mines are the main users of these products.

Most of the sand and gravel plants have been on a three day work week through the winter months, but they are all now back to a five day operation.

It may be well to remind the membership again that if you are having trouble with H & W claims, we have found that you should double check with the doctor's nurse or billing office for the doctor or hospital. Also, if you have a problem, call it to the agent's attention. Chances are that he can answer or get an answer for you in a very short time, the reason being that the agent ran into the same problem with another case similar to yours. Also talk with your stewards about your problems. They have close contacts with your agents.

Central Contra Costa County is just starting to come to life after the late winter.

Gallagher & Burk is starting a housing development on Pleasant Hill Road. There's about 40,000 yards here. They're doing the finish work at Rossmoor, so there might be another unit to go here. M.G.M. picked up the water

lines at the Bishop Ranch, and this bunch is really putting it in the ground. They're also working that nightmare of common trench at Rossmoor. O. C. Jones & Gordon Ball are putting the finishing touches on Highway 680.

YARDS, DREDGING

Right now Bethlehem in San Francisco and Todd in Alameda seem to have a lot of work. Also, Paceco in Alameda is staying busy. Williamette in Richmond for one reason or another is pretty slow. However, if you know anyone that wants to run a Whirley, get in touch with the Oakland dispatcher because they have been going out.

The scrapyards are all busy. Levin, Joffee, Schnitzer and Learner are all loading ships or barges and shipping the stuff out mostly to Japan.

The list for locomotive cranes and scrap operators is moving also. The dredging is still motor-ing along with three main jobs working. Peter Kiewit is still running three shifts at Larkspur with about 15 hands. Great Lakes has cut back to two shifts because of the outside tow. They have to go out to 100-fathom water to dump the spoils which the E.P.A. says are contaminated—about 14 to 16 hours, so they spend a lot of time waiting for barges. They have about 12 or 13 hands.

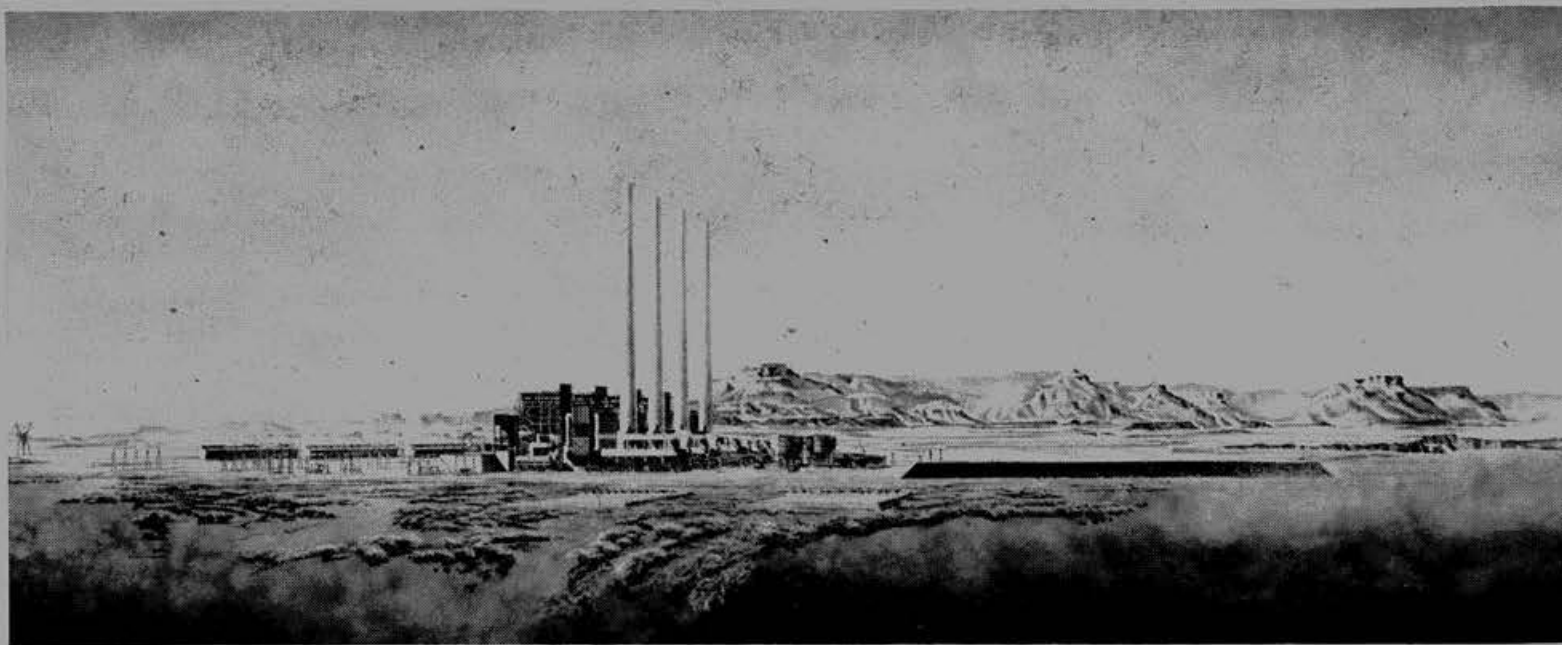
Umpqua is running three shifts on the Seal and one shift each on the Sand Fisher and the Mink. The piledriving is about finished, but they still have a lot of sand to haul so they should be able to keep most of their hands busy for another couple of months.

Smith-Rice has their No. 24 barge rented to Allied Divers who are a couple of old pilebutt friends Dick Clements and Bill Yager. Allied has the contract to replace the fender system that was knocked off the Benicia Railroad Bridge. This should last about 90 days with six engineers being employed.

Duncanson Harrelson is still busy at Avon with one rig and they also have two rigs in Pittsburg with about nine or ten hands working.



LOOKING UPSTREAM—A view through Iron Canyon at the New Melones Dam.



AN ENVIRONMENTAL IMPACT STATEMENT on the Kaiparowits Powerhouse, seen in the artist's sketch above, is now being prepared. The project, to be built near the southern border of Utah, will be the largest single con-

struction project ever undertaken within the jurisdiction of Local 3. It is estimated that the project will provide over \$500 million in wages, will cost \$2 billion and will take 10 to 14 years to complete.

Drawn From Utah General Fund

Legislature Appropriates Matching Funds

By TOM BILLS, District Representative and WAYNE LASSITER, LAKE AUSTIN, REX DAUGHERTY, WILLIAM MARKUS and DON STRATE, Business Representatives

The Utah State Legislature made a special one-time appropriation of \$3.6 million from the General Fund to match federal highway funds recently released by President Ford. This is the first time in recent history that Utah's highway program has been funded from a source other than the Highway Construction and Maintenance Fund.

Four other bills passed by the Legislature, jointly referred to as the "energy package," allow Utah to better meet the service demands imposed upon state and local governments by the massive energy developments, such as the Kaiparowits power plant. This legislation empowers the State Road Commission to designate roads to energy and other major developments as state highways or state collector highways. The "energy package" also allows developers to pre-pay sales and use taxes and these taxes may be used to build roads and schools and provide other government services. This is the first time that revenue from sales taxes could be used for state road building. This package now allows state and local governments to effectively plan and build in advance to meet the tremendous impact of major developments.

The Utah State Legislature defeated an attempt to raise to \$40,000 the work that state forces could perform. Under present law, any work which will total more than \$25,000 must be performed under contract let to the lowest responsible bidder.

Work opportunities are beginning to pick up for members in the Salt Lake City area.

Arthur G McKee Company has worked approximately 60 to 65 engineers throughout the winter months and it now appears the job will go full speed ahead for the summer.

Peter Kiewit Sons Company has had members working all winter on the two underground shafts and tunnel. The tunnel work is now approximately 90 per cent complete. The tunnel

work was an enlargement of an existing tunnel from Tooele to the Bingham side, connecting Anacosta's property. The two shafts are underway and good progress is being made. On completion, the shafts will be approximately 3,800 feet deep. The men are working three shifts and the job is expected to run two years. Thyssen Drilling Company has a shaft on the Bingham side and is just getting started on the work. Their contract amounts to approximately \$6 million and is also expected to run two years.

