

Change Of By-Laws Article Proposed

Special Called Meetings Set

Local Union No. 3's Executive Board last month approved a plan to hold special called meetings to decide whether or not Article VI of the local union by-laws should be amended to provide for a general reduction in the basic dues rates and a new supplemental dues structure.

The proposed amendment, submitted by Treasurer Don Kinchloe and signed by all Local 3 officers, calls for lower basic dues for most and a supplemental rate to be determined by earnings. This structure would replace the present single-rate structure in all subdivisions except 3D. For 3D members the proposal calls for specific dues increases as the total wage package in a bargaining unit increases.

In addition, the proposal calls for the payment of supplemental dues by traveling members of other locals working within the territorial jurisdiction of Local 3.

Special called meetings will be held from mid-July to early August to give operating engineers the maximum opportunity to discuss and vote on the amendment. Members will be allowed to vote only once, at the meeting in the district of their residence. Residence is determined by mailing address 10 days prior to the date of notification of the meeting. A complete list of the special call meetings, their times and locations, can be found elsewhere in this month's *Engineers News*.

"Any issue this important that effects all the members of our local union should be decided by the rank-and-file members at the broadest possible level and in the most democratic manner," said Business Manager Dale Marr.

According to President Harold Huston, this is the reason the issue will not be considered at the semi-annual meeting.

"We insisted to the Executive Board members that this proposal be submitted to all the brothers in each district for their consideration, rather than at the semi-annual meeting where a few members would decide," he said.

Final decision on the amendment will be made on August 5, when chairmen of tallying committees elected at each special called meeting will meet in San Francisco to determine the overall results. A detailed account of the procedure for vote tabulation can also be found elsewhere in this month's *Engineers News*.

According to Marr, the present dues structure has serious inequities which need to be corrected. The need is especially great now, due to the high unemployment and inflationary economy, he said.

"The out-of-work list shows that unemployment of rank-and-file members has reached an alarming level," said Marr. "Under the present structure, those who are unemployed, work infrequently or have other financial problems

must pay the same dues as those members who are fully and constantly employed. To my way of thinking, that just isn't right."

Recording-Corresponding Secretary James "Red" Ivy agreed.

"The basic and supplemental dues system is nothing new," he said. "Numerous construction locals across the nation already use it because of the simple fact that it is highly responsive to the individual member's economic situation. The way the system works, basic dues payments on the amount of work the member does, makes it easier to bear the burden should the member be faced with unemployment for extended periods of time."

According to Huston, many members already understand the fairness of the system and have requested its implementation.

"Many of our brother engineers have requested that the officers consider the basic and supplemental dues system," he said. "This is why the proposal was submitted to the Executive Board by your officers. We wanted to be fair with all the members, whether they are working, on the out-of-work list or retired."

Bob Mayfield, Local 3 vice-president pointed out another way in which the proposed structure is more equitable than the existing one.

"I think the basic and supplemental system is really the only fair way to do things," he said. "It's logical when you figure that the more an engineer works, the more services he requires from his union. When you look at it that way it doesn't seem unreasonable to ask members who work more to pay more in dues."

Mayfield and Huston agreed that the amendment also clears up the inequity of members of other locals working within the jurisdiction of Local 3 without paying Local 3 dues.

"No matter how you look at it, when a member of another local comes into our jurisdiction to work, he's taking a job from a Local 3 member," said Mayfield. "When he does that, he should at

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40

JULY, 1975



DINING AND DANCING were only part of the fun at the Santa Rosa Wild Hog Feed

held on June 22. For more pictures of the annual event see page 6.

least have to pay his fair share for the privilege. This is really important under the new amendment, because the member will be paying much less in dues when he has a poor work year."

Marr said that there were economic factors which were also a key part of the decision to propose amending the by-laws.

"There are two hard economic facts which we have to face," said Marr. "First of all, this inflation. See MORE BY-LAWS CHANGE, Pg. 5

CHANGE OF MEETING LOCATIONS

Eureka, Redding and San Francisco Districts

Due to special call meetings on the proposed by-laws amendment, locations of the Eureka, Redding and San Francisco district meetings scheduled for July have been changed.

The new locations are: Eureka—Veterans Memorial Bldg., 10th & H Sts., Eureka; Redding—Redding Civic Auditorium, 700 Auditorium Dr., Redding; San Francisco—Marine Cooks & Stewards Hall, 350 Fremont St., San Francisco. Special call meetings in these districts will be held immediately after the district meetings.

E-Board Selects Scholarship Winners

A 17-year-old Utah woman and an 18-year-old California man took first place honors in Local 3's scholarship competition for 1975.

Robin Madsen of Orem, Utah and Thomas Blomquist of Santa Clara, California were chosen to receive \$500 scholarships by Local 3's rank-and-file Executive Board, based on recommendations of the Committee on Undergraduate Scholarships and Honors of the University of California at Berkeley.

Chosen as runners-up were Sheryl Athenour of Sunol, California, Helen Tsuda of Redwood City, California, Keith Kelly of Cave Junction, Oregon and Wil-

liam Mendenhall of Red Bluff, California.

Robin Madsen, 17, of Orem, Utah is the daughter of Gale Madsen, a 12-year member of Local 3. A native of Provo, Utah, Ms. Madsen attended ninth through 12th grades in Orem, compiling a grade point average of 3.91. In addition to her outstanding scholastic record, Ms. Madsen was co-editor of her high school yearbook for 1974-1975, drill team officer, vice-president and secretary of her church class, a member of the journalism club, National Honor Society, French Club, Modern Dance Club and Legislative Council and co-author and director of the 1974-1975 Sadie Hawkins Assembly.

Ms. Madsen was also the winner of many honors during her high school career. These included selection as Orem High Good Citizen Representative for the Daughters of the American Revolution Scholarship Contest, membership on the High Honor Roll for three years, honors for academic and leadership accomplishments, personal achievement awards for the past six years in the church achievement program, first place in the church speech contest, and Girl's Camp certification for four years. She was also a member of the championship Seminary Bowl Team in district competition as a sophomore.

See MORE SCHOLARSHIP, Page 2

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SEMI-ANNUAL MEETING

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



LOOKING AT LABOR

By DALE MARR, Business Manager

Since you elected me as your business manager almost a year and a half ago I have made every effort humanly possible to deal right up front with you on all the issues that affect you and your families. In every case I have sought to keep you completely informed on important matters and in every instance it has been the will of the majority that has been the prevailing factor in key management decision. I need not tell you that we are faced with a major economic crisis in this nation, and that this crisis is having a serious impact on you as individuals and on your union as an organization. You read about it daily in your newspaper and experience it in the supermarkets and in the increasing costs you must pay for goods and services. You and your families have lived with decreased job opportunities since the national administration first decided, in 1969, to freeze the nation's highway funds and subsequent administrations imposed wage controls on the construction industry. We were the first to feel the pinch and we were also the first to warn that a depressed construction industry might well lead to economic chaos. However, all too frequently the prophet is without honor in his own country.

Despite the nay sayers and the ivory-towered economists who attack our work place as a dangerous source of inflation, and who have moved to curtail construction, we continue to point out to the law makers at every level in the land that an emasculated construction industry will only translate into high unemployment. We have had to fight for our existence, just wages and safe working conditions under the most onerous of legislative and fiscal conditions, as well as constantly warding off attacks by no-growth and community elitists. We have survived. Your union is healthy and strong and where once we were a voice crying in the wilderness, we are now an economic cause whose time has come. We will prevail because you have brought the principles of unity, sacrifice and dedication back into the market place of public opinion.

All this is by way of saying that I and your constitutional officers are again seeking your maximum support for what we sincerely believe is justice and fair play for many of our union's less fortunate members; members who, despite the inconsistency of job opportunities and low hours worked, have continued to pay dues equal to those of the more fortunate members who have continuous employment and a high hours-worked record. Elsewhere in your union newspaper you will find stories and a list of meeting places where we will discuss an amendment to the By-Laws that we believe will correct the inequities in the dues structure. At each of these meetings these changes will be thoroughly explained and the opportunity provided for the member to vote by secret ballot on what we believe will be the most important issue faced by the membership over the next decade.

I would urge each of you to make a very special effort to be in attendance and I would once again ask for your maximum support on this important issue. The vitality, unity and future of your union may well depend on how honestly you face this vital issue. You are a member of the biggest, the finest and the best construction union in the world. Let's keep it that way.

More Scholarship

(Continued from Page 1)

Ms. Madsen is especially interested in special education and hopes to attend Brigham Young University for a degree in special education and a teaching credential in elementary education.

Thomas Blomquist, 18, son of William Blomquist of Santa Clara, is an outstanding athlete and scholar who hopes to make a career of medicine. In addition to maintaining a high school grade point average of 3.98, See MORE SCHOLARSHIP, Page 3

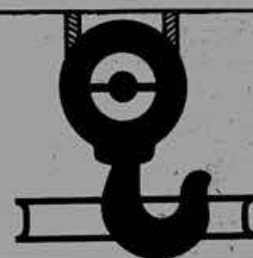


ROBIN MADSEN



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



This month's Question and Answer column is not really based on a question, but it is based on a letter that was sent to me by a brother engineer and I would like very much to comment on it. The letter was from Henry Gianella of San Francisco and it read, "I am enclosing for you some literature which I received today in the mail. I thought it might be of interest to you."

The literature which Brother Gianella included with his note was from Senator Jesse Helms and the Americans Against Union Control of Government. This group and others such as the National Right To Work Committee have been sending their propaganda to union members and others for some time, asking for contributions.

It is almost as difficult to determine who is behind these groups as it is to figure out their real motives. We know that such right-wing politicians as Max Rafferty, now of Alabama, and Chamber of Commerce heads such as Robert F. Ellis of Honolulu are largely involved, but no one seems to know where their money comes from.

One thing is for sure—that is that they don't make any money

by making derogatory remarks about friends of working people (such as San Francisco Labor Council's Jack Crowley, attacked in some recent literature) and then asking those same working people for \$10 contributions.

Where, then, do they get their money? In the case of the National Right To Work Committee, only they know. Recently, the NRWC paid for a full-page ad in the "Washington Post," a costly enterprise, to suggest that certain congressmen had been "bought" by labor. One of the accused congressmen, Ted Risenhoover of Oklahoma, wired the NRWC that he had disclosed his campaign contributions. He also pointed out the interesting fact that nowhere was there a public record of their contributions.

Reed Larson, executive vice president of the group wrote back, "We were not aware of the absence of reports for the fourth quarter of 1974 until we received your telegram. Those reports have been refilled with the appropriate congressional officials."

Despite this reply, the NRWC has not yet revealed the mysteriousness of its financing. But since it is estimated that the NRWC spends \$2 million a year on its activities, it's obvious that

the money is coming from somewhere.

When I look at this situation I can only conclude that the claims these organizations make of being poor and in need of small contributions from the average person are a sham designed to create the image of a grass-roots organization when, in reality, these groups are supported by and represent big business.

So, the next time you hear an anti-labor argument by one of these groups ask where the money is coming from. Then ask yourself who is more likely to truly represent your best interests, a brother tradesman or a secretly-financed anti-labor group whose real motives are never spelled out.

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.

Tech Engineer Writes Marr—He Replies

Dear Mr. Marr,

This letter is to inform you, other labor leaders and legislators of the depressed employment situation of the surveyors of Local 3E, Operating Engineers of Northern California. As of this date, there are 604 members in good standing. Quoting work dispatch figures as of 5/15/75—298 members are presently employed (49%). A personal survey I conducted 5/31/75 among members I have worked with showed 64% (36 of 56 polled) had worked at their trade less than 30% since October 1, 1974—I've had a 44% employment record (3½ months from October 1, 1974 to present).

It's extremely disheartening knowing more and more of the work private engineering firms used to perform is being turned over to public entities (municipal water districts, cities, counties, and of course Cal-Trans and the California Dept. of Water Resources).

As more projects are being surveyed by the crews of the aforementioned principals (dams, flood control canals, sewage outfall lines, and rumors that all future rapid transit work shall be performed by Cal-Trans), my co-workers and I have become dependent upon subdivisions as the mainstay of our trade.

At the present time it takes 1½ to 3 years, or more, from the time of a preliminary topographic and boundary survey to the time of construction staking of a sub-

division. With a negligible number of such preliminary surveys now underway, the outlook for California's construction industry for the next 2-4 years is bleak.

I feel safe in estimating that for every man-hour produced by a surveyor, at least 100 man-hours of work is created for other crafts—Operating Engineers, Teamsters, Laborers, Plumbers, Carpenters ad infinitum.

I personally know two fellow surveyors who have their homes up for sale, others who have been forced to sell personal belongings, many wives (mine included) who have been forced from their role as mother and homemaker to return to the labor market just so that families such as ours might exist.

With the next 3 to 4 months being the prime time of surveying and the work outlook what it is, come next winter my broth-

ers and I can only surmise that our trade can only go from bad to worse.

Your expedient response on this matter shall be appreciated not only by myself and family, but by 297 brother surveyors and their families as well.

Thank you,
Carl J. Davis
Certified Chief of Party,
Local 3E

Dear Brother Davis:

Thanks so much for your letter of June 8th. I am very pleased to find one of our members who is conscientious enough and active enough to support the efforts of our union in attempting to protect present work and provide future work for our membership.

Your letter to the Governor and our various legislators was timely and well documented, and

See MORE LETTERS, Page 3

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Sacramento Scene

130 New Nevada Bills Will Affect Labor

By EDWARD P. PARK, Director, Education and research, California-Nevada Conference of Operating Engineers

After 122 days considering 806 Assembly bills, 89 Assembly concurrent resolutions, 45 Assembly resolutions, 620 Senate bills, 62 Senate concurrent resolutions, 19 Senate resolutions, the Nevada State Legislative adjourned its 58 session at 2:30 a.m. and May 20, 1975. The Nevada Legislature is convened every two years for supposedly a 60-day session. It just doesn't work out that way and as we have said before, the 60-day limitation doesn't seem adequate in this complicated system of ours.



Edward P. Park

Seven hundred and fifty-six bills were signed into law by the Governor. Of these, approximately 130 will effect labor in some manner and are under review by the Nevada Labor Federation. We should have their report by the next issue. There was some improvement in unemployment benefits, but on the negative side the eligibility requirements were tightened. The passage of SB 614 will require that any organization representing gaming casino employees must be licensed by the Nevada Gaming Commission. It is not clear at this time just how far reaching the provisions of this law will be, but we have a lot of stationary engineers in the hotels where casinos are part of the establishment.

We have said that the Nevada legislative session may be too short but the reverse applies to the two-year California session, which should be cut back drastically.

The California Assembly weekly history dated June 6, 1975, shows that 2,386 bills have been introduced, the Senate weekly history for the same date shows 1,262 Senate bills introduced. This is not to mention all the resolutions of one type or another that are also contained in the histories, and we are just halfway through the first year of the two year session. In addition to this, three extraordinary sessions, called by the Governor, have been running currently with the regular session. These have been worthwhile and have dealt with such subjects as housing, malpractice insurance and agriculture labor. All three of these subjects have attracted a great deal of interest. However, it was in the area of agriculture labor that the engineers, in the persons of Jim Twombly, Dale Marr and Ken Erwin, joining with officials of the California Labor Federation and the State Building Trades Council, John Henning and Jimmy Lee respectively, played dominant roles in seeing that the rights of all labor were protected in this landmark legislation, which was sponsored by and largely negotiated by the Governor and subsequently signed into law by him. This should be a big plus for Jerry Brown.

Senator Marks introduced S.B. 1234 at the request of Art Viat and Local No. 39. It has been passed out of the Senate Committee on Public Employment and Retirement and is now on the Senate floor. Although requested by Local No. 39 this bill will assist many unions having contracts with local agencies, for it provides that "section 53224 is added to the government code, to read: the legislative body of a local agency which establishes a pension trust fund plan pursuant to the provisions of this article, may contribute to a plan which is established pursuant to the Federal Employee Retirement Income Security Act of 1974."

S.B. 580 by Senator Mills is also on the Senate floor. In a joint letter from the California Building Trades Council, the State Council of Carpenters and the Operating Engineers to the members of the California Senate, we had this to say about S.B. 580.

"This legislation, among other things, would authorize the Department of Transportation to assume the functions of project planning, designing, constructing, operating, or maintaining transit, aviation, and maritime facilities without express prior approval of the Legislature.

"Cal-Trans obviously has no prior experience in developing rapid transit systems or in the area of aviation or maritime facilities. In our opinion it would be a serious mistake of the Legislature to grant this authority to Cal-Trans when all the expertise in these fields of transportation facilities exist within the private sector. Many members of organized labor would be affected by this legislation. For example, the International Union of Operating Engineers have at least 2,500 members who are currently unemployed by engineering companies involved in work covered by this legislation.

"We are therefore very much opposed to this legislation in its present form and we respectfully request a NO vote."

We are hopeful that some amendments can be worked out with Senator Mills that will protect our members employed in the private sector.

On the other hand, Senator Mills' S.B. 100 deserves our support, but it should be amended upwards. This is one of the few times we have recommended a tax increase of any kind, but it should be recognized by all of us that the users tax for financing our highway program is insufficient, and shortly won't even meet the requirements of simple maintenance. There is considerable work yet to be done on this legislation before it is palatable to all of us, but we do need legislation in this area.

The budget has a lot of legislation hung up, but once it is out of the way there will be a rush to get bills out of the house of origin before the cut-off date. Among these will be a bill for public employee collective bargaining. At this writing it looks like this will be S.B. 275.

A Personal Note

from

The President's Pen

By HAROLD HUSTON
President



Effective June 1, 1975, I completed 20 years serving the membership of this great union; first as your business representative, then as your district representative, and auditor, and now as your president, which I consider a great honor.

I'm looking forward to the great challenge that faces the labor movement today, and know that by our working together as a team we will continue to negotiate the best agreements and have the strongest union in the world!

Last week we met with the representatives of the Utah Chapter of Associated General Contractors of America, Inc., at their office in Salt Lake City, Utah. We presented to them the proposed new agreement for the construction industry for the state of Utah. In this proposal was incorporated the many changes as requested by the members. We know this negotiation is going to be really tough, hard bargaining, but we are determined to negotiate a new agreement that your officers can recommend to you at a specially called meeting.

Your officers appreciate each member who attends the district meetings held in your own area. We wish more brother engineers would set these dates aside and make a special effort to attend the four district meetings held in your district each year, and also attend the two semi-annual meetings held in San Francisco each year. The more members who take an active part, the stronger our union will be!

I appreciate the many brothers who have taken time to drop me a letter expressing their appreciation on the job your officers are doing, also, your "constructive" criticism. I promise you each letter will be personally answered by myself. Our job is to serve you, the membership. Please let us know if you do not receive the *Engineers News*, or if we can be of any help to you.

OF SPECIAL INTEREST TO RETIREES: REGARDING SOCIAL SECURITY PAYMENTS

Beginning in August, Social Security recipients throughout the country will be notified that they can have the government deposit their checks directly with a bank or other financial institution. This "direct deposit" program, which has already been tried in Florida and Georgia is entirely voluntary. Often being notified by the government that the program is under way locally, the individual recipient may get the forms that are needed from wherever he banks. These notifications will be sent out by the government with the regular Social Security payments to recipients in different parts of the country in August, September, and October, 1975. At first the "direct deposit" will be by mail, but beginning next year, the Treasury Department plans to make the deposits electronically in a system known as "Electronic Funds Transfer."

By the end of 1976, the electronic deposit will be nationwide. Not only Social Security checks, but all regular government payments, including Civil Service Retirement payroll checks, eventually will be worked into the system.

