

Members To Vote On Service Pension

ENGINEERS



NEWS

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



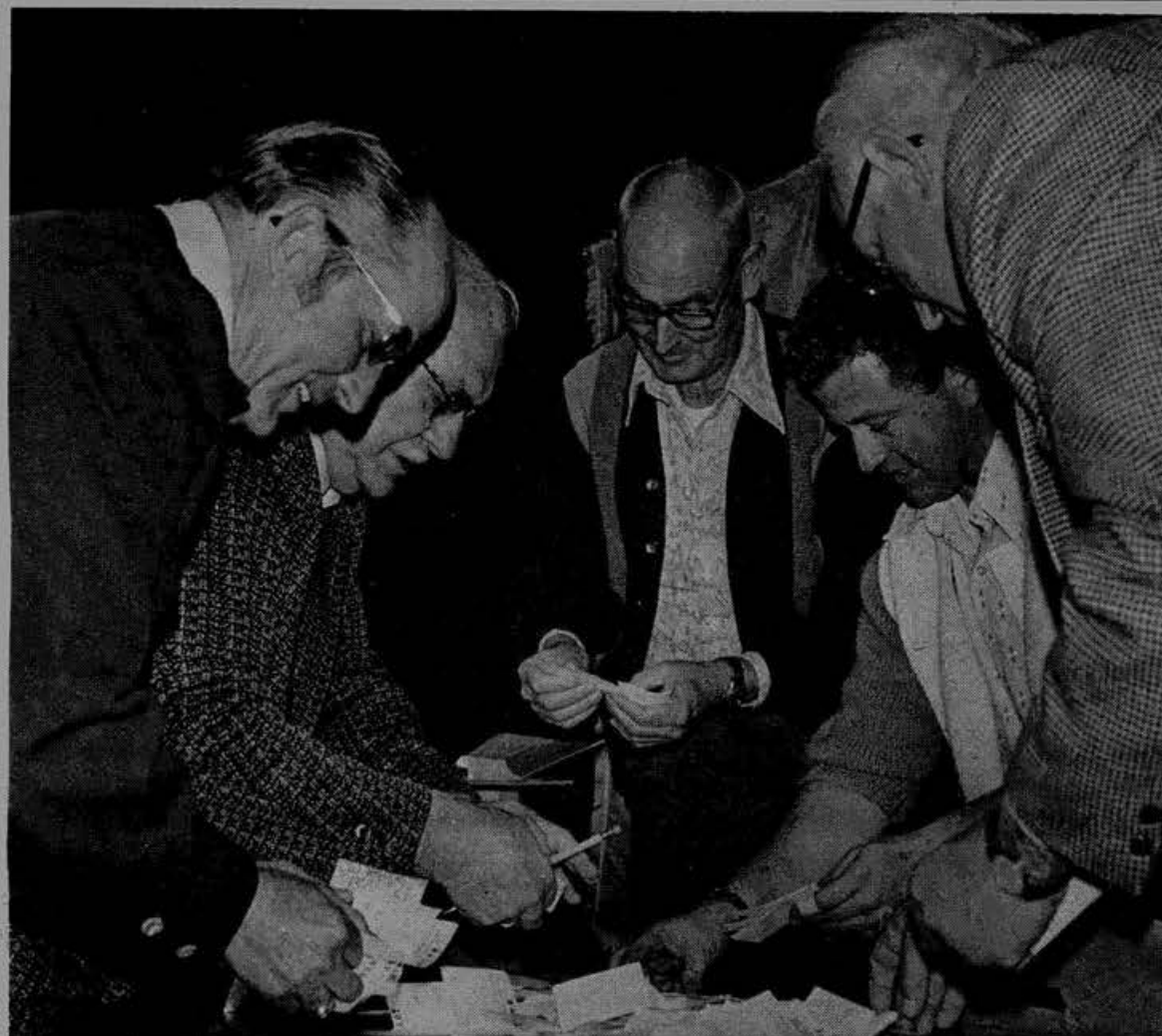
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40

FEBRUARY, 1975



RANK-IN-FILE MEMBERS at the semi-annual meeting on January 11, 1975, count secret ballots cast on the question of a reso-

lution affecting suspension of automatic dues increases. The resolution passed by a substantial margin.

Dues Resolution Passed At Semi-Annual

A resolution adding language to the By-laws providing for an annual permanent suspension of any previously temporarily suspended annual automatic dues increases in excess of \$5 was passed by rank-in-file members attending the semi-annual meeting in San Francisco on January 11.

The new provision is to be inserted at the end of Article VI, Section 3 of the By-laws, and reads, "Any annual automatic in-

crease in dues that has been temporarily suspended that exceeds five dollars (\$5.00) shall be deemed permanently suspended to the extent that said amount exceeds five dollars (\$5.00)."

The resolution, introduced by Local 3 officers, listed as reason for the new provision the fact that a large portion of the annual automatic dues increase had been temporarily suspended for the past eight years. At the time of the July, 1974 semi-annual meeting previously suspended dues totaled \$21.50 in California, \$19.50 in Nevada, \$18 in Utah and \$15 in

Hawaii.

In addition to this, the resolution said, the annual temporarily suspended dues had increased to an amount greater than that presently necessary to meet the union's financial obligations.

(In response to a question from the floor on the subject of the union's 1974 financial accounting Business Manager Dale Marr said that Price Waterhouse and Company is now preparing the financial report and copies will not be available until sometime in May.)

Also included in the approved resolution was a provision deleting Section 11 of Article VI of the By-laws and replacing it with a new paragraph. This new section deals with advance payment of dues and reads, "A member who before October 1st of any year pays his dues for any quarter not to exceed the fourth quarter in the following calendar year at the rate in effect on that date shall not be required to pay any additional dues for any such quarter that the member paid through, except as may be required because of his reclassification or area transfer."

New E-Board Member

A 28-year member of Operating Engineers Local No. 3 from Yuba City, California was elected to the rank-in-file Executive Board from District 6 at the quarterly membership meeting held in Oroville on January 16.

Bob Christy, 47, will fill the vacancy on the Executive Board left by the resignation of Jack Slade due to ill health.

Christy, who has lived in Yuba City since 1940, has worked as a foreman and has operated finish blade, dozer and scraper since his initiation into Local 3 in November of 1946.

In addition to long experience as an operating engineer, Christy has had experience in union activities. He served on the Local 3 Executive Board from 1959 to 1960 and was a member of the district Grievance Committee from 1961 to 1963 and from 1969 to 1974.

Christy is now employed by Mastelotto Enterprises Inc.

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By DALE MARR
Business Manager and Editor

Ballot cards which will allow operating engineers to vote on the service pension as proposed by Pension Trust Fund Actuary Consultant, Martin E. Segal, will be mailed to all participating members throughout the jurisdiction of Local 3 on February 7, 1975. The ballots must be returned by February 28, 1975 in order to be counted.

The ballots follow a round of Special Called meetings held throughout the jurisdiction to discuss and explain the complex features of the service pension. Results of the balloting will be announced in the March edition of *Engineers News* and will be available from the office of Recording-Corresponding Secretary.

The question of a service pension was first introduced in May, 1974, when a survey card was sent out asking members to indicate their preferences for negotiation of wages and fringe benefits. At that time, I asked the consultant, Martin E. Segal, to investigate a service pension for operating engineers.

The negotiation committees were able to obtain the money necessary to finance the plan in the construction contracts ratified last year. So, the money is there, now it's your turn to vote on it.

The service pension is a very complex issue. For this reason, a vote for or against the plan should be based on the facts as presented in the December, 1974 edition of *Engineers News* (reprinted on page six of this issue) and the special called meetings held in each district.

The qualification requirements for the service pension proposed by the actuaries are:

30 pension credits earned within the jurisdiction of Local 3;
Age 55 years or older;

An accumulation of 2,000 hours worked at a contribution rate of at least \$1.25 per hour. (This is a one-time requirement, that can be satisfied from July 1, 1974, to the time of retirement.)

Pension credits are earned at the rate of from 1/4 to 1 1/4 credits per year, depending on the number of hours worked. Accumulation of these 30 credits would also be subject to all the other rules and regulations governing pension credit in the other plans.

In making your decision, I wish you would remember two very important facts concerning the proposed pension plan. The key to the matter is that a service pension costs money. For all engineers at or above the \$1.25 contribution rate, it would cost \$.25 per hour to finance the service pension, whether the option is taken or not.

Even though the service pension will cost \$.25 per hour for all engineers at or above the \$1.25 contribution rate, the Trust Fund actuary, Martin E. Segal, estimates that if a service pension were available now, less than three per cent of the members would qualify for the plan as soon as the 2,000 hours were worked at the \$1.25 contribution rate. The actuaries also estimate that a maximum of 15 per cent to 17 per cent of those engineers at the \$1.25 contribution rate will ever qualify for the service pension. This means that 83 per cent to 85 per cent of the members at the \$1.25 contribution rate will contribute \$.25 per hour to finance the plan for those fortunate few who are able to obtain the necessary amount of hours each year.

I am opposed to that. I am against making everyone pay for the advantage of a few.

The members of Local 3 have the most comprehensive and progressive retirement programs of any of the building trades unions in the country. Our plans have come from the sound financial management on the part of the Pension Trust Fund Board of Trustees, which is composed of nine representatives from the union and nine representatives for the employer. The Trust Fund has always been able to recommend pension plans that have been fair and equitable to all members concerned.

However, it's your money. If the majority of the participating members approve the service pension, it will become available for those who qualify. If the plan is rejected, the money that has been accumulating in a special fund since July 1, 1974 will be applied to the existing plans as the Board of Trustees sees fit.

Part of the money negotiated last year will also go into funding requirements of the Federal Pension Reform Act of 1974, such as liberalized vesting rights and pension insurance policies. Therefore, if the service pension is rejected, this money will be used for future improvements to the existing plans.

The fact that I am against the proposed service pension plan does not, however, mean that I am opposed to all service pension plans. However, the economy being what it is, when so many members are having a difficult time earning one pension credit per year because of the lack of construction work, I do not think it is a good dollar buy for so many underemployed members to finance a plan that will help only a few. In the future, when economic conditions are more favorable, when work is more readily available and a more equitable plan is proposed, I would not hesitate to offer it to the members with a recommendation to vote yes.

The whole matter of a service pension is really a question of money. Before you mark your ballot, I urge you to take a good hard look at how the plan affects you and your wage package. If you find that the service pension helps you, then I would recommend a yes vote. However, if you determine that you cannot benefit from the plan, which will most likely happen, I would urge you to vote no.

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LOOKING AT LABOR

By DALE MARR, Business Manager

Elsewhere in this edition of "Engineers News," you will find an explanation and summary of the proposed service pension that participating members are being asked to vote on this month. I hope that all the complex questions concerning the proposed plan have been answered and that you are able to vote on the question based on the facts.

As you know, a round of Special Called meetings on the service pension were held in each district during the month of January. The meetings were held for the specific purpose of explaining the details of the proposed plan. In making your decision on the service pension, I urge you to take a good hard look at how the plan affects you and your wage package.

The qualification requirements for the service pension proposed by the actuaries are: 30 pension credits earned within the jurisdiction of Local 3; age 55 years or older; and an accumulation of at least 2,000 hours worked at a contribution rate of at least \$1.25 per hour.

Remember that the Trust Fund actuary has estimated that only 15 per cent to 17 per cent of all participating members will ever qualify for the plan. However, it will cost all members at the \$1.25 contribution rate \$.25 to finance the plan whether that member qualifies or not.

As you can easily see, the key to the whole question is money. In these times of economic uncertainties, with unemployment rising as rapidly as prices, ask yourself the question "Is it a good dollar buy at this time?" I believe that the majority of members will decide that it is not.

However, it is your money. If you decide that you would like the option of a service pension, the plan will be available. The pension Trust Fund Board of Trustees will abide by the decision of the majority of the members.

Whether you decide to vote for or against the service pension plan is not as important as the fact that you do vote. As in the past, we have promised to do as you say; this is your union and your money, give us your opinions.

I am proud to announce that a member of our staff, Ken Erwin, Director of Public Relations, has been elected to the post of Co-Chairperson for the 6th Senatorial District for the California State Democratic Party. His election came during the California State Democratic Party Convention held in Sacramento on January 25. He was also appointed to serve on the State Democratic Party Executive Council. Erwin has been serving as a Special Assistant to Governor Edmund G. Brown, Jr. His responsibilities include advising and counseling the Governor on affairs concerning organized labor.

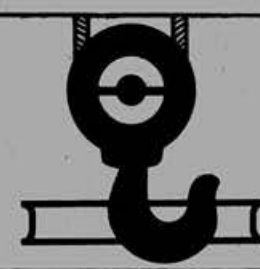
This is an accomplishment of which all members of Local 3 can be very proud. Not only do we have a voice in the administrative branch of government, but through his appointment to the State Democratic Party Executive Council, organized labor in general and Local 3 in particular, can be assured of important input into legislative policy decisions. On behalf of the other officers, the staff and the membership of Local 3, I would like to congratulate Brother Erwin for his dedicated work for organized labor.

Last month I reported to you on the final approval of the expansion of Interstate 580 in Alameda County, California. This victory came only through the hard work of the staff and the dedicated members who were constantly attending public hearings on needed construction projects. I cannot stress enough the importance of attending these hearings. The construction industry is being faced with some of the toughest problems ever confronting us. With your help, we have been able to obtain some work for the membership, but we constantly need more help in getting other projects approved. I hope that you will continue to offer your assistance when asked.



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Dear Mr. Marr,

I and my wife have been wondering lately about some talk I heard that my employer isn't keeping up with fringe benefit contributions. How can I find out for sure?

What I really want to know is what if one of us gets sick and my employer isn't making his contributions? Would I still be covered under the Engineers Local 3 health and welfare or would I be left high and dry?

If you submitted a health and welfare claim and it was discovered that proper contributions to the Health and Welfare Trust Fund had not been made in your behalf you certainly would not be left without coverage. You would, however, temporarily be disqualified from receiving benefits until it could be proved that you actually worked the hours for which

contributions should have been made. This is a fairly simple matter—check stubs, payroll records and other methods may be used to quickly verify that contributions should have been made for you. As soon as this is done your health and welfare claim will be honored.

You do not have to worry about whether or not your employer is delinquent in his contributions because this is the responsibility of the Local Union. As soon as we discover, through a health and welfare claim or another method, that an employer is delinquent, the matter is turned over to Local 3's delinquent employers division for collection. We are very proud of the success we have had in this area in the last year. Where in December of 1973 we had a total of about \$2 million outstanding, in December of 1974 that figure had been reduced to less than \$200,000. Even though higher contribution

amounts negotiated in recent contracts make the job of keeping employers current more difficult, this \$200,000 is steadily decreasing. As of now most of the outstanding accounts have been turned over to attorneys for collection.

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.

Save Money On The Secret Ingredients

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

TV commercials for various products often mention they have special ingredients of some mysterious nature which they never actually identify. In fact, these unnamed ingredients most usually are:

- Aspirin
- Antihistamines
- Stomach coatings and other antacid ingredients
- Ammonia
- Twice as much ammonia

Since these are all ordinary ingredients, some going back to grandma's day, the question is, why not just buy the basic ingredients and save money?

Anacin, of course, is the product that persistently advertised that it has more of the pain reliever "that doctors recommend." This pain reliever that doctors recommend is merely aspirin available at any pharmacy, department store or supermarket for 39-49 cents per 100 tablets and sometimes less. If you want more of it, simply take more of it.

Another widely-sold pain reliever at two and three times the price of ordinary aspirin is buffered aspirin. It is merely aspirin with a little antacid salts such as bicarbonate of soda to relieve any nausea some people might get from ordinary aspirin, especially when taken on an empty stomach.

Incidentally, the Federal Trade Commission charged in a complaint issued last year that a number of pain relievers advertised as significantly superior to others really had aspirin as their main ingredient. There's no significant difference among various brands of aspirin, the FTC officially observed. The products in question include Anacin, Bufferin, Excedrin, Bayer Aspirin, Cope, Vanquish and Midol.

Similarly, when Contac's commercials compare it to a number

of other products, such as cold tablets and night-time liquids, the basic active ingredient in all of these about which the advertiser is talking, is antihistamines. But Contac does not compare itself to other delayed-action antihistamine tablets, some of which are available at much lower prices under the private brand names of large retailers.

Antihistamines also are a major ingredient in a number of other preparations such as Coricidin and Inhiston.

Antihistamines inhibit allergic reactions and also tend to make you a little sleepy. The result is a number of over-the-counter sleep preparations such as Sominex and Sleep-Eze are merely a form of antihistamine. Some brands also have a little aspirin.

Digestive remedies such as antacids have become big sellers. For years many were promoted with exaggerated claims of giving relief from "nervous emotional disturbances," "nervous tension headaches," "cold symptoms," "consumption of alcoholic beverages," "food intolerance" and so on.

As the result of recent action by the Food and Drug Administration, manufacturers of antacid products now may claim only that these products give relief from "heartburn," "sour stomach" and acid indigestion.

But in this instance too, consumers could use merely the basic low-cost ingredients. The several hundred brands of antacid tablets, powders and liquids on the market contain a variety of ingredients. But one of the most familiar is simply sodium bicarbonate—ordinary baking soda. Another familiar ingredient is calcium carbonate.

One effect of the FDA's review was to require Alka-Seltzer to make clearer that its combination of aspirin and antacid should be taken only if the user actually has a headache as well as an upset stomach. Some medical experts felt that the combination was unnecessary and might be harmful to anyone suffering from serious gastro-intestinal problems. That's why some of Alka-Seltzer's recent commercials announcing, not too loudly, that you should be careful, or saying in a caption, "Use only as directed."

By spending \$20 million a year on advertising, Miles Laboratories had managed to make Alka-Seltzer the leading antacid product even though one of its basic ingredients is merely the familiar bicarbonate of soda. The Alka-Seltzer commercials had won awards in the advertising industry for their effectiveness in promoting what is an essentially overpriced product of which some doctors also were critical.

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Sacramento Scene

Much Action In California Legislature

By EDWARD P. PARK
Director, Education & Research
California-Nevada Conference of
Operating Engineers

The Assembly weekly history, dated January 23, 1975, showed 580 Assembly bills have been introduced along with 35 Assembly constitutional amendments; 28 Assembly concurrent resolutions; six Assembly joint resolutions and 15 House resolutions. On the Senate side the weekly history of January 23, 1975 lists 280 bills introduced; 16 Senate constitutional amendments; 18 Senate concurrent resolutions; seven Senate joint resolutions and 17 Senate resolutions.



Edward P. Park

January 23, 1975 marked the 53rd calendar day for both houses. The 14th legislative day for the Senate and the 15th for the Assembly.

Legislative action on bills, resolutions, etc., began immediately after January 6, 1975 and is proceeding with more dispatch than has been noted in recent years. At least in this aspect, the new two-year session procedure seems to be working well.

Assemblyman Berman is back in with a bill, A.B. 183, to correct the deficiencies in the Workman's Compensation Law as it relates to uninsured employers. This is an improved version of A.B. 4281 which Mr. Berman successfully steered through the Legislature last year, only to see it vetoed by the Governor. The California-Nevada Conference of Operating Engineers was in strong support of A.B. 4281 and we will lend an equal effort in behalf of A.B. 183. Our last information indicated that more than \$800,000 dollars in unpaid awards were outstanding at the present time. The plight of an injured worker with his loss of wages, outstanding doctor bills and all the other ills that beset an individual who is injured and unable to work are frightening. Among these unfortunates are some engineers. We commend Assemblyman Berman for his humanitarian efforts to help these individuals.

Numerous bills in which we have an interest have already been introduced and it is inevitable that many more will follow and we will be involved with them as they move along. Regardless of whether we oppose or support them, we will attempt to keep you informed.

