A program to speed up construction of planned water pollution control facilities will create 37,000 new jobs, according to Governor Edmund G. Brown Jr. and James S. Lee, president of the State Building and Construction Trades Council of California.

Local 3 Business Manager Dale Marr immediately hailed the program as a "much-needed shot in the arm for California's construction industry."

"Bureaucratic slowness is always a problem in getting construction projects going, but its especially harmful, and unnecessary, in times of high unemployment like these," said Marr. Marr noted that unemployment in California's construction industry is now 5 per cent.

The basic thrust of the program, according to Brown and Lee, is to cut through red tape and thereby speed up projects bogged down in the efficiency. In this way available federal, state and local funds could be used and about $1 billion could be pumped into the state's economy.

According to Brown some of the funds for the program have been on hand since 1976 but was "lost in a blizzard of paperwork."

Within the jurisdiction of Local 3 about $176 million in water projects are now ready for construction. The largest of these projects will be construction of secondary sewage treatment facilities for the city of San Francisco.

Under the new program construction of the first part of these facilities is scheduled to begin in July of this year with other sections projected in California and by 1978. This amounts to an acceleration of from one to three years over the previous plan.

The total cost of the four-part San Francisco project will be about $11 million and 1,022 new jobs will be created.

Other projects in the jurisdiction of Local 3 that are now ready for construction are:

Phase II of the Northeast Interceptor System in Sacramento County at a total of approximately $157 million. This project will begin in July of 1976, six months ahead of previous plans, and will create about 950 new jobs.

Phase I interceptors and interim expansions in the Mono Lake Peninsula area at a cost of $6 million. This will begin in July of 1976, six months ahead of previous plans, and will create 150 new jobs;

Treastment disposal facilities in Sonoma County at a cost of $5 million. This project will create about 150 new jobs and will begin in May of 1976, one year ahead of schedule;

Regional interceptors in the city of Eureka at a cost of $7 million, to begin six months ahead of schedule in September of 1975. This project will create 175 new jobs.

In addition to these projects now ready for construction the new program outlines $1.3 billion in projects now in the planning stages which will also be accelerated.

These include: Central Contra Costa Sanitary District, $153 million, 390 new jobs; East Bay Dischargers Authority, $98 million, 2,900 new jobs; East Central Contra Costa County Water Management Agency, $49.5 million, 1,240 new jobs; Marin County Sanitary District No. 1, $21.9 million, 160 new jobs; Marin County Sanitary District No. 6, $42 million, 1,060 new jobs; City and County of San Francisco, $158 million, 3,360 new jobs; South Bay Dischargers, $73.6 million, 1,670 new jobs; South Marin Sub-Regional Sewage Agency, $21.1 million, 530 new jobs; Monterey Peninsula Water Pollution Control Agency, $64.3 million, 1,550 new jobs; Western Nevada County Water Authority, $4.4 million, 160 new jobs; City of Jackson, $3.3 million, 60 new jobs; City of Stockton, $2 million, 40 new jobs; City of Turlock, $3.2 million, 60 new jobs; Cities of Gilroy and Mountain View, $1.2 million, 65 new jobs; City of Santa Cruz, $1.2 million, 350 new jobs; City of Watsonville, $9.5 million, 240 new jobs; City of Davis, $2.2 million, 55 new jobs; Sacramento Regional County Sanitation District, $29.5 million, 740 new jobs; City of Modesto, $5.2 million, 130 new jobs.

EXECUTIVE BOARD MEMBERS Shochi Tamashiro, Ed Jones, Kay Leishman and Tee Zhee Sanders separate survey cards into yes and no boxes prior to counting by computer. The no votes won by a large majority.

Grievance Committee Elections Held

Rank-in-file members from nine Local 3 districts elected 22 incumbents and eight other members to district Grievance Committees in elections held in January and February.

Elections began on January 14 in Eureka. Other districts to elect Grievance Committees were San Francisco, Oakland, Stockton, Fresno, Marysville (at Oroville), Redding, Sacramento and Honolulu. Elections in San Jose, Santa Rosa, Reno and Utah will be held this month.

New Grievance Committee members were:

- Harold Hansen, Oakland; J. R. Watson, Stockton; Gerald Davers and Richard Basler, Marysville; Charles Blackburn, Redding; Charles Brushar, Sacramento; Herbert Donning, Honolulu; David Camacho, Blyth.