The Treasury Department hopes that by 1980, 40 per cent of all the 44 million regular monthly federal government payments will be made through this direct deposit system. This program is stressed to be voluntary, both for the recipient and his financial institution or bank. A person who wants to participate, but does not now have a savings or checking account, would first have to open one. Deposits can be made directly to either a checking or a savings account. Recipients would benefit because it eliminates the inconvenience of having to cash and deposit checks personally, and also reduces the danger of theft or loss of the check. Banking institutions will also benefit because of the potential new business from new accounts, a lower volume of check cashing and check processing, and the receipt of the money a day or two earlier in the month than before. The government will also benefit by this system. Its checks preparation activities will be greatly simplified, especially when the payments and deposits are made electronically without the need of a paper check at all, and when the government benefits, we, the working people benefit also.

work towards a teaching credential in agriculture.

Her many activities throughout high school included vice-president and life member of the California Scholarship Federation, participation in the Bay Area Marine Ecology Research Program, reporter, secretary and vice-president of her FFA chapter, member of the FFA livestock judging team and the parliamentary procedures team and delegate to the FFA State Convention.

Ms. Athenour's long list of honors includes 4-H Jr. Leader Merit Award, 4-H Citizenship Short-course delegate, three 4-H County Medalist awards for beef project.

See MORE SCHOLARSHIP, Page 6



THOMAS BLOMQUIST

More Letter

(Continued from Page 2)

is exactly the type of constituent response that they will read carefully and consider in all areas of legislation.

As you are all too well aware, we are in a constant battle to protect union jobs from the expanding bureaucracy at every level of government. I have discussed this with Governor Brown and our congressmen and senators on numerous occasions, pointing out to them that the union worker who is also a tax payer is paying a double bill in supporting this vast array of federal bureaucracies with tax funds, job conditions, non-competitive work and the growing pension responsibility that can ultimately break the back of our nation. As the largest employer in America the federal, state, county and municipalities are creating a physically unsound horror story that you and I and our children's children's children will ultimately have to pay for.

Be assured that with your support and the special efforts you have demonstrated in this instance we will continue to fight

More Scholarship Winners

(Continued from Page 2)

Blomquist was an outstanding member of his high school football, track, tennis, and weightlifting teams.

He was also president of the Letterman Club and Weightlifting Club, a member of the Key Club, Interact Club and the Legislative Council, and the recipient of the 1973 and 1974 Scholar Athlete awards for varsity football.

Blomquist plans to attend the University of Santa Clara and work towards a medical degree.

Runner-up Helen Tsuda, 17, is another outstanding scholar. The daughter of Masuo Tsuda of Red-

wood City, California, Ms. Tsuda plans to attend either California State University, Fresno or the University of California at Davis and work towards a career in physical therapy.

Her extra-curricular activities in high school included membership in the band, volleyball team, California Scholarship Federation and the presidency of the International Club.

The recipient of a Yale Book Award, she is also a semi-finalist in the highly-prestigious National Merit Scholar Competition.

Helen Tsuda is the sister of Alan Tsuda, a first-place scholarship winner in Local 3's 1973 competition.

Also runner-up in this year's competition is Sheryl Athenour, 18, of Sunol, California. She is the daughter of Joseph Athenour, a 27-year member of Local 3.

Ms. Athenour has been involved in agriculture and raising livestock since childhood in such groups as 4-H and FFA and plans to attend California Polytechnical University, San Luis Obispo to major in animal science and

the good fight and I sincerely believe that ultimately an enlightened majority of the working middle class of this nation will join our efforts. Thanks again, for your letter and please feel free to call on me at any time for information or support in those efforts that are paramount to the interests of your fellow unionists.

Sincerely and Fraternally,
DALE MARR
Business Manager

More On Proposed By-Laws Change . . .

(Continued from Page 1)

tionary economy has greatly increased the cost of goods and services this local union has to purchase just to stay operational. Then, second, we are finding ourselves in the position of continuously having to spend more and more dues money fighting to protect our rightful work, work sites, jurisdiction, job conditions and very existence from the many groups who would like to destroy us."

Huston said that increased service was also a factor.

"We, your officers, have done our best to increase services to the membership," he said. "But doing this also means increased cost to the membership."

Financial Secretary Harold Lewis expressed optimism that the amendment would be approved by rank-and-file members in all districts, and especially in Hawaii.

"As for Hawaii, unemployment among our approximately 4,000 members hasn't been too bad," he said. "Many other construction locals in this area already have the basic and supplemental dues system and I'm sure the Hawaii brothers understand the necessity of supporting members in other districts who have had to deal with high unemployment. I don't think there will be any problem in Hawaii."

Marr agreed, adding that he would like to encourage all members to attend the special called meetings and to vote on the amendment.

"I have confidence in the brothers in Local 3," said Marr. "Once the amendment and the reasons for it are understood I think there will be a strong vote in support of it."

Following is the text of the proposed by-laws amendment:

Article VI DUES

Section 1:

The periodic dues shall be comprised of Basic and Supplemental Dues.

(a) **Basic Dues:** (1) The Basic Dues in Local Union No. 3 are presently \$60.00 per quarter. The Basic Dues in Subdivision 3A, 3B, 3C, 3E and Registered Apprentice are presently \$57.00 per quarter. The Basic Dues in Subdivision 3D are presently \$9.00 per month. In Local 3D, public employee and industrial bargaining units, the Executive Board has established, or may establish a lower dues rate than that set forth above.

(2) Effective October 1, 1975, the Basic Dues in Local Union No. 3 are \$69.00 per quarter. The Basic Dues in Subdivision 3A, 3B, 3C, 3E and Registered Apprentice are \$66.00 per quarter. The Basic Dues in Subdivision 3D are \$10.00 per month. In Local 3D, public employee and industrial bargaining units, the Executive Board has established, or may establish a lower dues rate than that set forth above.

(3) Effective October 1, 1976, the Basic Dues in Local Union No. 3 and Subdivisions A, B, C, E and Registered Apprentice are \$30.00 per quarter. The Basic Dues for Subdivision D are \$12.00 per month subject to Sections 2 and 3 of this Article. In Local 3D, public employee and industrial bargaining units, the Executive Board has established, or may establish a lower dues rate than that set forth above.

(4) In Local 3D, public employee and industrial bargaining units, Registered Apprentice dues shall not be more than the dues rate in said bargaining unit.

(b) **Supplemental Dues:** In addition to Basic Dues, effective October 1, 1976, calculated pursuant to (d) (1) (iii) of this Section, each Member in Local 3, Subdivision A, B, C, E and Registered Apprentice and traveling Members from other locals working within our territorial jurisdiction shall supplement their Basic Dues by paying one and one-half percent (1½ percent) of total wages and fringes as computed in (c) and (d) below for every hour worked or paid for while employed in a unit represented by the Union.

(c) **Supplemental Dues shall be computed as follows:**

(1) For Local Union No. 3 and Subdivisions 3B, 3C and 3E: One and one-half percent (1½ percent) of the average hourly Journeyman wage rate plus fringes required by the Master Construction Agreement applicable in that State or Territory, times the number of hours worked or paid for while employed in a unit represented by the Union.

(2) For Subdivision 3A: One and one-half percent (1½ percent) of the average hourly Assistant to Engineer wage rate plus fringes required by the Master Construction Agreement applicable in that State or Territory, times the number of hours worked or paid for while employed in a unit represented by the Union.

(3) For Subdivision 3R: One and one-half percent (1½ percent) of the average hourly Apprentice wage rate plus fringes required by the Master Construction Agreement applicable in that State or Territory (unless subject to (a) (4) of this Section), times the number of hours worked or paid for while employed in a unit represented by the Union.

(4) For traveling Members from other locals working within our territorial jurisdiction, one and one-half percent (1½ percent) calculated in accordance with (c) (1), (2) or (3) of this Section, as appropriate.

(5) As used in computing Supplemental Dues, fringes do not include contributions to any Apprentice or Journeyman Training Fund or any Industry Promotion Fund.

(6) Subsistence or subsistence area rates will not be used in computing wages and fringes.

(7) As used in computing Supplemental Dues, wages and fringes shall be those applicable to the first unit subject to Supplemental Dues in which a Member works in a given quarter.

(8) Any increase or decrease in wages and fringes during a quarter will not enter into the computation until the first day of the succeeding quarter.

(9) The "average hourly wage rate" shall be determined by adding the wage rate for each applicable classification and dividing by the total number of applicable classifications.

(10) Billing will be based on the hours reported to the Administrator of the Operating Engineers Local Union No. 3 Trust Funds. In the event the hours are incorrectly reported, the Member must notify the main office of the Union, in writing, to the attention of the Financial Secretary. When a Member works for an employer who does not report

hours to the Administrator of the Operating Engineers Local Union No. 3 Trust Funds, the Member shall submit, in writing, in the month following the quarter, the number of hours worked or paid for during the preceding quarter, verified by the employer, either by signature, check stubs, or other suitable means, addressed to the main office of the Union to the attention of the Financial Secretary. If a Member works in an applicable classification and the hours are neither reported nor submitted as required, the hours used for computation for the billing shall be 173 hours per month.

(d) **Basic and Supplemental Dues will be due and payable quarterly as follows:**

(1) Basic Dues for Local Union No. 3 and Subdivisions 3A, 3B, 3C, 3E and Registered Apprentice Due and payable quarterly, i.e., on January 1, April 1, July 1 and October 1. Basic Dues for Subdivision 3D applicable check-off units: Due and payable the first of each month.

(2) Supplemental Dues: Due and payable on January 1, based on the hours worked or paid for the preceding July, August and September, calculated in accordance with (c) of this section.

(i) Due and payable on April 1, on the hours worked or paid for for the preceding October, November and December, calculated in accordance with (c) of this Section.

(ii) Due and payable on July 1, on the hours worked or paid for the preceding January, February and March, calculated in accordance with (c) of this Section.

(iii) Due and payable on October 1, based on the hours worked or paid for for the preceding April, May and June, calculated in accordance with (c) of this Section.

Section 2:

In October of 1977 and subsequent years there shall be an automatic increase of fifty cents (50c) in the monthly rate of dues in each Local 3D bargaining unit in which the "total wage package" at mid-year has increased by \$1.00 per day.

(a) "Total wage package" means the hourly rate, plus health and welfare, pension, vacation-holiday pay, pay-in-lieu of vacation or holiday and pensioner's health and welfare payments, for a straight time shift. The hourly rate used shall be the average of the top classifications up to and including the top four (4) classifications in the bargaining unit.

(b) The rates compared to determine the amount of increase in the "total wage package" shall be those in effect on June 1, 1976, with those in effect the day before the mid-year increase in 1977.

(c) For each \$1.00 that the increase in the "total wage package" exceeds \$1.00 per day, the automatic increase in the quarterly rate of dues shall be increased by fifty cents (50c) per month.

(d) If the 1977 "total wage package" has not increased by at least \$1.00 per day, then there shall be no increase in the monthly rate of dues in 1977, and the comparison with 1976 shall be made on the same date in 1978 to determine whether the dues rates should automatically increase in that year.

(e) The amount by which an

MEETING SCHEDULE

MEETINGS FOR AMENDMENT TO ARTICLE VI — DUES — LOCAL UNION BY-LAWS

Dist.	Location	Day & Date	Meeting Place
10—	Santa Rosa	July 14, Monday, 8 p.m.	Labor Temple, 1706 Corby Avenue, Santa Rosa
40—	Eureka	July 15, Tuesday, 8 p.m.	Veterans Memorial Bldg., 10th & H Sts., Eureka
70—	Redding	July 16, Wednesday, 8 p.m.	Redding Civic Auditorium, 700 Auditorium Drive, Redding
60—	Marysville/Oroville	July 17, Thursday 8 p.m.	Prospectors Village, Oroville Dam Blvd., Oroville
80—	Sacramento	July 18, Friday, 8 p.m.	C.E.L. & T. Building, 2525 Stockton Blvd., Sacramento
90—	San Jose	July 21, Monday, 8 p.m.	Labor Temple, 2102 Almaden Road, San Jose
20—	Oakland	July 22, Tuesday, 8 p.m.	Labor Temple - Hall M, 2315 Valdez Street, Oakland
17—	Honolulu	July 23, Wednesday, 7 p.m.	Washington School (Cafetorium), 1633 S. King St., Honolulu
17—	Hilo	July 24, Thursday, 7 p.m.	Kapiolani School, 966 Kilauea Ave., Hilo
30—	Stockton	July 28, Monday, 8 p.m.	Engineers Building, 2626 No. California, Stockton
50—	Fresno	July 29, Tuesday, 8 p.m.	Smuggler's Inn, Blackstone Ave., at Dakota, Fresno
1—	San Francisco	July 30, Wednesday, 8 p.m.	Marine Cooks & Stewards Hall, 350 Fremont St., San Francisco
12—	Utah/Salt Lake City	August 1, Friday 8 p.m.	Utah Trade Tech College (auditorium) 4600 So. Redwood Rd., Salt Lake
11—	Reno	August 2, Saturday, 8 p.m.	Musicians Hall, 124 West Taylor, Reno

* Special Called Meeting to follow Quarterly District Meeting

increase in the "total wage package" exceeds (or falls short of) an even dollar amount shall not be counted in the base year when the comparison with a subsequent year is made, until and unless having cumulated to an even dollar amount—it has resulted in an automatic increase in the dues rate.

Section 3:

Prior to the semi-annual meeting in July, the Executive Board shall review the financial condition and requirements of the Local Union, and shall make report thereon to the semi-annual meeting. If the Executive Board recommends that an automatic increase in Subdivision 3D dues as provided above should be suspended for a temporary period, in whole or in part, such recommendation shall be referred to the semi-annual meeting for adoption, and the matter shall be determined accordingly.

Any annual automatic increase 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).

Section 4:

All dues shall be deposited in the General Fund and distributed as follows:

(a) The Parent Local Union and Subdivisions A, B, C, E and Registered Apprentice.

(1) \$1.50 shall be distributed to Local Union No. 3 Death Benefit Fund.

(2) \$.25 shall be distributed to Local Union No. 3 Good Standing Fund.

(3) \$1.50 shall be distributed to the Defense Fund.

(4) Thirty cents (30c) shall be distributed to the Hardship Strike and Lock-Out Fund.

(5) Sixty cents (60c) shall be distributed to the General Welfare Fund.

(b) Subdivision D.

(1) \$.50 shall be distributed to Local Union No. 3 Death Benefit Fund.

(2) \$.05 shall be distributed to Local Union No. 3 Good Standing Fund.

(3) Ten cents (10c) shall be distributed to the Hardship Strike and Lock Out Fund.

(4) Ten cents (10c) shall be distributed to the General Welfare Fund.

Section 5:

A Member who is sixty (60) days delinquent in the payment of his dues shall by action of Local Union be suspended as of the sixty-first (61st) day unless on or before the fifteenth (15th) day of the third calendar month of such delinquency he shall have paid his arrearage in full.

Section 6:

A member who has been suspended for dues delinquency shall be required to pay a reinstatement fee in accordance with the following schedule:

(a) Parent Local and Subdivisions A, B, C, E and Registered Apprentice.

International Reinstatement Fee—\$5.00

Local Fund payment—\$30.00

Plus an amount equal to the dues that would have been applicable to him during the period since the end of the period for which he was last in good standing through the end of the quarter of his reinstatement, but not to exceed double the amounts required by Article V.

(b) Subdivision D.

International Reinstatement Fee—\$5.00

Plus an amount equal to the dues that would have been applicable to him during the period since the end of the period for which he was last in good standing through the end of the month of his reinstatement, but not to exceed double the amounts required by Article V.

Section 7:

The Local Fund payment on the Reinstatement Fee shall be deposited in the General Fund and distributed as follows:

\$8.00 to the Death Benefit Fund

\$2.00 to the Good Standing Fund

\$20.00 to the Defense Fund.

Section 8:

The approval of the Local Union Executive Board having been obtained, a Member who has been a Member for five years next preceding his application for reduced dues, who has retired, shall pay as dues an amount equal to the Basic Dues

See MORE BY-LAWS CHANGE, Pg. 5

In Oakland

Many Engineers Attend Dredge Hearing

A public hearing on alternative methods of deepening and widening the Port of Oakland's main shipping channel was held recently with dozens of operating engineers in attendance. The hearing was held in conjunction with a study being made by the U.S. Army Corps of Engineers.

The proposed project ranges from doing nothing to dredging over 7.3 million cubic yards of material from the outer harbor at a cost of approximately \$18 million. Dredging would occur along a three-mile channel that begins near Yerba Buena Island in the west and extends eastward and adjacent to the Port's Seventh Street Marine Terminal to the port's outer harbor and on to the Oakland Army Base.

Over 30 operating engineers from the dredging industry and their wives attended the hearing to voice their support for the union's position.

Everyone represented at the hearing was in agreement that the port was in need of expansion, the issue was how big and when the work would start. The Corps of Engineers was studying five alternatives for the job. Alternative number one was to do nothing.

The second alternative was to deepen and widen the existing 35-foot-deep channel to 37 feet. Approximately two million yards of material would have to be dredged at a cost of \$5.5 million.

The third alternative was a 40-foot-deep channel at a cost of \$9.6 million. Over 3.6 million cubic yards of spoils would be dredged from the bottom of the outer harbor under this proposal.

Alternative four calls for a 43-foot-deep channel at a cost of \$15.4 million. Six million cubic yards of material would be dredged from the harbor.

The final alternative calls for a 45-foot-deep channel, costing \$18.8 million. Under this proposal, 7.3 million cubic yards of material would be dredged from the harbor.

The design of the existing Oakland outer harbor is based on vessels and technologies of the 1940's and is no longer adequate for the needs and technologies of the 1970's and 1980's. Concern has been expressed that failure to update and improve the channel will inhibit the development of maritime commerce resulting in economic losses to the region. The present channel width makes the maneuvering of massive container ships unsafe and difficult

because of problems with the wind, currents and wave action.

John McMahon, a member of the Public Relations Department for Operating Engineers spoke at the hearing for the union. In his remarks McMahon voiced support for alternative number five, saying that eventually the harbor will have to be expanded again, therefore, the port and the Corps should go all out now before costs increase any more.

In addition to supporting the project, McMahon voiced concern that the Corps of Engineers would end up doing the work.

"It is our position that while the Corps of Engineers has a legitimate role in the design and engineering aspects of this project, the actual dredging work should be done by members of organized labor," McMahon said.

He also urged the Corps to make their decision without unnecessary delay.

Cal. Highway Commission Votes For \$23 Million Federal Loan

The California Highway Commission voted late last month to borrow \$23 million from the federal government to allow the state to award contracts for more than \$200 million worth of highway construction projects.

The loan was needed because the state found itself unable to provide the 10 per cent matching funds required for 90 per cent federal financing of the projects. The loan, which must be repaid by Jan. 1, 1977, was acquired through federal regulations that allow states unable to meet the matching fund requirements to

obtain a loan from the federal gas tax trust fund.

Business Manager Dale Marr praised the work of House Democratic Caucus Leader Phil Burton and State Department of Transportation (CalTrans) Director Howard Ulrich in making the loan possible.

According to Marr, Burton was contacted by Local 3 representatives several months ago about the problem of states being unable to provide matching funds and was able to secure an executive order from President Ford providing for the loan policy.

"This was a real solid example of the responsiveness of government to Local 3's political program," said Marr. "We sat down with Congressman Burton and, after some long discussions, he agreed to take immediate action on the problem."

"What resulted was an extremely important accomplishment not only for California engineers but for brothers working throughout the jurisdiction and throughout the nation."

Marr noted that the regulations are especially important to engineers working in Utah, where a shortage of state funds has also put a halt to federally-financed highway projects.

Marr also pointed out that Local 3's close working relationship with the Brown administration, CalTrans and Director Ulrich was instrumental in the approval of the loan.

"The Brown administration has done everything it could on this highway thing," Marr explained. "It was just a question of money. Because of the high cost of gas, gas tax revenues just aren't coming in like they used to and because of this there just isn't any money for highway construction."

Marr said that Congressman Burton was contacted because it was obvious that everything which could be done on a state level had already been tried, and the only option was to press the federal government for alternative methods of returning funds to the states.