Alder Construction Company of Salt Lake City submitted the low bid of \$1,251,286 to build the two steel bridges over 3500 South in Salt Lake City. One of the bridges will span 3500 South for northbound I-215 traffic and the other, also crossing 3500 South, will be an onramp to northbound I-215. Both structures are part of the larger 4700 South to 1800 South I-215 project scheduled to be completed next year.

Jack Parson Construction and Gibbons and Reed Company are still working crews on this section of I-215. A contract to build a bridge crossing 3100 South, and to surface the entire section will be advertised later this spring. The last remaining bridge on this project is expected to be advertised for bid this fall or next spring after the fill has settled.

TYZACK DAM

The biggest news in the Vernal, Utah area is the scheduled hearing on the \$12 million Tyzack Dam and road relocation. Opposite sides are already getting very vocal. One major issue is whether water for agriculture and domestic use is more important than water for oil shale development. At present the water systems for most of the basin area towns are insufficient for the number of people living in the area. We hope to be able to give more information next month.

American Bridge, Talboe Construction and Swinerton & Walburg have small crews working at the Geneva Steel Plant. It is possible the work load will increase later this season but not as many operating engineers will be needed on the job as expected earlier.

Heckett Engineering at Geneva is putting on some more help at present for increased production

and to fill in for vacations. The new cost-of-living raise for members at Heckett went into effect in May.

U. S. Pipe at Pleasant Grove is starting to turn out pipe and now has some equipment working after quite a "dry" spell for the brothers working for this employer. At present only one crane is working on the pouring line.

Geneva Rock, Thorn Rock and the other rock producers are trying to get a head start on stockpiles for the coming season. Geneva Rock picked up a job in Orem, Utah for crushed material that will keep a crew busy this season. Thorn Rock started a crew at the old yard in Spanish Fork to crush some material and now they expect to keep this crusher busy for most of the season at this location.

W. W. Clyde Company finally got the go ahead on the site preparation at the Emery Power Plant in Southern Utah. They plan on running two shifts for most of the year and should employ close to 60 operators at the peak.

Four jobs are being advertised for bid in the Southern Utah area: In Grand County on Highway I-70, Floy Wash to Crooked Wash. The length of this project is five miles, consisting of 636,000 yards of borrow, 67,000 tons of surfacing with four box culverts using a total of 1,700 yards of concrete. The engineer's estimate is \$3 million with an expected completion date of 175 working days; Millard and Sevier Counties from Cove Fort to Sevier on I-70. This is a 7.5-mile job with 5,825 yards of bituminous material and 95,000 tons of surfacing. Engineer's estimate is \$1.3 million and estimated date of completion is 80 working days; Beaver County, Minersville to Milford, four and one-half miles of resurfacing; Sevier County, I-70, final surfacing job from Gooseberry to Spring Canyon. Engineer's estimate is \$3,500,000.

The E.P.A. has backed up their final decision on Kaiparowits until next fall. However, Kaiser Engineers are very anxious to get started on their end of the project. They have the town to build, plus a coal washing plant and conveyor system for transporting the coal to the power house.

Nevada Power Company plans

on starting on the Warner Valley Power House at St. George in 12 months. The plant will have two 250-megawatt units. The first will be completed in June, 1979. Utah International will supply the coal for this plant as well as the new plant at Las Vegas. The coal will come from the Alton Coal Field about 30 miles north of Kanab, Utah. They plan to have the field open by late 1976, and expect to strip mine 11 million tons per year and employ about 400 men. A coal processing plant will be built and the coal will come out in slurry form, then pumped to Las Vegas and St. George via pipe line. The environmental study on this line is close to completion. Once the coal is mined out, the top soil has to be replaced and the vegetation replanted.

Santa Fe Engineers, Inc. has been awarded a contract in the amount of \$6.9 million on the Depot Aircraft Landing Gear Overhaul Facility at Hill Air Force Base.

The Utah Department of Transportation has issued bid notices on seven projects to cost \$10.5 million. The bids will include surfacing of 8.5 miles of Interstate 80 from the mouth of Parleys Canyon to Lambs Canyon. This will be divided into two dif-

ferent projects, meeting at Mountain Dell Reservoir, with a completion of 80 working days each. Also included in the bids opened May 20, was a 6.5 mile section of roadway on Interstate 15 from north of Plymouth to the Idaho line in Box Elder County. The project is to take 210 working days.

The final design of the Ogden River Bridge on U-39 has to be approved by the Federal Highway Administration and it is expected the Highway Department will advertise for bids sometime this fall.

The Department of Highways is going ahead with design concepts for improvements to the Ogden Canyon Road and also for the proposed Trappers Loop Road.

BLACK GOLD

Utah is stepping to the forefront in the Rocky Mountain area with promising oil drilling activity. Companies drilled more than three miles deep into Utah in their search for new petroleum.

In 1974, some 26 of the 31 deep wells drilled and completed in the western states, were in Utah. By the end of 1974 28 deep well tests were being carried on the state's drilling reports. The year 1975 could see a tremendous new record set in Utah for deep drilling.

The state depth record was broken by the Phillips Petroleum Company at its "Hingeline" exploratory well in Sanpete County. Phillips drilled the well to 20,450 feet, and they also set the record for running casing to 20,430 feet.

The Hingeline, running north and south through Utah, marks the shore of an ancient sea. It is along such shores that the world's major petroleum discoveries have occurred.

Several new wildcats will be drilled along the Hingeline this year. The new drilling will take place in the Coalville area, a result of the nugget formation discovery by American Quasar Petroleum, Energetics, Inc. and North Central Oil. A well, 12 miles east of Coalville, flowed oil at rates as high as 35 barrels an hour from the nugget formation. The discovery triggered a flood of leasing that reached northward into Morgan, Cache and Rich Counties.

The Paradox Basin, south of Moab, Utah, should see extensive exploration drilling this year. There will also be new wildcats in the Bookcliffs region, north of Cisco, as a result of new gas and oil discoveries in the Blaze Canyon and Cisco Springs area.

Utah Department Of Highways Has Novel Beautification Plan

The Utah Department of Highways is happily cooperating in a project that will not only beautify and enhance the residential area near the 9th South Connection to Interstate 15 in Salt Lake City, but also provide food for low-income families.

A use agreement was recently signed to allow People's Freeway, Inc., an intercity community organization, to grow garden vegetables on 1.7 acres of surplus state land adjacent to the 9th South Connection. The property consists of nine fragments of highway rights-of-way, all outside of the freeway's non-access fence. The largest parcel is 20 feet wide and a block long.

The Utah Nurseryman's Association is also lending assistance to the project by providing seed,

fertilizer and expertise. The gardens will be cultivated by neighborhood volunteers, welfare project workers and persons sentenced by the courts to work off fines. The vegetables will be made available to neighbors and needy families.

Dorothy E. Pully, People's Freeway director, during the groundbreaking ceremonies for the project, told those attending that not only will the project constructively utilize the property, but it will also help to provide food for low-income families during a period of scarcity and high prices.

"Neighborhood or cooperative gardening provides a good solution to the rising cost of food," she said. "The key, however, is planning and working together."

Courtesy of "Center Line"