The State Building and Construction Trades Council of California is advancing a comprehensive legislative program in which we will be cooperating. Among the areas in which the council intends to introduce legislation are:

1. Legislation to eliminate bid peddling in the carpet laying industry. Vetoed by the Governor in 1974.
2. Legislation to permit the labor commissioner to maintain a wage claim without a signed wage assignment from the employee. Vetoed by the Governor in 1974.
3. Legislation to require the appointment of a labor representative from a building trades organization to the Contractors License Board. Vetoed by the Governor in 1974.
4. Legislation to prohibit surety companies from collecting attorney fees and court costs from the Contractors License Bond.
5. Legislation to increase the contractors license bond from \$2,500 to \$5,000.
6. Legislation to place the authority for the determination of prevailing wage rates under California's Little Davis-Bacon Act, with the Director of the Department of Industrial Relations instead of each public agency making its own wage determination.

7. Legislation to include construction and repair of streets, highways and bridges under the Subletting and Subcontracting Fair Practices Act.

8. Legislation to require each employer on public works to file with the awarding body a certified copy of the weekly payroll, which shall be available to public inspection at all reasonable hours and a copy made available to the employee or his authorized representative and the Division of Labor Law Enforcement. The awarding body shall determine the accuracy of the payroll records.

9. Legislation to require a bonding company who willfully fails to pay a verified claim for wages, to pay a penalty at the same rate of the unpaid wages up to a period of 30 days.

10. Legislation to prohibit the use of construction managers in lieu of a general contractor on public work projects.

11. Legislation to implement standards for painting on all housing in the state of California.

12. Legislation to make the owner-builder or prime contractor responsible for all safety on the job site.

Senator Dills and others have introduced Senate Bill 275. This will be the prime "public employer-employee relations" bill for the current '75-'76 session. It embodies most of the provisions of S.B. 32 (by Dills) and A.B. 1243 (by Moretti), which were the big public employee bills of the 1973-1974 session and both failed passage. S.B. 275 contains the so-called craft provisions that were in both S.B. 32 and A.B. 1243. We think the language in Article 6 Unit Determinations, Subsection 6, is worth bringing to your attention, and we quote:

(6) "Notwithstanding the foregoing provisions of this section, or any other provisions of this section, or any other provision of law, an appropriate group of skilled crafts employees shall have the right to be a separate unit of representation, based upon occupation. Skilled crafts employees shall include, but not be limited to, employment categories such as carpenters, plumbers, electricians, painters and operating engineers."

Senator Nejedly, chairman of the Senate Natural Resources Committee, has held two hearings on preprint S.B. 10. A preprint bill is a proposal drafted in the form of a bill and is usually circulated for reaction after which it may be amended and introduced into the Legislature. Preprint S.B. 10 would enact a new law, the "Surface and Mining Reclamation Act of 1975." We did not attend the first hearing, which was held in Palm Springs on November 20, 1974, but we were present in Concord, January 24, 1975. Actually, we spent two days with Senator Nejedly and members of the committee and other interested parties. On January 23, 1975, we toured the mining operations in Livermore Valley and the Clayton area. On January 24, 1975, we attended the hearing in Concord. Whatever develops from these hearings and preprint S.B. 10 will be of importance to our members employed in surface mining operations. We would like to commend Senator Nejedly for the manner in which he is conducting these hearings. It is apparent he is attempting to elicit as much information on the subject as can be obtained.

Labor appointments are slow coming out of the Governor's office, but organized labor is contributing considerable input and we expect that some key appointments will be made shortly.

New Melones Now 30 Pct. Complete

Without doubt, the most controversial and well-known construction project to be undertaken within the jurisdiction of Operating Engineers Local 3 in the last year has been the New Melones Dam.

A bone of bitter contention for over a year, the contest did not end until well after the defeat of Proposition 17, the statewide ballot initiative aimed at halting construction of the dam. It ended as it began, with an unsuccessful challenge to the validity of the environmental impact statement,

the final one filed by Berkeley attorney Jerry Meral. The Supreme Court of the United States, however, in a unanimous decision, rejected Meral's suit, thus ending once and for all the lengthy battle over the huge project.

Throughout the history of the fight for New Melones Dam, Operating Engineers Local 3 kept a close watch over the actions of the environmentalists, filing briefs at the various trials, providing information to those in favor of the project and generally pushing for approval of the vital structure. But it wasn't until Proposition 17

qualified for the November ballot that the general public became aware of the issue and Operating Engineers Local 3 began an all-out attack on the proposition in order to save the many important jobs it is now producing.

Local 3's efforts in the battle against Proposition 17 took many forms. The final action involved several days of on-site investigation by staff personnel and the writing of a series of articles, published in the October "Engineers News," detailing the facts surrounding the issue. These articles had tremendous impact and

See More MELONES, Page 5

A Personal Note from The President's Pen

By HAROLD HUSTON
President



The Operating Engineers Local No. 3 is proud of the fact that we have our own blood bank in many of our districts throughout our jurisdiction. This helps the brother engineers and their families who need blood and have found that they no longer have health and welfare coverage due to the fact their reserve bank of hours has been exhausted.

The establishing of a blood bank in each district was accomplished by the foresight of our brothers and their wives in each district working very close with the business representatives, district representatives, and officers. A hardy vote of thanks should be given to everyone who played a part in accomplishing this success. Once the blood bank has been established, it continually takes the extra effort of every brother engineer and his entire family to see to it that the blood bank reserve is kept up as the blood is used when needed.

It has been made clear that there are not enough volunteer blood donors in the United States. Does this condition prevail because the general public is unaware of the great need for blood? If this is the case, then the information should be broadcast by whatever means possible. And there is no sense being cozy about it. It should be stressed that less than five per cent of the people give the blood needed to protect everyone. This means that 95 per cent of the population is getting a free ride. Something like the worker who won't join a union, but receives all the benefits.

The fear of giving blood is believed to be the main reason more people don't volunteer. But few will admit they are afraid. It's the other person who's afraid.

During one complete day the Red Cross gave out questionnaires to the 13,533 who donated blood in their center and mobile units across the country. When asked, "What do you think is the most important reason why those who can give blood do not give?" The majority answered, "fear and pain." Asked why they were donating, the largest number answered, "My duty, I want to help others."

How can people be relieved of their fears and prejudices so that they can donate blood freely? If a non-donor experiences a great need for blood for himself or his family, he might see the light. But the patient can't wait for this moment to happen. Blood is needed now. How do you convince a man's mind that his blood is needed for the general good? This is the business of the education, information and recruiting.

Giving blood is simple and painless. It is not any more trouble than going out to lunch. The message should be repeated over and over again, especially by those who have donor experience. The whole procedure takes less than an hour, but the giving of blood itself is only about six minutes time.

The following gives the prospective donor a clear picture of what really happens in the procedure of giving blood.

1. On the day you donate, eat normally, although excessively fatty foods and alcohol should be avoided for a period of four hours before appointment.
2. Upon arrival at the donation center, a volunteer registers a few details and gives you a registration card to carry as you proceed from station to station.
3. At the first station your temperature and weight are checked and recorded on the card.
4. At the next station, the hemoglobin is checked when a small drop of blood is taken from the end of your finger and tested.
5. A doctor or nurse will take your blood pressure and ask a few questions about your medical history to make certain you are physically fit to donate.
6. A volunteer escorts you into the donor room, helps you to lie down, and a trained nurse injects the needle gently, expertly, and painlessly, and the pint of blood is given.

Within 10 minutes you are finished and invited to the snack bar for some refreshment, and to talk with the other donors. If this is your first donation, you will be mailed a card showing your blood group and whether you are RH positive or negative.

TWO POINTS TO REMEMBER

1. In the good transfusion, a donor's blood must be found that matches the patient's blood both in the major groups, A, B, AB, and O, and in the RH factor. If there isn't this "agreement" in blood, the transfusion can't be given without fear that the red cells will go into a clumping reaction which obstructs and sometimes stops the circulation of the blood.

2. If more people would give blood, then there would be more pints of each type available for selection when the call comes that one or several patients need transfusions. Nature has done its best to encourage donation. When a pint of blood is taken from a person, the body goes to work and replaces it within a few weeks.

WHERE CAN I GIVE BLOOD?

Please contact the district office nearest to where you live, and they will give you detailed information as to the place and time you may give blood.

At the present time decals are being printed which will indicate that an operating engineer has donated blood to the Operating Engineers blood bank in his district. These decals, for use on hard hats or elsewhere, will be available at district offices in the near future.

We appreciate the 100 per cent cooperation that has been given by our brother engineers and their families.



RIGGING LINES

By BOB MAYFIELD
Vice-President

This first month of 1975 has certainly slipped by quickly, as it seems only yesterday we were toasting the New Year.

The semi-annual meeting just concluded brought many of my friends in from just about every state and district office in all of this vast local of ours, and I certainly appreciated the chats and comments and especially the compliments extended on the job this group of officers is doing and the good contracts they were now working under.

Also, we have just concluded the complete rounds of service pension meetings held in each district in the local union. This entailed a meeting in a different district on successive nights and, therefore, many miles of travel and not too much rest for those of us who attended them. However, in my opinion for the interest shown and the constructive questions asked, and the general interest shown by all, I would say the effort was worth it all. As I stated before, I'm personally highly in favor of a service pension now and urge everyone to vote in favor of it when the ballot comes to your home. They must be in the San Francisco office prior to February 28, 1975. Voting is a precious thing we have in this country and a most important right all of you should exercise. In a large part of the world today people don't have this right and the only choice they have is to do what they are told.

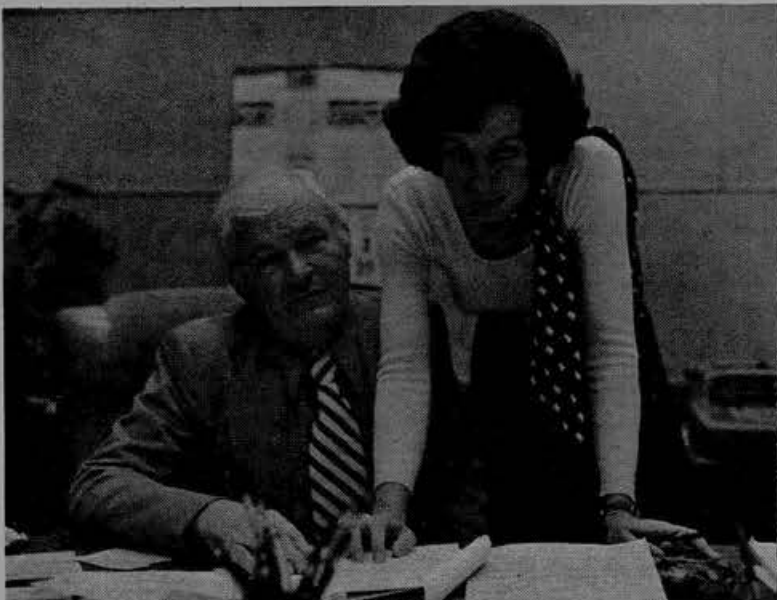
The organizing continues to go very well. We have reached the point where the drilling has become large enough that a second organizer had to be hired to keep up with this job. In order to keep being successful a union must service the employees who have just been organized from that point on and we therefore had to hire the extra man to perform both of these functions.

We just completed negotiations with the first welding company that performs welding in conjunction with the oil field and geothermal drilling work. This, to our knowledge, is the first such company to sign an agreement and as the many such companies throughout the oil patch that do this type of work are all non-union, Carl's Welding out of Woodland, California is this company, and it is certainly hoped they do well and maybe we can organize this profession at the same time as the drilling contractors are.

An N.L.R.B. petition was filed very recently on APCO Rock Company out of the State of Nevada. Their business is primarily rock, sand and gravel and has been a complaint of our union companies in Northern Nevada for some time. With the interest shown by the people working at their two locations, we are very hopeful of winning this election.

The oil and gas contracts are all being negotiated as they have all come at once for their first reopening. Ratification of their new package of wages, fringes and subsistence is not yet complete. The entire package, however, which has been offered by the employers will amount to close to a 22 per cent increase. We have the greatest of confidence that our membership will overwhelmingly so ratify this fine offer. At the same time, working in conjunction with the Utah business representatives we should be concluded with contract negotiations with the Wickett Engineering Company and Dynalectron companies by the time this article goes to press.

In conclusion, I would thank everyone who has given their full cooperation and encouragement not only to myself, but to the rest of the officers in our first full year of office, which was 1974. I hope that we can continue to progress as much in this year now ahead of us all, even though the whole economic picture is one that is somewhat cloudy and uncertain.



LOCAL 3 Director of Public Relations Ken Erwin and Charlotte Mellow, appointments secretary for Governor Edmund G. Brown Jr. at work in Sacramento. Erwin has been on special assignment to Brown's office and was recently elected to several positions in the California Democratic Party. For details see Looking at Labor, page 2.

Eureka Crab Feed Next Month

The 14th Annual Eureka Dinner-Dance (Crab Feed) for all Operating Engineers, their wives and guests will be held Saturday, March 8, 1975 at the Veterans Memorial Building, 10th and H Streets in Eureka, according to Bob Wagon, Eureka district representative.

A no-host social hour will begin at 6 p.m., dinner at 7 p.m. and dancing 8 p.m. to 2 a.m.

Any person wishing motel reservations for this affair will be gratefully handled by your Eureka office (707) 443-7328, by telephoning no later than March 5th.

Tickets are \$6 per person and will be on sale at the Eureka office, 2806 Broadway, Eureka, Calif. 95501. Please make your checks payable to Humboldt-Del Norte Operating Engineers Membership.

EUREKA CRAB FEED



MARCH 8, 1975

Eureka Construction Work At Low Point

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

With the holidays behind us, the days beginning to lengthen, the brother engineers' thoughts are on the coming work season. In spite of the fact that we had a good season which lasted late into the fall the work situation is very slow at the present time.

A \$6.5 million power plant project at the Louisiana-Pacific mill has been discontinued for economic reasons. The chip loading facility at Samoa is very slow in getting off the ground. These are two projects that we had counted on to provide some work this winter.

Needless to say, as soon as the sun starts to shine this spring the dirt projects will come to life. Also the new highway projects we have mentioned in previous issues should help to take the pressure off the out-of-work list. Incidentally, to date, none of these projects have been deleted from the budget. With a little cooperation from the weatherman this spring we ought to be able to get off to an early season.

In regard to new work the emphasis seems to be on sewage collection and treatment facilities. Checking with the North Coast Regional Water Quality Board we turned up a list of tentative projects for this area. More or less in order of priority they are: McKinleyville collection system which should kick off this spring; the Rohnerville-Campton Heights project; expansion of the Loleta sanitary district; College of the Redwoods sewage interception system; Orick collection lines and treatment plant; Trinidad and Moonstone sewage system; Samoa and Manila sewage systems; Miranda also needs sewage facilities as does Fieldbrook, which may be tied into the Blue Lake system; Shelter Cove also will need a treatment plant in the future. Because discharge will be directly into the ocean, additional studies are necessary to determine what effect it will have on sea life.

In Marysville District

Small Jobs Keep Engineers Working

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

Work on the east side has been slow, but we have kept things going with several smaller jobs. Hughes and Ladd at Oroville have moved most of their equipment to Bishop and will probably crank up again on the Highway 149-99 job about the 1st of April. They are still working on the structures and in the yard, but will be shut down on the dirt until then.

Madonna Construction Co. has been working most of the winter at Quincy on the bridges but have been shut down in the dirt, due to weather conditions. They hope to be back in full swing in mid-April or sooner.

The Highway 395 job is coming up for bid shortly between the

projects for this area. More or less in order of priority they are: McKinleyville collection system which should kick off this spring; the Rohnerville-Campton Heights project; expansion of the Loleta sanitary district; College of the Redwoods sewage interception system; Orick collection lines and treatment plant; Trinidad and Moonstone sewage system; Samoa and Manila sewage systems; Miranda also needs sewage facilities as does Fieldbrook, which may be tied into the Blue Lake system; Shelter Cove also will need a treatment plant in the future. Because discharge will be directly into the ocean, additional studies are necessary to determine what effect it will have on sea life.

The Arcata City Council finally signed the joint powers agreement associating that city in the proposed regional waste water treatment facility. This planned system will pump sewage from a broad area around Humboldt Bay into Eureka where it will receive secondary treatment before being piped across the bay for ocean discharge as mandated by state law. The project will include a main sewer interception line paralleling Highway 101 between Eureka and Arcata.

Grant funding from state and federal sources totalling 87.5 per cent of the estimated \$32 million

project cost is presently available. The Humboldt County Board of Supervisors in a 4 to 1 vote has approved this project.

In other action the Board has authorized the public works department to enter into negotiations with local engineering firms for preparation of estimates regarding 1974 storm damage to county roads.

We would like to thank all of the brothers and their families for the support they gave in our elections from County to Federal levels.

With our new governor taking dead aim on the unemployment situation that we have at the present time and also Washington recognizing the fact that something has to be done to stimulate our economy, we feel 1975 should be a better year for everyone.

Also, we want to thank everyone for the fine attendance at our district meeting, and last but not least thanks to all the good brothers for electing our fine Grievance Committee to serve for another year—Harry (Mickey) Dillon, Otto Sheraske and H. L. (Pete) Childers.

Now just a little on the light side of things we have our 14th Annual Crab Feed which we hope to be the best ever. Lots of crab, lots of beer and lots of fun, so be sure to mark this date on your calendar, March 8th.

Nevada State Line through Sierra County in our area, into Lassen County in Redding's area. This should be an approximately \$6 million job.

The sewage treatment plant and underground improvements in Thermolito at Oroville will be bid this month, this will be about a \$5 million job, an addition to the work already bid. The low bidder in the first bid was Rodriguez Underground Construction out of the Oakland area.

Maecon, Inc., out of Santa Fe Springs, was awarded a \$1,885,912 job at Beale Air Force Base for construction of sewage and industrial waste treatment improvements.

There have been several forest service jobs that have been let, and we should have a very good year.

The work on the west side is slowing down now. H. M. Byars

has shut their job down at Willows and Carl Myers said they would probably be down until April. The work at the Johns-Mansville Plant in winding up fast with most of the machinery being set by the time this article is read.

Some of the brother engineers have been able to pick up some winter work for Hertel Construction and K. S. Mitty working for the Glenn-Colusa Irrigation District at Willows.

Moving up the Valley, Zurn Engineers has cut their crew because of weather and probably will not do much more work until spring. The weather has certainly been on their side as they have been working right along with the hand lining. The brothers at Kaiser Sand and Gravel thought they would be laid off the latter part

See More MARYSVILLE, Page 5

Words Occupy Engineer's Free Time

As a 15-year member of Operating Engineers Local 3 it is only natural that Terry Ames feels comfortable working around machinery. While at work he is constantly surrounded by heavy equipment, as he goes through the routine of making his living as a grader-setter. But at home he can often be found around machines of a more delicate nature—a typewriter and a printing press.

Ames, a 36-year-old operating engineer from Fremont, California is one of approximately 2,000 people or groups of people throughout the world who edit and publish small literary magazines.

Largely ignored by the established worlds of academia and publishing, these small magazines exist to give exposure to the many fine grassroots poets, authors and dramatists who might otherwise never be published. Ames' journal, called "The Fault," is a small, semi-annual, staple-bound publication which also gives exposure to the works of little known artists. Printed in Ames' garage at a cost of \$300 for 500 copies, the circulation of "The Fault" is, to say the least, limited. But that really isn't the point, according to Ames.

"Little magazine editors are like painters," he said. "They put money into their work because it is an art form."

Ames first became involved with the idea of publishing a literary magazine as a result of the creative writing program at California State University, Hayward. At that time he had been attending the school during the off-season for several years and had been collecting benefits from the G.I. Bill. Slowly, though, he found himself repeating classes just to keep the benefits coming, and even becoming bored with classes he had liked before.

"The universities teach you about the big-time writers like James Joyce and T. S. Eliot," he explained. "They don't tell you about people like Charles Bukowski who is living on the street in Los Angeles and producing great poetry from the grassroots level. The universities are stuck in their literary world."