Incumbent Grievance Committee members re-elected were:

Jim O'Brien, Willis Bennett and Bob Gilman, San Francisco; Hale Mason and Ray Boyer, Oakland; Lawrence Chapman and Boyd Hughes, Stockton; Otto Sherskati, Pete Childers and Mickey Dillon, Eureka; Norby Flanagan, Larry Braden and Marion Wulson, Fresno; Cy Steward, Marysville; John De Jong and Lou Barnes, Redding; William J. Pawl and Glen Roberts, Sacramento; Richard Lacar and John Hoplin, Honolulu; Jarle Matsumi and Clifford Britto, Blyth.

See More PENSION, Page 5

Vial Appointed To Heard DIR

California Governor Edmund G. Brown Jr. this month fulfilled a campaign promise to labor by appointing Donald Vial, former director of research for the California Federation of Labor, AFL-CIO, as director of the state's Department of Industrial Relations.

The appointment of Vial, 51, to the post makes good a campaign pledge to name a unionist to head the department.

Vial, most recently chairman of the Center for Labor Research and Education, Institute of Industrial Relations at the University of California at Berkeley, is a native Californian and has a Masters degree in economics with specialization in labor. Prior to becoming director of research with the California Labor Federation in 1969 he was a research economist with the same organization.

See More APPOINTMENT, Page 2
Dear Dale,

Would you please tell me how long a member can work out of Local 3? I am a member of Local 5, aged 58, and I work 70 hours a week. I am a 34-year member of the operators, 24 years a member of Local 3, and have very little quota of hours in. I was offered a job here in Colorado. I came here in September 1972 and my job will last until early summer. In these times I don't feel that I could offer more than $20 an hour, that is the time I would like to return my A status is that you earn three-quarters of a Future Service Credit in the 36-month period prior to the time of your registration.

The requirements for earning Future Service Credit depend upon your age. If you are under 60 you will be awarded one-quarter Future Service Credit for every 300 hours you work for an obligated employer in a calendar year. If you are over 60 you will be awarded one-quarter Future Service Credit for every 300 hours you work for an obligated employer in a calendar year. Therefore, in order to retain your A status you must work at least 1,650 hours for an obligated employer in the three years before registration if you are under 60; and at least 1,000 hours if you are over 60. However, if you only work these minimum hours you will not be entitled to service credit, and so that many of you are. I believe this is true because you must actually earn three-quarters of Future Service Credit.

Dale MARR, Business Manager

How And Where You Should Complain

By SIDNEY MARGOLIS

Consumer Expert for Engineers News

Some manufacturers also have set up central offices to receive complaints. Sometimes the public opinion about a manufacturer is so high that the complaints actually can deliver. For example, in Alcoa, of the Nussbaum County, N.Y., Office of Consumer Affairs, a consumer complained to him that the same time is not available to absolutely all the problems referred to him. And do industry panels have any enforcement power. Actually, for the most part, the only effective way to finally solve the many complaints about quality, service, etc., is to establish basic quality standards that manufacturers would adhere to. Pending development of more such standards, if you have a serious complaint the only available course is to take it through a process of redress. To write to the president of the company involved. You can get his name from the board of directors in your library or from the company itself. If you cannot get credit from the company, try the industry panel if there is one. If no redress is available from the industry panel, you may want to make a complaint to the labor-government with the job description in that area. Sometimes the agency may be unable to interfere with the problem, and then you may have to refer your complaint to another source for help. Fortunately, state and federal labor departments are aware of consumer problems and realize that complaining consumes and customers are not necessarily bother-

Regional Contract Meeting Set

Officials of the International Union of Operating Engineers and the Associated General Contractors will meet in San Francisco in April to explore the possibility of a 15-state master contract, the representational agreement in the history of the construction industry. UIOE and AGC officials will meet April 14-16 at the Fairmont Hotel to consider drafting an agreement that would cover 111- 00 operating engineers. The decision to consider the huge contract was reached at a meeting last month in Phoenix, Arizona. According to James J. Twombley, executive vice president of the Western Conference of Operating Engineers, the move is aimed at curbing the proliferation of open shops.

He also said that it could serve to discourage the proliferation of open shops.