Obituaries

Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Bartlett, Reid (Beryl, Wife)	5-14-75
4707 Aljoe Way, N. Sacramento, Ca.	
Bolt, Jack (Marjorie, Wife)	5- 4-75
1100 Debbie Lane, Placerville, Ca.	
Bryden, Albert (Fred, Brother)	4-29-75
3828 Hammonon Rd., Marysville, Ca.	
Damo, Hecuban (Lucy, Wife)	5- 4-75
P.O. Box 291, Kailua-Kona, Hawaii	
Delfino, Frank (Wanda, Wife)	4-24-75
1639 Chiquita Rd., Healsburg, Ca.	
Dobyne, George (Elsie, Wife)	5-14-75
344 Tideway, Alameda, Ca.	
Field, James F. (Nina, Wife)	5- 2-75
Star Rt. 1, Box D8, Clearlake Park, Ca.	
Glade, Peter (Sarah, wife)	4-26-75
3302 San Pablo Ave., San Jose, Ca.	
Grider, Herbert (Cecile, Wife)	5- 6-75
4501 E. S. Calpella, Ukiah, Ca.	
Hansen, Louis (Mildred, Wife)	4-29-75
474 Dolores Ave., No. 202, San Leandro, Ca.	
Houck, Warren	5- 5-75
180 Midhill Rd., Martinez, Ca.	
Kauka, Robert (Amy, Wife)	4-26-75
197 Todd Ave., Hilo, Hawaii	
Kosbar, Otto (Norma, Wife)	5- 7-75
397 W. 400 South, Orem, Utah	
Nelson, Clarence (Essie, Wife)	5-17-75
7100 - 32nd St., N. Highlands, Ca.	
Peter, Thomas (Rosella, Wife)	5- 1-75
P.O. Box 779, Winston, Oregon	
Pogue, Orville (Katherine, Wife)	4- 9-75
544 Sunset Way, Grants Pass, Oregon	
Rabb, Thomas	5- -75
9254 S. 2700 West, West Jordan, Utah	
Ramey, Ed (Frances, Wife)	4-27-75
P.O. Box 1062, Sonora, Ca.	
Recla, Louis (Josephine, Wife)	5-18-75
540 Pecan St., W. Sacramento, Ca.	
Roach, William (Clara, Wife)	5- 4-75
947 Island Ave., Marysville, Ca.	
Romine, Rodger (Rose Jordan, Mother)	4-19-75
15321 Herring Ave., San Jose, Ca.	
Shackelford, Carl (Kathy, Wife)	4-15-75
371 S. Francisco, Antioch, Ca.	
Squibb, David (Betty, Wife)	5-17-75
4241 Tullis Mine, Diamond Springs, Ca.	
Willis, Leo (Children)	5- 3-75
P.O. Box 326, Milpitas, Ca.	

DECEASED DEPENDENTS

MAY, 1975

Anderson, Thelma—Deceased April 29, 1975
Deceased wife of L. D. Anderson
Farrand, Thelma—Deceased April 6, 1975
Deceased wife of Orrin Farrand
Farrelly, Helen—Deceased April 16, 1975
Deceased wife of James Farrelly
Fass, Ina Kathleen—Deceased March 20, 1975
Deceased wife of R. Fass
Whitaker, Aleta—Deceased April 12, 1975
Deceased daughter of Ralph Whitaker
Willis, Quint—Deceased May 3, 1975
Deceased wife of Leo Willis

Sentinel Of Safety

Duval Mine Up For Award

Duval Copper Mine in Battle Mountain, Nevada received a company award for safety for the second consecutive year in 1974 and this year is a candidate for the Sentinel of Safety Award, presented jointly by the Department of the Interior and the American Mining Congress to the non-coal mine with the best safety record in the nation.

The Duval mine, which employs 320 people and works 365 days a year, has not had a lost-time accident in over two years.

Jim McCarty, resident mine manager, said that this record moved the Battle Mountain mine from last place in the Duval Company safety standings to first place in both 1973 and 1974.

According to Lenny Fagg, Local 3 safety representative for Nevada, one of the keys to Duval's safety record is the tremendous cooperation which exists between the company, the union and the employees. He said that the company has a unique way of maintaining production.

"They make safety their first concern and production second," he explained. "In the long run, production reaches a new high."

Above and beyond anything else, the employees are really responsible for the excellent safety record, McCarty said.

"The workers themselves are the key to how well the program works," he said. "It is not enough that each man looks out for his own personal safety. It is also important that they communicate with the safety superintendent regarding training practices, safety

See MORE DUVAL, Page 14

Novato Bypass Winding Up In Dist. 02

By WAYNE "LUCKY" SPRINKLE, Assistant District Representative

After the winter rains, Freeman-Sondgroth is completing their \$15.5 million Novato bypass job. Finishing touches should be completed by early summer, 1975. Because the famed "Redwood Empire" highway passes through some of the state's most scenic countryside, the route has been environmentally designed from the beginning. For example, more than \$100,000 was invested in a freeway noise abatement project to reduce the normal sound of traffic through the area. Concrete "baffles" and earth "berms" were constructed at critical locations along the bypass. Wherever a structure was located, such as at Franklin and Olive, concrete sound barriers were erected to suppress traffic sounds. Where there were no structures involved, earth berms carry the sound reducing effect along the fill areas.

Freeman-Sondgroth also completed the frontage road south of Gness Field Airport Road. The .3 mile section of frontage road was completed under a \$143,000 contract.

Resurfacing the last remaining phase of the \$3.35 million Route 101 widening project is underway and should be completed by summer. Route 101 has been widened from six to eight lanes between the Richardson Bay Bridge and the Greenbrae Interchange, a four-mile distance. A lane in both the north and southbound directions has been added on the outside of the existing lanes from the Richardson Bay Bridge to the Alto Interchange. North of this interchange the widening has been done primarily in the median that separates the north and southbound lanes. A blanket of open-graded asphalt concrete will provide a smooth, non-skid surface for vehicles on the route in wet weather.

Watkin and Bortolussi completed their landscaping project to help beautify Route 101 through San Rafael. As its part of the cooperative beautification program, the City of San Rafael placed a new city designation sign at the entrance to the city as well as providing the planting

and irrigation system outside the state's right-of-way.

A new drainage system has replaced the former down drain system near Spring Street in Sausalito. The new system has been installed to carry the excess water flow from Route 101, between the Spencer and Rodeo off-ramps, down the Sausalito hillside. Filipovich Construction Company completed this project in March.

C. W. Hatcher Company is the apparent low bidder on a \$24,000 contract to groove Route 101 at various locations for a four-mile distance, from Corte Madera Creek in Larkspur to San Pedro Road in San Rafael. Pavement grooving helps to prevent vehicles from skidding during wet weather by increasing the traction between vehicles' tires and the pavement. Work should be finished on the project by June, 1975.

Ghilotti Brothers is the apparent low bidder on a contract to

widen a two-lane portion of Route 1 to provide a 300-foot merging lane for westbound vehicles entering Route 1, .2 miles west of Route 101, near Marin City.

Basalt Rock Company completed a \$39,700 contract to place rock backfill around the Richmond-San Rafael Bridge's three main channel piers. This work was done to prevent soil erosion which could have exposed the steel piling beneath the piers, making them susceptible to corrosion. Before this project was undertaken, water currents had a scouring effect, washing away much of the backfill which was originally placed around the piers.

The Department of Public Works recently awarded a contract to Ghilotti Brothers in the amount of \$284,950. Seems like we might be getting some action here in Marin, and perhaps the bus tour recently spent with the Board of Supervisors was not in vain. The budget hearings don't start until June.

More In Our League...

(Continued from Page 5)

Cottonwood Project—The Flood Control Act of 1970 authorized construction of the Cottonwood Creek project by the U.S. Corps of Engineers. This creek is the last major uncontrolled tributary to the Sacramento River and is responsible for repeating flooding all along the river. An appropriation of \$225,000 will permit us to get underway with the design of the project.

Nevada Irrigation District—We are requesting an appropriation of \$1,600,000 as a supplemental loan to complete an on-going construction program. I should report to you, Mr. Chairman, that just last week we received from the Secretary of the Interior the necessary PL 984 authorizations for this supplemental loan. While I recognize that normally these rest with the appropriate committees for 60 days before receiving final approval, I have checked with both Interior Committees and have received general assurance that the project will receive their blessings. If we can appropriate these funds we can proceed in a timely manner.

The third project is the **Trinity River Action Plan** for which we are asking \$1,500,000. As you know the Bureau of Reclamation constructed the Trinity River Project in 1955. Since that time the reduced stream flows in the river has altered drastically the stream's ecosystem, which in turn has resulted in the loss of the rivers fishery and scenic and recreation qualities.

We have developed a fine, three-year program which I believe will accomplish much in the way of solving the problem and I hope that you would permit us to proceed.

With those three exceptions, I generally support the program presented before you here today in that it would permit us to proceed in a timely fashion to get the jobs done and put people to work in so doing. It is, therefore, my firm conviction that we should proceed to fund these programs to the maximum capability of the two agencies, the U.S. Bureau of Reclamation and the U.S. Corps of Engineers.



FOR THE RECORD—Nevada Safety Representative Lenny Fagg stands beside Duval Battle Mountain's safety record. There has

not been a lost-time accident at the mine in over two years. The mine employs 320 people and works 365 days a year.

With Safety In Mind

Supervisors And Safety

By JERRY MARTIN, Director of Safety

The supervisor is in a key position in the organizational structure to carry out management's safety policy and to prevent injuries to workers. While the importance of this part of the supervisor's job depends upon how much it is stressed by management, a conscientious supervisor is always aware of his duty to keep the employees under his direction from harm and injury.