IN OUR LEAGUE

By JAMES "Red" IVY
Recording-Corresponding Secretary



Early last month a bill was introduced in Congress that is very important to members of building trades unions throughout the United States. I think it's very important that operating engineers know about this bill and write their representatives in Congress to support it.

The bill I'm talking about is the latest version of the Situs Picketing Bill. This legislation has been pending in Congress in some form or another for many years but as of yet it hasn't been passed. This most recent version of the bill was introduced by Congressman Robert Leggett of the 4th District of California.

The effect of Congressman Leggett's bill would be to overrule an interpretation of the so-called "secondary boycott" provision of the Taft-Hartley Act. This overly technical and inequitable decision was made by the Supreme Court in 1951. The ruling was made in the case of an appeal of a 1949 decision by the National Labor Relations Board against the Denver Building and Construction Trades Council.

The "secondary boycott" provision of the Taft-Hartley Act makes it an unfair labor practice for a union to picket when the object is to force "any individual employed by any person" to cease doing business with "any other person." During the debate on the original act, Senator Taft explained that the purpose of the provision was to protect the innocent neutral, the businessman who is "wholly unconcerned in the disagreement between an employer and his employees."

In this decision the Supreme Court reasoned that because the contractor at the building site and the non-union subcontractor he hires are each separate legal entities, it is a violation of the law for a union to picket the contractor to force him to stop doing business with the non-union subcontractor.

This is all very good in theory, but the decision also opens the door to the "second gate" activity we are starting to see more and more of lately. As I'm sure you know, opening of a second gate forces employees working for sub-contractors to go to work despite a strike against a prime contractor.

The decision itself is an unfair one but the real inequity comes out when you find out that it only holds true in the case of the building trades. Ten years after the Supreme Court decision in the Denver Building Trades case, the court ruled that a union with a dispute against a manufacturer could picket a plant gate reserved exclusively for workers employed by an independent contractor and that it would not be a violation of the "secondary boycott" clause.

If this is the case, why should construction workers with a grievance against a building contractor be treated any differently than an industrial union? The answer, of course, is that they shouldn't. This is why Congressman Leggett's bill must have the support of rank-and-file members in all the building trades union. It has been over 20 years since this unfair decision was handed down and it is well past the time when it should be corrected.

I encourage you to write to Congressman Leggett and to your own congressman to support this very important piece of legislation.

West Side, East Side Marysville Picked Up—Now Going Strong

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

Work on the west side has picked up with Peter Kiewit working on the bridge job at Stony Creek on Highway 32 and at this writing, the dirt work is almost done. Zurn Engineers were about finished with Reach 3 of the Tehama-Colusa Canal on July 1. Roebelen Construction is working on the school job at Willows on which Wolin & Son did the site work.

At this writing, H. M. Byars has probably about two weeks left on the pipe job at Willows. Butte Creek Rock is getting started on the county road job at Elk Creek with Jim Byrne doing the pipe work. Robert Bares will move the dirt on this job. Baldwin Contracting is moving along on the job at the Hahan Road Interchange on I5 at Arbuckle.

At this writing, Teichert Construction has about two weeks more on the job at Reclamation Road in Robbins. Hensel & Phelps was the low bidder on the Meridian Bridge job and we should have a pre-job in the next few weeks.

Work on the east side is going along very well at this time. Mastelotto-Parker has just started Highway 65 going east from the South Beale Road junction to Wheatland, putting several of the brothers back to work.

R & D Watson has started the Bullards Bar Road job with about 15 fellows working at the present time. They were also awarded the rechannelization of the North Fork of the Feather River at approximately \$3 million. Don Watson stated that they will start this job immediately to get as much done as possible before the weather hits this fall.

We were invited by Don to hold safety meetings on both of his jobs, which will be done. Don stated that even though they have had a little adverse luck and publicity, they are safety conscious and want to do everything possible to avoid accidents. They also invited our safety representative, Jack Short, to make a safety inspection on these jobs.

Bids will be opened next week on the Highway 49 job at Indian Valley through Ramshorn Campground near Downieville. This job should be somewhere in the neighborhood of \$1.5 million.

More By-Laws Change...

(Continued from Page 4)

rate for Local 3D.

Section 9:

Fund Re-Allocations.

(a) When the Death Benefit Fund amounts to \$375,000, the monies to be allocated to said Fund by virtue of the application of Articles V and VI may be re-allocated by the Executive Board to any Fund that is set forth in these By-Laws, and in that event no monies shall be distributed to the Death Benefit Fund unless and until the Fund falls below \$250,000, at which time allocation in the amount provided shall be distributed to it until the Fund again amounts to \$375,000.

(b) When the Hardship Strike and Lock-Out Fund amounts to \$125,000, the monies to be allocated to said Fund by virtue of the application of Articles V and VI may be re-allocated by the Executive Board to any Fund that is set forth in these By-Laws, and in that event no monies shall be distributed to the Hardship Strike and Lock-Out Fund unless and until the Fund falls below \$75,000, at which time allocations in the amount provided shall be distributed to it until the Fund again amounts to \$125,000.

Section 10:

This Article and any part thereof may be amended by a secret ballot vote taken at a semi-annual meeting as a special order of business, or at a specially called District meeting, as directed by the Local Union Executive Board, in each District, in any quarter, upon written notice to the membership in each District deposited in the mail, postage prepaid, at least 15 days prior to the date of the District Meeting at which such vote is to be taken in a District. For the purpose of this Section a Member's District is that in which his address as shown on the records of this Local Union is located ten (10) days prior to the date on which the notices are mailed. A majority of all votes cast at a semi-annual meeting or in all Districts in any one quarter, as the case may be, shall determine whether the amendment is adopted or rejected.

Section 11:

The distribution of Funds as provided in this Article and Article V may be changed from time to time by the Executive Board subject to Article IX, Section 4 of these By-Laws.

Section 12:

In the event the Executive Board deems it advisable to do so, they may establish for a particular group or for a specific unit or units, temporary lower dues rates than those set forth above. The lower rates shall be reviewed when advisable, but at least annually prior to the Semi-Annual meeting in July, and retained or modified.

Santa Rosa Wild Hog Feed Draws Big Crowd



FOOD AND FUN were waiting for operating engineers at the Wild Hog Feed in Santa Rosa. Among those who enjoyed the festivities were (top photos) Legislative Advocate Ed Parks (left photo); Herbert Weiss of Marine Cooks and Stewards and District Representative Russ Swanson (middle photo); Job Stewards Director Ray Cooper and wife, Margie, and "Curley" Spence and wife, Mamie (right photo). In the middle row, left photo are Peg Kraynick, Dot and Mario Boskovich, Ted, Richard and Dis-

trict Representative Mike Kraynick; in the center photo are Ted Lyman and Jimmy and Vonne Herrera; in the right photo are Kim, Lillian and Don "Pappy" Stockton. In the bottom photos are San Francisco Grievance Committeeman Willie Bennett, District Representative Ralph Wilson and Gary Wagnon (left photo); David Gentry, Robbie Mayfield and Vice-President and Mrs. Bob Mayfield (center photo); John Hinote and District Representative Bob Wagnon (right photo).

Lake County Keeps District 10 Moving

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

Lake County continues to be one of the biggest spots in our four-county area, with Lange Bros. employing 30 brothers and C. R. Fedrick, Inc. with around half that many but adding more weekly. J & M is working hours on their sewer project and staying on schedule.

Baldwin Contracting was selected to finish JJJ's project in

Nice by the bonding company and appear to be trying to pump Clearlake dry. A & E Pipeline resumed work on the Lucerne project and is being slowed by the high water level.

Apprentice Jim Leal was injured slightly in a freak accident while pumping out one of the ditches on this project. The discharge hose on the pump was stretched across the highway and a car somehow managed to snag it while traveling at a high rate of speed, dragging the pump into Jim. Ouch and double ouch, plus

a few days off the job.

Parnum Paving was low bidder for the Upper Lake widening project and C. R. Fedrick, Inc. was low on the Clearlake Highlands realignment. Both of these projects are expected to start in early July.

A. B. Siri and R. Bertelsen have been dominating the bidding in Mendocino County on the slip-out and road repair contracts. These projects don't amount to much dollar-wise, but sure help put the brothers to work. Pete Barretta has completed clearing at Fort Bragg and has a four-man crew working on his slip out project.

Next month's paper will have the results of the two large projects in Northern Mendocino County, and hopefully a lot of you will be working on them at that time.

LeRoy Lee, apprentice for C. R. Fedrick, Inc. at Lakeport, had a bad wreck on the way to work near Middletown. LeRoy is presently in Kaiser Hospital in Vallejo and is able to have visitors. LeRoy is one of the better golfers in Local 3, so stop by and "putt" with him for a while.

A new group has been formed in Santa Rosa which is called the Sonoma County Alliance. Basically it has to do with a balance in the environmental problem, in other words, let's show those who would stop all construction that there is also another side besides theirs. We know the employment situation has been extremely tough in this area and it is partly due to the court actions, of which Warm Springs Dam is an excellent example. (This project incidentally, is still in the hands of the judges and we are waiting daily for their decisions.) The Alliance consists of labor, real estate, Farm Bureau and builders and most all of those who are consistently hurt by the extreme environmentalist. The committee is now forming and we will be

Supes Approve Land-Use Plans

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

The Board of Supervisors are playing right into the hands of the no-growth movement group. They are disguising this movement under the guise of new land use general plans. What it really amounts to is all subdivision work will be stopped in the Orangevale, Citrus Heights, Carmichael, and Elk Grove areas. The members should write the Board of Supervisors protesting their actions and expressing their opinions of the damage this will do to the construction industry in the way of unemployment. We need members to attend these board meetings to show the supervisors we are united and concerned.

Negotiations have started on the Interpace Corporation agreement for their pipe plant in Lincoln. These are going to be rough negotiations because of the slow-

down in construction, which naturally causes slow production in the pipe industry. We are hopeful for a fair agreement from this firm.

Negotiations will soon be underway for Morgan Equipment Company in West Sacramento. This has always been a good shop, and we are hopeful that a good agreement will be reached with this firm.

The first annual Sacramento Area Picnic will be held at Elk Grove park on Sunday, September 7. This is a fun day for all members and their families, so keep this date open. We will have further information on this at a later date.

Hansen Brothers recently ran into problems trying to get their permit for their rock plant at Greenhorn. He called this office for help, and we in turn put out the call to several members in that area to attend the meeting. The response was real good. We had a good turnout at that meeting, and we are still hopeful that Hansen will get his permit. This action affects several members

See MORE SACRAMENTO, Page 8

More Scholarship ...

(Continued from Page 3)

ects and one for horse project, 4-H County Horsemastership Award, 4-H High School Dress Revue winner, FFA Gold Certificate in project competition for three consecutive years and California Bankers' Award for outstanding member in the North-coast Region of FFA. She was also chosen as California Polled Hereford Princess.

Also chosen as runner-up in the 1975 competition was William Mendenhall, 17, of Red Bluff, California, the son of Bill A. Mendenhall, a 14-year member of Local 3.

Mendenhall, active in Boy Scouts and band while attending Red Bluff High School, plans to start college at Shasta Junior College and work towards a career in engineering.

A member of the California State Scholarship Federation and the C.S.F. Tutor Corps, Mendenhall has spent his summers on trips with the Boy Scouts, teaching Bible school and attending Drum Major camp in Boise, Idaho.

During his school years he acted as section leader, concessionaire, treasurer, president and

drum major of the high school band and Senior Patrol Leader and Jr. Assistant Scoutmaster of his Boy Scout troop.

Mendenhall's high school honors include C.S.F. Seal Bearer, Eagle Scout, Student of the Quarter, membership in Who's Who and the Society of Outstanding American High School Students. He maintained a high school grade point average of 3.8.

Keith Kelly, 18, son of Maurice W. Kelly of Cave Junction, Oregon was also chosen as runner-up.

Kelly plans to attend Oregon State University and earn a degree in pharmacy.

In addition to maintaining a 3.8 grade point average throughout high school, Kelly was Junior Class president, National Honor Society member, a member of the Concert, Marching and Pep Bands, Student president, a winner of the Lions Club Scholarship Award, a member of Who's Who, a delegate to Boy's State and a participant in the John Dellenback Congressional Scholarship Program.

Kelly was also a member of his high school cross country and track teams.

Procedure for Resolving Resolution Amending Article VI of the Local Union By-Laws

1. A Chairman for the Vote Tallying Committee shall be elected at each special called meeting.
2. The President or Chairman of the meeting shall appoint additional Tellers to assist in the following:
 - (a) Determine eligibility of voters
 - (b) Distribute ballots to eligible voters
 - (c) Oversee the ballot box
 - (d) Count and tally the vote
 - (e) Certify the results
3. The Chairmen of the Tallying Committees shall meet at 10:00 a.m., Tuesday, August 5, 1975, in the main office in San Francisco to determine and certify the final results of the voting, unless the proponent of the resolution concedes that the resolution has failed.

involved, so when we call to ask your attendance at some special meeting, please help. We must start fighting back.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

VOL. 2—No. 7

SAN FRANCISCO, CALIFORNIA

July, 1975

Effective Sept. 1, 1975

Trustees Improve Nevada H & W Plan

A number of important improvements to the Nevada Health and Welfare Plan were recently authorized by the Board of Trustees of the Nevada Health and Welfare Trust Fund.

As of Sept. 1, 1975 operating engineers working for contributing employers in Northern Nevada will be covered by a new comprehensive medical program. Under the comprehensive plan 85 per cent of the usual, reasonable and customary expenses that a member or his eligible dependents incur will be reimbursed by the plan. This is a substantial improvement to the set amount per procedure type of reimbursement that is currently in effect.

The plan provides each member with a comprehensive lifetime benefit of \$50,000 and an additional benefit of \$50,000 is provided for each eligible dependent. However, if comprehensive medical benefits are paid for any eligible plan participant, an amount equal to the benefits paid up to \$2,000 will be automatically reinstated on January 1 of each year. The total amount reinstated in any year may not increase the comprehensive benefits payable during the year to more than \$50,000.

HOSPITAL BENEFITS

Under the new comprehensive plan, covered hospital confinements will be payable up to \$65 per day for a period not to exceed 365 days for each disability. In addition to this, a member will also be reimbursed 85 per cent of the reasonable charges in excess of \$65 per day for semi-private or intensive care accommodations.

Hospital extras will be paid up to \$1,000 during any one period of disability, and at 85 per cent for charges in excess of that amount.

The comprehensive plan will pay for the full cost of expenses up to \$1,000 for treatment or medical services received in the outpatient department of a hospital for outpatient surgery or the emergency treatment of illness or injury.

In addition to the general hospital charges paid by the plan and subject to 365 day maximum, members and their dependents will be covered for expenses incurred in a convalescent hospital following at least three days of confinement in a general hospital. The comprehensive plan will pay all of the first \$65 per day for room and board and \$1,000 of the extras plus 85 per cent of the reasonable charges in excess of those amounts. It is important to note that each two days of confinement in a convalescent hospital will be counted as one day in a general hospital toward the 365 day maximum.

COMPREHENSIVE BENEFITS

The comprehensive medical plan will pay for 85 per cent of the usual, reasonable and customary charges incurred by the member or dependent for surgical services, home - office - hospital visits, diagnostic x-ray and laboratory, ambulance, nurses, physiotherapy, radium, blood, plasma, oxygen, rental of equipment, artificial durable devices, and hospital prescriptions. With regard to office visits, coverage has been extended to dependents for the first time.

MATERNITY BENEFITS

One of the most important improvements to the Nevada plan is that maternity and obstetrical benefits will be paid on the same basis as any other hospital, medical or surgical claim. Thus the comprehensive plan will pay 85 per cent of the usual, reasonable and customary charges made by a doctor as the result of obstetri-

cal procedures for normal delivery of child or children, caesarean section, abdominal operation for extra-uterine pregnancy, miscarriage, and pre-natal care.

WITH MEDICARE

The Nevada Health and Welfare Trust Fund provides a special medical plan to cover expenses not covered by the federal Medicare program. The new comprehensive plan provides for payment of covered charges remaining after Medicare has made its payment to a lifetime maximum of \$50,000. The Trust Fund will also continue to reimburse the cost of Part B of Medicare.

As well as the new comprehensive medical plan, Nevada participants will continue to be provided with life insurance coverage, accidental death and dismemberment coverage, and a burial expense.

Expenses incurred for basic dental services will be reimbursed at 85 per cent and 60 per cent for prosthetic services. Non-hospital prescription drugs will be covered at 100 per cent after a \$1.50 deductible per prescription.

Vision care benefits will be covered at 100 per cent after \$7.50 deductible per claim.

Coverage for hearing aids and devices will be provided at 85 per cent up to a maximum of \$400 per hearing aid device. There is no longer any deductible before payment will be made by the Trust Fund.

Questions with regard to the improvements in the Nevada Health and Welfare Plan may be addressed to the Nevada Trust Fund Office, 1745 Vassar St., Reno, Nevada 89502, Tel. 702/786-1120, or the Fringe Benefit Service Center, 474 Valencia St., San Francisco, California 94103, Tel. 415/431-1568.

Fringe Benefits Forum

More Questions & Answers

By ART GAROFALO, Director of Fringe Benefits

Could you please explain the "reinstatement" provision of the Comprehensive Health and Welfare Plan?

In Northern California, a comprehensive lifetime maximum of \$50,000 is provided for each eligible participant. In addition, each eligible dependant is likewise provided with a lifetime maximum of \$50,000. If any 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. The total amount reinstated in any year may not increase the comprehensive medical benefits payable during the year to more than \$50,000.



Art Garofalo

For example during 1975, Bob, an operating engineer working for a contributing employer in Northern California, incurred medical expenses of which \$1,100 was reimbursable by the health and welfare plan. On January 1, 1976, Bob's comprehensive lifetime maximum was \$48,900 reflecting the \$1,100 of benefits that had been paid in his behalf. However, under the reinstatement provision of the plan, the \$1,100 will be reinstated thus leaving Bob with a comprehensive lifetime maximum of \$50,000 once again. Each dependent that Bob has is provided with a comprehensive lifetime maximum of \$50,000, and the reinstatement provision is applicable in the same manner for medical expenses that they may incur.

My eligibility terminates at the end of this month. Due to an illness I am currently hospitalized. Will the health and welfare plan continue to provide coverage as long as I am in the hospital?

The Comprehensive Health and Welfare Plan provides for just such a situation and would normally extend your benefits. In the event that you, or your dependent are totally disabled on the date that your eligibility terminates for any reason, and you remain totally and continuously disabled, claim payments for comprehensive medical benefits will be continued for that disability only and will terminate at the earliest of (a) the expiration of 12 continuous months following termination of insurance, (b) the date the individual becomes insured under another group type of plan, or (c) the termination of disability.

What is the "burial expense" benefit?

Under the Operating Engineers Health and Welfare Plan there is a burial expense benefit in the amount of \$1,000 that is payable in full to your beneficiary in the event of your death from any cause, on the job or off, while you are insured. The benefit is payable in addition to the life insurance and the accidental death and dismemberment insurance provided by the plan.

If for any reason you are not insured under the health and welfare plan, you may be entitled to the burial expense benefit through other contracts issued to the groups participating in the Operating Engineers burial expense program. If you have a question in this regard, you should contact a union office, the Trust Fund office, or the Fringe Benefit Service Center.

Is there a time limit for submitting claims to the prescription drug program? Is it better to accumulate a number of claim cards before submitting them to the Trust Fund office?

The answer to your first question is yes, there is a time limit for submitting your claims. Unfortunately, this requirement is often overlooked by participants and may result in the denial of a claim. Claims must be filed with the Trust Fund office within 90 days from the date on which the prescription is filled.

As to accumulating your claim cards, it is up to you. Claim cards may be sent in as they are completed by your pharmacist, or you may wait until you have two or three cards. Again, however, it is important to remember that the claims must be filed within 90 days from the date on which the prescription is filled.