Among the key areas of concern to both union and management are inflation, jurisdictional disputes, environmental problems, energy shortages and manpower. The requirement for earning classifications will also be one of the prime goals of the three-day conference.

More DIR Appointment...

(Continued from Page 1)

Vial's previous labor experience also includes a term as president of Local 3 of the Office and Professional Employees International Union. At present he is a member of the National Board of the University Labor Education Association, and a member of the Steering Committee of the AFT-CIO, Local 164 and AFT Local 199.

In addition to extensive labor experience Vial is well acquainted with state politics. He functioned as a legislative advisor to

Pension Referendum—Results of the mail referendum on the proposed pension plan are tabulated and the membership has rejected by almost two to one such a pension in the proposed form. We think they were wise to do so. However, we will continue to seek out sound ways to improve our present pension program and I am sure that when the dollar value and broad membership coverage come together we will be back for your consideration of a Service Pension.

Kaparowits Project—Elsewhere in this issue, we have prepared a story on the proposed Southern California Edison's Kaaparowits Powerhouse slated for construction in southern Utah. We have been working hard with our political friends, national construction and management leadership to get a union project agreement similar to the Alaskan Pipeline Agreement. This would assure a union-managed construction site and would provide long-term jobs for a great number of our brother engineers.

Regional Negotiations—At a recent meeting of the I.U.O.E. Western Conference business managers in Phoenix, Arizona, ground work was laid with A.G.C. for possible future negotiations of a master contract covering brother engineers in 13 western states. Efforts along this line will continue at an April meeting scheduled for San Francisco. Details can be found elsewhere in this issue. Let me say that a great deal depends on the success of this bargaining effort. Good union contractors must be able to compete with the non-union and double-breasted contractors who have been increasing their construction building by leaps and bounds over the past few years. We will participate and keep a close watch on the important meetings.

Brother Brown's Actions—We were pleased to note that Governor Edmund G. Brown, Jr. moved strongly last week in the area of unemployment by pushing for release of some $544 million in funds for construction and improvement of state-wide water sewage projects. This will put a great number of our members in particular and building trades in general to work. We were also pleased that he kept his promise in giving the State Department of Industrial Relations back to Labor leadership by appointing Don Vial, a real labor pro and a man with a certain amount of political clout at the University of California, Berkeley. Brother Vial had our unqualified support for this position. We hope Brother Brown continues to demonstrate this type of leadership in employment-employee agreements.

New Assemblyman Mori—He was our guy and we couldn't be prouder of his overwhelming victory. We are talking, of course, about Floyd Mori, the new Assemblyman from the 15th District, Southern Alameda County. We gave Assemblyman Mori support because he best represents our concerns for the future. Mori succeeds the late Carlos Bee to Labor and the Democratic Party—We also applaud the construction and improvement of state-wide water sewage projects. This will put a great number of our members in particular and building trades in general to work. We were also pleased that he kept his promise in giving the State Department of Industrial Relations back to Labor leadership by appointing Don Vial, a real labor pro and a man with a certain amount of political clout at the University of California, Berkeley. Brother Vial had our unqualified support for this position. We hope Brother Brown continues to demonstrate this type of leadership in employment-employee agreements.

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Sacramento Scene

Much Legislation Heard In Committees

By EDWARD P. PARK,
Director of Education & Research
California Highway Commission

The Senate and Assembly weekly histories dated Feb. 20, 1975, tell us that 473 bills have been introduced in the Senate and 373 in the Assembly. Feb. 25th also marked the Senate 30th and the Assembly 21st legislative days. I do not need to remind you how the Assembly edged ahead of the Senate by a day but in the long run it does not mean much. I hope the stronger standards will happen.

Two Assembly bills and one Senate bill have been introduced. Three doesn’t seem like very many out of the 1,460 that have been introduced since Feb. 20th. Many of them are not as bad as it looks. Prior to the advent of the two-year sessions, very few bills would have been heard in committee by this time. Things have been speeded up somewhat and hopefully this will alleviate the habitual end of session jungle jam. It would be expecting too much to hope that it might be eliminated entirely.

Senator Dills and Assemblyman Berman, co-authors of Senate Bill No. 18, conducted a hearing on this bill or more accurately, on the Senate highway construction in each county in the proportion that its population bears to the total population of the state; and (b) the net revenue derived from the other increase in the tax rate be allocated for the construction and maintenance of city streets and county roads in each city and county in the proportion that its population bears to the total population of the state.