Jerry Martin

In order that a supervisor may be most effective in maintaining safe conditions and promoting safe work methods, there are a number of details of the safety program which he should know.

WHAT A SUPERVISOR SHOULD KNOW

1. What the safety policy is, and what it specifies as to his responsibility and authority.
2. What his total responsibilities are and how he is expected to integrate safety with them: which areas, operations, machines, personnel he directs; what is to be done about maintenance and repairs, working conditions, provision of guards and protective devices.
3. What he is to do about determining qualifications of workers in his area; what disciplinary action is permitted, and under what circumstances.
4. Who is to instruct and train workers in safety, first aid, and fire prevention and protection.
5. What the safe work methods are for each job, and where information about them is obtainable.
6. What safety devices and personal protective equipment are to be used on each job, and procedures for making them available.
7. What his relationship is to be with the safety committee.
8. What commitments he may make to correct unsafe conditions and the cost limits below which he does not need additional authority.
9. What to do in case of accident: first aid, calling a doctor, ambulance, hospital, notifying relatives of injured person.
10. What reports are required: inspection, accident, accident investigation, corrective actions taken.

WHAT A SUPERVISOR SHOULD DO

1. Planning: The supervisor must look ahead to anticipate potential hazards and take preventive measures. He should be on the lookout for suggestions from both management and employees. He must plan for safety as for any other part of his job.
2. Job Instruction: Job safety instruction is one of the most important parts of supervision. Personal, point-by-point demonstrations of the operations of machinery and tools are insurance that money cannot buy. Tell them, show them and keep showing them.
3. Morale: Good morale and proper attitudes on the part of employees back up every safety effort, even when the supervisor is busy with other matters. The supervisor develops safety attitudes in employees so they will work safely, even in his absence.
4. Production: Organizing the work makes it many times easier. Safety is a big responsibility, and much of it can be broken down into manageable parts. For example:

Efficiency — an efficient operation is one which gets out the most production at the lowest cost. Wherever unsafe conditions or unsafe work methods require workers to pay less attention to production because they must spend more time trying not to be injured, or where an accident occurs, the operation is that much less efficient. A safe operation is an efficient operation. The supervisor should make certain that every employee knows this.

Good housekeeping — the supervisor can maintain safe, good housekeeping only if he enlists the cooperation of all employees.

Safe conditions — by discussing safety with the workers, the supervisor can get their cooperation, ideas, and aid in making conditions safe and keeping them that way.

Safety attitude — one of the most difficult safety activities for the supervisor is the development and maintenance of a good safety attitude in all employees. This requires tact, psychology, teaching, selling, diplomacy, discipline, and example. A worker without a good safety attitude can have an accident in an "accident proof" operation.

The good supervisor learns all the angles of creating safety attitudes and uses them continually. A balanced program of morale building, training, and example on the part of the supervisor is superior to undue reliance on devices, mottoes, or committees, or any single aspect of the program.

HOW SAFETY PAYS OFF FOR THE SUPERVISOR

1. When the job is completed, there's a certain pride in knowing that it's a "perfect package." No matter what the job is, safe performance is the mark of the professional.
2. For a promotion to a new job, safety is a good reference! Your employer knows the economic value of safety. Your fellow workers respect a conscientious supervisor. It all depends on the qualities which your safety record indicates.
3. Because safety means less down-time, smoother production, fewer claims, less damage, lower insurance rates, your employer makes more money with a safety-minded supervisor. Such a supervisor makes more money as a direct result.

EIGHTEEN WAYS A GOOD SUPERVISOR PUTS SAFETY TO WORK

1. Takes the initiative in telling management about ideas for safer layout of equipment, tools, and processes.

See MORE SAFETY IN MIND, Column 4.

More Duval

(Continued from Page 13)

hazards and ideas they have on a better way to do it."

Fagg explained that each of Duval's five departments has a company superintendent. Each department also has a chief steward who chooses safety committeemen and stewards for that department. He said that the superintendent and the chief steward work closely together but that everyone is encouraged to report safety hazards the minute they crop up and there is a clear chain of command for who accepts the responsibility of acting upon the report.

"Of course, a good contract and good working conditions set the stage for this system to work," said Fagg.

According to Nevada District Representative Dale Beach the safety committeemen and stewards at Battle Mountain are all of high quality and this is a crucial factor in the mine's safety record.

McCarty said that, in addition to union safety programs and the initiative of employees, there are several policies the employer should follow in order to build an excellent safety record.

"First, there should be a firm, written policy clearly stating the intention of the company chief executive to provide employees with a safe, sanitary place to work," he said. "In addition, a corporate staff member should be specifically assigned to see that this policy is transmitted and complied with throughout the organization."

"Second, the manager of each individual division or property must convey to and impress upon each department head that vigorous support of this policy leads to increased longevity within the company."

"Third, the safety department should be headed by a person of staff rank whose principal responsibility is the health and safety of every person on the property."

McCarty noted that as people really become safety oriented it is easy to see a change from the "loner" type attitude to a genuine concern for the well-being of fellow workers, and it is only at this time that employees, regardless of classification, become real professionals.

"At Duval's Battle Mountain property we have a real group of pros," he said.

Effective immediately and running through September 1976, American International Rent-A-Car is offering all members of Walt Disney's Magic Kingdom Club a Ford Granada or equivalent size car for the special rate of \$17.76 per day with unlimited mileage.

On other size cars Magic Kingdom Club members are now eligible for a 10 per cent discount on published time and mileage car rental rates at all 250 American International locations. This discount is not applicable to commissionable, promotional or unlimited mileage rates and membership card must be presented at time of rental. Advance reservations may be made by calling 800/527-6346.

In order to get information on free membership in the Magic Kingdom Club contact Ken Erwin, Operating Engineers Local Union No. 3, 474 Valencia St., San Francisco, Ca., or call him at 415/431-1568.

Stewards' NEWS

by Ray Cooper, Job Steward Director

When the operating engineers in this family talk shop, few people are left out of the conversation. Lee Vera is a job steward for Granite Construction, his brother Raymond Vera is a job steward for M.L. Dubach and their father, Albert Vera is also an operating engineer.

Lee, Ray and Albert all got their training on heavy equipment at the New Idria open pit, mercury mine in South San Bonito County, California before joining the union. Albert worked there from 1932 until the mine closed in 1972. Lee and Raymond both followed in his footsteps.

After running dozers and scrapers at New Idria, Lee was a top hand who could tackle the roughest jobs. On the Davenport Conveyor Belt for Granite Construction he ran a scraper on a 35 per cent grade, which takes a whole lot of skill and knowledge. Lee is still with Granite, running the second push dozer on the scraper spread. They are lifting the overburden above the quarry at Aromas and Lee estimates they have a million yards of topsoil to move this year and another million yards next year to get down to the rock.

The whole family has lived and hunted for years in the South Monterey and South San Bonito Counties. In fact, all three of the Vera men know the Diablo Mountain range like the backs of their hands and they've earned quite a reputation for being outdoorsmen. When folks talk about the Veras there is always a special mention of Albert's wife, Isabelle. "She's a great woman," they say. "In fact, the Veras are quite a family—good people, all of them."