Engineers Should Remember Important Filing Requirements

The Pension Trust Fund for Operating Engineers has several "filing requirements" with which every participating member in Local No. 3 should be familiar. The various requirements are part of the rules and regulations of the pension plan to insure fairness and impartiality with regard to all participants.

The first of these filing requirements pertains to making an application for a pension. An operating engineer's application must be filed with the Trust Fund office at least three months in advance of the date on which he wants his pension benefits to begin. There is one exception to this requirement in that an application for a disability pension may be filed

within 90 days of receipt by an applicant of his Social Security determination.

The second filing requirement deals with an operating engineer's application for future service credit for periods of military service. In order to receive pension credit in this connection, a written notice must be filed with the Trust Fund office within 90 days following entry into the Armed Forces as well as within 90 days after discharge from active duty. If an operating engineer is recovering from a disability incurred while on active duty then notification may be submitted 90 days after recovery from the disability.

Under the pension plan, grace

See MORE FILING, Page 15

ASK YOUR TRUSTEES:

Name _____

SS # _____

Address _____

Mail to:

FRINGE BENEFITS SERVICE CENTER

476 Valencia Street

San Francisco, Ca. 94103



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

On the 17th of July, 1975, the N. C. S. J. A. C. will consider the remainder of the applications for Chief of Party certifications received before July 1, 1975. Soon after that meeting, certificates suitable for framing will be prepared and issued.

Proofs have just been received from the printer for both the certificate suitable for framing and the wallet-sized card. Each certificate and card must be prepared individually, indicating not only your name, but also your particular combinations of certification.

Please bear with us a little while. For now, your letter-sized notification or your green plastic card must be used as proof to your employer of your certification and 30 cents per hour premium pay.

It has been agreed that any journeyman who signed into the Apprenticeship Program before Jan. 1, 1975, will, upon completion, receive all six specialty certifications.

There has been a tremendous amount of communication received by the Tech Engineers Department concerning the special certification processes. By phone, letter and personal contact, old hands, old friends have been in touch seeking information. Several long-time Local No. 3 Tech Engineers now working in Washington, D. C. pooled their efforts and made a phone call to make sure of the details. Several members in Alaska have submitted certification applications.

In some instances, it has been a bit hectic. A few long-time Chiefs of Party—30,000 to 40,000 hours of experience—ran into the perplexing problem that former employers have gone out of business or died, or one-time joint ventures were created for a specific job and no end of other very real problems.

The N. C. S. J. A. C. was given the responsibility of finalizing the certifications. Their procedure was to treat each application individually on the merit of the information at hand. Understanding the practicality of reaching back, perhaps 20 years, for verifications and that misinterpretations are possible, the J. A. C. has provided an appeal procedure to their decisions.

If, within a reasonable time, further verification or a stronger position can be developed for your application for your certification, send the information to the N. C. S. J. A. C. Administrative Office and it will be considered. This has been a one-time process, so don't wait too long—a month or two, not a year or two.

A quick check of apprenticeship training hours against Trust Fund contributions hours for 1st through 4th period apprentices, indicates that either a great number of apprentices are outright lying about the number of hours worked, or the employer is grossly overpaying fringe benefits.

The J. A. C. is more than a little concerned about apprentices who do not report accurately or who do not report at all.

Beginning immediately, an apprentice who does not report for a month, even if unemployed, or reports significantly different hours than his employer reports to the Trust Funds will be required to explain the difference to the sub-committee in his district.

The sub-committee is allowed, under State law, to mete out discipline up to 60 days suspension from work opportunities and/or recommend removal from the program.

The importance of accurate reporting becomes more understandable when we consider that each month the reports are viewed and evaluated by the J. A. C., State Division of Apprenticeship Standards, Equal Employment Opportunity Commission, Legal Aid Society, several private attorneys, a federal judge, etc.

The work season is upon us, but not a copious number of work opportunities. Orders for journeymen and apprentices have been fewer than normal for this time of the year.

During these peculiar times, it becomes increasingly important that someone be near the phone and that the person called can be located in a reasonable length of time.

When an order is received in the morning or early afternoon, more time can be managed in getting a message through. When an order is received later in the afternoon, it becomes progressively more difficult to wait for a possible call back and still fill an order for first thing in the morning.

The dispatcher has been instructed to apply reasonableness to the time problem. It, however, is going to require some cooperation and effort from all parties to make the system work toward the best interest of the Tech Engineer.

If you have a message phone number or someone else is answering your phone, be certain that they can find you in a short time, especially in the afternoon.

The dispatcher has an obligation to fill the job order as expeditiously as possible. Don't miss the dispatch because you can't respond to the call in a reasonable length of time.



JOURNEYMAN Dudley Stout, left, gets a lesson on the use of a grade stake by RMTc instructor Fred Seiji.

More Sacramento

(Continued from Page 6)

who work for Hansen. We are very grateful to those members who turned out to support us at that meeting.

The A. Teichert Construction Company of Sacramento has submitted a low bid of \$2,484,932 for the relocation of Highway 49 through Auburn, as part of the Auburn Dam project.

The Teichert firm was one of three bidders for work on the 1.5 mile, four-lane road that runs from Maidu Drive in South Auburn to connect with Lincoln Way and Calleye Way. Other bidders were Syblon-Reid of Folsom, with a quote of \$2,531,419 and Granite Construction of Watsonville, with a bid of \$2,599,243.

The new road, part of the state highway system, will lead to crossing the 700-foot-high Auburn Dam when it is completed. From Maidu Drive, the new route parallels Sacramento Street on the west, crosses the Southern Pacific tracks, follows a line at the intersection of Sacramento and High Streets, and then connects with Lincoln Way.

Two main features of the road are the construction of a \$550,000 railroad overcrossing and a \$250,000 reinforced concrete bridge near Lincoln Way. The bridge will be built in an area proposed for a city park. The new route is scheduled for completion within 18 months.

The 310-foot steel pipe, nine feet in diameter, which was hoisted into position at the Port of Sacramento has a lot of small contractors coming out of the wood works, which requires a lot of watching from the business agents, and we would appreciate any help we can get from the members. These small companies are trying to run laborers and carpenters on our equipment.

CRANES

The crane rentals in Sacramento are keeping their crews busy, and they are running all over the state doing two to three days' work a week. Bigge's Crane has two big 140-ton P & H's on the North Slope project loading the modules on dollies. They then transport them to the Sacramento Yolo Port Side and load them on barges and ship them to Alaska.

This project is one of a kind, and it has been a real shot in the arm for our members in the Sacramento area. These members have been working seven days a week, twelve hours a day for about four months. We're sure hoping that Wismer & Becker will get the next one to be built soon. R. C. Collett has got four good jobs going and is calling the members back to work.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

In the past couple of months the Tech Department has negotiated and ratified three major agreements!

1) San Jose Water Works: a private enterprise with Local No. 3 representing the engineering department (draftpersons, etc.). There are approximately 30 members who ratified a two-year contract with 9½ per cent the first year and 8½ per cent the second year plus contract changes including dental benefits for the first time.

2) Con-Am Inspection with a one-year agreement ratifying 12 per cent wages, dental and improved contract working condition.

3) Council of Engineers and Laboratory Employers (testing and inspection) who after four ratification meetings, ratified a three-year contract with 12 per cent each year in wages, upgrading of classifications, pension, health and welfare, and a brand new apprenticeship program.

Mike Womack

During this time the Tech Engineers Department was resigning eight independent contracts and signed four new survey forms from Salinas to Susanville to Redding and back to Santa Rosa!

During the past few weeks your representatives have received many calls concerning the new "grandfather" clause on "Certified Chief of Party." If you are employed by a tech firm as a Chief of Party and are "certified," your contract mandates that you receive an additional 30 cents (30¢) per hour above the prevailing scale for Chief of Party applicable to the area of work performed.

In 1973, Local 3 underwent some major changes with new officers and, most importantly, a new business manager. Dale Marr made commitments prior to the election in 1973 that included bigger and better things for the Tech members. In the last year and one half we have experienced some of the benefits that Dale envisioned.

Dale has not only put the Tech Department into existence, but has given us the authority (along with the responsibility) to incorporate the ideas and recommendations of Tech members made during the past years. With the Techs' continued support to Dale, the officers and representatives, there is no limit to what your union can obtain for you and the industry.

WHO STILL NEEDS A FIRST AID CARD? At 7 a.m. on Saturday, July 19, 1975 at the Labor Temple, 1706 Corby Ave., in Santa Rosa, another multi-media first-aid class is being made available to all members and wives (or girl friends).

Peter Cole Jensen Incorporated landed a real good job on Road 32A in Yolo County in the amount of \$650,000, which has put some of the members to work.

Mastelotto Enterprises has come a long way on their Highway 65 widening above Lincoln. The job is possibly half completed. They are keeping 8-15 brothers busy.

Election Notice

Election Committee

30th International Convention

Delegates and Alternate Delegates

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Article XII (C), Section 1 (b) and Article XIII, Section 1 (b) of the Local Union By-Laws, relative to the election of International Convention Delegates and Alternate Delegates, Election Committeemen shall be nominated and elected at regularly scheduled district meetings during the months of September, October and November preceding the election. (See "Meeting Schedule" on page 16.)

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address as shown on the records of the Local Union 10 days prior to the first such district meeting in September, 1975, was within the area covered by the district.

Nominees for the Election Committee must be registered voters within their respective districts; must have been members of Operating Engineers Local Union No. 3 for one year next preceding their nomination and shall not be a candidate or nominator of a candidate for Delegate or Alternate Delegate to the 30th International Convention.

Journeyman Upgrades Skills

On a tour of Rancho Murieta Training Center recently we came upon RMTc Instructor Fred Seiji and journeyman Dudley Stout working on a grade setting problem. Stout lives in San Jose and has come up to Rancho Murieta Training Center on a six-week dispatch every year for the past five years.

This time he is taking the new course "Plan and Grade Stake Reading" especially designed for those members of Local 3 who would like to upgrade themselves in the field of grade setting.

Dudley says, "This is the course I needed to fill a gap in my engineering training."

The "Plan and Grade Setting" course is a 20-hour course which orientates a person to:

The use of plans related to grade setting and

grade stake reading. It also teaches a person how to read and understand grade stakes.

The use of scales and the accompanying mathematics pertaining to slope ratios and per cent grades is also discussed. Stout speaks quite highly of this course, and of Instructors Norm Yassany and Fred Seiji.

Dudley recommends Rancho Murieta Training Center training to those brothers of Local 3 who would like to upgrade their skills. He says that the training he has gotten at Rancho Murieta Training Center has made it possible for him to make a good living. The up-grading of skills at Rancho Murieta Training Center cannot but help bring in a higher annual paycheck.



SPACE AGE TECHNOLOGY—Lee Haven, owner-operator, is seen above in the seat of his laser-controlled 613 Cat scraper now at work in the Redding area.

No New Projects In Redding; Bidding Activity In Slump Also

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

Work in the Redding area is still holding its own with no new projects starting and very little to come to bid.

The third Annual "Voice of the Engineers B-B-Q" will be held at Anderson River park on August 9, 1975. Anyone who wishes to purchase tickets may call Walt Hurlbut 241-6547 or Lee Ellison 246-9758. The \$10 donation per family will go to pay for expenses incurred to put on the B-B-Q. Tickets must be purchased in advance of the picnic. We hope to see you there.

Low bidder on the Mt. Shasta sewage treatment project was Contri Construction Company of Incline Village, Nevada with a bid of \$2,894,653 covering the sewage treatment plant, collection facilities and leachfields, the latter of which will be located on the slopes of Mt. Shasta.

Other bidders and their bids were: Kirkwood-Bly Inc., of Santa Rosa \$2,939,045; and J. F. Shea Company of Redding, \$2,998,312. Bids for the project were turned down last December when Contri's low bid of \$3,356,850 was almost \$700,000 higher than the \$2,680,000 the city had available for the project.

Piombo Construction Company,

Inc. was the apparent low-bidder on the Highway 97 job (Deer Mtn. Lodge to Rd. A-12), however their bid was 18 per cent over the engineers estimate and we won't know until June 25th whether the job will be awarded.

Woodstream Inc., & Woodstream Associates J. V. was awarded the contract on the new "Bug Station" (Agricultural Inspection Facility) at the Duns-muir Weigh Station for a low bid of \$511,315 and have begun site preparations with the help of Rossi and Crowe Construction, Don Crowe Construction and J. F. Shea Company. Jerry Sublett will be the superintendent on the project. Brothers Don Crowe, Mitch Crowe, Vern Leonard, Bob Woods and Harry Chalmers are hard at it getting the grade made. This project was necessitated by the removal of the old Bug Station during construction by Hughes & Ladd, Inc., of the new section of Highway I-5 at Hornbrook in 1973.

LASER

Space-age technology has really made itself evident on the Rugen Construction Company job at Crystal Lake fish hatchery near Cassell, with the introduction by Brother Lee Haven of Nubieber of his laser-controlled Cat 613 scraper. Lee has been a member of Local No. 3 for the past four years although he has spent most of his time in leveling land for the farmers in Big Valley, Burney area. He has worked on a few short-duration construction jobs for local contractors such as Thomas E. Davis Construction and Jim Bryne Construction in the Big Valley area.

Lee realized the advantage of automatic grading equipment after reading several articles in

various construction oriented magazines. He contacted the Laser Plane Company of Dayton, Ohio and after an investment of approximately \$15,000 and 1,000 hours of various modifications to both the laser system and the 613 scrapers he has one of the slickest setups in our jurisdiction. The laser command post is mounted on a 12-foot tripod that can be set completely out of the working area and signals the scraper automatically 10 times each second to either cut or fill.

Rugens contract calls for him to provide finished sub-grade within a tolerance of one tenth plus or minus on the new 24 by 500-foot fish ponds. After Lee

made his fourth pass the project superintendent, Brother Jack Hill, asked the gradesetter, Brother Joe Craig, to check the grade. After running several check shots it was determined, the grade varied from two to four hundredths high with one shot showing eight hundredths high (this shot was on a small berm)!

Brother Haven said this is a standard accuracy for the machine when the computer is programmed to cut three hundredths high. This is a production tolerance of one one-hundredth of a foot within a radius of 1,500 feet from the command post. The command post can be set for both profile and cross slope grades.



LASER COMMAND POST for Lee Haven's Cat 613 scraper is set up by gradesetter Joe Craig in preparation for work on the Crystal Lake Fish Hatchery.

San Jose Gets Large Federal Grant

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

A \$53.7 million federal grant has been made to San Jose to upgrade its already huge sewage treatment plant. Construction could begin as early as next spring and be finished as soon as 1978, providing an average job force of 200. The grant was awarded by the Environmental Protection Agency and announced in Washington, D.C., by the office of Rep. Don Edwards. It amounts to 75 per cent of the \$70 million improvement program. The remainder, \$16.4 million, is split evenly between the state and the proceeds from the sale of bonds approved by local voters almost a decade ago.

Two additional steps will be added in the program. One will purge about 22,000 pounds of ammonia a day from the wastewater stream. The other step will be a massive filtration bed of alternating layers of sand, gravel and anthracite coal that is expected to remove more than 40,000 pounds daily of tiny bits of decomposable organic matter suspended in the discharge stream.

Actual construction plans must now be submitted to and approved by the State Water Resources Control Board and the Regional Water Quality Control Board before bids can be let sometime this fall.

Locally, the job picture is pretty bleak. Construction workers have

been the hardest hit with real spendable incomes reported down an average of 4.8 per cent.

San Jose City Council members continue to object to "unnecessary" environmental impact reports on city projects. The latest was to postpone action on a request for \$90,000 for an impact study on a paving project at San Jose Municipal Airport. Work is already underway on the Leo Piazza's contract for the new four-lane bridge over the Guadalupe Creek at the end of Meridian Avenue. The \$448,703 project should help ease the traffic problems on the Almaden Expressway and the Blossom Hill Road.

The Council finally voted to support the San Felipe Water Project—providing a few conditions are met. If the funding is approved in Washington, work could start as soon as late this year. Prior to that, of course, approval is needed from the Presidential Council on Environmental Quality.

Local officials of the Santa Clara Valley Water District fear that a state recommendation for a local election on the San Felipe Water importation system could jeopardize federal funding for the project. The environmental impact report will not be ready until November, so no election could be called before then. Chairman of the Water District, Robert T. Sapp, noted that the district is going to have to hold an election sometime because it hopes to pay for its share of the project through revenue bonds. A possible delay associated with the vote could mean losing the \$17 million appropriation for a project

in planning for more than 25 years.

A new plan is being worked out to use California's waste water to cool power plants in the future. The three-year program will investigate and develop methods to treat and use the agricultural waste water. The Electric Power Research Institute and three utility companies will share the cost with the Department of Water Resources.

Milpitas has started hearings on a proposed \$2.9 million flood control project on Berryessa Creek. The flood control works will extend almost two miles from Calaveras Boulevard downstream to lower Penitencia Creek. It is expected to require up to three years for construction. Almost a mile of the existing creek channel will be realigned. It will be financed by flood control revenues collected from property taxes in the East Santa Clara Valley Zone, contributions from Milpitas and land dedication by owners along the creek.

Elections in western states under pressure from energy development schemes show that environmental awareness is higher than ever. National, state, and local conservation groups were more active in the elections and scored more victories this year than ever before. Thirteen of the seventeen candidates supported by the League of Conservation Voters were elected—even some who were considered long shots. Another national group, Environmental Action helped to defeat eight of the twelve Congressmen they branded as the "Dirty Dozen." The strong showing of

environmental candidates goes beyond the successful efforts of any one organization.

The above paragraph is to point out the importance of being registered to vote and voting to support the candidates whether they are local, general or national as recommended by the building tradesmen in our state.

MONTEREY COUNTY

The low bid at Hunter Liggett Military Reservation in Southern Monterey County was \$7.5 million. Fred A. Arnold, Los Angeles, got it. He's worked around here before. Bid is for EM Barracks, includes a five-mile water line. Arnold says he'll subcontract the paving, grading, and pipeline. Work should begin in mid-July, depending on the U.S. Government releasing money. We want these to be union subcontractors, brothers. Rest assured we'll call on you if we need support. This is Davis-Bacon prevailing wage work.

We're in contact with the U.S. Forest Service, attempting to get Davis-Bacon provisions on some small contracts let in the Ventana (South County) area. Presently the contracts are under the Walsh-Healy Act, which does not provide for prevailing area wages.

Several local brothers have gone to Alaska during this poor work season. Art Kokesch and Larry Chapman, both of Granite Salinas, went up there, also Gary Fowler, mechanic at Quinn Co. All three had jobs before they left, brothers, and that's the message we pass on to you. Don't go to Alaska unless you already have the job!

Kaiser Refractories and Kaiser Cement agreements are in the process of being reopened. The unions can request cost-of-living negotiation if the Consumer Price Index runs over 8.2 increase from June 1974. That has already happened. Mike Kraynick, Bob Fleckenstein, and Jack Bullard attended the meeting of the unions. Irv Duncan of Teamsters is negotiator, and Jack Bullard is recording secretary for the Contract Committee for the Kaiser negotiations. The SUB agreement still has not been signed pending an arbitration hearing. This is from last year's negotiations!

H. A. Ekelin & Associates were low bidders at \$1.43 million on the dental facility and \$1.2 million on the Academic Administration Building, both at the Presidio in Monterey. Granite-Monterey branch will do the grading and paving on both projects.

We attended a Quinn Co. arbitration June 10, 1975. Quinn has shops in Fresno and Salinas. Our brothers there are equipment dealer mechanics, machine operators, and partsmen. Ed Mayhew is Salinas steward, Tim Kelley is safety committeeman.

You'll be seeing a lot of MCFC stickers on hard hats in Monterey County. That stands for Monterey County Foundation for Conservation. This is the group that gave such solid opposition to the Coastal Commission hearing in Carmel. MCFC has taken a strong stand against "no growth" advocates. Russell Hansen of Monterey County Building Trades is vice-president. Jerry Wilkinson,

Huge Earthquake Rocks Eureka District

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

One of the strongest earthquakes in recent years rocked the North Coast early Saturday morning, June 7, 1975 with the majority of damage occurring in Fortuna and Rio Dell.