Feeling as he did, it was just what Ames was looking for when a professor asked him to coordinate and edit a publication of students' works. Unfortunately, by the time he was confirmed as editor it was discovered that no funds were available to produce the magazine. As a reaction to this turn of events he went to a local printer and had the first issue of "The Fault" printed at his own expense.

Ames was intrigued by the first issue and decided to continue the publication on a semi-annual basis. He bought a small, table-top offset printing press soon after the publication of the second issue and was immediately pleased with the results.

"You can do more for the same money with your own equipment," he said. "When I was going downtown to a printer I got 50 pages for \$300. It still costs me \$300 an issue, but I now have control and the issues are 150 pages."

Regardless of the artistic aspect financial considerations still

exist, but these are aided by grants available from various sources. The prime source of these grants is COSMEP, the Committee of Small Magazine Editors and Publishers. Ames recently received his second grant from this group, this one for \$500.

COSMEP and other organizations such as the Coordinating Council of Literary Magazines are also important for allowing the publishers of the magazines to get in touch with each other. Ames now exchanges 200 copies of each issue of "The Fault" for issues of other small publications and much of "The Fault" is written by these other publishers.

"Since I've been exchanging I would say that half of the material I use comes from other small magazine publishers," Ames said. "Some of it has been published before but most of it is just stuff that the publishers write and send me."

Ames, who has been writing for about 15 years, also uses his own material in "The Fault."

"Usually I have something of my own in every other issue," he said. "I try to balance the publication. In this last issue most of the stuff was experimental so I put in a realistic story of my own. I don't try to push my stuff very much, though."

Ames said that at first it was more difficult to get material.

"At first I asked people to submit stuff but I don't do that anymore because material is starting to roll in," he said.

According to Ames, in addition to his own material and that of acquaintances and other publishers, he receives literature from people who have read about his publication in the COSMEP newsletter, Writers' Digest and other places.

He now has to reject much material, especially poetry, since more of that is submitted than other literary forms. Even so, the latest issue of the "The Fault" contained poetry, drama, fiction and art from 30 different contributors.

Acceptance of his publication and the material contained therein is the real goal Ames is shooting for and this has proved to be a difficult task.

"Some of the stuff I publish is as good as what appears in Esquire," he said. "Once it's out you know you've got a good product and then it's ignored. It's sort of depressing not seeing yourself sold."

But Ames continues to push for acceptance, taking copies of "The

Fault," to various bookstores and libraries in the hopes that this will spark subscriptions.

Libraries are now the prime target for "marketing" of "The Fault," according to Ames.

"Once you tie into a library the subscription goes on until you go out of existence," he said. "My goal is to get 300 libraries to subscribe. Then I can break even."

Part of the reason Ames has had trouble getting acceptance at libraries is the avant garde nature of much of the material he publishes. He admits a tactical error in the way he approached the Fremont Library—sending a copy of "The Fault" which contained an erotic science fiction story. Although he regrets sending them that particular issue he doesn't believe there was anything wrong with the story.

"My wife even liked it," he said with a shrug.

Ames has also published other controversial material including a collection of poetry by inmates at Folsom Prison and another pirated from the walls of Bedford Hills Prison, a women's institution in New York. He is very excited about the Folsom prisoners' poetry and plans to use \$100 of his latest grant to help the inmates produce their own publication. In this way, he explained, they would be eligible for their own grant and would be able to continue the publication themselves.

Ames agrees that his magazine, like all others, reflects the interest and prejudices of its editor, nothing that his interests run toward "visual fiction" where words are used on a page to form visual images and towards "realistic poetry" such as prose poems where people write about their own lives without "flowery academic words."

Even following this formula, however, Ames said that he has been "getting uncomfortable with the last issues."

"I would like to get enough subscriptions to put this thing on a paying basis so that I could feature some different styles," said Ames.

He said that he is especially interested in publishing more art work and more "visual fiction."

"But I don't intend to have ads to get the money, because the magazine has to be art," he said. "If I ever have ads it will be a satire," he said, then reconsidered. "On second thought, I think that's been done before so I probably wouldn't do it."



ENGINEER AND PUBLISHER Terry Ames working with an old letter press he uses for special effects. His main printing tool is a table-top offset press.

More New Melones...

(Continued from Page 3)

were picked up and published by various other labor publications, including the "Valley Labor Citizen," the official publication of the Fresno-Madera Labor Council, the Kings and Tulare Counties Building and Construction Trades Council and the Tulare-Kings Labor Council.

The rest is certainly well known to most operating engineers—Proposition 17 was decisively defeated and the construction of New Melones Dam became a certainty.

At present about 30 per cent of the New Melones Dam has been completed at a price tag of approximately \$85 million. With access roads and facilities complete, the approximately 120 operating engineers employed on the project are now constructing the main haul road, driving a 430-foot-deep surge shaft, excavating overburden from the main quarry and excavating the abutment for the dam. The main excavating tool,

which will arrive on the job next fall, is a Bucyrus Erie 280-B shovel with a 15-cubic-yard bucket.

According to Fred Butler, project manager on the job, the only area in which construction is behind schedule is in the abutment, due to the extreme difficulty of the work. Other than this predictions are that the project will go smoothly to its completion date in June of 1979.

The importance of the New Melones Dam, other than its general value for flood control and production of electricity, can be seen in its economic effects. During the peak of construction, sometime in 1977, about 200 operating engineers alone will be employed. And this is only a fraction of the total construction industry jobs produced by the project.

All in all the New Melones project is a concrete testament to the success of Local 3's political program and a windfall in terms of jobs for operating engineers.

More Marysville...

(Continued from Page 4)

of November but they are still working. Reliable Crane from Sacramento has been setting the wall panels on the new Sunset Plant in Yuba City. They have approximately 200 panels to set.

BLOOD BANK

We wish to thank the following members who so generously donated to our blood bank: Frank Arostegui, Dan Austin, Kenneth Bettis, Gerald Davern, Raymond Dolce, Kenneth Felkins, George Halsted, Maurice Herlax, John Pittard and George Santos. We have allotted over 15 units of

blood in the last month to hospitalized members and would appreciate anyone who can donate as our supply is very low. Donations can be made at the following locations:

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

Oroville—Medical Center Hospital, Oroville, 1 p.m. to 6 p.m. the 1st Tuesday of each month.

Chico — 169 Cohasset Road, Chico, Mondays — 3 to 6 p.m., Tuesdays—8 to 11 a.m. & 1 to 4 p.m., Fridays—8 to 11 a.m.



INVESTIGATING AN ACCIDENT—In the left photo Local 3 Safety Director Jerry Martin (right) and San Francisco Business Representative Charles Snyder (center) discuss an accident which occurred on a job employing operating engineers with Don Wilbrecht, field safety compliance



engineer for Cal/OSHA. The accident took place on the Southern Pacific Building job in San Francisco when a cable broke, cropping a load of steel about eight stories onto a truck parked below. One ironworker was killed and another injured.



OPERATING ENGINEER Rubin Garcia was on the job at Economy Garden Supply in Oakland when local artist Marva Creamer asked to do this water color of him and the

child of a passer-by. The work hung in San Francisco's De Young Museum for some time and is now on tour throughout the United States.

Proposed Service Pension Detailed

The following article is reprinted from the December issue of "Engineers News."

WHAT IS A SERVICE PENSION?

A service pension for operating engineers, as proposed by Pension Trust Fund Actuary Consultant Martin E. Segal, would require 30 pension credits attaining age 55 or more, and a minimum of 2,000 hours worked at a contribution rate of at least \$1.25 per hour.

Like all proposals made by the actuary consultant, this one is based on economic feasibility. According to the consultants this service pension plan proposal is the one that is most practical with regards to cost, benefits, inflation and other factors which must be taken into consideration in making the actuarial calculations.

HOW DOES IT WORK?

As soon as one begins to turn to the question of the workings of a service pension, the picture immediately becomes more complex. There are, however, several aspects of the service pension which should be familiar to all Operating Engineers.

Every pension form in the Operating Engineers Local 3 Pension Trust Fund has qualification requirements and the service pension would be no different. Like the other pensions, the requirements for qualification for the service pension would be tailor-made to the particular financing needs of the plan. The most noteworthy need of a service pension is the need for more money—a service pension is always more expensive to provide because benefit payments must be made over a longer period of time.

The qualification requirements for the service pension are 30 pension credits, attaining age 55 or more than a minimum of 2,000 hours worked at a contribution rate of at least \$1.25 per hour.

SIMILARITIES TO OTHER PENSION TYPES

As in other Local 3 pension types, pension credit is not the same as years of union member-

ship or years in the industry. The fact that an engineer has been a member of Local 3 for 30 years does not mean that he would qualify for a service pension. He would have to accumulate 30 pension credits at the rate of from $\frac{1}{4}$ to $1\frac{1}{4}$ credits per year, depending on the number of hours he worked. Accumulation of these 30 credits would also be subject to all the other rules and regulations governing pension credit in the other plans.

All pension credits earned towards a service pension would have to be accumulated within Local 3 jurisdiction.

Related credit or credit earned under a reciprocal agreement with another union would not be considered towards a service pension. The pro-rata pension is the only Local 3 pension type which allows related credit.

Another similarity between the service pension and other pension types is that a person retired on a service pension would not be allowed to return to the industry. And it is probable the plan would also require those on service pension to submit a W2 form each year as proof that any additional earnings were not made as an operating engineer.

MAJOR DIFFERENCES

An important difference between qualification requirements for the service pension, as proposed by the actuary consultant, and presently existing pension types is that, in order to qualify for the service pension an engineer must have attained age 55 or more, accumulated 30 pension credits, and have a minimum of at least 2,000 hours at a pension contribution rate of at least \$1.25 per hour.

These qualification requirements would exclude any member who is working for an employer in a bargaining group whose contribution rate is less than \$1.25 per hour from qualifying immediately. However, this means that anyone whose contribution rate reaches \$1.25 per hour in the future would be eligible for a service pension once he worked 2,000 hours at the \$1.25 rate, at-

tained age 55 or more and has 30 pension credits.

Although the minimum pension contribution which will qualify an engineer for a service pension is \$1.25 per hour, the actual cost of the service pension to the individual engineer is 25 cents per hour.

In other words, while an engineer is working he will contribute any amount in excess of \$1.00 up to 25 cents towards the service pension even if he eventually retires on a normal, pro-rata, disability or early pension. This amount over \$1.00 up to 25 cents will not be credited to him when pension benefits are calculated as the cost of having the service pension option.

Many of the collective bargaining agreements between Local 3 and the employers have Pension Trust Fund contributions in excess of \$1.25 per hour. In the case where the top contribution rate is \$1.48 per hour, the amount in excess of \$1.25 is handled in the following manner. Of this 23 cents the first 13 cents will be for increased funding and improvement of the vesting rights as provided by the new Federal legislation. (Employee Retirement Income Security Act of 1974) This 13 cents, then, is a fixed cost paid by the Pension Trust Fund. The remaining 10 cents is an actuarial margin that will provide future improvements to the plan. The allocation of the 23 cents as set out above has no bearing on the service pension. This allocation must be made whether or not the service pension is adopted.

At the present time as the proposal is made by the consultants, the first \$1.00 goes for the pension plan, the next 25 cents for the service pension, the next 13 cents for funding changes as required by Federal legislation, and the final 10 cents for future improvements to the plan.

Regardless of whether a service pension is adopted or not adopted the first \$1.25 per hour is retroactive to July 1, 1974. The question that remains is whether it is applied to the existing pension types and the service pension, or

Applications Now Accepted For Annual Scholarship Competition

Two college scholarships of \$500 each will be awarded for study at any accredited college or university, one award to a son and one to a daughter of members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

WHO MAY APPLY:

Sons and daughters of members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application.

The applicants must be senior high school students who have, or will be, graduated at the end of:

either: (1) the fall semester (beginning in 1974),

or: (2) the spring semester (beginning in 1975),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between Jan. 1, 1975 and March 1, 1975.

AWARDING SCHOLARSHIPS:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and a check for \$500 will be deposited in each winning student's name at the college or university he plans to attend.

INSTRUCTIONS:

All of the following items must be received by March 1, 1975

1. **The Application**—to be filled out and returned by the Applicant.
2. **Report on Applicant and Transcript**—to be filled out by the high school principal or person he designates and returned directly to the Local No. 3 by the officer completing it.
3. **Letters of Recommendation**—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. **Photograph**—A recent photograph, preferably two inches by three inches, with the applicant's name written on the back. (Photo should be clear enough to reproduce in the "Engineers News".)

It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103,
or to College Scholarships at the address shown above.

just to the existing pension types.

ADVANTAGE OF SERVICE PENSION

The advantage of a service pension for the engineer is that he can retire at age 55 or older without any reduction of earned pension (actuarial adjustment) provided he has 30 pension credits and a minimum of 2,000 hours with at least a \$1.25 contribution rate.

DISADVANTAGE OF SERVICE PENSION

The disadvantage of a service pension is that it requires the engineer to pay the cost of providing the service pension option even if it is not taken. The Martin E. Segal Company, actuarial consultants, for the pension plan, based upon their projections of the engineer's records, estimate that not more than 15 per cent of

the Operating Engineers will be awarded a service pension.

The best way to illustrate the possibilities of a service pension is for each engineer to apply it to himself. In that way each individual can decide whether the service pension offers him advantages or disadvantages.

The qualification requirements for a service pension are attaining age 55, or more with 30 pension credits and 2,000 hours worked at a contribution rate of at least \$1.25 per hour.

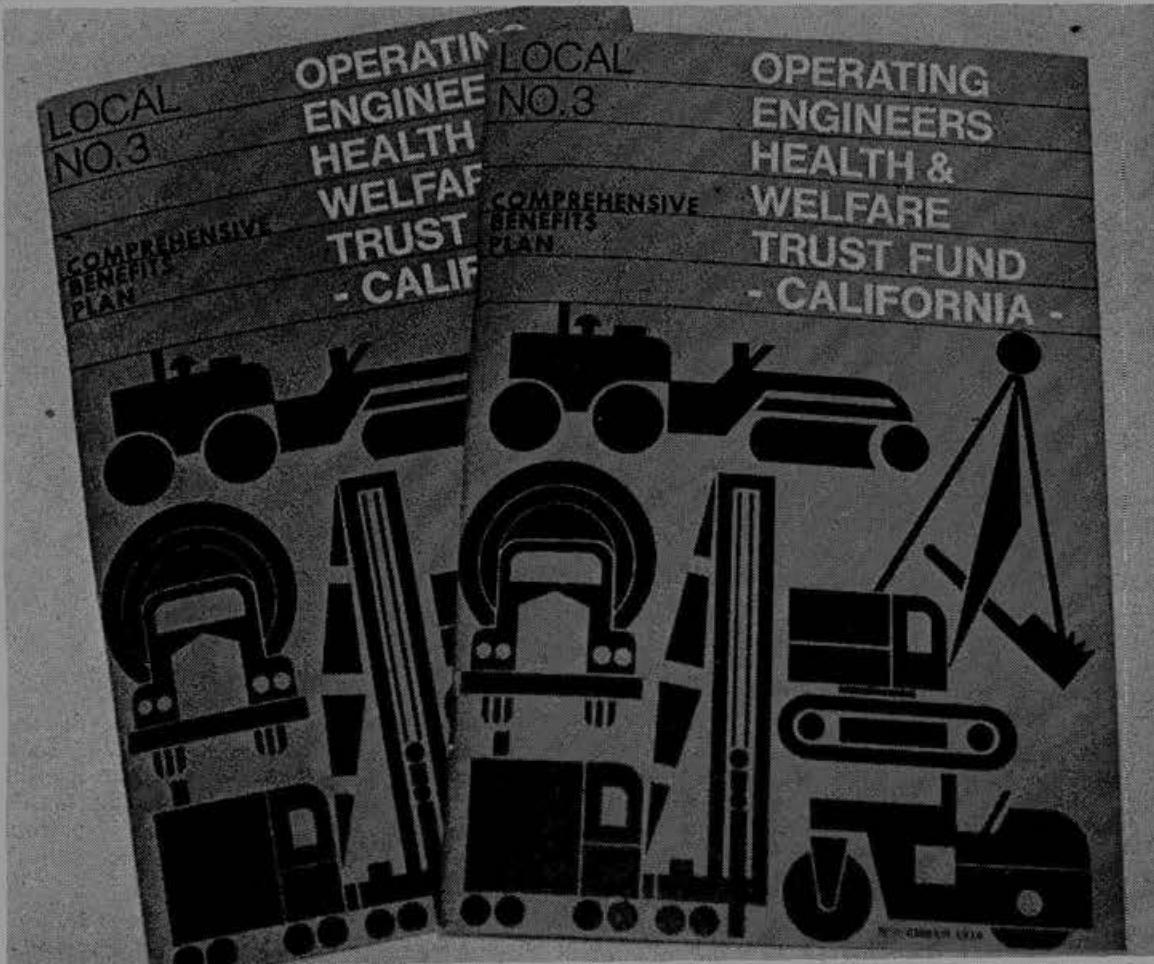
It must be remembered that under the early retirement type pension an engineer may retire at age 55 with 45 per cent actuarial adjustment reduction, or at age 60 with 15 per cent actuarial reduction. All of the rules and regulations of the Pension Trust Fund apply towards meeting the eligibility qualifications.

OPERATING ENGINEERS TRUST FUNDS: OUTLOOK

VOL. 2—NO. 2

SAN FRANCISCO, CALIFORNIA

FEBRUARY, 1975



NEW HEALTH AND WELFARE BOOKLETS for Northern California, detailing the provisions of the Comprehensive Health Plan, have been printed and are available at the

Fringe Benefits Service Center, 474 Valencia St., San Francisco, Ca. 94103 and at all District offices. For information write or call 415/431-1568.

Retiree Medical Plan Improved

At a recent meeting of the Board of Trustees of the Pensioned Operating Engineers Health & Welfare Trust Fund, numerous and important improvements to the retiree medical plan were approved.

As of Jan. 1, 1975, 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 under the plan.

In addition, the \$50 annual deductible required of non-Medicare participants under the major

medical provisions of the plan has been eliminated.

For the first time the retiree medical program will have an annual reinstatement provision. 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 \$10,000. A certificate of continuing disability will not be required in order to

qualify for the provision.

Optional selection of a Kaiser Foundation Health Plan will also be made available to retirees and their spouses who live within a 30 mile radius of Kaiser's Northern California facilities. Information with regard to the Kaiser plan will be mailed to retirees who qualify for health and welfare coverage by the Trust Fund Office.

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.

Health Plan Has Dependents In Mind

One of the most important features of the Operating Engineers Health and Welfare Plan is the coverage that is provided for a participant's dependents. The entire program was designed not only with the operating engineers of Local No. 3 in mind, but also with careful thought given to the needs of their families.

A member's eligible dependents are defined by the rules and regulations of the plan as the lawful spouse of the member and the member's unmarried children. The unmarried children are covered from birth until the age of nineteen for the various medical benefits and by the dependent's

life insurance when they are 14 days old until the age of nineteen. If dependent children are attending school as full-time students the maximum age will be extended to 21 years with respect to life insurance and 23 years for other benefits.

An operating engineer's unmarried children include a stepchild, legally adopted child or a foster child entirely supported by the member. To qualify as a full-time student, a dependent child must be enrolled in an accredited school or college for nine or more full units of study and is not gainfully employed for more than 70 hours per month.

Any dependent child who is incapable of self-sustaining employment by reason of mental retardation or physical handicap at the time the maximum age for coverage under the plan is reached can continue to be covered. This type of extended coverage will continue so long as the child remains disabled, unmarried and is dependent on the member for support and maintenance. Importantly, written evidence of the child's incapability must be furnished to the Trust Fund Administration Office, 209 Golden Gate Avenue, San Francisco, California 94102 within 31 days after the child reaches the age at which his coverage would otherwise end.