JOB STEWARDS ACTIVATED

Week Ending April 25, 1975	
Dist. Name	Agent
01 Tom G. Findlay	G. Anderson
01 Werner Hon	R. Wilson
04 William Walrath	A. Smith
10 Robt. Marcussen	W. Parker
30 Frank L. Wallin	S. Glick
30 Gilbert T. Myers	S. Glick
50 Roscoe Pierce	H. Smith
60 Thomas Monahan	J. Smith
60 Robert L. Pettit	R. Criddle
80 Joe Ramos	A. Swan
90 Robt. McSorley	N. Davidson
90 Frank DiMaggio	N. Davidson

Week Ending May 2, 1975	
Dist. Name	Agent
01 Steven C. Ecklund	C. Snyder
10 Phillips R. Hill	S. McNulty
20 Donald Case	B. Marr
30 James L. Jensen	W. Talbot
30 Wm. L. O'Neal	S. Glick
70 Carl E. White	G. Fernandez

Week Ending May 9, 1975	
Dist. Name	Agent
01 Dan Hawkins	C. Snyder
31 Lloyd Phillips	J. Wick
70 Lou Barnes	K. Green

Week Ending May 16, 1975	
Dist. Name	Agent
06 Ceferino Leal	W. Flores
06 Jack Locke	W. Flores
12 Leon Jelsma	W. Lassiter
12 Scott Gregory	W. Lassiter
12 Karl Carter	D. Strater
12 Darwin Brown	W. Lassiter
20 Pete Ward	P. Schissler



LEE VERA

JOB STEWARDS INACTIVATED

Week Ending April 25, 1975	
Dist. Name	Agent
80 Morton J. Oikle	A. Swan
90 Harold Clayton	S. Dunkin

Week Ending May 2, 1975	
Dist. Name	Agent
12 James Burrett	R. Daugherty
12 Roy Larsen	R. Daugherty
90 Clyde Hackney	M. Kraynick

Week Ending May 9, 1975	
Dist. Name	Agent
03 Lee Hunt	D. Bell

Week Ending May 16, 1975	
Dist. Name	Agent
40 Larry Clester	E. Lake
20 Robert Dunn	R. Skidgel
03 Lee Hunt	D. Bell
20 James Kleinfeld	P. Schissler
31 James Palmgren	J. Victor
12 Art Ruda	L. Austin
03 Ronald Sickler	D. Bell

More Safety In Mind...

(Continued from Column 2)

2. Is a professional when it comes to taking care of equipment.
3. Knows the value of machine guards and makes sure that proper guards are provided and used.
4. Takes pride in knowing how to use his equipment safely.
5. Takes charge of operations that are not routine to make certain that safety precautions are determined and observed.
6. Arranges for adequate storage and enforces good housekeeping.
7. Knows what materials are hazardous and how to handle them safely.
8. Becomes an expert on waste disposal for good housekeeping and fire protection.
9. Keeps his eyes open for the employee who may be a safer worker in another job.
10. Continues to 'talk safety' and impress safety on his men.
11. Works with every man under him without favoritism.
12. Establishes good relations with union stewards and with the safety committee.
13. Sets the example in safety.
14. Uses judgment in criticizing or praising.
15. Not only explains how to do a job, but shows how, and observes to insure it continues to be done safely.
16. Studies the seemingly unimportant accidents and takes corrective measures.
17. Keeps everyone informed of the safety policy.
18. Knows what personal protective equipment is necessary on each job and sees that such equipment is used.

Personal Notes

SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Leo Willis, Peter Glade, Rodger C. Romine and Mrs. Mildred Hellstrom.

We would like to express our most sincere appreciation to Bob Sandon for his blood donation.

OAKLAND

Louis Youree, a dredge leverman for Dutra Dredging for 10 years, is at Brookside Hospital and would appreciate some visitors. We want to wish you a speedy recovery, Louis.

SAN MATEO

We would like to extend our condolences to the family and friends of Leo Willis and his wife who were both in a drowning accident.

STOCKTON-MODESTO

Brothers David Wallace, Charles Curtiss, Allen Chaffin, Gary Garrett, Bill Mullines and Dudley Chambers were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

MARYSVILLE

Our deepest sympathies are extended to the families and friends of deceased Brothers Bill Roach and Albert Bryden.

We wish a speedy recovery to Brothers Harlan Shackelford and Louis Silva who just returned home from the hospital. Also to Brother Earl Moody who is in Rideout Hospital in Marysville.

SANTA ROSA

It is with deep regret that we report the passing of the following brothers: Herb Grider, who was employed at the Parnum Paving plant for many years and retired shortly before his sudden death; Frank Delfino, who was a former employee of Basalt Rock and very well known and respected in the Healdsburg area; James F. Field, a retired tower crane operator from the San Francisco Bay Area.

Our deepest sympathies are extended to their families and friends.

REDDING

Our deepest sympathies are extended to Brother Olaf Taylor on the loss of his wife.

We wish a speedy recovery to Brother Olaf Taylor who is recuperating at Memorial Hospital after an auto accident. Good luck and Godspeed.

Also we wish a fast recovery to Brother J. T. "Alabam" Green who is recuperating at home after a lengthy stay at the Veterans Hospital at Martinez. God speed.

Good luck and a speedy recovery to Brother Thomas Gay. Brother Gay has been ill for some time and we hope it won't be long until he will be back working.

Brother William Gregory is coming along fine after his operation. Hurry and get well Bill—the work season is on us.

EUREKA

We wish a speedy recovery to Brother Charles Billings who was injured in a auto accident in April. He is recuperating at home.

Martha, wife of Brother Charles Steeves, is recuperating at home after her recent surgery at General Hospital.

The Utah State Road Commission has approved a study to see if a new computerized method of asphalt pavement design is practical for general use by highway departments throughout the country. The \$75,510 study will be conducted by the Utah Highway Department's Research and Development Section with funds provided by the Federal Highway Administration.

Currently, highway engineers determine asphalt pavement design by constructing test sections and subjecting them to traffic. The new computerized system analyzes laboratory test data and materials and traffic information and allows engineers to take into consideration complicating factors such as temperature variances and other environmental considerations.

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

7001 Dublin Boulevard

Dublin, California 94566

Telephone: 415/829-4400

Please send me information as indicated below:

- ☐ Membership.
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- ☐ 7% Investment Certificates.
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- ☐ New/Used Motor Home Loan.
- ☐ New/Used Mobile Home Loan.
- ☐ New/Used Boat & Equipment Loan.
- ☐ Travel Trailer/Camper Loan.
- ☐ Assistance in refinancing Automobile Loan.
- ☐ Accident and Health Insurance for Loans.
- ☐ Life Savings Insurance on Share Deposits.
- ☐ Loan Protection Insurance on Loans.
- ☐ Share Insurance Protection on Share Deposits.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO. _____ TELEPHONE _____

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 1972 IDEAL, Fully self-cont. Twin beds, will sleep 6. Furn., lrg frg, compl. equalizer bar & brake system, will fit any car. \$2,400 V. Voss, 3000 Broadway No. 79, Vallejo, CA. Ph. 707/648-0704. Reg. No. 0625912. 4-1.

FOR SALE: 1967 PETE 10 wheeler dump truck, 1673B Cat Engine, 4 & 4 trans. SQHD rear ends \$12,400. 1970 Case 580 CK scraper-loader \$5,400. Both units good cond. C. Gebhardt, 11 Janis Way, Scotts Valley, CA 95066. Ph. 408/438-4488 or 408/254-1076. Reg. No. 1229814. 4-1.

FOR SALE: CAT 12 blade 70-D, good shape, shot gun moleboard, and tilt. \$7,000. Ph. 415/897-8347. Reg. No. 0598664. 4-1.

FOR SALE: CASE 580B 1973, 4 in 1 loader buck, 12' & 24' buck, exc. cond., 700 hrs. \$15,500. Miller tilt bed trailer, OT24 Walking beam, vacuum over hydraulic brakes, exc. cond. \$4,200. Ford 1973 1 ton, 8' bed, P/S & P/B, exc. cond. \$4,200. Skis—boots & poles; Kneissl, 180 Red Stars, Nordica Boots, size 11, Look Nevada step-in bindings. Best offer. C. Freeman, Ph. 415/682-5274. Reg. No. 1469596. 4-1.

FOR SALE: BUSINESS—1974 grossed over \$18,000. 3 acres land, 1971 12x60 mobile home, 40x30 shop, \$24,500. \$6,000 & \$150/mo. int. 8%. B. Melick, P. O. Box 3047, Redding CA 96001. Ph. 916/241-5210. Reg. No. 0912031. 4-1.

WANTED: USED SET DRAFTSMAN'S DRAWING INSTRUMENTS, must be ream. priced. R. Chenoweth, 5 Linda Ave., San Rafael, CA 94903. Ph. 415/479-3546. Reg. No. 0925759. 4-1.

FOR SALE: PORT. SAWMILL, all steel constructed, 60' saw, 3 blade edger, 40 acre Placer mining claim, monitors, pipe, gate valves, flume-tails. C. Arbuckle, P. O. Box 23, Weaverville, CA 96093. Reg. No. 0915544. 4-1.

TRADE: 1973 SECURITY TRAILER, S.C. 17 1/2' x 8', exc. cond. Want: 23' - 26' trailer in same condition. Can be seen in Concord. A. Boehm, 7830 Granite Ave., Orangeville, CA 95662. Ph. 916/988-3658. Reg. No. 0584775. 4-1.