No injuries were reported although the Fortuna Police Department said several persons were reported being thrown from their beds when the 16-second-long trembler struck at 1:47 a.m.

The Ferndale seismograph station registered an earthquake at 6.0 on the Richter Scale, slightly higher than the 5.7 reported from a Berkeley seismograph reading. In Washington, the U.S. Geological Survey also monitored the quake.

Reports of the number of minor aftershocks ranged from 30 to 100.

Preliminary estimates had the quake centered virtually under Ferndale.

Stores from Eureka to Scotia had merchandise shaken off shelves and windows shattered out.

The most severe damage was reported in Rio Dell where the north water main was broken, a large number of store windows were broken and the Scotia bluffs fell across the Northwestern Pacific Railroad tracks, knocking out the tracks and tearing away the southern end of the trestle.

The city restored water service by early Saturday afternoon but reported trouble with the south water main later that night.

Rio Dell also lost all electrical power for approximately one hour Saturday afternoon but Pacific Gas and Electric Co., said that outage was directly attributable to the wind and nothing to do with the quake.

EUREKA FREEWAY PROJECT

Although the freeway system throughout the State of California is in trouble, the Eureka freeway project remains alive and in line for funding.

Sid McCausland, deputy secretary of the State Business and Transportation Agency, said there are money problems with the en-

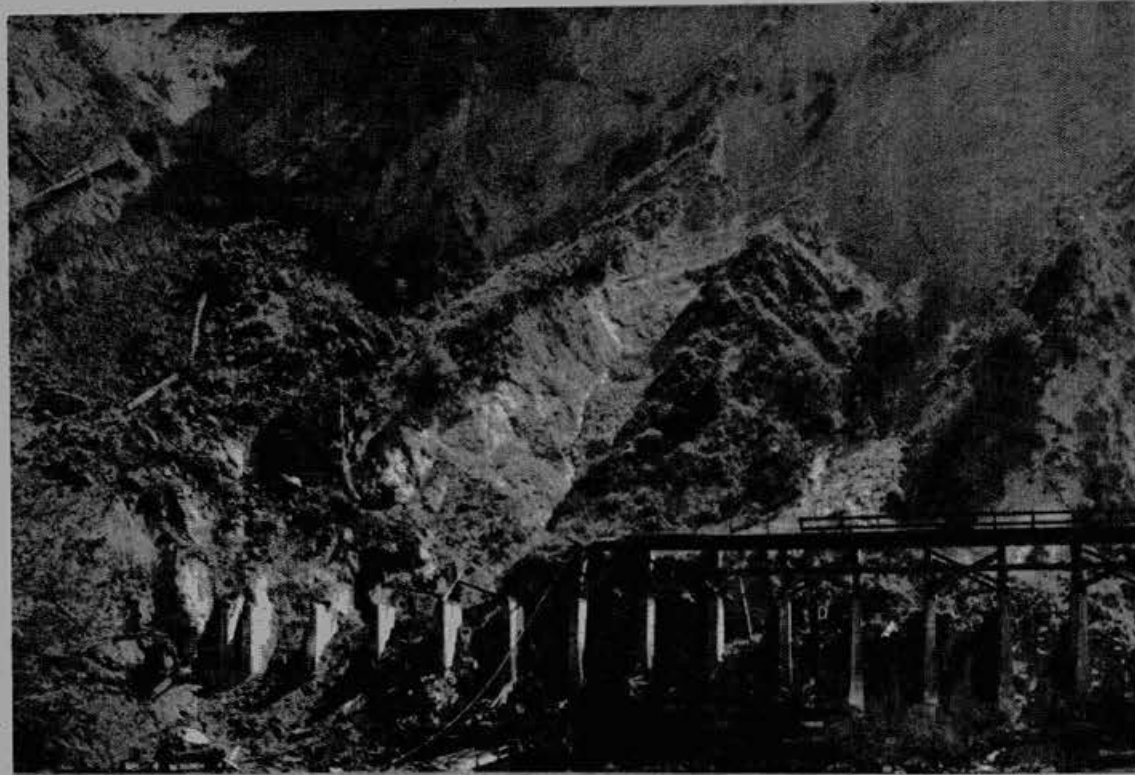


Photo by Evelyn McCormick.

A LANDSLIDE just east of Rio Dell, California onto the tracks of the Northwestern Pacific railroad was only one of the many results of the earthquake which hit the area

on June 6. Operators worked throughout the weekend removing material above the tracks and terracing the main slide. The quake measured 6.0 on the Richter Scale.

tire system and that adjustments probably will have to be made but that the project is still "viable."

William Z. Hegy, district engineer for Caltrans, said his department is facing increasing demands on the source of funding and the cost of the project is mounting steadily because of inflation, but that it has been tentatively included in the budget for 1976-77.

McCausland said recent comments by Donald Burns, secretary of the agency, about the possibility of projects being halted simply because there were not funds did not apply to specific projects. He said Burns' remarks fit the problem the entire system was facing but could not be reduced to specifics.

"We have extremely serious funding difficulties in all our freeway districts," he said, "and that puts the Eureka project in danger. But, aside from the generalities, it is still a viable project."

McCausland said there was a

distinct possibility that the project would be "compartmentalized," some parts approved and funded before other parts receive the final go-ahead.

He said there was little doubt that funding for the project on that basis would be considerably easier to find.

"If you want to build the whole thing at once, you'll be waiting a long time to put that kind of money together," he said.

"You'll be several years ahead of the game to do it piece by piece," McCausland added.

Hegy said Unit 1, Stage 1 of the Eureka freeway project is currently scheduled for advertising in the 1976-77 fiscal year. He said

that portion of the project extends from the Eureka Slough on the north of town through downtown and to Broadway.

Current estimates on this portion of the freeway is estimated at \$18 million.

McCausland said he could not see a final decision on the Eureka project, either a definite "yes" or "no" coming in the immediate future.

FIRE

At Crescent City two moored boats and a portion of Lazio's Dock were heavily damaged in a major fire here Monday night, June 9, 1975.

Harbor Master Darrell Richcreek said the cause of the de-

structive fire was still under investigation.

"We have seven possible theories on how it could have started," Richcreek said. "So far we haven't been able to substantiate any of them."

The harbor master said the fire started on the dock, not on either of the two boats.

Firemen responding to the call at about 6 p.m., found the end of the lumber wing of the dock in flames. Also burning were the 83-foot fishing vessel "City of Eureka," owned by Eureka Fisheries and the tug "Bear Flat," owned by Oregon Coast Towing Co.

Both vessels lost their superstructures and portions of their decks to the fire. The hulls of both are intact, Richcreek said.

On the dock, sections of planking at the end of the dock and some pilings were heavily damaged and will have to be replaced. No estimate of the total money damage was available.

Bids are being called for a project to construct passing lanes and resurface the existing highway on a portion of Route 299 in Humboldt County, according to Bill Hegy, district director of Caltrans in Eureka.

The project is located between 3.7 miles west of the east fork of Willow Creek and the Trinity County line near Salyer, a distance of about 13 miles.

Bids are to be opened July 16 in Sacramento. Approximately \$1.36 million is available to finance the project.

Mercer Fraser Company was low bidder on the Walnut and Ridgewood Drive paving project in the amount of \$416,992. This is a much-needed job now that the underground work in that area is completed. Mercer Fraser has just about recalled all their regular employees at this time. They should have a steady work season from now on.

WRCB Turns Down Reservoir Permit

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

An application by developer Anton Holter of Ross for a dam of 40-acre foot reservoir on his Bolinas property was denied June 2nd, 1975 by the State Water Resources Control Board.

Hearing officers Janet Aver and James Adams announced their decision after a 45-minute hearing at the Bolinas Community Public Utility District Office. About 100 persons attended the session.

Holter, owner of 210 ocean-front acres north of the Bolinas Mesa, asked for permission to store water from a stream on his land for agricultural and recreational purposes.

Opponents waged a rigorous campaign against the dam, contending that Holter's long-range plans are to use the water to supply a 150-unit resort condominium project on the land.

The Public Utility District currently has a moratorium on new water connections due to frequent shortages.

Bolinas Attorney Paul Kayfetz, a Utility District Director, was the official protestant at the hearing.

The hearing officers felt that Holter did not present evidence that the dam was necessary for the purposes outlined in his ap-

plication. He failed to convince them that the need for the water was real, said Control Board Engineer Glen Mork.

At the Town Council meeting Monday night, June 2nd, in Corte Madera, Ernest Hahn was again denied his full permit in order to build a proposed shopping center. We are talking about 500,000 cubic yards of fill on 28.2 acres of marsh land east of Highway 101.

There were over 150 people there. Some of us said "give him the permit," while others said "never, never." "We want Corte Madera to remain a small town." And that is the way the Council voted.

This will give you brothers a good idea how tough the county is for construction work. Property tax keeps going up and there is no work. Without a doubt this is the toughest county for "no growers" in the State of California. These two jobs would have put quite a few brother engineers to work. As of this writing, we do not have one dirt job in the county. But we will continue to go to the meetings and raise hell to get work for our engineers.

Two pre-jobs were held on June 9th with the building trades. (1) Ross Valley Trunk Sewer—Phase 5-Unit II-Awarded to Mission Pipe, Inc. from Milpitas

(San Jose area). Total contract was \$419,000.00 and the job will start July 7th. (2) Ross Valley Trunk Sewer—Phase 5-Unit I—Awarded to McGuire & Hester from Oakland. Total contract was \$671,000.00 and the job will start June 16th.

We also have two more pre-jobs coming up later in June with Valley Engineers from Fresno and Janis Construction Company from Sausalito.

Valley Engineers has a sewer job in Fairfax. Janis has the Tomales School Project with the underground work.

Fanfa-Mulloy is cleaning up Kaiser Hospital on cost-plus and there is nothing else in the county. Their two dirt jobs are still down, due to lack of money from the developers. Ghilotti Brothers have a few small jobs in Marin, but most of their work is in Sonoma County (Santa Rosa area). Mario Ghilotti purchased Gobbi's old quarry on Lakeville Highway, and will put in a crushing plant. They still have some of their old hands not called back yet.

For the first six months in 1974, we had 324 job orders, and in 1975, the first six months we had only 92 job orders. That means we are down 232 dispatches or job orders this year, compared to last year at the same time. This will give you an idea of how slow the county is.

Stockton Area Having Slow Year

By WALTER M. TALBOT,
District Representative and
AL McNAMARA,
Business Representative

New construction projects for this district continues to lag behind previous years. This situation is due largely to the cut-back of federal financing of highway funds and to the no-growth environmental groups that challenge the projects that are funded.

However, two projects that should stimulate some work in the district provided they are allowed to proceed are the road job in Amador County on State Route 88 and the extension of Interstate 5 in San Joaquin County.

George Reed, Inc. of Modesto is the successful bidder on the Highway 88 job for \$1.7 million in Amador County. The job entails the grading of roadbeds to be surfaced with concrete asphalt at various locations.

The other project, to be bid June 25th, will be approximately 3.5 miles of new six-lane divided freeway on Interstate 5 from the

GHB-Kirst Construction job north of Eight Mile Road to a point north of Highway 12. Engineer's estimate for the project is \$8.5 million. A seven-mile stretch between this job and the Sacramento County line still remains to be contracted to complete Interstate 5 in San Joaquin County.

Merritt Mechanical of Berkeley was low bidder at \$392,000 for a domestic water facility at the Naval Communications Center on Rough and Ready Island.

Claude C. Wood Co. of Lodi is constructing the sanitary sewer and storm drain in Lodi on Century Boulevard. Bid price was \$103,000.

Teichert Construction is busy on the March Lane widening construction work for \$700,000. Roek Construction of Stockton was the successful bidder at \$4.7 million to construct the new Community College Theater building at Delta College in Stockton.

Paul Beck of Salinas bid \$213,000 to construct boat launching facilities at New Hogan Lake in Calaveras County.

Utah's Unseasonal Bad Weather Lets Up

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

With the arrival of spring in Utah, construction projects throughout the state have started to move after being held up for weeks by the exceptional bad weather.

Most of the plants and shops in the state are still operating on a "reduction in force" basis that was instituted last fall in almost every industry. At present an excess of 300 employees from plants, shops and mines in Utah are on lay-off. It looks as though there will be very little, if any,

recalls to work for at least another two months.

Negotiations began with Kaibab Industries in Panguitch, Utah, in May. However, with the lumber industry in its present slump, this contract could take some time.

Operating Engineers are presently negotiating an agreement with a brand new industry in the state — Distributors Remanufacturing Center Inc., a reproduction of diesel engine components plant.

This new corporation is attempting to establish an industry in the field of diesel engines. It is a reproduction operation in that the company buys old worn-out diesel engine components and completely reconditions and re-

builds water pumps, fuel pumps, rocker arms, rods, heads, etc. They can then retail them at a fraction of the cost of new parts and components. Indications are that this is a very promising new industry for this area.

Five new jobs have been let in Southern Utah and with the work that is already going it should be a good year.

Thorn Construction of Provo was low bidder on the Highway 89 job from Paria Wash to Glen Canyon City. The job is eleven and one-half miles long with 54,000 tons of surfacing and an estimated completion date of 70 working days. They expect to get started in July.

Corn Construction of Grand Junction, Colorado, won the con-

tract on I-70 in Sevier County for ten miles of resurfacing from Gooseberry to Spring Canyon. The completion date is set for Oct. 1, 1975.

James Reed Construction of Sandy was awarded the job from Minersville to Milford. The job is 4½ miles of resurfacing with 60 working days. Brother Jack Daugherty will be pushing the project.

The L.A. Young Construction Company was awarded a contract to construct the two eastbound lanes of a five-mile section of I-70 from Floy Wash to Crooked Wash in Grand County, and to bring the two existing westbound lanes up to current Interstate standards. The project also calls for the extension of existing box culverts which run under the eastbound lanes, signs and traffic delineators and will cost \$2,784,081. The official engineer's estimate was \$2,961,436.

Peter Kiewit Sons Construction Company was awarded a \$1.3 million contract to place a final asphalt surface and make bridge deck repairs on a seven-mile section on Interstate 70 from its junction with I-15 in Millard County to Shingle Creek in Sevier County. The official engineer's estimate for the job was \$1,519,532.

In Northern Utah, L.A. Young Sons job, Emory to Castle Rock, is nearing completion. This \$2.98 million project consisted of 3.35 miles of bituminous surfacing and one structure. They have moved the hot plant in to surface the westbound lane and when it is completed, the traffic will be turned so the eastbound can be completed.

On July 1 the Utah Department of Transportation will open for three structures on the 20th-21st couplet in Ogden. The project will include a single four-lane structure spanning the Weber River and a pair of two-lane overpasses crossing railroad tracks in the vicinity of 20th and 21st, just west of Wall. The surfacing contract for the 20th couplet, which will link Wall with Interstate 15 by way of the Wilson Lane Interchange, is expected to be let in early spring of 1976. The contractor will have only 160 working days, or about eight months, to finish the structures. The abbreviated contract time was set by the Road Commission so that the structures will be finished by the time the State is ready to begin work on surfacing of the one-way couplet under a separate contract.

SHOW OF FORCE

We want to thank the brothers and their wives who were present at the public meeting in Vernal, Utah, concerning the environmental statement on the Jensen Unit of the Central Utah Project. With the show of force of our members and others interested in getting the Tyzack Reservoir and Aqueduct project started, we were able to present a good case. The opposition had a poor showing at the meeting and only one speaker. The final decision will be made in Washington, D.C. and we are very hopeful of getting our members to work on this project this year.

On the Currant Creek Dam

Project, S. J. Groves Company intends to work only one shift for the time being as the dirt work is getting ahead of the structures. A long boom rig is now pouring cement and possibly this will speed up the mud work. S. J. Groves Company was low bidder on about \$40 million worth of work in Local No. 3's jurisdiction and it is possible some of the dirt equipment on the Currant Creek Dam job will be transferred to other jobs.

A number of employers have jobs at the Geneva Steel Plant but one week a good size crew will be working, in some cases working overtime, and the following week work will drop off and most of the brothers will be laid off. American Bridge, Swinterton and Walberg, Wilson, Inc., Talboe Construction, Shurtleff & Andrews and State, Inc. are all having the same problem.

U. S. Pipe in Pleasant Grove is pushing to turn out their pipe orders and the crew size is growing. This could be a good season for the brothers working for this employer. Some of the pipe is for jobs in other states.

Genva Rock Products is working full bore. The crusher spread at the Point of the Mountain is going three shifts and the other crushers are working extra hours. The work load for this season is quite large and the stockpiles are already falling behind. Geneva Rock was the successful bidder on one phase of the Utah Technical College in Orem. They will provide some extra work for our members in that area.

Peter Kiewit Sons Construction are going four shifts on their job at Tooele for Anaconda Copper. They are enlarging an existing tunnel through the Oquirrh Mountain from west to east from eight feet diameter to 16 feet. They are also sinking two underground vertical shafts. Both shafts are to be sunk approximately 3,800 feet—primarily for the extraction of copper. Anaconda's present plans are to build a concentrator near the shafts on the Tooele side of the mountain to process everything except the smelting. Smelting will be handled in Wyoming. Bechtel is doing the engineering on the new concentrator and construction should begin in the not-too-distant future. Cost of the concentrator is to be in the neighborhood of \$35 to \$40 million. There are presently 70 to 75 engineers employed by Peter Kiewit Sons on this project.

Thyssen Drilling Construction Company is on the east side of the Oquirrh Mountain and have a contract of approximately \$7 million for a vertical shaft. They are presently just finishing the collar and hoist house.

A contract to resurface 21 overpasses on I-15 in Salt Lake City from 72nd South to 33rd South was awarded to Peter Kiewit Sons Construction at a cost of \$1,098,554. The official engineer's estimate was \$1.6 million. The overpasses will be resurfaced with a high-density, waterproof concrete to prevent "spalling" or the formation of pot holes. Work started in June and will continue for 80 working days. Traffic will be limited to two lanes in each direction during the project.

Channel Improvement Let In District 50

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

L.D. Folsom Inc. of Coalinga is the low bidder of \$2.7 million worth of channel improvement and levee construction along 35 miles of the Fresno River and Ash and Berenda Sloughs in Madera County.

Roy E. Ladd Inc. of Redding California is the low bidder at \$2.7 million on Highway 49. This job is about 18 miles south of Mariposa on Highway 49, from 4 miles south to 2.5 miles north of the Madera-Mariposa County line. This will be a good job for scraper spread as they have about 800,000 yards of dirt to move.

The State of California has called for bids in June on Highway 99 at Delhi. This will be 3.5 miles of grading and paving and structures. The estimated cost is \$9.7 million.

The State Department of Transportation has called for bids on the Lemoore Highway 41 project in Kings County, south of the Fresno County line. The Kings County project calls for improving the existing two-lane highway to a four-lane expressway from the Hanford-Armona Road, north to the Fresno County line. Included in the estimated \$4.8 million improvement are bridges across two forks of the Kings River.

Ziebarth & Alper held a pre-job

conference in Fresno on May 22, for the Tulare Wastewater Treatment Plant. This project has almost .5 million yards of earthwork, including settlement ponds and structure excavation. The project was let at a cost of almost \$5 million.

Granite Construction Company of Watsonville was the low bidder to install pipeline in the Westlands Water District to distribute Central Valley Project water. Their bid of \$6,145,918 is to install 12-inch through 48-inch pipes and a water screen, and recirculating structure for about 51 miles of pipelines in the district.

Granite's bid was about \$90,000 less than the next lowest of four bidders and more than \$1.1 million less than the engineer's estimate. The work will be done in Fresno and Kings Counties and will take more than two years to complete.

The Kings River Conservation District has passed a budget which allocated \$91,263 for engineering studies on the proposed \$30.5 million hydroelectric plant at Pine Dam.