Fringe Benefits Forum

More Questions Answered

We have received various inquiries into the workings of the new Comprehensive Medical Plan that was introduced in Northern California. In order that all of us might benefit from the Trust Fund's response we are reprinting the answers sent to those members who asked the questions. Since many of the inquiries were in the form of letters and telephone calls to the Fringe Benefit Service Center, we have rephrased the original questions in the interest of brevity.



Art Garofalo

Is there coverage for emergency treatment received at a hospital under the Comprehensive Medical Plan?

Yes, in Northern California the comprehensive medical plan will pay for the full cost of expenses up to \$1,000 for treatment or medical services received in the out-patient department of a hospital in connection with outpatient surgery of the emergency treatment of illness or injury.

What is meant by the "reinstatement" provision in the Northern California Comprehensive Medical Plan?

The "reinstatement" provision simply means that if comprehensive medical benefits are paid for an eligible plan participant, an amount equal to the benefits paid up to \$2,000 will be automatically reinstated on January 1 of each year, but the total amount reinstated in any year may not increase the comprehensive medical benefits payable during the year to more than the \$50,000 lifetime maximum provided by the plan.

Under the Northern California Comprehensive Medical Plan, what is my benefit for room and board if I have to go into a hospital?

For each day that an operating engineer or his dependent is confined in a hospital, full payment will be made for the amount charged by the hospital for room and board for semi-private accommodations or intensive care unit charges up to \$65 per day. The benefit is payable for up to 365 days for each disability. In addition, you will also be reimbursed 85 per cent of the reasonable charges in excess of \$65 per day for semi-private or intensive care accommodations.

What benefits are available for the miscellaneous expenses that you incur during a period of hospitalization?

Under the Comprehensive Medical Plan now available to eligible members and their dependents in Northern California, miscellaneous expenses are payable under the general hospital and convalescent hospital benefits. Charges made by the hospital for necessary services and supplies such as drugs, anesthetics, dressings, blood plasma, operating room and physiotherapy during hospitalization will be paid up to \$1,000 during any one period of disability. In addition, you will also be reimbursed 85 per cent of additional charges for hospital services and supplies in excess of \$1,000.

What constitutes a "visit" by a doctor under the Operating Engineers Health and Welfare Plan?

Under the comprehensive medical plan the term "visit" means a personal interview between you and your physician and does not include telephone calls or other situations where you are not personally examined by the physician. One house or office visit per day is payable at 85 per cent of the usual, reasonable, and customary charges.

Is there coverage for hearing aids under the comprehensive medical plan?

Yes, the board of trustees have long since recognized the importance of preventing medical disasters as well as providing for medical expenses. Proper hearing is not only vital to your enjoyment of a normal life, but it also increases productivity and plays an important role in preventing accidents.

In Northern California, the plan will pay 85 per cent of the covered charges up to a maximum of \$400 per hearing device with an overall limit of one such device for each ear in a four-year period.

We have also received the following general questions that again will be of interest to us all.

What is the amount of life insurance payable under the Operating Engineers Health and Welfare Plan?

Under the Operating Engineers Health and Welfare Plan there is life insurance provided both for the member and his dependents.

The plan insures the member in the amount of \$4,000, payable in full to his beneficiary, in the event of death from any cause, on the job or off, while he is eligible.

The plan also insures dependents, and if one of the member's insured dependents dies the amount of insurance then in effect on the life of that dependent will be paid to the member as beneficiary:

Spouse	\$1,000
Children	14 days but less than 6 months	100
Actual Age:	6 months but less than 2 years	200
	2 years but less than 3 years	400
	3 years but less than 19th birthday or less than 21 years if unmarried and attending school	500

Are there any limitations on who an Operating Engineer can name as his beneficiary?

No, an operating engineer may name anyone that he wishes as his beneficiary, and he may change the beneficiary at any time by filling out the proper form. If a member has not filed a beneficiary card with the Trust Fund Office or the union office, or if he wishes to change his beneficiary, he may do so by obtaining a card at any of the district offices or the Fringe Benefit Service Center and mailing it either to the Trust Fund Office or the union office.



Joint Apprenticeship News

VOL. 5—NO. 2

SAN FRANCISCO, CALIFORNIA

FEBRUARY, 1975

HDR Requirements Increased

Utah Standards Undergo Many Changes

JOHN G. THORNTON,
Assistant Administrator

At the meeting of Jan. 14, 1975, the Utah Joint Apprenticeship Committee approved the latest standards for the Apprenticeship Program in Utah.

Substantial changes in the program are in the Heavy Duty Repairman branch which was changed from 4,000 hours to a 6,000 hour requirement of training. The employers felt 4,000 hours were not sufficient to train a qualified Heavy Duty Repairman. This 6,000 hours of training will apply to the Electrician (Production-Maintenance) branch also.

There were no changes instituted for the other branches. They will all remain at 4,000 hours. However, the 1,000 hours of orientation will no longer apply. This, in the past, has created some confusion with the new apprentices. We feel the hours for the new work training processes will be better understood by the apprentices.

More on the Heavy Duty Repairman apprentices as to how these changes will affect him:

those Heavy Duty Repairman apprentices presently in the program have the option to complete under the 4,000 hour program outline. All Heavy Duty Repairman apprentices will be contacted to ascertain if they wish to remain under the 4,000 hour outline under which they were indentured, or if they wish, they can be placed under the 6,000 hour outline, which would give them more adequate training.

The Chief of Party branch will be called (Certified) Chief of Party, and upon completion of the 8,000 hour program for surveyors, the certificate from the Utah Apprenticeship Council will indicate they are (Certified) Chief of Party.

The surveyors now working as journeymen and attending classes at Utah Technical College at Salt Lake and the College of Eastern Utah at Price, will be evaluated by the Joint Apprenticeship Committee individually, on the recommendation of the class instructors and also by letters from previous employers regarding their experience in surveying.

All surveyor apprentices slotted

in must complete at least 1,000 hours of registered apprenticeship under the supervision of the Joint Apprenticeship Committee. Registered apprentices must also complete, with passing grades and to the instructors' satisfaction, all related training material. These apprentices will then be issued a (Certified) Chief of Party certificate.

Along with the revised standards being approved, new changes in the rules, regulations and procedures for apprentices and applicants were also approved. These rules and regulations will be more concise and extensive and will require signatures for all applicants and/or apprentices.

Another item we feel would be of interest to the apprentices is the decision of the Committee to not hold the safety meetings any longer on a quarterly basis. However, special-called meetings, safety or other-type, which the Administration Office feels necessary, will be called at the discretion of the Assistant Administrator.

Apprentice Systems Notebook

By **JACK H. McMANUS**
Administrator

Now that the winter season is here it is with a great deal of pleasure that we find so many happy smiling faces attending Rancho Murieta Training Center. This indicates that weather is particularly bad and work is practically non-existent or that we are doing a better job in teaching and training people, and people actually want to go to Rancho Murieta for additional skills. I sincerely hope the latter reason is the case.



Jack McManus

The past month has been a rather busy month for members of staff in terms of the end of the calendar year. The standards are under study now for possible revisions and among those revisions it is generally the opinion of master mechanics, employers, staff, various experts and employers that additional time is needed in the training of the heavy duty repairman. As a direct result of the advice of experts and people concerned we may have a beneficial announcement in the very near future for those people studying to be heavy duty repairmen. Hopefully, the standards will mandate a 6,000 hour program of training as opposed to the current 4,000 hour training program; however, we will have more details as the developments occur.

We have also attended the mid-winter workshop for the Federal Highway Administration and learned a great deal of the activities of the Federal personnel and, strangely enough, we like to think they learned something from us. They have agreed generally that, when possible, apprentices will be used on Federal highway construction projects under one of their programs entitled 7-2(2). This means that an apprentice will be entitled to 1,000 hours of work training experience if it is available on a Federal highway contract as opposed to a trainee who may be an operating engineer for one month, and the following month he could be a carpenter trainee. So, we think we have made some progress and would like to extend our thanks to the Federal highway people for being so receptive to the ideas of industry.

The mandatory safety meetings have been discontinued because they oftentimes work a hardship due to inclement weather and long driving conditions for the apprentices. It is generally felt by all committees that the mandatory weekly "tail gate" safety meetings held by the employer, plus the intensive first aid training and Rancho Murieta's safety meetings, would equal formal safety meetings and without any hardship on the apprentices.

If you will read throughout the paper, generally speaking, the tone of most newspaper articles directed toward the apprentice indicate that the most knowledgeable man to help you with your problems whether they are training, education or just problems, is your COORDINATOR. Contact your coordinator because he is there to help you which, in turn, will help the industry. So, let's get with it. Let's not go around complaining constantly that "I can't do this... or I can't do that" or "They won't let me do this... or they won't let me do that" but let's say, "Hey, Mr. Coordinator, how can we work together? You tell me because you have had much experience and I have a long ways to go but I would like to use your experience as well as the experience accumulated over the hundreds of years that construction has been in business and maybe I can run a good, hard, long race."

There is one area that has always been a little gray, and we feel that we have a contribution to make as well as a commitment to help Mr. Employer in every phase, whether it be affirmative action, getting apprentices, replacing apprentices or helping the contractor generally solve some of the problems that are created by our present day society. So, Mr. Employer, when you feel that we can be of some help, please call and call quickly for we will do our level best to help you help your industry and help your training program.

Local 3 Apprentice Program Far Ahead Of Other Unions

By **RICKIE G. BRYAN,**
Coordinator

Take time to get to know your apprenticeship program before you criticize it in front of other people. Read and understand the things printed about it.

In attending the National Joint Apprenticeship & Training Conference in Orlando, Florida, we found out more about apprenticeship and this will improve our program. We also compared our program with programs in other areas. In talking with other coordinators and directors of apprenticeship in these areas, we found out we are far ahead of other programs. This is something to be proud of.

Where else can you get the training you're receiving while being paid for it, and along with it, have access to one of the best and most modern training centers in the world? Remember, even as journeymen, this center is there to further your training.

This came about only by the efforts of your union and contractors through joint cooperation and through this cooperation, we have progressed and will progress further.

Also, journeymen have been an asset to you as apprentices. Don't forget this.

You, as apprentices, not only represent yourselves but also the whole Apprenticeship Program. People judge this program by you. We can have the best possible program, but if you have poor attitudes, then our program is not good at all.

If problems do arise, and they will, please contact your coordinator and let him help you solve them. Don't forget, he's a pro in his field and may have helped someone else solve the same problem.

Look around and see what other programs consist of before you criticize your own.

Apprenticeship is only as good as you, the apprentices, are.

Three Important Training Conditions

By **JIM ATKINSON,**
Coordinator

This year it has become obvious that there are three important conditions to be met to successfully train an apprentice. First, the apprentice must be trainable, then, secondly, he needs a suitable training situation (provided by a contractor), and third, he needs a willing trainer or instructor (this would be a journeyman operator). All these conditions were met as six of our apprentices were trained by Granite Construction Co. on their Rob Roy Junction job.

This project was the last five-mile segment to complete the freeway between Santa Cruz and Watsonville. Jim Gaither, the project superintendent and Ken Schiner, the general foreman, provided excellent opportunity for training as the following, very trainable apprentices worked on the project. Jim Wisler was one of the first apprentices on the job and this was his first job. He was oriented to lubrication and repair. Jim is now working for McCarthy & Spiesman and is doing very well.

Roberto Gonzalez and Anthony Belardes both were there when most of the dirt was moved. They worked mainly under the dirt foreman, J. C. Ross and Jim Colbert. Their training included working

large cuts and fills, compaction and dumping patterns, grades, long hauls, short haul, drainage as well as the operation of compactors, scrapers, blades, push cats. Roberto is now working for Freeman-Sondgroth and Anthony is working for A. J. Raisch and both are considered excellent apprentices.

The fourth apprentice was Max Gonzalez, a heavy duty repair apprentice. He worked under the master mechanic, Russ Pyle. This was Max's first chance to get training on the heavy equipment and he took full advantage of this opportunity. He is now doing a fine job for East Bay Excavating. The last two apprentices Jack Epps and Ray Myers came in on the finishing. Both got experience on grades, compactors, and scrapers. However, Jack spent most of his time at the crusher plant under Bob McDonald. Here he learned grading material, and the operation of crushers, washers and screens, and got time on a 988 loader. He even got in on the dismantling of the plant. Ray Myers on the other hand, learned a lot about paving as he set the string line, and learned the screed, under the paving foreman, Capp Gouker.

We commend all the journeymen who worked on this job for their part in training these ap-

prentices. These operators not only helped build a freeway but helped to build our future operating engineers. As you can see all three conditions for training an apprentice were met on this project. Ken Schiner stated that his reason for providing a training situation is that he knows that that is the only way we will have well-trained and qualified operators in the future. Thank you all on the Rob Roy project for your excellent cooperation.

We congratulate the following apprentices who just recently became journeymen. First is Paul Nichols, a P. E. O. apprentice. He was trained by the Kaiser Plant in Mountain View and by Freeman-Sondgroth. He is now working for Neary Rock. Second is LeRoy Raby, a U. E. O. apprentice. He was trained by Trumpp Brothers and was hired back by Trumpp Brothers as a journeyman. Third is Jim Raposa a G & P apprentice. He was trained by Madonna Construction Co., Barr Paving, Roberson Brothers and Patton Brothers and was hired back by Patton Brothers. Fourth is Bill Bosworth a G & P apprentice. He was trained by Barr Paving, Marvin Mims, Don Santos, Gold Coast Construction and E. A. Buttler. E. A. Buttler wishes to hire Bill Bosworth back when he resumes work.

Apprentice Unemployment Rate Very High In The 50th State

By NELSON P. UMIAMAKA
Assistant Administrator

Starting out the new year with a high unemployment rate of apprentices as well as journeymen, for the 50th State, is a very disheartening situation. However, it was expected and we were not caught totally unaware.

Towards the end of 1974 apprentices were told at discussion meetings the importance of their responsibilities and why they should work hard and diligently to accomplish their assigned duties. The reason behind the necessity for consistent output of quality or effort was also stressed. Attendance, a subject that some apprentices thought about as, "Big deal, so I miss a day!" was expounded to the point where the

apprentices realized the role they played in the day to day scheduling production, efficiency, etc. of a job.

Also explained were the reasons the apprentice should not remain idle because he feels like it or is unaware he is doing it. Ask questions about the job, don't make idle conversation, keep on the move, don't daydream, use and continue to develop what you have just learned, don't wait to be told what comes next.

"Hustle," initiative, and reliability are all keys that can be used to unlock the door of the unemployment room. An employer will not hesitate to terminate a man who is working half-heartedly. And can you blame him? In essence, apprentices, you make your own job security.

Two Apprentices Upgrade Skills During Slowdown In Redding

By CLIFF MARTIN,
Coordinator

Alfred Benjiman, a Redding apprentice has been advanced to journeyman and has taken advantage of the winter layoff to go to Rancho Murieta to up-grade his skills which he did not sufficiently acquire while he was an apprentice.

Alfred Wilson, a grading and paving apprentice, is also taking advantage of the six-week opportunity to up-grade his skills in order to have a better working knowledge and more experience when he is dispatched to his next employer.

At the present time we have only 15 registered apprentices in the Redding area and the work picture is not very favorable for the year ahead although there are some projects on the drawing board, such a road job on Hi-way 395, east of Susanville and sanitation and settling ponds in Mt. Shasta. Madonna's road project in Quincy got off to a late start so they have a full season ahead of them on that job.

The work picture is a little better in the Marysville area and it is hoped that we can keep the 29 registered apprentices of that area in training.

Nevada Work Now Slow

By GAIL BISHOP,
Assistant Administrator

This past month has seen the apprentice out-of-work list grow considerably. Weather has been fairly clear, but mostly sub-zero. The trustees met in Reno the day after Christmas and approved the Nevada budget (with modifications) for 1975. Other items of business were taken care at the trustees' meeting, including reducing the number of mandatory safety meetings to two per year.

It is with regret we report the death of third period apprentice Edward White. Ed had been on medical leave for about two months. It appears he died of strangulation caused by hemorrhaging. Our sympathy and condolences to Ed's family.

On Dec. 19, 1974, we drove to Rancho Murieta and picked up checks for 16 Nevada apprentices, who had worked on the California side in the Lake Tahoe Basin. These were the Apprenticeship Termination & Training Subsistence Fund checks and were for a total of \$1,903. This money came in very handy for some extra Christmas shopping. The Apprenticeship Termination & Training Subsistence checks for

the Nevada Fund arrived on Jan. 16, 1975 and are being sent out at this time. Some 35 apprentices share in the dissolution of this fund, which amounted to \$14,356.39.

At this writing, Nevada has 13 apprentices attending Rancho Murieta Training Center.

On December 22 the Executive Board granted Honorary Memberships to:

Raymond Anderson, Reg. No. 281953, initiated January 1940 by Local No. 3C.

Julian Cantarini, Reg. No. 266124, initiated October 1938 by Local No. 45.

Lee Edington, Reg. No. 277035, initiated August 1939 by Local No. 3.

Henry Faber, Reg. No. 239629, initiated November 16, 1936 by Local No. 59B.

Wayne Morris, Reg. No. 267681, initiated October 1938 by Local No. 19.

Dexter Huntington, Reg. No. 254311, initiated October 1937 by Local No. 45.

Henry Nitsche, Reg. No. 280951, initiated December 2, 1939 by Local No. 3.

W. E. Sweet, Reg. No. 240277, initiated December 7, 1936 by Local No. 59.

John Van Dorn, Reg. No. 262119, initiated April 5, 1938 by Local No. 842B.

Joe Hollister, Reg. No. 266128, initiated October 1938 by Local No. 45.

In Nevada District

A.G.C. President Predicts Good Year

By DALE BEACH,
District Representative
And

PAUL WISE, DAVE YOUNG,
And RONALD RHODES,
Business Representatives

The president of the Nevada A. G. C. predicts at least a 10 per cent increase in construction in Nevada. This will amount to a construction volume in excess of \$500 million according to his optimistic appraisal. Adding to the above statement, the Legislature has signed into law a program which provides \$25 million for highway beautification, \$752 million for highway programs, \$350 million for rural road construction and \$4.5 billion in new unemployment benefits for public jobs.

Stolte, Inc. from California has started work on their Reno Public Safety Building project and McKenzie Construction from Reno has started work at Virginia and West Commercial Row on the Fitzgerald Hotel-Casino. This is a \$20 million project.

The Hawthorne area has slowed down considerably with Helms phasing out and Gerhardt & Berry slowing down, but Sierra's rock, sand and gravel operation is still going two shifts. We have a new company in that area that we are in the process of signing up by the name of Porter Engineering Co.

El Dorado Aggregate from Dayton has started up a sand and gravel operation in the Ely area and Chemical Construction Co. is supposed to be starting their \$14 million sulfuric plant at McGill in March. M. M. Sundt Co. will be starting their \$20 million Kennicott Mill expansion at the same time.

Olsen Construction at Marble Bluff Dam has recalled their crew and started back to work it appears this project will last till June of 1975.

Robert L. Helms has a small job repairing the Southern Pacific Railroad Industrial Center in East Sparks.

Seaberry Depaoli has a very small crew working as has R. E. Ferretto, with work in the Reno-Sparks area slow and due to stay that way until spring.

J. C. Compton is working a full crew on their overlay and safety improvement job on I-80 at Brady Hot Springs.

Harker and Harker was low bidder on the Photo Lab Pad at Reno's International Airport at \$23,245. They were also low bidder on the Wyoming Avenue extension in Reno at \$77,480.

Negotiations with Duval Corp. Upon ratification of this settle-

Battle Mountain properties has been completed subject to ratification of the membership. The wage settlement we negotiated is more than the National copper settlements. There were also substantial gains in fringe benefits.

ment the hourly wage at Duval will be about 60 cents an hour higher than those at Cortez Gold Mine and one dollar an hour higher than at Carlin Gold Mine. Cortez and Carlin have their contracts open this fall for wages.