WANTED: SILVER DOLLARS, gold coins & all U.S. coins. Will pay at least 10% more than any dealer. I have guns—will trade for coins. F. Callahan, P. O. Box 494, Biggs, CA 95917. Ph. 916/868-1010. Reg. No. 1092551. 4-1.

WANTED: ANTIQUE BOTTLES, or location of old dumps or out houses, G. Hill, 345 Pennsylvania Ave., Los Gatos, CA 95030. Ph. 408/354-7481. Reg. No. 1411380. 4-1.

FOR SALE: FORD 1969 LTD, 2 dr., radio, heater. Int'l L-190-R-190 truck parts. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 4-1.

FOR SALE: 1964 FORD 3/4 ton, 4 speed, V-8 w/8' cab over camper, \$1,350 or best offer. Exc. Cond. Ph. 408/379-8267. Reg. No. 1157816. 4-1.

FOR SALE: UTILITY BED for 1 ton truck, or will trade for all steel flat bed for 1 ton Welding truck. Max. on lift gate 1500 lb., platform 4'x2'2". Mod 48-15. Ph. 916/878-1596, 780 Haines Ct., Auburn CA 95603. Reg. No. 1011127. 4-1.

FOR SALE: 2 BR HOUSE, centrally located in Sacramento, spacious liv. rm. w/blt. in bookcases, 1 bath. Will carry contract. To see, call 916/451-6325 or 702/359-0215. B. Johnson, 3250-4th Ave., Sacramento, CA 95817. Reg. No. 0325006. 4-1.

FOR SALE: 13'6" SKIFF, exc. cond., glass over wood, dbl bottom. On good trailer w/new bearings. Old 10 horse Johnson \$450. Ph. 408/475-1247. Reg. No. 1148441. 4-1.

WANTED: Good 40 horse outboard w/remote controls & elec. start. Prefer Evinrude for 13'6". Glasspar El Lido. Ph. 408/475-1247. Reg. No. 1148441. 4-1.

FOR SALE: 3 BR, 1 BATH 1971 MOBILE HOME w/expando living rm., on a lrg. lot w/lovely landscaping. Well blt. shop, large garden area. Compl. fencing. C. Barnes, 1750 Lost Ave., McKinleyville CA 95521. Ph. 707/839-1625. Reg. No. 0939583. 4-1.

FOR SALE: 1 ACRE HOMESITE Rainbow Lakes Estates, near Ocala, Florida. Ideal to build on for retired couple, recreation & churches nrby. \$2,000 or best offer. D. Doyle, 210 W. 2650 N., Layton, Utah 84041. Reg. No. 0915574. 4-1.

FOR SALE: 1961 DODGE, 1 ton truck w/30' gooseneck machinery trailer, 1975 license, \$3,750. W. Maddox, 17359 S. Mercy Spgs. Rd., Los Banos, CA 93635. Ph. 209/826-0684. Reg. No. 1043556. 4-1.

FOR SALE: 19' SABRECRRAFT BOAT w/trailer, 85 H.P. Bearcat motor, Fathometer, radio, outrigger flop stoppers, fully eqpd. Ready to fish. \$2,500. I. Martin, 2122 Fruitvale Ave., Oakland, CA 94601. Ph. 415/533-3583. Reg. No. 0640879. 4-1.

FOR SALE: WATER WELL DRILLING TOOL, 1 cable tool well drilling rig, trailer mounted, jeep engine, 30' mast, good cond. \$1,800. J. Cuddy, Ph. 415/537-6616 or 415/582-9344. Reg. No. 1231234. 4-1.

FOR SALE OR TRADE FOR SM. CAR: 1968 Traveler 30' trailer w/tpout. Forced air heating, twin beds. \$3,000. W. Lair, 2037 N. Meridian Rd., Vacaville CA 95688. Ph. 707/448-3255. Reg. No. 0979088. 4-1.

FOR SALE: MOBILE HOME, retirement lot, all utilities in, on Lake Tullark, good fishing. J. Hardy, 6617 E. 17th St., Kansas City, MO 64126. 4-1.

FOR SALE: 3 BR OLDER HOME, full basement, 30x36 business bld. 1/2 acre \$62,500. Shasta Lake frontage 2 BR house \$55,000. 3 trucks. MF220 backhoe, 5 buckets \$2,250. C. Goetler, P. O. Box 964, Chico, CA 95926. Ph. 916/342-5459. Reg. No. 1178096. 5-1.

FOR SALE: REDWOOD WATER TANK, 14,000 gal. capacity. Custom blt. of clear heart redwood, 14' high x 14' diam. Good cond. \$1,800. R. Goff, 255 Solar Way, Healdsburg, CA 95448. Ph. 707/433-4323, 707/838-2150. Reg. No. 1615524. 5-1.

WANTED: USED TOY ELEC. TRAINS. Lionel, American Flyer, etc. W. Watson, 723 Barri Drive, San Leandro, CA 94578. Ph. 415/351-9203. Reg. No. 1128392. 5-1.

FOR SALE OR TRADE: TRAILERAMA MOBILE HOME 8'x24', pull w/3/4 ton truck, sets up 16'x24'. \$3,000. or trade for Bobtail w/tandem axle tractor trailer or Cat 212 motor grader. John. Ph. 408/255-8493. Reg. No. 1229730. 5-1.

FOR SALE OR TRADE: '72 CHEVY pickup longbed equipped w/braking system for Holiday travel or Park trailer, 22' S/C sleeps 7, tows great, color matched. For acreage or etc. write Trailer, 223 MacArthur, Pittsburg, CA 94565. Reg. No. 0413422. 5-1.

WANTED: Hood, bumper, grill for a 1970 GMC Series 2500. H. Wilson, 1114 Breezeview Ct., Sunnyvale, CA 94086. Reg. No. 1586431. 5-1.

FOR SALE: ESSI 72" vib. sheepsfoot \$2,500. GI 2000 ga. water truck \$2,000. Essik 500 ga. pump \$450. Ateco ripper shank & bracket for D8 \$100. S. Meheen, Box 343, Murphys, CA 95247. Ph. 209/728-3088. Reg. No. 1148355. 5-1.

FOR SALE: 12 E blade, good shape w/tilt moldboard. Ph. 209/464-2092, Stockton, CA. Reg. No. 1142869. 5-1.

FOR SALE: SURVEYOR'S POUCHES \$20. Holds: 2 field books, plum bob, folding ruler, tack ball, pens & pencils. B. Jordan, 5678 Echo Dr., Salt Lake City, Utah 84107. Reg. No. 1511575. 5-1.

FOR SALE: TILT BED 18' trailer, new w/walking beam, tandem axles, vac. over HYD 750.16 tires 8 ply. For 580B etc. well balanced. J. Short, 1889 Montecito, Livermore, CA 94550. Ph. 415/443-0374. Reg. No. 1166375. 5-1.

FOR SALE OR TRADE: '68 TRAVEL TRAILER, 28' self-cont., 2 door east-ern blt. Clean. Sleeps 6, \$3,000. or trade for cabin cruiser, 22' or larger, w/trailer. Ph. 209/826-1450. Reg. No. 0386991. 5-1.

FOR SALE: 3 Axel KENWORTH TRACTOR, 10x22 rubber, w/30' lowbed, 2 axle w/ 10x15 rubber. Good cond. & reas. Ph. 408/372-4591. Reg. No. 1112-878. 5-1.

WANTED: Caterpillar gas fifty. E. Brookins, P. O. Box 233, Robbins, CA 95676. Ph. 916/738-4362. Reg. No. 0607982. 5-1.

FOR SALE: 1957 INT. FUEL TRUCK, compl w/2 fuel tanks, 500 ga. each, PTO hoses meter etc., hydraulic tail-gate, room for oil & grease barrels, good cond. Also Dual wheel single axle suitable for dolly. Ph. 415/447-0477 or 443-7681. Reg. No. 0782948. 5-1.

FOR SALE: SAHARA 12x60 2 BR MOBILE HOME, large lot, sunny area. \$18,500. Also 1969 Ford pickup & camper \$4,500. H. Walker, 3621 Spring St., Eureka, CA 95501. Ph. 707/443-7639. Reg. No. 0939815. 5-1.