The work will be directed at preparing a license application to the Federal Power Commission for power generation facilities at the dam. KCRD general manager, Jeff Taylor said the district hopes to have the preliminary studies on the proposal within a few weeks. These studies are expected to show the project is feasible.

The district plans to build a

power plant at Pine Flat and an afterbay at Piedra, downstream for regulation of water release.

Two other phases planned for construction sometime in the future are a power generating facility on Dinkey Creek and raising Pine Flat Dam's height by 15 feet to provide for additional storage.

The district covers some 1.1 million acres in Fresno, Kings, and Tulare Counties and is responsible for maintaining the Kings River Channel for flood control and irrigation operations.

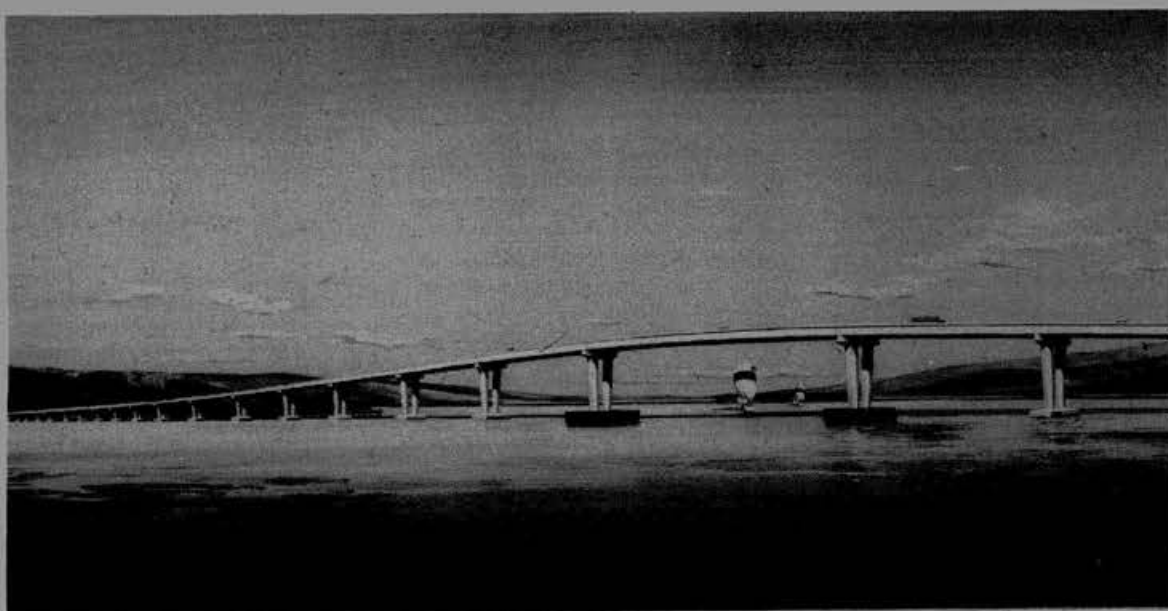
Taylor also announced the next segment of channel improvement work will be let in late August.

The project, known as the Lemoore Weir to Eighth Avenue Unit, includes new levee construction along the north side of Cole Slough and restoring existing levees from the weir upstream to Eighth Avenue. Construction is expected to start in September and will take about five months, at an estimated cost of \$1.5 million.

Brother Dale Hoyt, retired member of Local No. 3 brought a good supply of Ron Cain's records and played them for the members at the Fresno district meeting. Many of the brothers voiced their approval by buying a copy of the record.

Anyone interested in a copy of the record can contact Dale Hoyt at (209) 582-7298 in Hanford.

GOOD LUCK!!!



SAN MATEO COUNTY engineers are now pressing for the construction of a new Dumbarton Bridge, seen above in the artist's

drawing. The \$100 million project would create many jobs but is now being held up by environmentalists and others.

In Nevada District

Construction Recession Close To End

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

It appears that Nevada is nearing the end of the construction recession. Our out-of-work list is shrinking and the future looks bright for Local 3 members throughout District 11.

Gerhardt & Berry Construction edged H. M. Byars Construction Company out of a water transmission job at Sun Valley. Low bid was \$147,329.40. Byars' bid was \$147,595.

Corrao Construction of Reno is low bidder on the water treatment plant at Stead for \$1.4 million.

Robert L. Helms is low bidder on the Rye Patch overlay, located on Interstate 80 between Woolsey and three miles north of Rye Patch, at \$1,378,257.60. J. C. Compton of McMinville, Oregon was second at \$1,412,500.50. Helms was also low on the Tuscorora overlay at \$426,750.20, and are presently going full guns on the 395 N. freeway at Red Rock Road.

S. J. Groves and Son of El Cajon, California, were low bidders on the Winnemucca Bypass at \$4.9 million. Peter Kiewit & Sons of Concord were second at \$5.1 million.

Max Riggs has hired several new employees for his newly awarded project at Battle Mountain. This I-80 highway project should soon be at a peak, working approximately 16 operators.

Jack Parson Construction is working at Silver Zone I-80 freeway and should continue throughout the summer, with Max Riggs Construction subcontracting the structures.

Seaberry Depaoli has work throughout the Reno-Sparks area and is doing quality work.

Nevada Paving finally has a full work force grading and paving throughout the Washoe Valley.

We now have a new local construction company. Cougar Construction signed and should have several members working steadily.

Nevada will be receiving an extra \$3.9 million in federal highway aid to complete roadwork on U.S. 395 northwest of the Stead area. This money is being allocated from an Economic Growth Cen-

ter reserve fund which is separate from the regular source of federal highway aid. This grant was due to the industrial growth existing and anticipated in the Stead area.

H.K.M. has phased out their Sundowner project and should be starting up their apartment condominium projects in the near future.

The \$12 million Fitzgerald Hotel job is moving rapidly. McKenzie is the prime contractor with Martin Iron Works, Stockton Steel, San Jose Crane and Rigging and I. Christensen as subs.

R. E. Ferretto will be demolishing the Dormio Hotel, Pioneer Hotel and Cosmo Club. These are some old historic sites in downtown Reno. The demolition will make way for the new Overland Hotel development.

GOLF COURSE

Siemens Construction is moving right along on the 18-hole golf course in Carson City. Tiberti is in the final stages of their state project in downtown Carson City. Savage Construction has many small jobs in the Carson area. Helms hot plant is starting up again, which is good to see.

McKenzie is finishing their Douglas County High School job and is moving approximately one-half mile north to the Minden sewer project which went for \$2.5 million.

Hopefully, by the time you read this, the three big jobs at Lake Tahoe will be going. They are Jennings Tahoe Palace, Oliver's Casino and Hotel and Del Webb's Park Tahoe. Harrah's job is progressing with Nielsen and Nickles as the prime contractor. American Bridge has the steel on this project and they are using Western Crane and Rigging as well as their own equipment.

The Hawthorne area is extremely active. We have contractors all over the base, New Mexico Steel, Gerhardt-Berry doing underground and Sierra Paving doing site preparations and roads with their gravel and hot plant going full blast, just to mention a few.

It came as a surprise when Nevada Paving picked up the 10 miles of Highway 95. It was thought Sierra Paving would get the job being they were all set up at Hawthorne. The main thing is that it will be done by a union

contractor. As most of you know, a number of the other trades are having problems with the non-union element in this area. We are fortunate in that we have been able to keep our work close to 100 per cent union.

After a series of negotiating meetings, we have won large wage increases for our members at the NL Industries Baroid plant at Dunphy.

There will be an immediate 10 per cent wage increase, and an additional 5 per cent in November. And there was no extension of the present contract, which expires in another year. The wage increases have been ratified by the members, and we are glad to see that NL Industries has finally joined with the other mines in the area in paying competitive wage rates.

The brothers at Carlin Gold Mine held a picnic in Carlin on June 22nd. There was barbeque and beer, and the members at Carlin and other mines in the area who attended the picnic all reported they had a good time. Co-chairman were Frank Gomez and Doug Price. George Carioti was the cook.

A series of meetings for the stewards in the mines was held across Northern Nevada last month. Ray Cooper, job steward director for Local 3, held meetings in Elko, Battle Mountain and Reno. The meetings were all well attended and the stewards demonstrated a lot of interest in their job of working for the members. The stewards meetings are held on a regular basis.

Mining activity is going well now at all the mines represented by the Operating Engineers. The mines are policed regularly by business representative Ed Barrington and safety representative Lenny Fagg.

We all know that the working man did not fare very well in the last session of the Nevada legislature. If you would like to help correct that in the next session and work with us to elect representatives who will listen to the working man, you can contact your steward or business representative for information on the Operating Engineer political activities.

Hotel, Road, Other Construction Starting To Move In Hawaii Dist.

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

The work picture on the Island of Hawaii is slowly picking up. A few contractors have been awarded construction contracts to build hotels, condos, school classrooms, medical buildings, and recreational parks. Two road projects were also awarded recently to signatory contractors.

At 175 Banyan Drive, in Hilo, Polynesian Construction Co. Inc. is constructing the Polynesian Resort Hotel after many months of delay because of financial problems.

It will be a "U" shaped seven-story concrete building constructed on one-and-a-quarter acres with the ocean for its backyard. The hotel will have a total of 59 units. Twenty units with kitchens and 39 units without kitchens. Two centrally-located elevators will be in service upon completion. Both elevators will run up to the roof area, when in the near future a high class restaurant will be added onto the building. Six shops will be fronting the building. The coffee shop will be located in the interior.

A 48-car parking lot will be under the building. The rectangular swimming pool will measure 18' by 38'. Landscaping will be Mondo and Dissotic Blue Mossa grass. Evenly spaced coconut trees will be planted to beautify the area.

Project superintendent, Ken Johnston, formerly with Lathers Local Union No. 144, and from San Jose, California has said the most outstanding aspect of the building will be the decorative lava veneer face stone fronting it. Completion date is scheduled for March 1976. Total cost \$2.7 million.

The Kawaenalapaau Medical Center is being constructed by Constructors Hawaii Corporation in Hilo. The project began on May 8, 1975 and the completion date is scheduled for Nov. 30, 1975.

The Medical Center will have five two story buildings on 3.5 acres. The main building will be of concrete with elevated slab and crawl space for future additions underground. The remaining four buildings have concrete footings, slabs, and columns, but wooden walls. The AC parking lot will be large enough to accommodate 120 cars. The driveway entrance will also be AC.

The cost of the entire project is \$900,000.

Constructors Hawaii Corporation is also constructing a one-story concrete, hollow tile, five-classroom building addition to the Keaau Intermediate School on two acres of land. Fill material was trucked in from Hilo, graded, and compacted before

the slab was poured for the building. The excavation excess (soil) was stockpiled for use as needed during the landscaping period. The dirt was spread out by a 450 John Deere loader and carpet grass planted. Project cost will be \$500,000. Completion date is set for Dec. 3, 1975.

A & H Constructors of Honolulu was recently in the Hilo area doing the pile driving work at Hilo Intermediate School to prepare the ground for M. Sonomura Contracting Co. Inc. to build a 12-classroom building of concrete and hollow tile. The two-story structure will have corrugated roofing. The contract price amounts to over \$932,000.

OBSERVATORY

High up on the tallest mountain in the State of Hawaii, operating engineers employed by Allied Aggregate Corporation, General Contractor of Hilo, HI, are now working on the construction of the state-funded Mauna Kea Observatory access road project.

At present the project is one month ahead of schedule.

The road is to be built at the cost of \$1.2 million. The starting date was March 31, 1975, and hopefully the completion date was Dec. 31, 1975. Hopefully because of the unpredictable weather conditions up on the mountain. Sometimes it is an exceptionally clear day, then a sudden change—bitter cold, snow, hail stones, ice, biting wind.

The road will be seven miles long with an uphill grade of 15 per cent, 15 feet wide, with three-foot shoulders, guard rails, and retaining walls. The project began at the 9,800-foot level and will end at the summit. A portable crusher is being set up on the project to provide base coarse rock. Excavation excesses are being used for base and sub-base. Twenty galvanized corrugated culverts measuring from 72 inches down to 30 inches will be used for drainage.

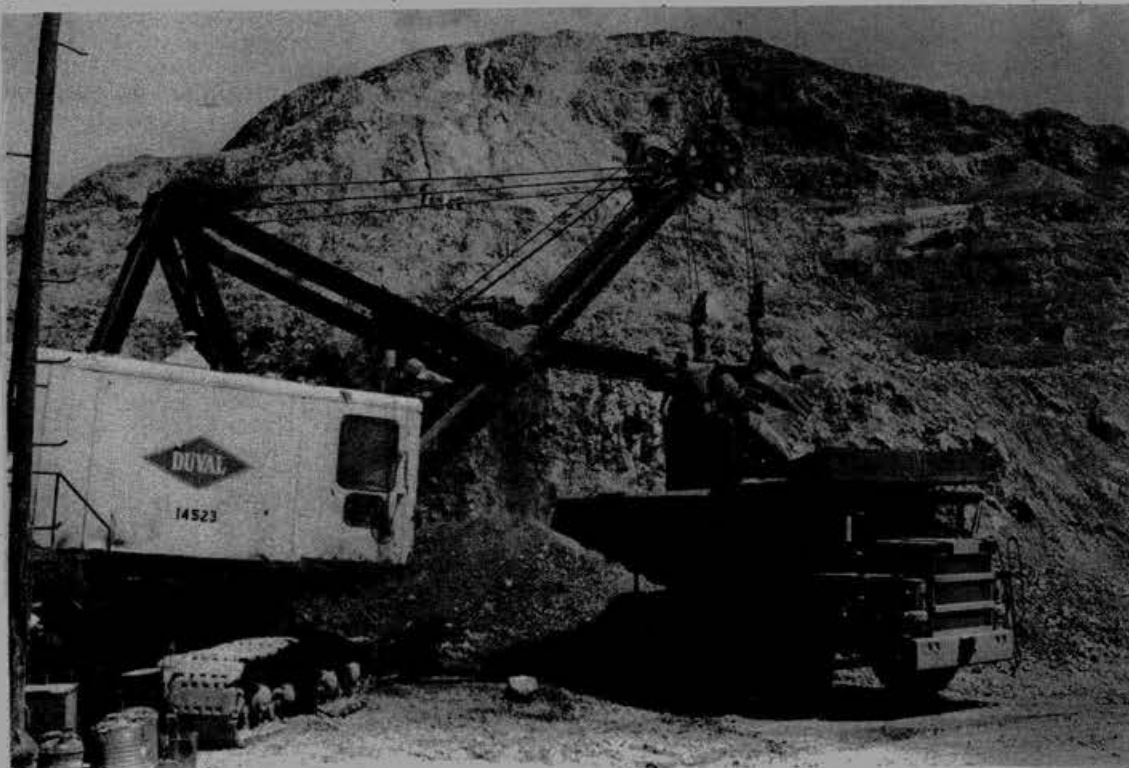
On this project safety meetings are held once a week.

The excavation foreman for this project is brother Joseph Akana. The road will be an oil-treated road. In the future, paving of the road will take place.

On a very clear day the city of Hilo can be seen from the summit and almost completely around the island. You can also see the neighboring Island of Maui, which has the third tallest mountain in the state.

M. Sonomura Contracting Co. Inc. has just completed improvements to the 2,000-foot single-lane Kukuau Road in Hilo. The road was widened to 36 feet and concrete curbs and gutters built. Five-foot reinforced concrete pipes were used to handle drainage for a total of 1,500 feet. The pipes measuring from 60 inches to 24 inches. Twenty-four man-holes were built also. The road was paved with 1,050 tons of AC.

The residents appreciate the
See MORE HAWAII, Page 14



WORK WITHOUT ACCIDENTS continues in Nevada. Engineers at the mine have worked the Duval Copper Mine in Battle Mountain, over two years without a lost-time accident.

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:

Anderson, Argel (Viola, Wife)	5-20-75
P.O. Box 845, Kelseyville, Calif.	
Atkinson, Orillous (Ophelia, Wife)	5-31-75
1056 Stanford, Oakland, California	
Brown, Lyle, (Dorothy, Wife)	6-14-75
Rt. 1 Box 318, Orland, California	
Bunch, Hurstle Jr. (Eleanor, Wife)	5-21-75
3896 N. Sequoia, Fresno, California	
Clay, Walter W. (Earnest, Brother)	5-30-75
121 S. Sutter, Stockton, California	
Cleveland, Grover B. (Amy, Wife)	6- 6-75
631 Sinclair Avenue, Reno, Nevada	
Collett, Curt (Estelle, Wife)	6- 3-75
1049 Larry Pl., Concord, California	
Curtin, James (Maude, Wife)	5-28-75
1729 Pinewood Ct., Milpitas, California	
Czech, Edward (David & Daniel, Sons)	6- 7-75
1031 Harrison Avenue, Redwood City, Calif.	
Delzer, R.	1- 1-75
P.O. Box 545, Carmichael, California	
Draghi, Peter (Thelma, Wife)	5-26-75
589 So. P St., Livermore, California	
Gambill, Clarence, (Georgia, Wife)	6-11-75
5765 Cada Circle, Carmichael, California	
Grijalva, Rudy (Anita, Wife)	5-23-75
659 S. Pratt, Tulare, California	
Guthrie, Lloyd (Zelma, Wife)	5-21-75
P.O. Box 1016, Castroville, California	
Hanson, Orville (Jim, Brother)	3- 8-75
P.O. Box 14, Angels Camp, Calif.	
Keanini, Albert (Elizabeth, Wife)	5-27-75
171 Eleu Pl., Kihei, Hawaii	
Lambert, Pete (Carole, Wife)	6- 5-75
P.O. Box 41, Auburn, Calif.	
Loyd, Emery (Otiley, Wife)	5-16-75
Star Rt Box 830 N, Pahump, Nevada	
Mc Coy, Herman A. (Lillie, Wife)	6- 1-75
1132 Klengel, Antioch, California	
Makua, Allen (Rosella, Wife)	5-24-75
P.O. Box 6, Waimanalo, Hawaii	
Melanson, Sylvester (Bernice, Wife)	4-16-75
419 Propect Avenue, Felton, California	
Nitsche, Henry (Louise Carbury, Friend)	5-24-75
940 Alamas Avenue, Sacramento, California	
Oding, Howard (Jeannette, Wife)	6- 6-75
1543 Estee Avenue, Napa, California	
Olsen, Melvin (Bonnie, Joyce, Vonda, Daughters)	6- 2-75
119 Cyprus, Copperton, Utah	
Parson, Robert (Carrie, Wife)	6- 2-75
Benson, Utah	
Ringereide, George (Dianne, granddaughter)	5-29-75
889 Santa Rita, Los Altos, California	
Ridgers, Bernard (Maria Dougherty, Sister)	5-21-75
403 St. Mary St., Pleasanton, California	
Seghorn, Elmo (David, Debbie, Janice & Byron, Children)	6- 1-75
41-605 Humunik, Waimanalo, Hawaii	
Silva, Thomas (Janet, Wife)	6-10-75
2116 Gomes Rd., Fremont, California	
Stant, Emerson (Emerson, Son)	5-18-75
P.O. Box 238, Laie, Hawaii	
Sylvia, Arthur (Jerri, Wife)	5-29-75
557 W. Twain, Clovis, California	
Thull, Lawrence (Helen, Wife)	6-13-75
P.O. Box 534, Antioch, California	
Weaver, Glenn (Myrlee, Wife)	5-22-75
P.O. Box 744, Battle Mountain, Nevada	
Williamson, Blake (Sherry Mc Kay, Niece)	5-22-75
P.O. Box 323, Marysville, California	
Withrow, William (Claudia, Wife)	5-25-75
807 Taber Avenue, Yuba City, California	
Wyman, Andrew (Marian Azevedo & Frances Stilwell, Daughters)	6- 5-75
P.O. Box 5, San Gregorio, Calif.	