NEVADA DISTRICT REPRESENTATIVE Dale Beach hands apprentice training and subsistence fund checks to three Nevada apprentices in the above photos. At top John "Ricky" Ruiz receives his check. In the middle photo the recipient is Michael Bailey and at bottom is Johnny Wright. The photos were taken at the Reno special call meeting on Jan. 18.

JAS News

VOL. 5—NO. 2 FEBRUARY, 1975

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TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

Last month an additional related training class was established in Fresno to serve the Tech Engineers' needs in that general area.

This month a sub-committee was established. Mike Womack and Gene Machado are the regular members and Claude Odom the alternate member representing Local No. 3. Fred Rabe and Jim Preble represent the employer.

Applications for certification are coming in at a good rate. Processing the forms will take longer for some than others. When the information on the form is certified by a person or firm who has not been approved by the J.A.C., then further steps must be taken. Employment by a governmental agency, an out of state employer, etc., requires special attention by the N.C.S.J.A.C.

Let us remind you again that this certification process is only possible for a limited time. The forms certifying specialty experience must be in the J.A.C. office on or before July 1, 1975. Better start now in case it takes some time to round up an employer or two who has moved.

By far the greatest number of complaints received by the Administrative Office concern the 1st or 2nd period apprentice who is late for work or who misses days on a regular basis.

This would be a good time of the year for the journeyman Tech Engineer to explain to the apprentice how the sorting-out process works. He may not realize that at the end of every construction season the boss has to lay employees off and that those who have performed well during the season are the most likely to be the last to go and the first to be rehired.

Because of his lack of experience, the apprentice may not understand just how much he can screw up the functioning of the crew when he is late or doesn't show up.

To drag the same guy around day after day does not add to the effectiveness of the crew or to its reputation for getting the job done.

The 1st or 2nd period apprentice may also not realize that, depending on his area of employment, he is costing his employer in wages, fringes, payroll taxes, etc., from \$350 to \$500 a week. A little hustle in his hustle would go a long way toward earning his keep.

The reason we bring this up in terms of the journeyman reminding the apprentice, is the simple fact that the journeyman is an instructor of the apprentice. The boss is not on the job—the journeyman is. The journeyman Tech Engineer will either help produce qualified Local No. 3 Tech Engineer members or down the road he will have to put up with incompetence on his crew.

Encourage the apprentice to attend his related training classes, to be on time, to show a little eagerness and to be as proud of his working ability as a Tech Engineer.

Tahoe Office Available To Sacramento District Members

By CLEM A. HOOVER,
District Representative;
TOM ECK, Assistant District
Representative; AL SWAN,
AL DALTON, BILL BEST and
BILL MARSHALL,
Business Representatives

Beginning Feb. 1, 1975, members living in District 80 who desired to work in the Tahoe-Truckee area could register as in-area at both the Kings Beach office and the Sacramento office. It has been the desire of this office and of the business manager, Dale Marr, that an office be established in the Tahoe-Basin to better service the members in that area. It has also been our desire to have the dispatching and registration be handled by that office.

The main purpose of this is to establish a working force of engineers who want to work in the Tahoe-Truckee area regardless of where they reside in the Sacramento District 80. With the cooperation of the members in the Sacramento district and the officers this has been finally accomplished. We think it will work for the betterment of the brother engineers in the Sacramento district. For further information contact either District Representative Clem Hoover in the Sacramento office or Assistant District Representative Tom Eck, in the Kings Beach office.

"January Fog" sounds like a beautiful song title, but it doesn't do a lot for our working conditions around the Sacramento area. We have experienced some

fog here in prior years, but this is and has been ridiculous. In the past few days a blanket of fog has besieged Sacramento and the C.H.P. sure doesn't have to worry about anyone going over the 55 mile an hour speed limit. Many people have tried to exceed the limit in the fog and a number of our hospitals in this area are filling to capacity, so be careful and drive slowly during bad weather.

Most of the shops have been keeping busy as they do most of the year.

Neilsen-Nickles Company was successful low-bidder on a \$9 million waste-water treatment facility in Roseville, California. Preliminary work is already in progress at this writing. Teichert has the subcontract on that job for sitework and paving. The job will in all probability be slow in starting, naturally, due to the weather. Work, as a whole is very poor at this time of the year, as it is every year at this time, but on an overall basis, we are fortunate to have had as much work as we have had.

Roen Construction Company on the E.I.D. job at the Sly Park area is still working a few of our brothers. Also, Roen will bid on another pipeline job in the same area in early February of this year.

American Bridge has started their second contract at the Hunt-Wesson Plant in Davis to build 16 steel tanks which will make a total of 32. This contract should be completed in about four months.

Techs Finally Get Info On Mysterious Transit

Several months of inquiry by the Technical Engineers' Department recently brought results in the search for information on an antique transit, first reproduced in the August issue of "Engineers News."

At the time the picture was printed, Tech Engineer personnel promised information would follow. The following letter was received from L. Bruce Sumner, a collector and expert on antique survey equipment.

"As Professor Moffitt advised you in his letter of 7/31/74, it has taken a bit of time for me to write to you. However, neither of us expected it to take as long as it has. Thank you for your patience."

"The instrument you have is most unusual and is probably one of a kind. Although instruments made mostly of wood are generally associated with the Colonial period, this one is much later. As far as I can determine from the design features, it was probably made between the early 1860's and late 1880's."

"This takes a bit of explanation. The superstructure on top is a Burt's pattern solar attachment. Therefore, it is probably classified as a solar transit. It is adapted from the solar compass designed by William Austin Burt, U. S. Deputy Surveyor. The solar compass was first used by Mr. Burt in 1836 (the year patent was applied for). The solar compass mechanically resolves the celestial triangle when the latitude, sun's declination and time of day are set off on the various scales. Thus, it allowed the determination of true north, astronomically, in areas where the magnetic needle was unreliable."

"Several years ago, I examined an early attempt at making a solar transit. The owner told me that the maker (Gurley) advised him that only a few of that type were made and that it was from the 1860's. That particular instrument resembled a solar compass (see enclosure), but instead of sight vanes, it had a telescope mounted low on one side. It apparently took several years for the Burt's solar mechanism to reach its final destination on top of the telescope of a conventional transit."

"That is why I believe your instrument probably does not pre-date the Civil War. As for the 1880's date, the opposing screw tangent motion (and the screw and nut types) were pretty well abandoned by the late 1880's. They were superseded by the screw and opposing spring type which is still used."

"The origin of this curious piece can only be a matter of speculation on my part. My first impression upon viewing the photographs was that it was made by (or under the supervision of) some surveyor in a remote place who was familiar with the instrument type. After giving the matter considerable thought, I am inclined to believe it is an inventor's or designer's model. That is, a working model used to test and/or demonstrate a particular design concept."

"In this case, the main feature appears to be the solar attachment. Not only is the attachment centrally mounted on top of the telescope, it is reversible. It is turned one way when the sun's declination is minus, the other way when plus. Without the reversing capability, the declination

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

Pre-negotiation meetings for the testing and inspecting industry were held on January 28th and 30th with very good attendance. The council agreement runs until March 1, 1975.



Mike Womack

With inflation sky-rocketing, it was no surprise to see wages on the top of the list of demands. The work picture for testing and inspection—at this time of the year—is, without a doubt, very good, which should help the negotiations considerably.

Con-Am Test Lab has hired Nancy Sullivan, the first female to be engaged in U.T. work in this area. From all reports she is doing a great job. Good luck Nancy.

Focusing on the survey work, it is a little better than it was this time last year. The sun continues to shine and, except for fog, most of the firms are still plowing along.

The Richmond Refinery has quite a few Techs working with the various contractors, as does the Brewery near Fairfield, which takes some of the strain off the out-of-work list.

Over all, the work picture is not too bad.

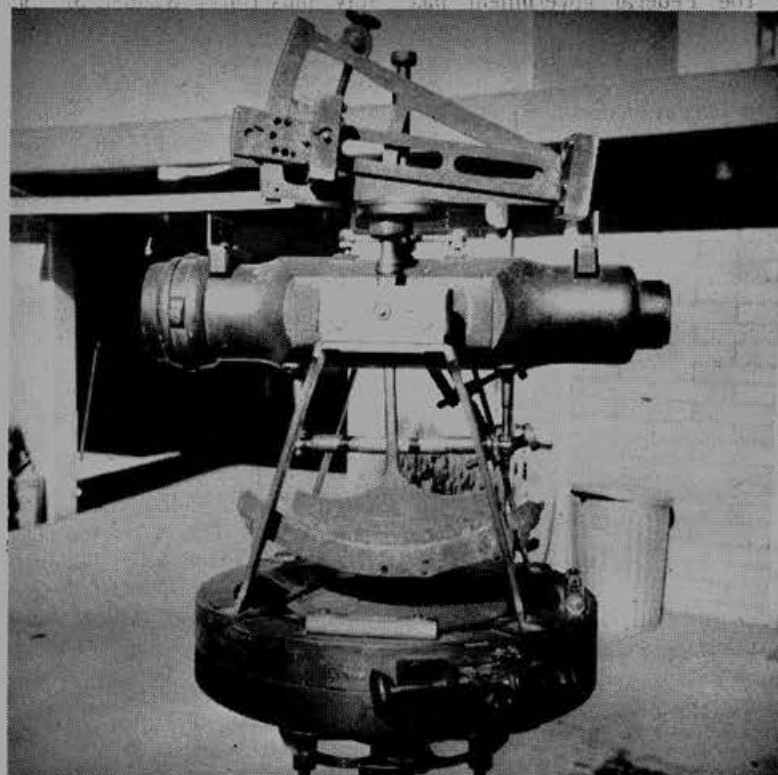
Murray and McCormick's survey crew had an incident that might be of interest to you. While doing some control work in the "Streets of San Francisco," Phil Lozano was struck by a car, despite the fact that the crew had their safety equipment out, including cones, signs, etc. Phil was standing behind a tripod when he was struck by the automobile. We are glad to report it was minor and that he was not hospitalized, but it proves that safety equipment helps the odds but isn't 100 per cent.

Applications for certification forms are coming in at a good rate. Remember that the "Granddaddy" time only runs until July 1, 1975. Mike, Gene and Paul have forms or write to Tech Center, 1446 Webster St., Oakland, Calif. 94612. Do it now while you have time.

Two new firms recently organized are Industrial X-Ray in Dublin and Charles Marshall Inc. in Marin County.

Under the Comprehensive Employment and Training Act of 1973 (CETA), the Secretary of Labor will reserve nearly \$53 million in the 1975 fiscal year for programs to help migrant farmworkers, according to the 1974 Manpower Report of the President.

About 57 per cent of trainees enrolled in Manpower Development and Training Act institutional training programs in the 1973 fiscal year were between 22 to 44 years of age, according to the 1974 Manpower Report of the President.



THIS ANTIQUE TRANSIT, first shown in the August "Engineers News," was probably made about 100 years ago. After much inquiry the Technical Engineers Department located an expert who was familiar with the instrument.

arc would have to be twice as long. In other words, your instrument shows the Burt's solar mechanism in its final form.

"According to Mr. Charles E. Smart (Curator, Gurley Museum), it is a matter of fact that work was carried out in the San Francisco Bay Area to improve the Burt's system over 100 years ago. One William Albert Schmolz, a San Francisco instrument maker and surveyor, patented "an improvement on the Burt's solar" on Dec. 24, 1867 (Pat. No. 72,687). I do not know what the improvement was, but it was significant enough for W.L.E. Burley (and

presumably other makers) to pay Mr. Schmolz a royalty on each unit made.

"I cannot tell you whether or not the piece you have is connected in any way with the work of Mr. Schmolz. However, it is food for thought. A copy of the patent may shed some light on this."

"Your photographs are enclosed along with machine copies of illustrations of solar compass and transit. I hope you will find this information helpful."

Sincerely,
L. BRUCE SUMNER
Regional Cadastral Surveyor"

Good Season Predicted For Engineers In San Jose

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

When the weather settles a bit we may have a fair season for work in the Valley of Heart's Delight. The sewage plant project for the installation of an advanced treatment facility capable of turning out treated sewage looking like drinking water could provide \$15 million a year worth of jobs. I B M's proposed West Coast programming development center in South San Jose will be a 2,000-employee facility. Improvement of the nine-mile stretch of "Blood Alley" from Ford Road to Cochran Road in Morgan Hill would cost some \$40 million.

We ask that you write the Assemblyman and State Senator of your district, asking him to do all he can to get the by-pass from Morgan Hill to Ford Road on Highway 101 completed as soon as possible. This will eliminate all but local traffic on "Blood Alley," the notorious nine-mile stretch of freeway that has claimed over 28 lives in the last two years.

The State Senators are Alfred E. Alquist (Dist. 13), and Jerome A. "Jerry" Smith (Dist. 12). The State Assemblymen are Richard Hayden (Dist. 22), John Vasconcellos (Dist. 23), and Alister McAlister (Dist. 25). Send your letters to their attention at the State Capital, Sacramento, California, 95814.

The Federal government has just announced that Santa Clara County and City of San Jose will receive \$3,712,423 to create 450 new jobs in this area. Rapid transit is being actively pushed to bolster our faltering Dial-A-Ride Bus system. These construction jobs would benefit everyone in the industry — and everyone in the community indirectly. Let's all think positively for an early start and speedy conclusion of the projects noted above in 1975.

More specifically, ground breaking was scheduled for January 20 for the start of construction of a convention center in Monterey. The urban renewal project Custom House has been planned for 17 years and the \$6 million convention hall is considered the key element of the project.

A 300-unit hotel connected to the convention hall is also planned by a private developer. This long stalled job is good news at this time of year.

The San Jose sewage treatment plant located in Alviso will pump treated water by pipe to a deep-water area of the bay near Dumbarton Bridge. That pipeline will also carry the outfall of sewer systems in Sunnyvale and Palo Alto. The pipeline project is expected to cost \$70 million. The cost of the \$60 million expansion and \$70 million pipeline will be shared with the Federal government. That two-year job will provide a good boost for this area's lagging construction industry.

An agreement calling for the I B M Corporation to improve Bailey Avenue for its "think tank" in South San Jose has been signed. It provides for widening Bailey Avenue from two to four lanes for a mile to Santa Teresa Boulevard at a cost of \$75,000. This should be completed this year.

Dale Holbrook came home for Christmas after his right leg amputation from the scraper accident. Says left leg in cast bounced off sidewalk while being picked up in a wheel chair on the way home. Left leg still in question, as it is badly mangled also. We're glad he's tough as he is, the bad injury plus long recuperation can be depressing. Dale says he'd appreciate telephone calls. Telephone number in Seaside is (408) 394-7312.

Graniterock Aromas plant has Bruce Miller, Matt Meier, Bill Skinkle and Roger Wilson working full time on new addition to WPPL plant, known locally as the Whipple. Glen Hardy operates and Al Soares oils on Granite Construction's big crane, being used as dragline bailing muck out of the settlement pond below Aromas rock plant in late December. Had rifle fire zinging close past their heads. Two mad engineers. We happened to be nearby and drove up on five men with three rifles. We took three pictures, the third picture of the backsides of the five men leaving swiftly. We turned pictures over to proper authority. It's a rough enough business we work at without that crap to boot. Graniterock Aromas shut down the third week in January, for at least two weeks. Stripping crew still works, three loaders load trucks buying material.

Speaking of shutdowns, Kaiser Natividad Quarry is also shut down from January 31 to March 3rd this year. R. C. King, Johnnie Walker, and Bob Lindstrand will stay, plus Harry Waddell Jr., on his drill. Kaiser pays lower wages than rock, sand & gravel agreements, but there are advantages too. All members laid off receive approximately \$100 per week supplemental unemployment benefits, plus \$1.50 weekly for each dependent. This is, as we state, in addition to regular State Unemployment Insurance.

Mike Kraynick, district representative, and Jack Bullard attended the pre-job conference held by Carl Olsen for the \$6 million plus downtown Monterey Convention Center. We'll report more on this at a later date.

Rudolph and Sletten Const. Co. were the low bidders for the new San Jose City Hall annex building which will be constructed in the 800 block of No. First St. This new building will be a multi-story building and will cost about \$4 million. The first phases of construction should start in the spring and completion is scheduled for the summer of 1977.

Another large building scheduled for construction in the San Jose area will be the new Federal building. Present plans call for a 250,000-square-foot building with 175,000 square feet in office space. The cost for this project will be about \$19 million. It is hoped that the plans and the funds for this project will be approved in next year's budget because it is a high priority project.

Work on the first phase of the \$50 million expansion at the I B M plant is due to start this spring. Plans for the clearing and grading are being bid at this time and work should begin as soon as the weather will permit.

There is quite a bit of activity out at Stanford Hospital with various contractors working in that area. They are building a new addition to the research center and also adding onto the hospital.

Carl Olsen is just about completed with the law library and theater, which will be very helpful to the students out there.

J. J. G. Construction Co. is pushing real hard to get the Great America Park Theme done and ready for the planned opening date in July of this year. There is still a lot of work to be done there and on the new overpass across Highway 101 and the overpass across Lafayette Street in Santa Clara. C. K. Moseman is driving the piles there now and getting ready to put the false work in to start the bridge. Freeman & Sondgroth Co. is really busy over on Lafayette St. They are putting the fill in for the other overpass, which is a joint venture project with Dan Caputo.

This Great America Theme Park has been a great asset to the Santa Clara Valley, for it has created a lot of jobs for a lot of our members and for a lot of contractors in this area.

Kaiser Permanente purchased a new 992 loader and put it in the Quarry to run alongside the shovels there and it's working out real well after a couple of months of trial and error. The rest of the

plant is working their normal shifts with some of the brothers getting in some overtime.

The shops and concrete plants in the area are all running their 40 hours, but some of them are just doing maintenance work hoping for something to break, where they can start sending out some material.

For the first time in five or six years we saw a changing attitude in one of the local city planning commission's meeting. It was in regards to an E. I. R. report submitted by a questionable organization. The report was a follow-up report on a general plan. One of the planning commissioners questioned the validity of the report and the character of the authors of the report. It's high time these reports were looked into and picked apart as to their effect on a plan or a particular project. We hope this changing trend continues throughout the jurisdiction of Local No. 3.

Granite Construction Co. completed the 5.6-mile stretch of Highway No. 1 between Airport Boulevard in Freedom to Freedom Boulevard in Aptos and is now open to traffic. This project

replaced the last three-lane section of highways in California and has corrected a bottle neck that has existed for years.

Projects in the area presently underway and on schedule are: Bogard Construction Co.'s job at UCSC which is an addition to Library Unit No. 2; Williams & Burrows project on UCSC's campus, College No. 7; Yegge's job at Scotts Valley Sewer treatment plant; Fred Early's job at Santa Cruz City sewer treatment plant; Granite Construction Co.'s job on the sewer transmission line from Fred Early's job to East Cliff pumping station.

Chuck Neve, Carpenters Local 829 agent for Santa Cruz County, is running for the Board of Trustees of Cabrillo College. Any support from brother engineers would be greatly appreciated in the interest of unionism.

Contract awards were given to Granite Construction Co. for the construction of Freedom Boulevard starting one mile north of Rob Roy interchange and continuing for approximately two miles up the boulevard. Bid results were \$420,720.

'Miserable Working Conditions . . .

Stockton, Modesto Districts Hit By Fog

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

The winter rainfall here in the San Joaquin valley is far behind normal at this time of year. However, a heavy blanket of fog continues to keep the sun from shining through, creating a damp and cold valley. This of course has not affected the completion of some projects and the beginning of others but has made for miserable working conditions.

The larger freeway projects will not commence in earnest until spring, as the contracting authorities do not permit winter excavation even though the rainfall is behind normal. The bulk of the work that is now being done through the winter months is due largely to sewer plant expansion and pipeline excavation. This situation has been created by the requirements made on all cities to meet certain sanitary sewerage control standards. So it would be foolish for us to say that we disagree with all ecological programs to control pollution.