FOR SALE: 1 TWIN BED, compl w/ matching 5 drawer dresser & night stand \$175. 1 desk \$35. 1 beveled mirror 2x2'6" \$25. W. Thomas, Ph. 707/745-3008. Reg. No. 1203667. 5-1.

FOR SALE: 1973 PROWLER 25' \$2,975. Fully self-cont., refrig., air, roll awning, lrg butane tanks, equalizer hitch, attached jacks, exc. cond. E. Halm, Ph. 707/857-3817. P. O. Box 241, Geyserville, CA 95441. Reg. No. 636965. 5-1.

FOR SALE: APPX 1/2 ACRE CORNER LOT, in Redding, CA, wooded area, paved streets, sewer, gas, water & elect. Can divide into 2 parcels, well & small oak trees. Two other small building sites available. J. Paulazzo, 275-41st St., Apt. 115, Oakland, CA 94610. Ph. 415/658-6539 or 658-3048 after 5 p.m. Reg. No. 805537. 5-1.

FOR SALE: CABIN CRUISER 1971, Hydro swift Grand Prix, 55 h.p., 4 cycle Bear-Cat, includes depth finder, compass & trailer. \$2,500. W. Ridell, 1562 Willow Oaks Dr., San Jose, CA 95125. Ph. 408/266-1522. Reg. No. 0610181. 5-1.

FOR SALE: TL20 LORRAINE w/backhoe attachment. Powered by Wankesha motor on IHC 190 truck. Asking \$1,500 or make offer. C. Schriener, 492 - 105th Ave., Oakland, CA 94603. Ph. 415/562-0164. Reg. No. 0608068. 6-1.

FOR SALE: SULLAIR 150 traillored air compressor, 2 yrs old w/425 hrs. Runs perfectly, new filter, radiator hoses, water pump. S. Wood, 3454 Redwood Rd., Napa, CA 94558. Ph. 707/255-3805. Reg. No. 0519931. 6-1.

FOR SALE: PLYWOOD, filters for equip., table saw, socket wrench.

Stanley Planer, Skill saw, Friden calculator, metal desk & chair. W. May, 1801 Notre Dame Ave., Belmont, CA. Ph. 415/593-5242. Reg. No. 1022-439. 6-1.

FOR SALE OR TRADE: FOUR R-3 lots, 75-130', across st. from new shopping center, ea. \$6,500. Two acres in city limits w/all utilities. Beautiful estate home site, can have horses, in Woodlake, \$14,000. W. Nelson, 31704 Rd. 124, Visalia, CA 93277. Ph. 209/733-0102. Reg. No. 0908615. 6-1.

FOR SALE: 1922 ONE TON TRUCK, antique, white, runs, original, horse-less carriage license, picture & info. on request. R. Osborne, P.O. Box 58, Biggs, CA 95917. Reg. No. 1142823. 6-1.

FOR SALE: MACK V8 Thermo Diesel Twin Turbo, 300 h.p., dual drive, 34000 lb rating w/power divider 7" brakes, ready to go to work, 13,500 miles, 18 speeds. O. Wandtke, 35 Wawona St., San Francisco, CA 94127. Ph. 415/664-1405. Reg. No. 0987294. 6-1.

FOR SALE: MOBILE HOME, retirement lot, Copperopolis, CA, Lake Tullock, utilities in, paved street, club house, tennis courts \$6,000, cash terms to suit you. J. Hardy, Yacht Chef Mobile Court, Star Rt. 2, B. 10, Hollister, Missouri 65072. Reg. No. 0299556. 6-1.

FOR SALE: PUC PERMIT, 580B Case backhoe dump truck trailer, 1010 J D dozer. Call 408/268-6931. Reg. No. 0557446. 6-1.

FOR SALE: 1/4 ACRE, level lot Tahoe Paradise, water, sewer & elect. Recreational facilities, no bonds, 5% int. W. Wickham, 115 W. MacArthur, Sonoma, CA 95476. Reg. No. 1062039. 6-1.

TRADE: BROOKTRAILS LOT FOR LINCOLN WELDER 300, gas driven, victor torch, both complete. Heavy hand grinder, late models. W. McElroy, 1260 Tofts Dr., San Jose, CA 95131. Ph. 408/259-2965. Reg. No. 1082358. 6-1.

FOR SALE: MASSEC-FERGUSON-40, loader/scraper (Gannon), low hours, like new. \$10,500. F. Biolsi, 25891 Fremont Rd., Los Altos Hills, CA 94022. Ph. 415/948-2184. No. 0714897. 6-1.

FOR SALE: K & E BRUNTON POCKET TRANSIT, carrying case & tripod. Never used \$90. Athey hand level per cent degree vernier & case, new \$25. H. Baugh, 118 Oakwood Ln., Santa Rosa, CA 95405. Ph. 707/539-3193. Reg. No. 0651624. 6-1.

FOR SALE: PULL SCRAPER, La Plante-Choate, 15 yards, poor tires \$750. Ph. 415/562-3236. Reg. No. 0678-953. 6-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

More Stockton-Modesto...

(Continued from Page 11)

complete on their Highway 120 job between Oakdale and Jamestown. They were successful in obtaining a sand and gravel permit from the county to process material for that project. They should be moving in a portable crusher in the near future.

In Stanislaus County our biggest job, of course, is the freeway between Modesto and Salida and is being done by the Kasler Corporation. They have been very active with material hauls for fill. They set up their CMI machine to make finished grade. George Reed is supplying the base material and the asphalt paving. Kasler should start pouring concrete in the next few days. There are quite a few engineers on the project.

Raymond Concrete Pile out of the Bay Area is driving pile for the new structure at the Food Machine Corporation cannery.

George Reed is doing the dirt work at this location. Also they are doing the dirt work at the new Gemco Shopping Center at which we recently held a prejob. This is a \$2.4 million job. The company also has several small street jobs in the city of Modesto.

The rock plants in the area, Flintkote, M. J. Ruddy, and George Reed, have been producing material at a steady pace. We have not seen any activity as far as the underground is concerned on the Hahn Shopping Center. We hope that this project will get underway very shortly. Holt Bros. in the City of Modesto has been running a full crew in the shop. The water treatment plant at Riverbank is in its final stages with Lee White Paving doing the dirt work. Stanislaus County Courthouse building is progressing well.

1975 SCHEDULE OF SEMI-ANNUAL,
DISTRICT & SUB-DISTRICT MEETINGS
SEMI-ANNUAL MEETINGS

Saturday, July 12, 1 p.m., Masonic Auditorium, 1111 California Street, between Taylor and Jones Streets, San Francisco
DISTRICT & SUB-DISTRICT MEETINGS

JUNE	12 Salt Lake City, Fri., 8 p.m.
12 Ukiah, Thurs., 8 p.m.	13 Reno, Sat., 8 p.m.
13 Provo, Fri., 8 p.m.	OCTOBER
14 Reno, Sat., 8 p.m.	7 Eureka, Tues., 8 p.m.
19 Watsonville, Thurs., 8 p.m.	8 Redding, Wed., 8 p.m.
JULY	9 Marysville, Thurs., 8 p.m.
15 Eureka, Tues., 8 p.m.	15 San Francisco, Wed., 8 p.m.
16 Redding, Wed., 8 p.m.	22 Honolulu, Wed., 7 p.m.
17 Oroville, Thurs., 8 p.m.	23 Hilo, Thurs., 7:30 p.m.
23 Honolulu, Wed., 7 p.m.	NOVEMBER
24 Hilo, Thurs., 7:30 p.m.	6 Watsonville, Thurs., 8 p.m.
30 San Francisco, Wed., 8 p.m.	11 Stockton, Tues., 8 p.m.
AUGUST	13 Oakland, Thurs., 8 p.m.
5 Sacramento, Tues., 8 p.m.	18 Fresno, Tues., 8 p.m.
12 Stockton, Tues., 8 p.m.	20 Ukiah, Thurs., 8 p.m.
14 Oakland, Thurs., 8 p.m.	25 Sacramento, Tues., 8 p.m.
21 San Jose, Thurs., 8 p.m.	DECEMBER
26 Fresno, Tues., 8 p.m.	12 Ogden, Fri., 8 p.m.
SEPTEMBER	13 Reno, Sat., 8 p.m.
11 Santa Rosa, Thurs., 8 p.m.	