DECEASED DEPENDENTS

June, 1975

Bullock, Evelyn—Deceased May 16, 1975
Deceased wife of Frank Bullock

Crumley, Gertrude—Deceased June 10, 1975
Deceased wife of O. K. Crumley

Garrett, Mable—Deceased May 21, 1975
Deceased wife of Jesse Garrett

Jackson, Yvonne—Deceased May 22, 1975
Deceased wife of Robert Jackson

The San Francisco Labor Council recently notified all its affiliates that the *Labor Bicentennial Edition*, published by Black and Bohn, Inc. of San Rafael has "no support or endorsement of any kind from the San Francisco Labor Council or from AFL-CIO unions in San Francisco."

According to the Labor Council, the publication, which has been soliciting ads from employers, is in violation of the publications code of the National AFL-CIO and of the code of ethics of the International Labor Press Association, AFL-CIO.

Outlook Good For Rest Of Year

Much Crane Work In Oakland District

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

The steel mill is on an "on again off again" basis with the furnaces slowing down on the output, but this slowdown in production also parallels the action in the rolling mills, with the Morgan Mill being the big producer of reinforcing steel for heavy highway, bridge and dam construction. These types of construction are also at a slow pace so this mill is working at 30 to 50 per cent of capacity and the structural mills are running a one-shift operation.

The American Forge Co. is also working at a minimum of production, pending the mining industry's need for grinding balls.

The gravel plants are running five days, some plants with a little overtime.

Rhodes & Jamieson, Fremont, intended to stop the plant production in Centerville plant this year.

Niles Sand and Gravel Plant is geared up to two shifts at this time. They are moving the big dredge to a new location that will double the production at this plant.

Industrial Asphalt is still operating on a three- or four-day operation.

Gallagher & Burk have put in a new plant for asphalt in Pleasanton. It is a high-output operation. The old Kaiser plant is still in operation on the same location.

Lone Star Plants are going full bore at Elliot and Clayton plants. Cal Rock, Mission Valley, and Santa Clara Sand and Gravel are steady small operations, running five days and some overtime this week.

Dumbarton Quarry and Newark Quarry Products, Richmond are running some overtime on sub-base material.

CRANES

Crane rental association work is moving very well in Oakland, Vallejo, Sacramento, and San Jose areas. There are a few shut downs at the major oil refineries, but looks good for the rest of the year. Cranes 90 tons and over are busy and will be busy all year.

Biggie is doing work in Sacra-

mento, working two 140-ton cranes round the clock. They may have more cranes up there soon. They are working in Avon with the 3900 ringer; this job will go awhile also. They are doing a little tilt-up work all over California. They have a 3900 Manitowoc truck crane down in Local 12's area. It has been there a year and may be there another year.

Sheedy Crane is still very busy all over the state. They are doing all types of crane work and it looks good for the brothers at Sheedy.

Rosendahl is pretty busy and is hiring again. They had a slow time the first of the year. They are doing work at Exxon in Benicia and some work at Shell in Martinez also. They are doing some work for the City of Berkeley at the Marina, and it looks good at Rosendahl.

Reliable Crane is doing a few

tilt-up jobs in the Bay Area—one in Benicia, one in Alameda, and one in Vallejo.

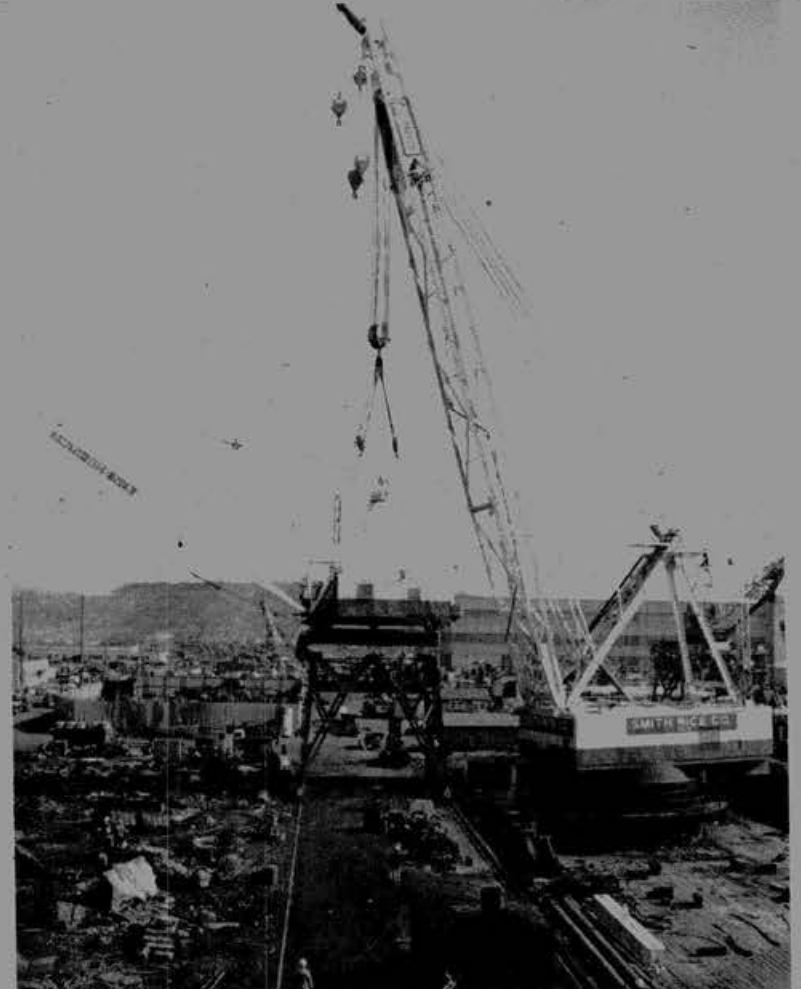
Baker Crane is doing well with the small rigs. Also, Allied Crane is pretty busy too.

San Jose Crane was out at Fiberboard in Antioch and are now at the Concord Water Treatment Plant. They bought an almost-new 125-ton Linkbelt Crane and it's a beauty. They did a job for Reinholm Crane at Stockton and it worked real well.

Reinholm Crane is working all over the place. They did a job in San Francisco, and also one on Grand Avenue in Oakland. This is a good job, panel columns and span deck. They are doing a span deck job on Broadway in Oakland, and are very busy right now.

Biggie Crane in Santa Clara is doing some work at Kaiser and at the new Playland Amusement

See MORE OAKLAND, Page 16



A 350-TON REVOLVER lifts Smith & Rice derrick No. 8 into position in the Nicolai Joffe yard in Richmond, Ca. Joffe bought the derrick from Smith & Rice to replace one destroyed in an accident.



LOCAL 3 members in the Nicolai Joffe yard in Richmond, Ca. who assembled the platform for derrick No. 8 stand in front of Business Representative Gil Anderson. From

left are job foreman Earl Embree, Bob Onate, Keith Belt, Lorenzo Gloria, Michael Sims Jones, Charles Smith, Donald L. Messner and Gale Ronson. M. Craig not shown.

With Safety In Mind

What To Do When Injured

By JERRY MARTIN, Director of Safety

Recently your Safety Office has received so many requests from our members about what or what not to do if they are injured at their respective places of employment. With this in mind, it was decided that the very best information should originate from an area of the Workmen's Compensation Office.



Jerry Martin

It just so happens that through the efforts of your union and especially Business Manager Dale Marr, we've been able to maintain a very comfortable situation at the level of Workmen's Compensation Appeals Board with one of our own long-time members of Local No. 3 working as commissioner.

A. G. Boardman, better known as "Al," has been the "father" of our Technical Engineers branch of Local 3 and put it together in its infant stages and brought it along. For some time he was assisted by our own Art Pennebaker of the Northern California-Nevada Surveyors JAC. Times, dates and places have changed, but even today, since Mike Womak has taken the directorship of the Tech Engineers, all of us still get together regularly on common ground, and in this case, I serve as an alternate member of the Northern California Survey Joint Apprenticeship Committee. So you can all appreciate how problems are solved, especially when there are several varied views finally shaped into one.

Since my discussions with Al, I feel we all can really appreciate the knowledge we are gaining and sincerely hope that a great many of you might read and even clip this article out for your reference, although I hope you'll never have to use it.

Under Section 4600, California Labor Code, the duty of the employer is to furnish all medical, surgical and hospital treatment that is reasonably required to cure or relieve from the effects of the injury. This is a primary duty which imposes a liability from which the employer is not to be relieved except for good cause. The employee has a duty to inform his employer of any service-connected injury for which he expects to receive compensation, which includes treatment. If treatment, other than emergency treatment, is obtained by an employee when the employer has had no opportunity to furnish it because of lack of notice of the injury, the expense is not chargeable to the employer. But the primary duty remains. While it is in a sense suspended, the suspension exists only as long as the employer is without notice of the injury.

The above is from an Appellate Court decision (Columbia, etc. Steel Division vs. Industrial Accident Commission) and is inserted here to stress the importance of the worker's notice of his at-work injury to his boss.

Basically, there are ten questions that are of great importance to the injured worker and I will attempt to give you the correct answers.

QUESTION No. 1. When I am hurt on the job, what is the first thing I must do?

ANSWER. You should report your injury immediately to your foreman, or directly to your employer, and to the first-aid man and to your safety committeeman and/or steward.

QUESTION No. 2. How much time do I have to give notice of injury?

ANSWER. Within 30 days from date of injury.

QUESTION No. 3. If I fail to give notice of my injury to my employer, what is the consequence?

ANSWER. While the law provides that the employee must give his employer notice within 30 days of date of injury, at the same time the law denies to the employer the right to take advantage of your failure to give notice if from any source he has received knowledge of the assertion of a claim of injury sufficient to put him on notice unless he was in fact misled or prejudiced by the failure to give notice. The result is that a claim is very seldom barred by the employee's failure to give notice. Yours could be such a case, and you should therefore make sure that you or someone in your behalf gives your employer timely notice of your injury.

If first aid is given to your injury, or if the foreman sends you to a doctor, then the employer does have knowledge of your injury or illness, but it must still be brought home to him some way that you attribute your condition to your employment. In some cases this may be obvious; in others it may be very vague unless you make your claim explicit.

QUESTION No. 4. Besides giving notice, is there anything else I should do?

ANSWER. For your own protection, it is often advisable to obtain the names and addresses of persons who saw the accident or know the circumstances under which it occurred. You should also notify your job safety committeeman and/or steward, and request to see a doctor for treatment.

QUESTION No. 5. If my employer takes down the circumstances and details of my injury in writing and asks me to sign it, should I do so?

ANSWER. You should not sign any statement prepared by your employer. Refer him to the job business agent or to your lawyer.

QUESTION No. 6. After my employer has received notice of my injury, is there anything further that I must do in order to collect compensation?

ANSWER. No. Failure to demand compensation does not deprive you of the right to receive it; but you should make demand as a particular matter if the payment of compensation does not begin promptly. If medical treatment and compensation are not forthcoming promptly, file with the **Workers' Compensation Appeals Board**

See MORE SAFETY IS MIND, Page 16

More Hawaii

(Continued from Page 12)

widening of the road for many accidents have taken place in the past, with a number of injuries and deaths registered. Walking along the single lane road then was a safety hazard.

Although the project has not yet begun, M. Sonomura Contracting Co. Inc. won the bid recently to construct the Kanoehua Ave.-Makalika Street to Kamehameha Avenue four-lanes divided highway. The present existing two-lane highway will be held until completion of the new two-lane inbound highway. Then it will be used as the outbound two-lane highway. The distance of this road project is approximately four miles. It will cost \$6.9 million.

From Pohaku Street to Hualani Street, curbs and gutters will be put in. At this point a third lane will be built to approach the entrance of the airport road now under construction. Ten-foot shoulders outside, and four-foot shoulders on the inside, will run the full length of the road. The medial strip will be 26 feet wide. One 20-foot-long, 44-foot-wide, prestressed concrete bridge will be built at the south end of the project. It is estimated 13,000 tons of AC will be used to pave the highway. Base coarse rock will be hauled in, dumped, spread and compacted. The drainage system will begin from Pohaku Street to the Wailoa River outfall. For approximately 12,000 feet CM pipes will be used above sea level. RC pipes will be used below sea level for 9,000 feet. Pipes will measure 24 inches to two barrel 96's.

Currant Creek Dam Job Has Top Safety Record

By VANCE ABBOTT, Safety Representative

Dam construction is considered to be one of the more hazardous types of heavy construction. When it is located in high mountainous terrain and subject to extremely cold weather it only adds to the peril.

One job in Utah, the Currant Creek Dam, being built by S. J. Grove and Sons Construction Company, has an enviable record. To date, 93,000 man-hours have been worked without a lost-time accident, and only one accident that required medical attention. This is not a record, but it is a fine example of the effectiveness of a good comprehensive safety program.

The weekly safety meetings resemble a job progress review in which all segments of the project are evaluated to determine if safety can be improved. Problems and suggestions are discussed freely by both employees and management and, if determined to be of value, are initiated promptly.

Safety is a constant and vital part of this job in which everyone becomes involved. Credit cannot be attributed to any one individual but is a joint effort. Heading the company safety department is Mike Hussey with Ron Hoover as project manager. Doing an excellent job in the union's behalf is Safety Committeeman Max Anderson and Job Steward DeWayne Sill.

Stewards' NEWS

by Ray Cooper, Job Steward Director

Sometimes when we write about job stewards in this column people say, "Oh, he can't be that great a guy," or "He can't be that dedicated." They suspect we make the stewards look better than they are.

But, what would you say about a steward who drove 250 miles round trip to attend a job stewards' meeting after he worked all day? We think you could pick any glowing word in the book and it would be an accurate description of 'Spud' Thomas, because that is exactly what he did. He and his wife, Dorothy, live 25 miles south of Lake Powell and after work on April 14, 1975 they drove to the job stewards' meeting in Richfield, Utah and back home that night to catch a few hours sleep before work the next morning.

Adrian 'Spud' Thomas is a mechanic/welder for the H.E. Lowdermilk Company, presently working on the Fry Canyon job. Fry Canyon is in an isolated area, the nearest town is about 57 miles away, so Dorothy lives with Spud on the jobsite. We're proud to say that Brother Thomas has been a job steward since 1971 and we certainly will do all we can to keep Spud, with his outstanding qualities, on the steward's roster as long as we can.



Ray Cooper



Shown above is the April, 1975 job stewards' meeting held in San Rafael. We can always expect a good turn out for the San Rafael meetings. Brother Jack Short gave a short talk on safety at this meeting and John Sweeney was there from the Trust Fund to answer questions on health and welfare.

All in all, the meeting was well received and we thank the job stewards and the district office staff for their cooperation in making the meeting a success.

JOB STEWARDS ACTIVATED

Week Ending May 30, 1975			Week Ending June 13, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
10	John W. Richards	S. McNulty	11	Ray E. Russel	E. Barrington
12	DeWayne Sill	L. Austin	11	James C. Jury	E. Barrington
30	Jim Guinn	A. McNamara	11	James T. Mitchell	E. Barrington
30	Don Maritt	A. McNamara	11	Arthur Minchew	E. Barrington
60	Wm. B. Owens	R. Criddle	20	Ed Hayes	H. Munroe
60	Lance J. Ayers	R. Criddle	20	Ben Hutcheson	J. Johnston
60	Sheryl Burshik	R. Criddle	20	Jack D. Master	J. Johnston
60	Robert Escovedo	R. Criddle	60	John Farrar	R. Criddle
60	Loyd L. Cahoon	R. Criddle	60	Gary M. Finch	R. Criddle
60	Doyle Bare	R. Criddle	Week Ending June 20, 1975		
60	A. L. Armstrong	G. Halsted	12	Jack Chynoweth	W. Markus
80	L. W. Opdyke	W. Marshall	12	Jerry Gribble	W. Lassiter
80	John H. Ford	W. Best	20	Donald Rhoads	J. Johnston
90	Kenneth Lewis	S. Dunkin	20	Dan Smalling	R. Skidgel
Week Ending June 6, 1975			20	Jose Tarin	J. Johnston
01	Samuel R. Botza	G. Fernandez	60	Ken Felkins	G. Halsted
02	Charles Thompson	G. Fernandez	Week Ending June 27, 1975		
02	Harold E. Owen	G. Fernandez	20	Leo Murray	C. Ivie
04	Oren W. Casteel	A. Smith	70	Ben Caravallho	K. Green
			70	Wilfred Houghtby	K. Green
			80	Glenn Burchhart	A. Swan

JOB STEWARDS INACTIVATED

Week Ending May 30, 1975			Week Ending June 6, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
01	Dan Hawkins	R. Wilson	20	Garth M. Cross	P. Schissler
10	Geo. Mosegaard	S. McNulty	20	Ronald Hamilton	P. Schissler
20	F. Wm. Pitschner	C. Ivie	20	Wayne Patch	P. Schissler
20	John H. Kinslow	C. Ivie	20	Wallace Schissler	P. Schissler
20	Geo. F. Hansen	B. Marr	Week Ending June 20, 1975		
20	T. W. Dodd	C. Ivie	50	Neil Shertz	H. Smith
20	Woodie Cargile	C. Ivie	60	Jim Frost	G. Halsted
20	Richard Bjornestad	H. Munroe	90	Ron Hochgraef	H. Machado
20	E. A. Bishop	C. Ivie	90	O. D. Hughes	R. Fleckenstein
30	David Wallace	W. McNamara	90	Ron Stefani	H. Machado
90	Alan Lenarquand	S. Dunkin			



"SPUD" THOMAS, Job Steward, H. E. Lowdermilk Co.

Personal Notes

SAN RAFAEL

Our thanks go to Brother Duane Hope for his blood donation. Congratulations to Brother George Demick who has pensioned out. We wish him lots of good luck and long years of retirement ahead. Brother Lloyd Pruitt has been hospitalized at Sonoma Hospital, having had surgery.

Brother Bill Sandoval is in Vallejo Hospital, following an accident at Basalt Rock Company in San Rafael plant.

Brother Ray Harvell had a close call on the Novato Freeway job. He was hit in the rear by a semi-truck and trailer on Highway 101, while he was moving from job to job on his blade. Luckily, he wasn't hurt. The truck driver was cited by the Highway Patrol for excessive speed.

SAN JOSE

We would like to extend our condolences to the family of deceased member James Curtin.

We are happy to report that Thurman Cagle is home from the hospital and is recovering rapidly from his recent surgery.

SANTA ROSA

It is with deep regret that we report the passing of two of our retired members, Walter Clay and Argel Anderson. Our sincere condolences are extended to each of their families and friends.

SACRAMENTO

We would like to extend our deepest sympathies to the families of deceased members Reid Bartless, Clarence M. Gambill, Pter Lambert, Clarence Nelson, Henry Nitsche and William Withrow.

Our deepest sympathies also go to the family of deceased dependent, Jo Ann Owens.

MARYSVILLE

Our heartfelt sympathy is extended to the family and friends of deceased Brother Lyle S. Brown.

Brother O. K. Crumley, we extend condolences to you on the loss of your wife, Gertrude.

Retired Brother Ed Tuttle has been in Mercy Hospital in Sacramento since May 8 and would appreciate hearing from any of you who might be in that area.

RENO

It is with regret we report the passing of retirees Rex Brown and Malcolm Jones.

Our sympathies are extended to the family and friends of Brother Glenn Weaver who passed away on May 22nd.

We would like to extend our condolences to Brother R. R. Fass of Fallon on the passing of his wife, Ina Kathleen.

Congratulations are in order for Brother Ken Jones and his wife on the recent arrival of their fine looking baby boy.

We wish a speedy recovery to Brother Joe Lynch who suffered a heart attack while on the job in Lovelock, for J. C. Compton.

We are happy to report that Brother Bob Jackson is recovering nicely from his recent heart attack and well enough to visit the Reno office to catch up on Local No. 3 news.

To the family and friends of Grover Cleveland we extend our sympathies on his death June 6th.

STOCKTON

Robert Baker, August Bechtold, Charles Curtiss, Bill Mullins, Lee Hickman, John Simmons and Allen Chaffin were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

Our deepest sympathies are extended to Brother Cleave Wickman and family in the loss of his wife, Elva.