W. M. Lyles Co. supplemented their regular work force with several new hires for the Tracy, Stockton area, where they have jobs of the nature already mentioned.

Bids will be opened on February 4 for water line, pumping station and steel water reservoir to be constructed at 14-Mile Slough north of Stockton. Estimated cost of the project to exceed \$1.5 million. On February 11 bids will be opened by the Stockton East Water District for the construction of a water treatment plant reservoir, pump station and operations building costing between \$9 and \$12 million. Also on this same date, bids will be opened on a raw water transmission pipeline in San Joaquin Coun-

ty estimated to cost between \$5 and \$7 million. This project will bring water from Bellota, in eastern San Joaquin County, to the treatment plant in Stockton.

The sewer plant expansion program for the City of Tracy that was postponed previously will be bid and probably awarded before this news article reaches the press. Estimated cost of this project is \$7 million.

Work still continues at Delta College as it will for years to come due to the new building construction program. F. P. Lathrop Co., Campbell Const., Stockton Steel Fabricators, M & M Crane Service, McGaw Co., Teichert Const. and John Yamaguchi Landscaping have all benefitted from the new college construction.

With the work outlined above and the new projects that will be forthcoming each month, in addition to the projects to commence in the spring, the work picture looks good for this area in 1975. Of course the project that will have and now has the most engineers employed is Melones Dam. This will probably be the case for the next four years. At this time 100 engineers are working and no doubt this number will increase as weather improves.

BLOOD CLUB. Due to the numerous requests by brother engineers in need of blood and not covered by insurance benefits, we are appealing to those who are able to donate to please do so at the Delta Blood Bank for the Operating Engineers account.

The work picture in the Stanislaus and Tuolumne areas is about the same as it was at the last writing. However, two of the projected jobs have begun their ground work. The pre-job was held with the largest of the two, which is Highway 120. The successful bidder on this \$4.8 million project was Madonna Construction. This is a relocation of Highway 120 between the Stanislaus

County line and the Kasler ranch in Tuolumne County. There will be approximately 30 engineers working on this job by June. This should be a good job for our brother engineers for two seasons.

The second large job is Highway 59 between La Grange and Merced county line. This job is just over \$800,000 with Brewer Co. as the prime contractor. We are very hopeful that this construction will have started by the time this goes to press.

The jobs that are now in progress throughout the Tuolumne area are Twain Harte Plumbing with the interceptor line in Sonora, R. D. Moore with the water treatment plant, George Reed with the settling ponds and water treatment plant in Groveland, Pacific Excavators with Highway 49 relocation, Hansel Phelps with the bridge piers on Highway 49, and Kaiser Steel with the erection of the bridge girders. These companies are working full crews, weather permitting.

In the Stanislaus area most all of the activity is centered around the city of Modesto. Kasler Corp. with the freeway job on Highway 99 is the biggest in manpower. C. K. Mosman is beginning to move their equipment in to begin the structures on the freeway. Great Valley Construction is on the finishing touches of their Crows Landing street job. The building jobs in the area are Modesto Junior College West, the Stanislaus County Courthouse complex, and the cafeteria building at Stanislaus State College in Turlock.

The out-of-work list is higher than it should be with a fairly good amount of activity in the area, and the reason for this being the building jobs employ very few operating engineers. They are used only on site preparation. We are looking forward to and hoping for a much better year in 1975.

Work Holding Out In East Bay Area

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

Brothers, the work for the Central Alameda County has been at its best for this time of year.

Jack Hall and Dennis Luepke have just about finished the Peralta Towers on East 12th and 4th Avenue, Oakland. This was a \$2.5 million job for Stolte, Inc. with 18 floors and accommodates 178 units.

Turner Trans Bay on 12th and Broadway is coming right along with their 25-story Clorox Building with Herrick Iron doing the iron works, and Abdo S. Allen doing the excavation and demo work.

Tutor, Saliba and Potashnick on the sewer treatment at the end of Grand Avenue in Oakland (known as the old Oakland Army Base) have moved another 82-ton Loraine truck crane. They now have a 140-ton P & H truck crane, an 80-ton P & H truck crane, and a 35-ton Pettibone, called a Creter Crane.

On Jan. 10, 1975 Ransome Company from Emeryville was awarded a contract for the widening and improving of 14th Street, Oakland in the Oak Center Project. Contract award was \$533,474. J. H. Fitzmaurice, Inc. from Oakland was awarded \$296,313 for improvement of local streets in the Oak Center Project. J. H. Fitzmaurice, Inc. was also awarded the landscape development on the Central Rec. Area Project. The contract award was \$136,365.

Silva's Pipeline, Inc. from Hayward was awarded the pipeline job on Donovar Dr., San Leandro for \$170,234.

S. J. Groves with their \$13 million dirt filled San Leandro Dam have just started their pioneer work and plan on moving in a few 657's next month. By the time spring hits they will employ several of our brothers. This will be a two-shift operation.

All in all brothers, the work has been the best we have had for the last two years. Looking toward the 1975 year, we will have more work than we have had in the past two years, thanks to our political government.

Central Contra Costa County is still going strong at this time. We

think it's Central C. C. C. we're talking about. We haven't had much rain, but we've had heavy fog. Frank (Tennessee) Collums, steward on the Syar-Paco job, told us he was having trouble checking dispatches. Seems there were 10 or 20 new faces that just kept disappearing in the fog. We checked this out and found no new men, just some lost scrapers from the Guy F. Atkinson job down the road. Tennessee says they put in a complete off ramp that wasn't on the prints. We tried checking this, but couldn't find the Syar job again.

Seriously, the work is still going strong with a lot of hands working. The contractors are bidding jobs furiously to fill the gap left by all of this winter work. The work is there, but the contractor might have to move around a bit.

We're breaking more new work loose. Dale Marr has been working with our new governor on some of that locked up work, and it looks good. We've had good turn-outs at the meetings, but don't let down fellas. Dale and our officers are doing a hell of a job in Washington and Sacramento pushing for this work, but it takes the back-up at the meetings from the hands too.

Work is slow in the shops due to seasonal reasons and the poor state of the economy. Many employers have had to lay off men or cut back to a four day week.

The golf courses are also seasonally slow.

Dredging is off and running. We have had several pre-jobs. Some jobs are going and three jobs are starting shortly.

Great Lakes will start their Alameda job in January. Also, P. K. S. will start one of two jobs this month. Larkspur Ferry will go in a few weeks.

Smith-Rice finished at Standard Oil long wharf, and are at Benicia for a small job. They also do some work at Port Chicago and will do a third section of the job they did at Standard Oil.

Umpqua is working three shifts at Vallejo on Kaiser job, and the job is doing well. This job was down for two days while boatmen were on strike.

Shellmaker is still up on the Sacramento River. They are working three shifts, six days and will go a few more months. Smith-Rice tested their 270-ton water rig at Paceco yard. They used 310 tons for the test. This sure is a nice piece of machinery and is in demand on the Kaiser job as soon as tests are done.

Santa Fe Pomeroy, Inc. won bid on the San Francisco Marina job at \$77,000. This will be more water work for the brothers.

Susuin Basin job has not been formally announced as of yet.

Dredge men, there are now dredge contract books, and we will get these out to you brothers as soon as we can.

Western Pacific Dredge received a \$150,000 job at P. G. & E. steam plant out by Antioch. West Coast will start the Susuin Bay job shortly. We heard they will use P. K. S.'s dredge "Sand Piper."

General Dredge will be doing some of the Larkspur Ferry job along with Peter Kiewit doing the clamshell work. Nick Carlson will be project superintendent for General Dredge, and Bob Goldberg for Peter Kiewit.

Scrap is still going strong. There are a lot of brothers working in scrap.

Shipyards are still moving pretty well at this time.

Well, we are off to a new start

in a new year at the rock, sand & gravel plants. The production is down some, but the repair crews are up. Good balance, lose some, win some.

It's nice to know that the operation of the old Brisbane P. C. A. Quarry will be operated by Quarry Products of Richmond. We are told that none of the personnel will be changed, only management. Lots of luck.

It was nice to see several of the gravel and sand people out at the semiannual membership meeting in San Francisco on the 11th, and even more gratifying the turn out for the pension meeting on the 13th. Let's hope your questions were answered.

Both the Steel Mill and Forge have been down for the month. Some major repairs have been completed. It looks like crank-up time about January 27th with one open hearth and the forge a week before the mills will go. If the economy stabilizes, we are projecting a strong work year.

We have about 300 engineers in this plant. We are hoping that the environmentalists will be using some consideration about the problems of controversy. We can all live and enjoy manufacturing and development in our community and throughout the state and nation.

On Jan. 16, 1975 we had a pre-job with Fred J. Early, Jr. company on a \$14 million job at the Contra Costa Sanitation Plant located at Highways 4 and 60. Winton Jones is moving in on the job as a sub to do the dirt work. Winton has 500,000 yards to move and stock pile. The job will last until July, 1976. This job has 14,000 yards of concrete in it, along with M.G.M. putting in the pipeline, so we have work here for more engineers. McKay Sumps is doing the surveying and started Jan. 9, 1975. This job consists of an earth filled reservoir and treatment waste water plant.

Brothers, we have a full year ahead of us so let's take it a step at a time and make it a safe year for each and every one of us. We're looking forward to seeing you all out there in the seat and you surveyors on the ground driving stakes "so somebody can knock them down."

On Highway 4

Dangerous Freeway Stretch Reworked

By **CHUCK IVIE**, Business Representative

Guy F. Atkinson Company is giving Eastern Contra Costa County a remodel job in record time. In September of 1974 Atkinson started a project on Highway 4, west of Pittsburg on the strip that everybody calls "Blood Alley" and are building 1.8 miles of multi-lane freeway with interchange ramps and frontage roads, three bridges and a structural

plate pipe underpass. The job is set up for 675 working days and is employing approximately 75 engineers at this writing. The job was bid at \$23,425,000 and we are proud to say that the brother engineers will get their fair share of it.

Guy F. Atkinson has approximately 15 scrapers moving 25,000 yards a day and seven Dart bottom dumps moving 15,000 yards a day for a total of approximately

40,000 yards a day. The total yardage on the job is over 8 million. The scrapers haul approximately 35 yards per load and the Dart trucks haul approximately 75 yards per load. They have three Dart loaders that have 18-yard buckets on them. They are running two Dart loaders now to load the Dart trucks and leaving one for a spare in case one breaks down. Four and one-half dumps and the Dart trucks are loaded and running.

This is a high ball spread if we ever saw one. To make a spread like this you have to have good management and top notch hands, and District 20 takes pride in saying we do have a great bunch of top notch men.

Just to name a few men we have on the job, there is Jim Roling, master mechanic, a 20 year member; Don Baldwin, mech. foreman; John Holtsman, mech. foreman; Darrow Lewis, a 14-year member mechanic; J. D. Humphrey, Dart loader operator, an 18-year member; Woodie Wilson, dirt foreman, a 14-year member; Phil Carr, gradechecker, six-year member; our steward, Jack Van Landingham, a 19-year member; and safety man Mike Smith, a nine-year member. We could go on and on with names, but we don't have the space. As we said before they are top notch hands and we are proud of every one of them.

At this writing the job is approximately six weeks ahead of schedule. This spring there is to be another job bid on to tie in the highway between Guy F. Atkinson and the Syar job down Highway 680 on 4 that should be at a cost of approximately \$17 million. Then around August of 1975 there will be a third job bid on east of Guy F. Atkinson on Highway 4 to complete the freeway on "Blood Alley."



HELPING CLEAN UP "BLOOD ALLEY" are J. D. Humphrey, Bill Hall, Phil Carr and Woodie Wilson, seen in the top photo. Humphrey is the operator of the Dart loader, seen below.

S.F. Firm To Hold Workshop For Construction Supervisors

By **RALPH WILSON**, District Representative and **CHARLES SNYDER** and **HARVEY PAHEL**, Business Representatives

Henry C. Beck Co., which built the 35-story Levi Strauss Building Center, will hold a workshop starting February 5, in order to recruit construction supervisors. Henry C. Beck Co. is general contractor for the five-phase construction project bounded by Clay, Battery, Sacramento, Drumm, California and Market Sts.

Already three of the structures, the 45-story Security Pacific, 20-story Hyatt Regency and the 35-story Levi Strauss are completed. Construction is now underway on the 35-story office building and a proposed 64-story office building is expected to begin in 1977.

The companies now on the project are Rosas Construction,

Spencer White and Prentiss and Santa Fe Pomeroy Inc.

New contracts have been awarded to the following: Nibbi Bros. Inc., \$1,124,750 for reconstruction of Hawthorne School. Williams & Burrows, awarded Larkspur Ferry Terminal \$13,717,200, new contract awarded to Umpqua Const. deck, \$2,905,765. Homer J. Olsen, Sunset Tunnel for \$9,072,815, Richard Mandeville Inc., awarded new contract for Hudson St. relocation at Hunter's Point \$238,000.

Phase I of the Yerba Buena project is the results of four to five years of planning and it will take approximately four years to complete. This is expected to result in approximately 3.25 million man hours. The estimated total cost is \$140 million dollars. Bids are due February 19th, with a late spring starting date.

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:

Akana, Thomas	12-20-74
96 - 209 Waiawa Rd., Pearl City, Hawaii	
Ana, Gene (Muriel, Wife)	1-3-75
Box 2280, Nanakuli, Hawaii	
Botkins, George (Virginia, Wife)	1-12-75
3232 Munford Ave., Stockton, Ca.	
Boussum, Don (Nellie, Wife)	12-31-74
390 E. 6th Ave., Sun Valley, Nev.	
Brown, Frank (Anita Sherman)	1-1-75
Rt. 3, Box 540, Carmel, Ca.	
Carr, George (Bette J., Wife)	1-18-75
2335 Burbank Ave., Santa Rosa, Ca.	
Collett, Merrill (Genevieve, Wife)	12-10-74
733 Gudgell Ct., Salt Lake City, Utah	
Conn, Richard (Lucille, Wife)	1-2-75
22427 Santa Clara, Hayward, Ca.	
Courtright, L. L. (Bessie Cheek, Sister)	12-20-74
515 - 13th Ave. South, Chowchilla, Ca.	
Craig, Bill (Ella Nichols—Frances Lohrengel, Daughters)	12-22-74
2018 Pebble Brook, Irving, Texas	
Croft, Kenneth (Betty, Wife)	12-21-74
P.O. Box 841, Los Banos, Ca.	
Cushman, Frank (Rose, Wife)	12-18-74
P.O. Box 632, Jamestown, Ca.	
Dailey, Lloyd (Florence Dailey)	1-13-75
1878 Greenville St., Oroville, Ca.	
Davis, Jack (Dolly M., Wife)	1-11-75
2670 Howe Ave., Sacramento, Ca.	
Dickinson, George (Ellen, Wife)	12-10-74
1325 - 39th St., Sacramento, Ca.	
Draper, Thomas (Vivian, Wife)	1-11-75
Box 1512, Pacifica, Ca.	
Eaton, Joseph (Edith, Wife)	12-21-74
13196 Jackson Rd., Sloughhouse, Ca.	
Feleciano, Altenio (Denna, Wife)	12-10-74
P.O. Box 684, Kamuela, Hawaii	
Foust, Roy (Ella, Mother)	12-11-74
2793 Willow Pass, Pittsburg, Ca.	
Gilliam, Glenn (Lucille, Wife)	12-2-74
879 Via Felicidad, Vista, Ca.	
Gressot, Ernest (Zelma, Wife)	1-15-75
Rt. 2, Box 2531, Auburn, Ca.	
Hall, William (Children)	12-13-74
44 Montana, Marysville, Ca.	
Hiett, Ralph (Emma, Wife)	1-14-75
38 Lover Lane, Vacaville, Ca.	
Hofeldt, Robert (Viola, Wife)	11-30-74
1234 W. 7th South, Salt Lake City, Utah	
Irvin, Gene (Hope, Wife)	12-12-74
18700 Riviera, Blythe, Ca.	
Loeffelbein, Emil (Ellen, Wife)	1-2-75
440 So. Carroll Ave., Stockton, Ca.	
McFate, Lloyd (Robert, Son)	1-18-75
1125 - 9th St., Sacramento, Ca.	
Martin, Alvea	1-17-75
1521 Tulian St., Stockton, Ca.	
Munce, Henry (Florence Munce)	12-20-74
2787 Victor Ave., Redding, Ca.	
Noyes, Harold (Maxine Barlow, Friend)	12-21-74
14159 S. Bellota Rd., Escalon, Ca.	
Overton, Earl (Cecelia, Wife)	12-24-74
721 Berrellesa St., Martinez, Ca.	
Payne, Robert (Daphne, Wife)	12-13-74
3952 Samson Way, San Jose, Ca.	
Pierzina, Alois (Estate)	12-21-74
1054 Lindell Dr., Richmond, Ca.	
Rothenberger, Albert (Patricia, Wife)	12-23-74
Rt. 2, Box 1156, Grass Valley, Ca.	
Shepherd, Jesse (Mary, Wife)	12-17-74
2581 E. Central, Fresno, Ca.	
Souza, Manual (Aldine, Wife)	1-3-75
5654 Jensen Rd., Castro Valley, Ca.	
Spence, George (Geneva, Wife)	12-21-74
612 W. Hawthorne St., Battle Ground, Wash.	
Stuart, William (Wanda, Wife)	12-28-74
7929 Brady, Sandy, Utah	
Ulm, William (Mary Lee, Wife)	1-14-75
Box 22, Camp Connell, Ca.	
Veloza, Joseph (Mary, Wife)	12-19-74
1750 - 26th Ave., Oakland, Ca.	
Warner, Leonard	1-2-75
Box 777, Lucerne, Ca.	
Weltz, Alfred (Wilma J., Wife)	1-13-75
1425 - 45th Ave., No. 1, Capitola, Ca.	
White, Edward (Betty Hill)	1-7-75
Box 13946, Reno, Nevada	
Wild, Carl (Grace, Wife)	12-16-74
4428 Olive Hwy., Oroville, Ca.	
Williams, Lyndall	12-24-74
Box 311, Weaverville, Ca.	

DECEASED DEPENDENTS

January, 1975

Atherton, Mildred—Deceased December 7, 1974
Deceased wife of Harold Atherton
Childress, Gladys—Deceased December 26, 1974
Deceased wife of Allen Childress

See OBITUARIES, Column 3

Santa Rosa Planning Annual Hog Feed

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

We may seem to be premature in making you aware of our next "Wild Hog Feed" but June 22nd keeps sneaking up on us and we are expecting a big crowd, with the anticipation of another beautiful affair. For those of you who have enjoyed our two previous "Hog Feeds" you will be back, and from the word of mouth which has been generating quite a bit of comment, maybe your friends will also be at the third annual "Hog Feed."

Once again your committee has started working out all the details and you will be hearing a lot more in the next few issues of the "Engineers News." We will need more help this year and, as in the past when we have asked, we have not been disappointed. But throughout the year many engineers and their wives wonder why they have not been called on to help, especially when they are so willing to do so. Well, we do want to know, so if you are interested in serving, clean-up, ticket taking, cooking, setting up signs, games for children, let us know and then we won't slight anyone. So if you wish to help please send us a note to let us know what you would prefer doing and to advise us of your address and telephone number so we can contact you easily. Send your note to 3900 Mayette Avenue, Santa Rosa, CA 95405.

Berglund employees returned to work January 6th, after 16 weeks of picketing. Voting 6 to 1 to accept the package increase of \$1.65 with a contract termination date of Sept. 30, 1976, the members concluded the longest strike in the history of District No. 10. The negotiating team, headed by Treasurer Don Kinchloe, recommended acceptance after Berglund negotiator D. Comb shifted some of the package towards the head end in exchange for a 25-month contract. Stewards Hank Ribardiere and Gayle Doty did a fine job in handling the picket lines and bolstering morale.