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Eureka, Engineers Bldg., 2806 Broadway.	Fresno, Engineers Bldg., 3121 E. Olive St.
Redding, Engineers Bldg., 100 Lake Blvd.	Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Oroville, Prospectors Village, Oroville Dam Blvd.	Salt Lake City, 1958 W. No. Temple.
Honolulu, Washington School (Cafetorium), 1633 S. King St.	Reno, 124 West Taylor.
Hilo, Kapiolani School, 966 Kilauea Ave.	Marysville, Elks Hall, 920-D Street.
San Jose, Labor Temple, 2102 Almaden Rd.	Watsonville, Veterans Memorial Bldg., 215 Third.
Stockton, Engineers Bldg., 2626 N. California.	Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Oakland, Labor Temple, 23rd & Valdez.	Provo, Carpenters Hall, 600 South, 600 East.
	Ogden, Teamsters Hall, 2538 Washington Blvd.



OPERATING ENGINEERS who recently completed an eight-week safety course pose with their instructors, Vern Cord (fourth from left). From left to right are Pete Gomez, Bob Fleckenstein, Jim Atkinson, Cord, Nate Davidson and Bur Otto.

More From San Jose District

(Continued from Page 6)

organize and be heard.

Recently we hard hatters turned out in force to be heard. We expressed our views at meetings conducted by our state leaders to determine whether or not we need the waters and/or the jobs that the San Felipe Project will produce. We expressed ourselves as to whether we need the spilling of all the blood and the carnage that has been created by the Sierra Clubbers in their holding up construction of our final link in Highway 101. Come on out to these meetings as advertised in our local papers. Support us in our efforts to get these jobs rolling. It could be the best time you've ever spent for a job—your own!

Someone said recently: "Maybe when the plain old taxpayer is suddenly faced with a fact that his or her job is gone, there will be no more power, gas or lights, somebody will put a leash on the Sierra Clubs' hounds before they bite a huge hole in the economy."

Legislation that would scrap a law requiring environmental impact reports has cleared a Senate Committee. Senator Clare L. Berryhill's bill, SB 502 is gaining support in hopes of improving California Environmental Quality Act which has been interpreted in ways to produce great confusion and expense. Your interest and concern could help here. We also need an end to the abuse of environmental impact statements as a construction delaying tactic. Passage of legislation requiring the Environmental Protection Agency to accept state environmental impact statements for federal requirements should be urged at once.

MONTEREY COUNTY

In Monterey County, Tadco Construction recently entered into a construction agreement with us. Here's a welcome handshake to Ron Tankersly and the brothers with Tadco.

The May 6th Coastal Commission hearing in Carmel was a heartwarming affair. Seventy-three aroused construction men, business persons, WIC (Women in Construction) and ranchers each spoke out strongly for an end to the Coastal Commission (Proposition 20). Seventeen no-growth types spoke in favor. Of the 73 opponents to the Coastal Commission, none spoke more effectively than Brother Chet Youngblood from Floyd Fleeman. Granite Monterey branch attended in force, with operators, all other trades, management, the whole nine yards. They brought the most men of any company. Mike Kraynick, Bob Fleckenstein, Nate Davidson and Jack Bullard represented Local No. 3 agents; Don Incardona and Jim Atkinson represented apprenticeship. Remember, gentlemen, the state legislature has the power to extend the life of Proposition 20 (Coastal Commission) unless you stop them. If they extend the Coastal Commission, they shorten your family's food!

M. C. Wesson Construction recently moved into our area from Fresno. Both companies had one common principal owner. West-Mor had a construction agreement with us, M. C. Wesson did not. That's what we refer to as a "double-breasted" operation, one union, one non-union. M. C. Wesson had the Salinas Sewage

Treatment Plant contract. Recently, M. C. Wesson found it in his heart to enter into a construction agreement with us. The Salinas Sewage Treatment work is now being performed by a union contractor.

J & J Steel has a new agreement coming up July 1st., 1975. Pete Gallegos is steward, Victor Flores is safety committeeman. We've held the pre-contract negotiation meeting with the members and should have the agreement near finalization as you read this.

M. J. Hermric Co. got the re-alignment job on Highway 1 South of Lucia in South Monterey County. Project went for \$713,729. Hermric is present head of EGCA.

Gentlemen don't forget to attend the Watsonville District Meeting Thursday evening June 15, 8 p.m., at the Veterans Building, 215 Third St., Watsonville!

SANTA CLARA VALLEY

It looks like summer has finally arrived and the ground is starting to dry out in the Santa Clara Valley. This gives the contractors the chance to get some jobs started and gives our brother engineers the chance to go back to work.

It has been a poor year from the start. Not only was weather a factor on many jobs not starting but the "no-growth" groups have held up a lot of our work. The economic picture is very bleak at this time with jobs being stopped once they have started with a small deposit on a board and then they put a lot of people out of work.

It's time for all of us "hard hatters" to get together and fight the "no-growth" groups. This can be achieved by attending the various meetings being held in the area. We've had good turnouts at the last meetings but it's a never ending thing now until the laws are changed and some pressure be put on these "no-growth" groups.

One of the jobs in the area that hasn't been stopped and is going full blast now is the Marriott Park in Santa Clara. This has been a good job for about 35 operators on the average and some sub-contractors in the area that were able to put their men to work.

They also have got the piles driven now. This was done by Foundation Constructors. The water and sewer lines are in now too. This was done by Hackett Brothers for the new Marriott Hotel. This was a doubtful project because they were not sure whether they were going to build it because of high costs and other problems with the City of Santa Clara. This has delayed the opening of the Park until March of 1976.

Another good size project in the area that has kept a lot of brothers busy for a while is the Valco Park job located on Wolfe Road between Highway 280 and Stevens Creek. Rudolph & Sletten is the general constructor and they have Eilert and Smith moving the dirt which at present is providing work for 14 operating engineers. Ron Ball is the foreman for this job. Liton Construction Co. is putting a double deck walkway over Wolfe Road which we understand will have a coffee

shop of some sort sitting on top of it so the shoppers and visitors can sit and relax. This coffee shop will overlook the Valley. They are also building a new Bullocks store there, plus a lot of parking space for the people and many more stores.

A resolution by the California State Assembly has given top priority to the Blood Alley section of Highway 101 south of San Jose to Morgan Hill. This would involve the construction of a safety barrier down the center of the old Monterey Highway plus four left turn lanes.

The resolution calls for about \$2 million worth of safety improvements on the Monterey Highway until the new by-pass can be constructed.

The construction of the new \$60 million by-pass was also given top priority under this resolution. This job should be going to bid about the end of this year and will be a complete new 11-mile freeway section from Ford Road in San Jose to Cochran Road in Morgan Hill.

This section of freeway is about five years behind schedule and as a result many deaths have occurred on the old Blood Alley section of Monterey Road.

SANTA CRUZ COUNTY

In Santa Cruz County Hensel Phelps Construction Co. from Burlingame picked up a job for \$125,000 to construct a two-lane highway and bridge near Manresa Beach. To this date county surveying crews have got the wood in the ground, however, Phelps hasn't moved in.

Granite Construction Co. has moved into their job at Rob Roy Junction which consists of re-alignment of Freedom Boulevard 1.2 miles from the junction. This project is keeping approximately eight engineers busy. Granite also is proceeding at a steady pace on the sewer transmission line from the new sewer plant in Santa Cruz to the East Cliff Pump station.

Shellmaker Dredging Co. moved into the Santa Cruz Harbor to dredge the mouth of the harbor. This job went pretty quickly and was completed in four weeks.

The rock, sand & gravel plants in the area are slightly slower than the last month but with the weather getting better, so will their business.

M. L. Dubach's job between Castroville and Marina is proceeding at a steady pace in so far as the scraper spread is concerned. Dubach is pushed for time on their Vallejo job so the scrapers have been moving between the two jobs. The truck hauling on the north end of the job is finally proceeding since the rains have stopped, however, they are held to a maximum fill in certain locations of one to two feet per day. C. K. Moseman Co. on the Dubach's job has nearly completed the structures on the south end of the job and has three more jobs to start on the north end once the truck hauls are finished.

The contractors in the Northern half of Monterey County haven't got too much going at the present time, however, there will be a few jobs coming up this season if the environmentalists don't block them.

Granite Construction Co. just completed a roadway widening job located on Highway 68 between Monterey and Salinas.

IMPORTANT

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