Our deepest sympathies are extended to Brother Frank Bullock and family in the loss of his wife, Evelyn.

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

7001 Dublin Boulevard

Dublin, California 94566

Telephone: 415/829-4400

Please send me information as indicated below:

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO _____ TELEPHONE _____/_____

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 3 BR OLDER HOME, full basement, 30x36 business bld. 1/2 acre \$62,500. Shasta Lake frontage 2 BR house \$55,000. 3 trucks, MF220 backhoe, 5 buckets \$2,250. C. Goekler, P. O. Box 984, Chico, CA 95926. Ph. 916/342-5489. Reg. No. 1178096. 5-1.

FOR SALE: REDWOOD WATER TANK, 14,000 gal. capacity. Custom bit. of clear heart redwood. 14' high x 14' diam. Good cond. \$1,800. R. Goff, 255 Solar Way, Healdsburg, CA 95448. Ph. 707/433-4323, 707/838-2150. Reg. No. 1815524. 5-1.

WANTED: USED TOY ELEC. TRAINS, Lionel, American Flyer, etc. W. Watson, 723 Barri Drive, San Leandro, CA 94578. Ph. 415/351-9200. Reg. No. 1128392. 5-1.

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

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

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

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

FOR SALE: 12 E blade, good shape w/tilt moldboard. Ph. 209/464-2092, Stockton, CA. Reg. No. 1142369. 5-1.

FOR SALE: SURVEYOR'S POUCHES \$20. Holds: 2 field books, plum bob, folding ruler, tack ball, pens & pencils. B. Jordan, 5778 Echo Dr., Salt Lake City, Utah 84107. Reg. No. 1511575. 5-1.

FOR SALE: TILT BED 18' trailer, new w/walking beam, tandem axles, vac. over HYD 750.16 tires 8 ply. For 580B etc. well balanced. J. Short, 1889 Montecito, Livermore, CA 94550. Ph. 415/443-0374. Reg. No. 1166575. 5-1.

FOR SALE OR TRADE: '68 TRAVEL TRAILER, 26' self-cont., 2 door eastern bit. Clean. Sleeps 6, \$3,000, or trade for cabin cruiser, 22' or larger, w/trailer. Ph. 209/826-1450. Reg. No. 0386991. 5-1.

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

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

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

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

FOR SALE: 1 TWIN BED, compl. w/ matching 5 drawer dresser & night stand \$175. 1 desk \$35. 1 beveled mirror, 2x26" \$25. W. Thomas, Ph. 707/745-3008. Reg. No. 1203667. 5-1.

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

FOR SALE: APPX 1/2 ACRE CORNER LOT, in Redding, CA, wooded area, paved streets, sewer, gas, water & elect. Can divide into 2 parcels, well & small oak trees. Two other small building sites available. J. Paulazzo, 275-41st St., Apt. 115, Oakland, CA 94610. Ph. 415/658-6539 or 658-3048 after 5 p.m. Reg. No. 865537. 5-1.

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

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

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

FOR SALE: PLYWOOD, filters for equip., table saw, socket wrench, Stanley Planer, Skill saw, Friden calculator, metal desk & chair. W. May, 1801 Notre Dame Ave., Belmont, CA. Ph. 415/593-5242. Reg. No. 1022-439. 6-1.

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

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

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

FOR SALE: MOBILE HOME, retirement lot, Copperopolis, CA, Lake Tullock, utilities in, paved street, club house, tennis courts \$6,000, cash terms to suit you. J. Hardy, Yacht Club Mobile Court, Star Rt. 2, B. 10, Hollister, Missouri 65672. Reg. No. 0299556. 6-1.

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

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

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

FOR SALE: MASSEC-FERGUSON-40, loader/scrapper (Gannon), low hours, like new. \$10,500. F. Biolsi, 23891 Fremont Rd., Los Altos Hills, CA 94022. Ph. 415/948-2184. No. 0714897. 6-1.

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

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

WANTED: 4-10 ACRES in or nr. Sparks, Nevada. No impr. necessary. G. Hillman, 315 No. Kingston, San Mateo, CA 94401. Reg. No. 0691255. 7-1.

FOR SALE: BARBER GREENE SA 40 PAYER, compl. gone thru w/new screed, burners, & drivechains. Best offer over \$17,500. M. Morgan Paving, P.O. Box 5368, Walnut Creek, CA 94596. Ph. 415/938-2538. Reg. No. 1477900. 7-1.

FOR SALE: 1958 DORSET BOAT RUN-ABOUT, 35 horse Evinrude & trailer, exc. cond., must see to appreciate. \$950. Ph. 415/355-2768, 6-9 p.m. weekdays, all weekend. C. Allen, 1726 Palmetto Ave., Pacifica, CA 94044. Reg. No. 0159844. 7-1.

FOR SALE: APPX. ONE ACRE in Modoc County, Lookout, CA. Good hunting, fishing. Road open year 'round. \$1,200 cash. T. Gilbert, 2043 Deerfield Ave., Redding, CA 96001. Ph. 916/243-4169. Reg. No. 0813772. 7-1.

FOR SALE: BATCH GATES & RAILS for 10 wheeler dump truck box. Dump box & Garwood Holst for 10 wheeler dump truck. L. Mulhair, 97 Southbridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 7-1.

FOR SALE: AUSTIN WESTERN GRADER, 99H, Serial No. H3240. Will cons. a trade for 1975 Datsun pickup long bed, automatic. J. Kakuk, 7865 Leona Way, Apt. C, Roseville, CA 95678. Ph. 916/791-0324. Reg. No. 1003111. 7-1.

FOR SALE: 4 BEDROOM, 1 1/2 bath, fam. rm, cpts, drapes, stove. \$72. pymts. \$25,000 f.p. See to appreciate. F. Paxman, 1361 Barbara St., Brentwood, CA 94513. Ph. 415/634-4681. Reg. No. 0754191. 7-1.

FOR SALE: DITCH WITCH TRENCHER, 120, 6' to 12' wide & 3' deep. Like new. \$3,200 or best offer. Call evenings 408/734-4090. Reg. No. 0362840. 7-1.

FOR SALE: 35 passenger bus, GMC 471 diesel, 200 gal. bitch pot hot. Malsbury 300. J. Corbett, 2606 Carpenter Rd., Stockton, CA 95206. Ph. 209/463-7305. Reg. No. 1208766. 7-1.

FOR SALE: WHITE 3000 C.O.E. SERVICE TRUCK, re-built, 5 spd. main & 2 spd. rear axle. Also, T.D.9 front loader, as is. R. Miller, P.O. Box 812, Clearlake Oaks, CA 95423. Ph. 707/998-3079. Reg. No. 1040528. 7-1.

FOR SALE: 1973 MAZDA RX3, 2 dr. automatic trans., 10,000 miles. Like new. L. Brookner, Ph. 408/734-4820. Reg. No. 0290869. 7-1.

FOR SALE: BROWNIE'S DRILLING & TRENCHING, 1974 gross \$60,000. Plenty of business, all equip. exc. cond. plus 2 way radio equipped. Good financing. \$57,500. Ph. 415/656-0848. P. Brown, Reg. No. 0603281. 7-1.

FOR SALE: 10 ACRES recreation land in south Monterey Co. 1,000' county blacktop frontage. \$1,000 per acre. Call for maps & more info. G. Rodriguez, 1851 Bellomy St., Santa Clara, CA 95050. Ph. 408/246-7848. Reg. No. 1022442. 7-1.

FOR SALE: 24 ACRE FARM in Sevier Co., Utah. River frontage. Easy highway access. \$1,200. For details write G. Higgins, R.F.D. Monroe, Utah 84754. Ph. 801/527-4123. Reg. No. 0908570. 7-1.

FOR SALE: WESTERN HOLLY GAS RANGE, in A-1 condition. Ph. 415/686-3856. Reg. No. 0590517. 7-1.

FOR SALE: 15KW 110-220 3 phase generator, New cond. Gas driven, Willys power. \$1,100. M. Graham, 7890 Heron NE, Salem, Oregon. Ph. 503/581-3979. Reg. No. 0943163. 7-1.

FOR SALE: TRAILER, 18 1/2 ft. Prowler, self-contained, butane battery. Exc. cond. \$2,000. Ph. 209/736-2365. Reg. No. 0559677. 7-1.

FOR SALE: SCENIC HILLTOP, 5 acres or more. Water, power, and road. 3 miles from Angels Camp. \$2,000. per acre. Will take low down. Ph. 209/736-2365. Reg. No. 0559677. 7-1.

FOR SALE: G.E. PUMP, Model 5K254XA71A, HP-5, Nema class design B, service factor 1.15 at rated volts 60 cycles, Type K Code H Frame 254P Phase 3, volts 220/440, 40/50 C rise cont at 60/50 cyl. 220 V motors are useable on 208 network systems. Tri clad induction motor, I. Payne, 4170 Rose Ave., Roseville, Ca. Ph. 916/742-0949. Reg. No. 0779761. 7-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

More Filing Requirements...

(Continued from Page 7)

periods may be granted for disability or other specified reasons. In order to acquire a grace period for disability, an application must be filed within one year from the beginning of the time for which the grace period is desired. A renewal application for a disability grace period must be filed the following year. Applications for the other specified grace periods must be filed within two years from the beginning of the time for which the grace period is desired. A renewal application must be filed every two years thereafter. It is important to note that grace periods are never granted for prospective disabilities or employment.

An operating engineer may have both the Joint and Survivor Option and the Level Income Option available to him. In order to elect either of these options, he must file an application with the Trust Fund office prior to the date that his first pension payment is made. The Joint and Survivor Option

must be elected at least 24 months in advance of the month it is to be effective.

In another situation, if a retired operating engineer has been receiving a disability pension and it is determined that he is no longer entitled to receive disability benefits from Social Security, he must notify the Trust Fund office within 15 days of the date he received the notification from the Social Security Administration.

The application for the Pre-retirement Death Benefit must be filed with the Trust Fund office within 90 days following the date of death.

And lastly, any engineer or beneficiary who is denied a benefit has a right to appeal the decision to the Board of Trustees. The rules for filing an appeal are described in Article G, Section 3 of the rules and regulations, but generally an appeal must be filed within 60 days after the date of the denial.

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

JULY

15 Eureka, Tues., 8 p.m.
16 Redding, Wed., 8 p.m.
17 Oroville, Thurs., 8 p.m.
23 Honolulu, Wed., 7 p.m.
24 Hilo, Thurs., 7:30 p.m.
30 San Francisco, Wed., 8 p.m.

AUGUST

5 Sacramento, Tues., 8 p.m.
12 Stockton, Tues., 8 p.m.
14 Oakland, Thurs., 8 p.m.
19 Fresno, Tues., 8 p.m.
21 San Jose, Thurs., 8 p.m.

SEPTEMBER

11 Santa Rosa, Thurs., 8 p.m.
12 Salt Lake City, Fri., 8 p.m.
13 Reno, Sat., 8 p.m.

OCTOBER

7 Eureka, Tues., 8 p.m.
8 Redding, Wed., 8 p.m.
9 Marysville, Thurs., 8 p.m.
15 San Francisco, Wed., 8 p.m.
22 Honolulu, Wed., 7 p.m.
23 Hilo, Thurs., 7:30 p.m.
28 Stockton, Tues., 8 p.m.
30 Oakland, Thurs., 8 p.m.

NOVEMBER

4 Fresno, Tues., 8 p.m.
6 Watsonville, Thurs., 8 p.m.
25 Sacramento, Tues., 8 p.m.

DECEMBER

5 Ogden, Fri., 8 p.m.
6 Reno, Sat., 8 p.m.
11 Ukiah, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, Washington School (Cafetorium), 1633 S. King St.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, 23rd & Valdez.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Salt Lake City, 1958 W. No. Temple.
Reno, 124 West Taylor.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Provo, Carpenters Hall, 600 South, 600 East.
Ogden, Ramada Inn, 2433 Adams Ave.

More Oakland...

(Continued from Page 13)

Center in San Jose. They did a little work in Lockheed and at Redwood City. They are still doing a little work for United Tech at Coyote, as this is an on and off type thing.

Bean is not too busy as of now, but may pick up soon.

All over the area you will find a rental crane working a day here and there, so the brothers are doing pretty well, and will do a lot better as the year goes on.

DREDGING

General Construction is starting in Larkspur. Nick Carlson is supervisor and George Kiefer will be captain on Dredge "Missouri." They are scheduled to start July 7, 1975. Steve Morrell has been in charge of building spill ways and will be the levee foreman.

Dutra Construction is building retention dykes with the usual high quality engineers on the job. Alvin Cardoza is running the rig pulling the Sowerman Bucket

which is a highline dredge bucket set up to work across a big soft area without putting the crane in the muck. Alvin's oiler is Loie Bellah. Jess Blackman is on one dragline with Bill Kelley oiling. Van Martin is on the other dragline with Ken Holly oiling. Charles Briker, Paul Warne, and Cornilius Fields are manning the dozers, with Ted Guinn doing the repair work.

Peter Kiewit & Sons' rig "Thelma" is going to give up about six weeks early so they can get the rig ready to go to Alaska and Umpqua is coming in to finish up the Larkspur job, with the clam dredge seal. Frank Cross, Pat Furnish and Lee Lofton are on the levers, with Lloyd Minick, Ron Canto, and Jim Curtis as mates, and with Frank Ench as captain.

Things are pretty slow right now. If possible, get up to Ranch and retrain if you're off work now.

More From San Jose District...

(Continued from Page 9)

branch manager of Granite Construction Monterey Branch is a director. At its board meeting of June 6, 1975, the board unanimously elected Jack Bullard, business representative in Monterey County, as a director.

The California State Highway Department has several survey crews working on the Pacheco Pass right of way.

This project calls for the realignment of several miles of highway that has been one of the most dangerous stretches of highway in the state for many years. The department has this job scheduled for bid this summer and it should be underway by fall.

The engineers' estimate for the job is about \$5 million.

The City of San Jose and Santa Clara County are in agreement for the construction of a safety barrier down the center of Monterey Highway (Blood Alley) from Ford Road to Cochran Road in Morgan Hill and are now trying to get the funding for this project which will cost about \$2 million.

The city and county as well as the Department of Transportation are also in agreement over the building of the new freeway that will bypass the above blood alley.

Most of the right of way for this new section of freeway has been purchased and we expect that this job will be underway next year.

SANTA CLARA VALLEY

In the Santa Clara Valley and in the west-of-Highway-17 area, the work picture is slowly starting to take on a lighter outlook for the future.

This writer has been recently informed by several contractors in the area that they are starting to get a few more new jobs to bid on.

As we've been reporting to you in our last issues, Freeman - Sondgroth is moving right along with their various jobs in the Santa Clara area. A couple of the bigger ones are the widening of Lafayette Street and the new overpass they are putting in to get into the new Theme Park in Santa Clara. They are also moving right along with the Industrial Park project job off of Lawrence Expressway with the rock being laid for the streets now.

The new hotel for the Great America Theme Park finally got all the bugs out of it and is getting started. We had a pre-job conference with the contractor just recently and all the bids have been let out. This will be a 10-story hotel with concrete block. All the work has been let to sub-contractors. This job will provide work for quite a few engineers for several months.

All the shops and concrete plants in the area are working at their peak now, providing regular work and overtime for a good number of operating engineers.

The semi-annual meeting will be held in San Francisco on July 12, 1975. It is scheduled to start at 1:00 o'clock in the afternoon, so why don't you all come by the San Jose office for some coffee and doughnuts and then ride up with the agents? Try to be at the office early because we're planning on leaving between 11 and 11:30 a.m.

The San Jose office's staff would like to thank all the members who attended the various meetings and showed their support of all the upcoming projects that were threatened to be stopped

by the various "no-growth" groups. The hard hats' attendance to these meetings has definitely made a difference in the way that the Council, Board of Supervisors and City Hall make their decisions!

SANTA CRUZ COUNTY

The work picture in Santa Cruz, Monterey and San Benito Counties hasn't changed much since our last month's report insofar as large jobs; however, there have been several small jobs awarded since May 16.

Granite Construction Co. was awarded a contract to improve Delaware Avenue in Santa Cruz for \$139,838.

Daniels & Shanklin was awarded a contract to construct temporary E M barracks at Fort Ord for \$125,318.

Reese Construction Co. out of Santa Cruz was awarded a contract to build a swimming pool and tennis court at the Aptos High School for \$204,680.

Myers Carter Myers from Sacramento was awarded the job for the bridge structure across the Salinas River on the M. L. Dubach's job between Marina and Castroville.

Madonna Construction Co. was awarded a contract to widen and

improve Highway 17 from Santa Claus Village to Vine Hill Road.

Sorry to report that since our last issue we have had two engineers hurt because of on-the-job injuries. One of them was Jack Russo, an employee for Granite Construction Co. Jack was working on the sewer transmission line in Santa Cruz and was hit in the knee by a 40' section of concrete pipe and has been off work for about three months.

The other one was Boe Benson, also an employee for Granite Construction Co. Boe sustained lacerations and bruises as a consequence of an accident that could have been fatal to him.

He was steering a three-legged roller which was being pushed on a low boy trailer by a backhoe and the bucket on the backhoe slipped and went up, collapsing the hand rail of the buck and pinched Boe between the bucket and the dash board of the roller.

This writer and several other agents had the opportunity to attend a safety course in the safety orders of CAL/OSHA. We found this course extremely interesting and we sincerely hope that this training will help us make our fellow brother engineers' work safer.

More Safety In Mind...

(Continued from Page 14)

or consult your attorney. Do not let the passage of time bar your recovery.

QUESTION No. 7. If my employer carries compensation insurance, must I notify the insurance company?

ANSWER. No. The law only requires that you notify your employer.

QUESTION No. 8. Suppose I report only part of the injuries which I receive, what would be the result?

ANSWER. You might be denied compensation for the injuries which you do not report, chiefly because the employer and the Commission might in some cases be justified in wondering why you did not report all of your injuries at once. They might doubt your later story. At any rate, the collection of compensation for injuries which you do not report in the first instance is made more difficult.

QUESTION No. 9. If I discover that I have injuries which I was not aware of at the time the accident happened, what should I do?

ANSWER. You should report these newly discovered injuries promptly to your employer or his insurance carrier, or to the doctor in whose care the employer or insurance carrier has placed you. Your failure to do so may seriously prejudice your claim for these injuries.

QUESTION No. 10. Is the date of injury necessarily the same as the date of accident?

ANSWER. It is except in the case of occupational diseases, such as silicosis, lead poisoning, etc. In the latter cases, the date of injury is the date upon which the worker first suffers disability and is informed or has reason to believe that the disability is due to the accumulated efforts of exposure to certain conditions in his present and previous employments.

Hopefully, this will answer some of your queries regarding injuries. I would be remiss if I didn't touch on a subject that we continually strive for and I should like to call special attention to all you fine wives—whenever you hear complaints from your husbands (our brothers) about unsafe conditions on any job, TAKE HEED!! The very first thing to do is to advise him that, by law, he has the right to refuse to perform any work that is unsafe. Then he should immediately contact his safety committeeman, steward, business representative and/or safety representative and even alert your co-workers of the hazard. DO NOT LEAVE YOUR JOB but if possible, immediately begin writing down all names, times, dates and any information that can be used to help protect you in the event of difficulties with your employer.

So many times when we ask some of our members about all this important information they just don't remember and, really, no one can all the time. But if you write down the events as they occur, please believe me, IT WILL STAND UP under any sort of cross-examination. There are instances when we have used this written information, scribbled on a scrap of paper, to achieve excellent results.

In closing, if there are any further questions to be answered, contact this office (listed in your *Engineers News* Directory) or call direct to Mr. A. G. (Al) Boardman, Commissioner

Workmen's Compensation Appeals Board
Div. of Industrial Accidents
Department of Industrial Relations
455 Golden Gate Avenue
San Francisco, California 94102
Phone: (415) 557-1771

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