Employees of Bartley Pump, Weeks Drilling and Les Petersen Drilling are tightening their belts as contract expiration nears for their respective contracts. The negotiating team for Local No. 3 had a surprise when the employers hired D. Comb as negotiator, breaking from past practice of handling their own bargaining.

Recent court decisions overruling the Coastal Commission are causing smiles around Passarino's and Brelje & Race's offices. Bodega Harbour development was abruptly stopped last year with approximately 800 lots to be completed and sewer plans suspended at the same time. The recent ruling by Superior Court Judge Lincoln F. Mahan should permit speedy completion of the project. Hopefully the precedent can be extended to the Sea Ranch, as John Simmerly of Gualala Readmix reports no work scheduled for the north coastal area for 1975.

The environmentalists have succeeded in slowing down the start of both new power plants at The Geysers. E.I.P. and permit problems have postponed bid openings from March 1st to June 1st. With work as slow as it has been, problems like this could lead to a late spring start. Lange Bros. and C. F. Fedrick are keeping a few brothers busy on maintenance

and slides in the Geysers area. R. B. Montgomer, Camay and Hoover Drilling is still running 24 hours per day, seven days a week in the same area.

We would like to remind everyone to check their registration slips for the date of re-registration. Paragraph 04.10.12 of the Job Placement Regulations states that "re-registration must be accomplished on or after the 76th day but on or before the 84th day after original registration or last re-registration."

By Feb. 1, 1975 Hewlett-Packard will start to move into their new home at Fountain Grove Ranch, on the north side of Santa Rosa. This is the start of a huge planned community development involving 2,000 acres.

When it is completed about 1978 or 1979 the Fountain Grove Ranch is expected to have 220 acres of town houses and apartments, 2,000 single-family residences on 1,100 acres, a lake complex which will include a hotel on 100 acres, 340 acres of industrial and 120 acres of commercial. To this date there is no exact timetable for development because of uncertainty of city plans for roads serving the project. The 2,000 acres has been approved for a

planned community, however only the Hewlett-Packard plant has received final approval.

Haas & Haynie has been the prime contractor on the job while Teichert Construction put in a new road from Mendocino Avenue to the new plant.

We now have some Blue Cranes running around here in Santa Rosa. They are the same Blue rigs that were running around in the San Jose area. Peninsula Crane and Rigging, formerly of San Jose, is now in the Santa Rosa area, doing business as Santa Rosa Crane & Rigging.

On July 15th they opened up shop with two rigs, within one month they brought up four more rigs, to make up their full fleet of six. Since then they have bought two more rigs and they are talking about buying an 85-ton rig, if they can get the work. So far they have been very busy for this time of the year, due to the hard work of Mike Mansfield and Chris Crocker, who have been doing the good work of finding the jobs.

Don't forget—the next quarterly district meeting will be held on March 6th, at the Veteran's Memorial Bldg. in Santa Rosa. See you there.

Redding District Still At Work Despite Inflation, Shortages

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

Inflation and the energy crisis are combining to force cutbacks in California's highway building program. The cost of building a new highway jumped more than 50 per cent in 1974, as the cost of everything went up.

Receipts from the state gasoline tax dropped 5.5 per cent to \$389.5 million in 1974.

Even with these cutbacks it looks like the Hallelujah Junction project in southern Lassen County will be put to bid perhaps as early as April. This stretch of Highway 395 which is a heavily traveled route from the north state into Reno will be widened and resurfaced.

The sewer treatment project which is to be bid in Mt. Shasta has finally been approved by all the State and Federal agencies. This long-fought battle was finally brought to an end recently when Pauline Davis, assemblywoman for District 1, exerted her influence and enthusiasm in Sacramento by finalizing the bid date which is set for March. One of the main stumbling blocks for the project was that the city had put in 4,000 feet of leach line that

would not be utilized in the new system. To us this looked more like a stalling tactic rather than a genuine problem.

North Valley Construction Company has started their Richfield Truck Stop job and at present is working on the project. Brother Bill Short has been operating the paddle wheel between the spurts of rain.

Trinity Logging has started construction on the settling ponds for Simpson Lee. Trinity Logging is the old Redding and Veneer Construction Company. All the operators that were working for Redding Veneer are now working for Trinity Logging. The idea behind the settling ponds is to take the water and sprinkle the field for irrigation rather than dumping the effluent water into the Sacramento River.

We have spent many nights at the planning commission and open hearings to get this work turned loose. One of the problems that we had in getting the project turned loose was the disposal of the effluent water. The ecologists seem to think that even though the water is used for irrigation purposes it will still seep through and enter the Sacramento River. The hydraulic engineers for Simpson Lee had a different opinion but only time will tell.

Obituaries

(Continued From Column 2)

Engel, Bernice—Deceased December 14, 1974
Deceased wife of Lyle Engel
Glenn, Barbara—Deceased December 9, 1974
Deceased wife of Fred Glenn
Hubbell, Margaret—Deceased January 11, 1975
Deceased wife of James Hubbell
Maupin, Irene—Deceased December 11, 1974
Deceased wife of Wayne Maupin
Pruett, Danny—Deceased December 26, 1974
Deceased son of Phillip Pruett
Taylor, Dolores—Deceased December —, 1974
Deceased wife of Loren Taylor

With Safety In Mind

California Safety Laws

By JERRY MARTIN, Director of Safety and Training

Whenever we receive new information relevant to the safety and protection of our members, it's only natural that we call it to your attention.



Jerry Martin

Recently, several court cases have come to light where jobsite supervisors — superintendents, general foremen, foremen — have been cited for safety infractions on the jobsite and held responsible in some cases where workers were seriously injured or killed due to these unsafe conditions.

In California the law reads that "Any employer, and every employee having direction, management, control, or custody of employment, place of employment, or other employee, who willfully violates any occupational safety or health standard, order, or special order, and that violation caused death to any employee, or caused permanent or prolonged impairment of the body of any employee, shall, upon conviction, be punished by a fine of not more than ten thousand dollars (\$10,000), or by imprisonment for not more than six months, or by both; except that if the conviction is for a violation committed after a first conviction of such person, punishment shall be by a fine of not more than twenty thousand dollars (\$20,000) or by imprisonment for not more than one year, or by both. Nothing in this section shall prohibit a prosecution under Section 192 of the Penal Code, rather than under this section, for the death of an employee. However, no person may be prosecuted under both this section and Section 192 of Employers and the Penal Code for the same act or omission."

In short, employers and supervisors are being held responsible for the conditions on a jobsite and every supervisor should take a serious look at whether his particular operation on a given job is being handled in a safe manner.

The states of Nevada, Utah and Hawaii are also looking at this California law in hopes that it would be a deterrent to employers and supervisors in their states who ignore safety standards and cause employees to work in unsafe situations.

REQUIRED SAFETY DEVICES FOR CRANES IN CALIFORNIA

If you are a crane operator in the State of California, every crane over 50 tons or 200 feet of boom that you operate after May 15, 1975 (with the exception of pile drivers and cranes used exclusively for excavation), shall be equipped with an approved load-indicating device system. This is required by the Construction and General Industry Safety Orders.

While approved load indicating device systems will be mandatory only on long booms or high capacity machines, all cranes exceeding 15-ton capacity or 60 feet of boom have been required, as early as January 15, 1974, to have an approved boom angle indicator.

The new crane warning systems will change the time-honored seat-of-the-pants method of crane operation in which the tilt of the cab serves as a warning. But, make no mistake, not even on-board computers will ever replace the critical judgment exercised each day by operators in their work. That is not the intent of the California legislators. With these new tools in his cab, and adequate warnings established by law, the crane operator can at last enjoy a margin of safety which, for too long, has not been available.

AS A REMINDER, protect yourself by buying safety shoes while the union discount is still available. Each district office has a catalog showing which shoes are in stock and where they can be ordered.

Redwing brand shoes will soon be added to the catalog; the agreement is being worked on now.

Novato By-Pass South Finished

By W. A. "LUCKY" SPRINKLE
Assistant District
Representative

The long-awaited Novato by-pass opened the southbound lanes in mid-December, two months after the opening of the northbound lanes. This culminates a major \$15.5 million construction project by Freeman-Sondgroth that has been almost three years in the making. Motorists can now travel more than 90 miles through Marin and Sonoma Counties without interruption by signalized traffic controls.

Replacing the Novato bottleneck are six lanes of divided freeway — three lanes in both the north and southbound directions — for 5.2 miles along Route 101.

Freeman-Sondgroth also finished construction of road near Marin County Airport in December. Construction began in late September.

Following the widening of Richardson Bay Bridge from six to eight lanes, construction began on widening Route 101 for another four miles north to the Greenbrae interchange. Work on the widen-

ing project is now over 77 per cent complete, well ahead of its projected scheduled completion by next September. Freeman-Sondgroth is the contractor for the project.

Part of this freeway widening project includes a recently-completed bicycle path along the freeway's west side. The eight-foot-wide bikeway connects the city streets of Mill Valley and Corte Madera. To keep bicyclists safely separated from freeway traffic, a six-foot-high chain link fence extends the length of the path. Out of an estimated total construction cost of \$44,000, Marin County has contributed half of this amount.

A drainage project was completed in early November to replace a culvert 3.5 miles south of Sir Francis Drake Boulevard near Olema in West Marin County. Charles I. Cunningham Construction began this \$37,000 project last summer to replace a 30-year-old metal culvert.

The new culvert has a concrete lining, which was poured over the bottom third of the culvert's cir-

cumference to prevent the velocity of the running water from eroding the pipe.

Work is about 92 per cent complete on the construction of a new East Washington Street interchange in Petaluma. A four-lane overcrossing with higher clearance (17½ foot), a 12-foot median, eight-foot shoulders on each side, and a five-foot sidewalk on the south side will replace the old two-lane structure. A seven-foot-high chain link railing will be installed to prevent pedestrians from dropping objects onto the freeway.

The City of Petaluma plans to widen East Washington Street to four lanes, and the Department of Transportation will modify the ramp connections from the overcrossing to accommodate the increased traffic. Wilmac contractors are expected to finish this \$1,064,000 job early in 1975.

Watkin & Bortolussi, landscape contractors are doing a good job beautifying Route 101 through San Rafael, which involves a half-mile long landscaping program.

Think Safety Off The Job

By JACK SHORT,
Safety Representative

We have talked at great length about the need to provide greater safety for our members in their places of employment. We have talked about the need to train our members in hazard recognition and in developing safe methods of work. We have talked about the importance of developing a proper attitude toward our personal safety and the safety of others.

In our efforts to promote safety on the job we have sometimes given the impression that we are interested only in preventing accidents on the job site. Much of the success of our safety effort will depend upon our ability to convince our people that we are interested in them as individuals as well as members. We need to convince them that our mutual objective is to prevent accidents of every type as a means of helping each to achieve his fondest desires.

We must not stress only the importance of safe operation of equipment on the job, but must also remind you that the unsafe operation of cars on the highway, power boats on the lake, power mowers in our yards, and power saws in our home work shops is equally destructive to our plans for security.

When we talk about the importance of properly grounded electric power tools, we need to remind you of the hazards of working on a sump pump in a damp basement, or of using an electric hedge trimmer in a damp yard, or of erecting a T.V. antenna near a power line. Electric shock is just as fatal off the job as it is at work. It isn't only with our own accidents that we need to be concerned. These same injuries can be just as painful or just as fatal to other members of our families as they can be to us. It is our job to teach our wives and children the lessons of hazard recognition and control. When we think of the matter in this way, it isn't hard to develop some enthusiasm for safety.

Stewards' NEWS

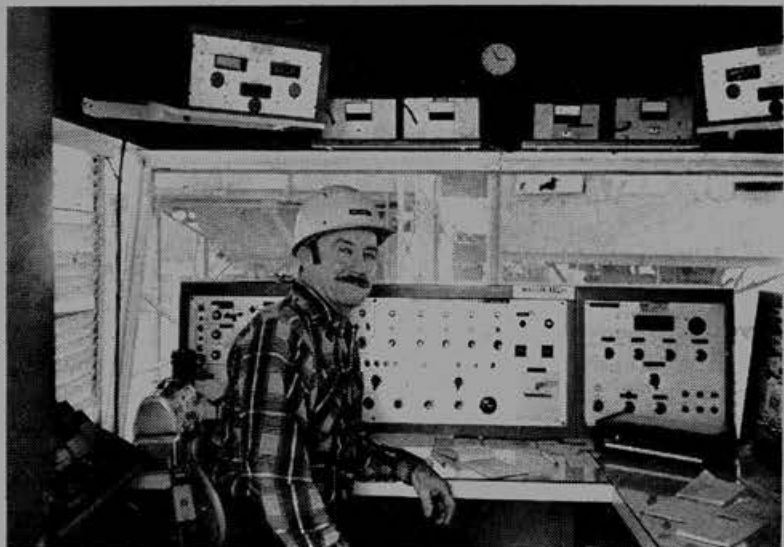
by Ray Cooper, Job Steward Director

Eugene Keeley is one of those guys who stays with a good thing when he finds it... he's been an operating engineer for 28 years and worked all but a few of those years in the rock, sand and gravel and aggregate industry.

Brother Keeley can recall the days when batching aggregates was done by pulling hand levers. Now, he has a console of buttons to push as a batch plant operator at CAP Concrete in San Jose.

Gene has been a steward on his job for the last five years and mentioned, when we were talking, that he really appreciates the support he has received from the business agents and the union office in his area.

Eugene and his wife live in Cupertino with their two youngest children. They have an older daughter who is married and has children of her own. In his free time, Gene likes to hunt and fish and build dune buggies.



IT'S ALL BUTTONS NOW—Job Steward Eugene Keeley at work at the CAP Concrete plant in San Jose. Keeley has been an operating engineer for 28 years.

JOB STEWARDS ACTIVATED

Week Ending December 20, 1974			Week Ending January 10, 1975		
Dist	Name	Agent	Dist	Name	Agent
10	Otis Wilbor	W. Parker	17	Jesse Blackman	R. Schuff
11	Clifford Zarley	R. Rhodes	17	Revelation A. Alo	R. Schuff
11	Chris Ehler	R. Rhodes	17	Richard Waalani	R. Schuff
12	Jim Whitehead	W. Lassiter	17	Cornel Canto	W. Crozier
12	Carl Rasmussen	W. Lassiter	17	D. Sado	W. Crozier
20	Lloyd R. Peterman	R. Butler	20	Allen Harris	J. Johnston
30	Jim Atkins	S. Glick	60	John A. Frei	R. Criddle
40	Cecil Wagdy	E. Lake	80	Robert H. Graham	A. Swan
40	Jay A. Powers	E. Lake			
40	Daniel Amador	E. Lake			
40	L. Burnett	E. Lake			
40	R. Flick	E. Lake			
40	John R. Fredrickson	E. Lake			
40	Shannon Kelly	E. Lake			
40	E. A. Nicolas	E. Lake			
50	James E. Wages	A. Boyd			
Week Ending December 27, 1974			Week Ending January 14, 1975		
Dist	Name	Agent	Dist	Name	Agent
02	Ernest R. Prater	P. Schissler	11	Ray Belth	D. Young
04	James J. McNickle	A. Smith	12	Ellis L. Allen	W. Markus
04	Bert Gallentine	A. Smith	12	Tom Anderson	D. Strate
20	Philip Furman	R. Butler	12	Budd Blackburn	L. Austin
50	Kenneth Edwards	C. Odom	12	Wayne Buchanan	W. Lassiter
70	Norman Yocum	K. Green	12	Dennis Glines	L. Austin
80	Dan Gwaltney	W. Marshall	12	Paul Gottfredson	W. Lassiter
Week Ending January 3, 1975			Week Ending January 17, 1975		
Dist	Name	Agent	Dist	Name	Agent
50	Greg Gainer	A. Boyd	04	William D. Johns	A. Smith
60	Arnold Stewart	G. Halsted	50	Terry Stevens	C. Odom

JOB STEWARDS INACTIVATED

Week Ending December 20, 1974			Week Ending January 14, 1975		
Dist	Name	Agent	Dist	Name	Agent
03	Ruben Virgil	D. Bell	12	Jack Andreason	L. Austin
03	George Morasci	D. Bell	12	Joseph Bates	L. Austin
03	Harry M. Henderson	D. Bell	12	Richard Kovatch	D. Strate
03	Peter T. Fogarty	D. Bell	50	Joseph LaRiviere	A. Boyd
03	Harold E. Cooper	D. Bell	90	Larry Ostwald	J. Bullard
03	Frank Campi	D. Bell	90	Marvin Chappell	R. Ward
12	John R. Child	L. Austin			
40	Andy Lafazio	E. Lake			
Week Ending December 27, 1974			Week Ending January 17, 1975		
Dist	Name	Agent	Dist	Name	Agent
12	Dell Motensen	L. Austin	20	Jesse L. Alexander	R. Skidgel
12	Floyd Lewis	L. Austin	20	Gil Anderson	R. Skidgel
12	Virgil Anderson	W. Markus	20	Carol Brookshire	R. Skidgel
31	David Johnson	J. Victor	20	Gary Burg	R. Skidgel
70	Steven Ward	R. Havenhill	20	Wm. E. Jackson	R. Skidgel
70	Ken Dickinson	K. Green	20	Darwin Larson	R. Skidgel
70	Walter Eagleman	K. Green	20	Gerald Mason	R. Skidgel
70	Lee Ellison	K. Green	20	Earl O'Kragel	R. Skidgel
70	David Hoie	R. Havenhill	20	Darwin Smith	R. Skidgel
Week Ending January 3, 1975			Week Ending January 10, 1975		
Dist	Name	Agent	Dist	Name	Agent
60	William R. Hall	R. Criddle	17	Charles Aiu	W. Crozier
90	Ralph J. Hoffman	B. Fleckenstein	50	Floyd Andrews	C. Odom
			50	Wm. R. Brown	C. Odom

J. F. Shea Company was awarded a \$15,000 safety contract recently for the construction of guard railing at two locations on Route 1 about five miles west of Mill Valley. The work locations are 1.2 miles south of Panoramic Highway South and 0.8 mile south of Muir Woods Road.

Of the annual average of 4.3 million unemployed in 1973, about three-fourths (3.3 million) were seeking full-time work; nearly all of the adult jobless men sought full-time jobs, while one of every five jobless women and one of every two teenagers wanted part-time work.

Personal Notes

STOCKTON

Brothers Joe Baxter, Raymond Loftus, Norval Pearson, Henry McBride, Elmer Thorpe and Tom Hughes were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

Our deepest sympathies are extended to the families and friends of deceased Brothers Alvea Martin, Harold Noyes, James Latimer, Frank Cushman, George Botkins and William Ulm.

OAKLAND

Brother Duke Brookshire is at home unable to work because of his eyes. Duke's phone number is 432-3287 and he lives at 4181 Richard Place, Pittsburg. Give Duke a call or stop by and see him. Lots of luck to Duke, his wife Pat, and his children. Looking forward to you getting well and back out in the field.

Brother Red Bishop at this writing is in the Pittsburg Hospital. Red should be going home before long, so brothers give him a call or drop by and see him. His phone number is 439-8315 and he lives at 59 Robinson Avenue, Pittsburg. Brother Bishop is a 35-year member of Local 3. The best of luck to Red and his wife.

EUREKA

Congratulations are in order to Mr. & Mrs. Wade Nally, who are proud parents of a son born in December 1974.

We wish a speedy recovery to Florence Pattee who is the wife of our retired engineer, Dick Pattee. Florence has been hospitalized since December after an accident when the horse she was riding fell with her.

SANTA ROSA

Les Neeley recently suffered a stroke and is presently in Santa Rosa Memorial Hospital. We have been to see him and he would appreciate seeing or hearing from his many friends and brothers. Get well soon, Les, we're all pulling for you.

Clyde Williamson is just home recently from the hospital in San Francisco, recovering from a heart seizure and we're sure he, too, would appreciate a visit or a card from his friends and brothers. Here's wishing you a speedy recovery, Clyde.

REDDING

It is with deep sadness and regret that we report the death of the following brothers:

Brother Henry Munce passed away after a long illness. He was a disabled retiree. Many of the brothers will remember Henry as he had worked many years in and around the Redding area. Brother Munce worked part of the time as owner-operator.

It is also with deep regret that we report the loss of Brother Lyndall Williams. Brother Williams was also a retiree who made his home in Weaverville. He had been ill for many years.

Our wishes for a speedy recovery to the following brothers: Harvey Huey, Walt Eaglemen, Cecil Turner, Russ Burchett and Fred Kirch. We hope it won't be long and all these brothers will be up and at it.

SAN RAFAEL

Our thanks to Brother Ernest Eddings for his blood donation. Congratulations to Brother Jim Kolesar on his recent marriage—also to Brother Greg Ghilotti who also tied the knot.

SAN JOSE

We would like to extend our condolences to the families of deceased members—Alfred A. Weltz, Frank W. Brown and Gladys Childress.

Our most sincere appreciation to the following members for their blood donation: (Mrs.) Shirley A. Dalton, Bill Dalton, Robert Robinson, Clarence H. McKeag, Robert E. Ranney, Harry J. Wisler, David C. Pike, Charles W. Alexander, Alfonso Caballero.

See MORE PERSONALS Column 4

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

P. O. Box 2082

Dublin, California 94566

Telephone: 415/829-4400

Please send me information and documents as indicated:

- ☐ Membership and Dividend Information.
- ☐ Send Loan information for:
- ☐ Signature loan.
 - ☐ Share Secured loan.
 - ☐ New/Used Automobile loan.
 - ☐ New/Used Mobile Home loan.
 - ☐ New/Used Motor Home loan.
 - ☐ New/Used Boat & Equipment loan.
 - ☐ Travel Trailer/Camper loan.
 - ☐ Aircraft loan.
 - ☐ Construction Equipment loan.
 - ☐ First Mortgage loan.
 - ☐ Second Mortgage loan.
 - ☐ Unimproved Property loan.
 - ☐ Assistance in refinancing present automobile loan.
 - ☐ Information on Accident and Health Insurance.
 - ☐ Information on Life Savings Insurance.
 - ☐ Information on Loan Protection Insurance.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO. _____ TELEPHONE _____

SWAP SHOP CORNER: Free Want Ads for Engineers

WANTED: RIPPER, Cat or Ateco, Hydraulic, for D6B or 977H. With or w/out valves. J. Craddock, P.O. Box 81, San Geronimo, CA 94963. Reg. No. 982927. 12-1.

FOR SALE: STADIA HAND LEVER & Case, 1 Plumb Bob & Case, 1 Searles & Ives, 1 Bureau of Reclamation Concrete Manual. M. Neal, 27 Wightman Ct., Antioch, CA 94509. Ph. 415/757-3778. Reg. No. 0576382. 12-1.

WANTED: U.S. & FOREIGN COINS. G. Lambert, P.O. Box 21427, San Jose, CA 95151. Ph. 408/226-0729. Reg. No. 1225584. 12-1.

FOR SALE: R-1 LOT, appx. 1/2 acre, in Novato, CA. All util. in, oak trees, view. Surrounded by \$75,000-\$100,000 homes. \$20,000. Call 415/897-0174. Reg. No. 1597776. 12-1.

WANTED: HAND METAL SHEAR to cut 14x16 gauge steel. M. E. Ponte, 471 Almond Dr., Bx 3, Lodi, CA 95240. Reg. No. 0707461. 12-1.

FOR SALE: In beautiful Monterey Bay Area—11 secluded oak covered acres w/ocean view. J. Githens, 243 Chaparral St., Salinas, CA 93901. Ph. 408/449-7050. Reg. No. 1359553. 12-1.

FOR SALE: 1970 WEEKENDER CAMPER, self-cont., auto. trans., all power, a/c, conventional cab, 16,000 miles, like new, \$5,500. R. Piatti, 93 Shelley Ave., Campbell, CA 95008. Ph. 408/377-1097. Reg. No. 1036914. 12-1.

FOR SALE: 1971 TRAVEL TRAILER, "Road Ranger" 20' 6" self-cont., gas furnace heater-refrig., 7 gal. propane tanks. \$2,700. J. Cook, 111 Dina St., Cloverdale, CA 95423. Ph. 707/894-2821. Reg. No. 0515831. 12-1.

FOR SALE: St. Bernard 14 mo. male dog, \$100. Seals Stadium floodlights, \$40 ea. Reg. 3/4 Arab-Apply Colt \$600. Antique, lrg. oak roll top desk, \$500. Chassis mount 10' camper, \$1,000. Sell or swap for tilt trailer or Norse trailer. M. Rose, 416 Horn Ave., Santa Rosa, CA 95404. Reg. No. 1059628. 12-1.

FOR SALE: 1/4 ACRE LOT in Mi-Wuk Village, on Hwy. 108. Pines, water, elec. & paved sts. Recreation nrby. \$4,750 or best offer. Terms. J. Higginbotham, 52 Camelot Ct., Daly City, CA 94015. Ph. 415/992-9277. Reg. 1219827. 12-1.

FOR SALE: 1.25 ACRE MOBILE HOME LOT. Exc. hunting & fishing. Only \$200 down, assume loan at 7.2% simple int. E. Warren, 1056 Court St., Elko, Nevada 89801. Ph. 702/738-8707. Reg. No. 1578784. 12-1.

WANTED: R.D. 6 WIDE GAUGE for parts or parts for same. Ser. No. 2H-2531—particularly Trans., gears, case bearings. G. Williams, P.O. Box 183, Weaverville, CA 96093. Reg. No. 1113007. 12-1.

FOR SALE: 1956, 35 TON P & H CRANE w/110' boom. Exc. cond. Cat motor w/torque upstairs. Waukesha gas below. \$18,000. Ph. 415/447-0477. Reg. No. 0782948. 12-1.

FOR SALE: 933 CAT LOADER, 4/1 bucket w/rear ripper. Excel., \$7,250. D8 Hensley ripper \$225. J. McGeehon, 2460 Warren Rd., Walnut Creek, CA 94596. Ph. 415/934-4772. Reg. No. 0535760. 12-1.

FOR SALE: 1953 JEEP M38A1, has new CJ5 body, top 5 yrs. old. \$1,500. W. Cunha, 2943 Greenwood Dr., Fremont, CA 94536. Ph. 415/797-1192. Reg. No. 1051276. 1-1.

FOR SALE: 1969 KENSKILL TRLR, 8'x34', sleeps two, lrg. frig 13.5'. Used very little, \$3,500. Consider smaller trlr in trade. N. Carter, P.O. Box 247, Fortuna, CA 95540. Ph. 707/725-4713. Reg. No. 0841453. 1-1.

FOR SALE: FULLY EQUIPPED GAS STATION, motel, and gift shop, 3 yrs old on 3 1/4 acres. Room for expansion. Terms. Call Wagon Wheel, Box 618, Salem, Ark. 72576. Ph. 501/895-3106. Reg. 1142907. 1-1.

FOR SALE: ALUMINUM PICK-UP CANOPY, Aristocrat, 6'x8', 24" high. Ph. 408/293-6365. Reg. No. 793170. 1-1.

FOR SALE: 1 ACRE in central Idaho on Salmon River, Hwy. 95. Good hunting, fishing. This property w/small 2 bedrm home is on main street in city limits of a small town. W. Phelps, 913-9th Ave. N. Buhl, Idaho 83316. Ph. 208/543-4481. Reg. No. 0324951. 1-1.

FOR SALE: FORD FERGUSON 40, like new. Hyd. Rippers, fully Hyd., 600 hrs. F. Biolsi, 25891 Fremont Rd., Los Altos Hills, CA 94022. Ph. 415/948-2184. Reg. No. 0714897. 1-1.

WANTED: LOW BED TRANSPORT, tractor and tilt deck trailer or Pindle Hitch Type Tilt Trailer in the 16 to 20 ton load carrying capacity with approx. 25' deck. P. Thornton, 80 Bayview, San Rafael, CA 94901. Ph. 415/453-2324. Reg. No. 1027871. 1-1.

FOR SALE: APPROX. 1/2 ACRE wooded corner lot in Redding, CA. Paved streets, sewer, gas, water, elec. Can be divided into 2 parcels. Well and small oak trees. Two other smaller bldg. sites available. Call 415/658-6539 or 415/658-3048 after 5 p.m. J. Paulazzo, 275-41st St., Apt. 115, Oakland, CA 94601. Reg. No. 865537. 1-1.

FOR SALE: 1960 JC HIGGINS, 30-06 Model 51, \$75.00 Ph. 702/883-0162. Reg. No. 1212523. 2-1.

WANTED: LATE MODEL BACKHOE, 580A, 4,500, 310, or 410 for cash or trade White COE 15' flat bd dump truck + cash. V. Behlen, 1368 Arleen Ave., Sunnyvale, CA 94087. Ph. 408/739-1941. Reg. No. 1590560. 2-1.

FOR SALE: BOAT, 15' Trihull w/new 85 h.p. Evinrude. Compl. ski w/p/tach, oars, conv. top, cover + extras. Sell or trade for van. H. Varwig, 804 Spindrift St., San Jose, CA 95134. Ph. 408/263-2833. Reg. No. 0915654. 2-1.

FOR SALE: TD24 w/D.D.P.C.U. \$2,500. U-Blade for 14A \$750. 6" waterpump gas eng. w/ hose \$750. 1941 Buick Sedan \$600. W. Lindquist, 531 Minnesota Rd., Turlock, CA 95380. Ph. 209/634-4524. Reg. No. 1082363. 2-1.

FOR SALE: SAANEN BUCK GOAT, Reg. in "Amer. Goat Society" 3 yrs old 2-75, polled, \$65, or best offer. G. Nevis, Ph. 415/828-0276. Reg. No. 1113-067. 2-1.

FOR SALE: 1968 DYNAHOE, SERIES 140, 4 buckets, Hughes Hydraulic Braker, gads, tamper, teeth & filters + tilt trailer for hoe. \$9,500, or best offer. Ph. 415/232-8130 days, 415/937-2684 eves. Reg. No. 0728717. 2-1.

FOR SALE: FACTORY BLT 25' PONTON BOAT, 8'x8' cabin, all elec. 40 h.p. Johnson Motor. Exc. cond. \$1,750. Camper shell for step-side p.u. trk \$40. 9'x10' tent \$35. B. Burt, 14861 So. Union, Manteca, CA 95336. Ph. 209/858-2625. Reg. No. 1229764. 2-1.

WANTED: 1-3 ACRES IN REDDING AREA, w/3-4 BR house, reasonably priced. R. McQuillan, P. O. Box 196, Chester, Mass. 01011. Ph. 413/354-2281. Reg. No. 1137589. 2-1.

FOR SALE: PITMAN HYDRA-CRANE, 8,000 # lift w/Auger attach. Mtd. on C750 Ford 4x4 flatbed. Ph. 415/589-8252. Reg. No. 0841471. 2-1.

FOR SALE: 3 SPEED TRANSMISSION w/over-drive, newly rebuilt, less than 1,000 miles of use. Fits Ford Pickup 1953-60. Reas. Ph. 415/797-3187. Reg. No. 0313338. 2-1.

FOR SALE OR TRADE: U.S. & ISRAEL mint & used plate blocks, mail early, Zip, world wide collection for sale. H. Stern, 807 Vendola, San Rafael, CA 94903. Reg. No. 0888922. 2-1.

FOR SALE: RETIREMENT HOME, Anderson Sprgs., Lake Co., 2 BR, Liv. rm., bath, 2 fireplaces, sun deck, cent. heat/air cond. \$18,000. Ph. 415/223-2943 or 223-0311. Reg. No. 0253938. 2-1.

FOR SALE: PAINT SPRAYER, new \$40. Kenmore Auto. Wash. Mach. \$40. G.E. Auto. Dishwasher \$90. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 2-1.

FOR SALE: 1972 MOTO GUZZI 750, 19,000 miles, fairing, bags, scooter boot, air horns, much chrome, black \$1,800. A. Schultze, Ph. 408/736-0745. Reg. No. 0512567. 2-1.

FOR SALE: 12,000 lb. TULSA WINCH & cable spool. H. Sand, Ph. 209/239-2242. Reg. No. 1101983. 2-1.

FOR SALE: VIEW LOT NR TWAIN HARTZ, CA, reas., low down pymt will finance, water & elec., paved road to lot. 1 mile to school, post office, genrl store. F. E. Meacham, Rt. 1, Box 125, Soulsbyville, CA 95372. Ph. 209/532-5005. Reg. No. 0469307. 2-1.

FOR SALE: 1968 CORVETTE CONV. HDTOP, Compl. rebt 427, 4 sp., cam, Holley, Doug headers, side pipes. Electronic ignition, all new brakes. Coral ext. Tobacco int. Vinyl top. 26,000 miles. Exc. cond. G. Browe, Jr., 2222 Cypress St., Selma, CA 95362. Ph. 209/896-1998. Reg. No. 1375000. 2-1.

FOR SALE: 1973 TRAVELEZE 35' TRAILER w/typout, furnished, 12,000 BTU a/c, deluxe model. Forced air heating. Bath rm. to rear. \$5,000. V. Schuette, 2700 South Market, Sp. #8, Redding, CA 96001. Ph. 916/243-5589 after 6 p.m. Reg. No. 0947324. 2-1.

FOR SALE: EQUAL-IZER TRAVEL TRAILER HITCH, compl. w/stabilizer bars \$50. One set 825-15 tire chains

reinforced, used once. Like new \$10. Ph. 408/243-0640. Reg. No. 0366038. 2-1.

FOR SALE: 2 1/2 ACRES IN CALIF. VALLEY, east of Paso Robles, CA. \$2,000 or trade for equal value. D. Doyle, P. O. Box 1947 Clear Lake Highlands, CA. Ph. 707/994-5933. Reg. No. 0509652. 2-1.

FOR SALE: PULL SCAPER, La Plante-Choate, 15 yards \$850. Compressor Ingersoll Rand-105 \$685. Ph. 415/562-3236. Reg. No. 0678953. 2-1.

FOR SALE: 1929 CHEV. 1-TON TRUCK plus extra parts, 2nd owner. \$1,000. B. Durbin, P.O. Box 623, Fall River Mills, CA 96028. Ph. 916/336-5112. Reg. No. 1153063. 2-1.

FOR SALE: '71 FURN. 12' WIDE MOBILE HOME, 1 B.R., exc. cond. Extras. Adult Park. Trade for 1968-1970 travel trlr—prefer tip out. L. Kester, 603 Glide Ave., West Sacramento, CA Ph. 916/371-2541. Reg. No. 1284903. 2-1.

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● 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.

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Winter Weather Slowing Work In Central And Eastern Utah

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

Work in Central and Eastern Utah is slow because of winter weather.

The one bright picture in the Basin area is S. J. Groves job at Currant Creek. Operating engineers on this job are working a two-shift operation and hope to stay on a two-shift if the roads can be kept up. The 637's are taking the top crust off the cut and then going over to the two big American backhoes and hauling with the 651 spread. The keyway is coming along nicely with the backhoe on a yo-yo operation. Some minor blasting is being done on the worst spots but when the time comes for the fill to go, everything should be shipshape. The crusher is still working long hours but, as usual, with very cold weather the belts are causing some problems.

Work at the Geneva plant is progressing. Raymond Concrete Pile Company has a rig working

on the sheet piling. They are driving some piling for the lower levels of the building. When completed, the bridge crane will have a 250-ton lifting capacity so the foundation work is very important. Talboe Construction is keeping four operating engineers working on excavating and pouring concrete. The erection work should start in the near future. American Bridge has most of the fabrication work done on the iron.

W. W. Clyde has a crusher set up in Provo Canyon, making material for Geneva Rock. They should complete and move to the job in the northern part of the state by the first part of February.

The crews for Geneva Rock are working a three-shift operation at the Point of the Mountain Plant and hope to be able to crush material all winter. Geneva Rock is putting up a new shop at the main plant in Orem. The old shop will be the tire and paint shop. The hot plant is down because of the weather but the work load for the asphalt next season looks good.

Thorn Rock Products has cut back to a small winter crew and

SEE MORE UTAH, Page 16

More Personals...

(Continued from Column 2)

MARYSVILLE

Our deepest sympathies are extended to the families and friends of departed Brothers Charles Antrobus, Lloyd Dailey, Virgil Dickie, William Hall and Carl Wild.

We received a lovely note from Mrs. Virgil Dickie thanking us "very much for the beautiful Bible."

Brother Wayne Rogers is a patient in the intensive care unit of Feather River Hospital in Paradise. He cannot receive visitors but would appreciate cards.

Brother Harry Carte will be entering the Veterans Administration Hospital in Martinez this month and he tells us he is feeling better than he has in months.

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

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

More Utah...

(Continued From Page 15)

will probably stay at this reduced number of operating engineers until next season.

United Concrete Pipe should start work on the big pipe job for the Currant Creek Dam project early this season and the production line is all set to go. It is possible that two cranes will be used on the pouring of the pipe.

Two major jobs in the Basin area (the Vat Tunnel of approximately \$20 million and Jensen Project of \$10 million) are off and on, depending on funding from Washington, D.C. However, the

suit by the Sierra Club to stop these projects was defeated in Federal Court in Denver, Colorado. If funds are released, both of these jobs should start sometime next year.

SEECO has approximately four miles of grade and asphalt on the road job to Ferron Reservoir. Their crusher is being set up at this time and we expect to have about eight operators employed on the job.

Jelco plans to start on the second unit at Huntington in the near future and the Ferron Power

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*Indicates Home Phone

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Harold Huston, President *415/791-1107
Robert Mayfield, Vice President *415/365-2509
James R. Ivy, Rec. Corres. Secty. *415/933-0814
Harold J. Lewis, Finan. Secty. *808/395-5013
D. R. Kinchloe, Treas. & Spec. Rep. *415/837-7418

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Wayne Sprinkle, Asst. Dist. Rep. * 892-5958

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Phillip Pruett *415/359-0385

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2626 North California, 95204 ... 209/464-7687
Walter Talbot, Dist. Rep. *209/477-3210
Al McNamara *209/464-0706

DISTRICT 31—MODESTO

401 "H" Street, 95354 ... 209/522-0833
Jay Victor, Asst. Dist. Rep. *209/883-0148

Plant will get started soon after. Some equipment has been moved in on the Ferron job but there is no activity yet. We expect a large number of operating engineers on these two jobs for three or four years.

H. E. Lowdermilk is moving equipment in on the job at Fry Canyon and some of the preliminary work has started.

James Reed Construction has started the job south of Milford. This project will keep a dozen or so hands busy this winter.

Acord Harris Construction Company was low bidder at \$7.16 million for the Special Events Center at Weber State College. The 12,000-seat structure, located on the Weber State College campus, is to be completed about 700 days after construction begins or early in 1977.

State Inc. at Park City is well underway on the ore processing mill. This has been an excellent job for the members. April of 1975 is the target date for completion.

Pinkins & Bond have started construction at the \$5 million distribution center for American Greeting Card Company. Gibbons and Reed has the excavation for the building site, Acme Crane for the steel work, Buehner Block has the tiltup and Fife Rock Products will do the grading and paving.

If all goes well, construction on the Kaiparowits Power Project in southern Utah may begin next year with the first generating unit churning out power by 1980. Fully developed, the project will turn out 3,000 megawatts of power, enough to operate seven mining and smelting divisions the size of Kennecott Copper Corporation, Utah Copper Division and seven steel plants the size of U. S. Steel Geneva Division. There will be 2,500 jobs in the mining of the coal to fuel the plant and 500 jobs in the operation of the plant—and that does not include the peak of 2,500 workers who will build the plant.

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