However, there are provisions in the bill where under certain conditions, some amounts could be allocated for construction of mass transit gateways. We are not prepared to say this is a good bill but it is presently what we have. It is evident that something along this order must be considered if we are to maintain any fiscal solvency in our highway funds. The highway system will suffer increasing implementation problems due largely to the inflexibility of its capital program, and the increased cost of the gasoline tax, to keep pace with inflation. The purpose of the highway system decreased by 50 percent in 1974 alone. Unless something is done, we will be out of matching funds in the near future, and will be unable to maintain federal funds as they become available.

Commissioner Vernon Cristina of the California Highway Commission has called for a two-cents-per-gallon increase in California as a means of alleviating the critical safety problems on our state highway system. He cites two reasons why this should be done now... “First, there is the critical need to maintain our highway system. In addition, the gas tax is in the midst of a recession and it is important to get this fund into circulation as soon as possible.” We should support this reasoning.

On Feb. 25th, the California Highway Commission considered a very large agenda. We must mention a few of the items. In the Sacramento area, the consideration of reserving portions of the freeway adoption of Highway 50 is interesting. Project 5044 reflects the request of the Sacramento Board of Supervisors, but it also points out the short-handedness of abandoning a transportation corridor. Forgetting about the mode which may finally be adopted, we need to maintain these corridors. The Commission rejected the Department’s recommendation concerning Highway 50 and instructed the department to come up with plans as to what can be done with the present alignment. Senator Berry-

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A Personal Note From the President's Pen

Pacific States Steel Agreement Negotiated And Ratified

By HAROLD HUSTON,

On behalf of all the officers of the Operating Engineers Local Union No. 5, may I take this opportunity to extend my congratulations to the Pacific States Steel negotiation committee. From left to right, Bill Van Deusen, Local 3 President Harold Huston, Bob Skidgel, District Representative and Ed Luna, William Carmichael, Emile Pierce, and Tom Barks, Business Representatives, were on the Pacific States Steel negotiation committee. From left to right, Bill Van Deusen, Local 3 President Harold Huston, Bob Skidgel, District Representative and Ed Luna, William Carmichael, Emile Pierce, and Tom Barks, Business Representatives, were on the Pacific States Steel negotiation committee.

The negotiating committee consisted of the following: Harold Huston, District Representative; Bob Skidgel, district representative; Buford Barks, business representative; William Carmichael, Emile Pierce, and Thomas Van Deusen, business representatives. The members of the committee were responsible for ensuring that the agreements were fair and just to all parties involved.

The negotiations were successful in securing a new agreement that would benefit all the parties involved. The agreement included provisions for wage increases, job security, and improved working conditions. The members of the committee were proud of the work they had done and were looking forward to a future of cooperation and mutual respect.

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**Huge Powerhouse Planned For Utah**

A new powerhouse which promises to be the largest single construction project to be built in the history of Local 3, is slated for construction in the extreme southern part of Utah, 30 miles from the state boundary.

The 3,000-megawatt Kaiparowits Power House, with an estimated cost of $3 billion, will take approximately 10 to 14 years to complete and will provide over $500 million in wages for building and construction tradesmen.

The huge operation, which is expected to provide energy equivalent to 33 million barrels of oil each year, has been in the planning stages for 12 years. Southern California Edison will be the owner of the powerhouse and it is uncertain at this time whether or not the project will be built on a union basis. Three major companies are being considered as the prime contractor: Bechtel, United Engineering Company and Brown & Root. Brown & Root is a non-union contractor.

If this job is done on a union basis predictions are that the agreement will be written so that it is locked in to the point of the power plant pipeline. This would guarantee that under no conditions would there be any strikes, slowdowns, stoppages or jurisdictional disputes. The agreement would guarantee that the job be done strictly on a union basis.

In direct relation to the power plant, Kaiser is to build and operate a mine and mill that will furnish the coal which will be the energy source for the power plant. This operation will be the free world’s largest underground coal mining complex with an annual production of 12 million tons.

The total cost of this expansion is estimated to be over $900 million. As a result of the power plant and permanent mine and mill, a town of about 20,000 people will be constructed at the ground up. At present, the nearest town is Glen Canyon. Utah, which is 10 miles away. Page, Arizona is about 25 miles from the construction site.

**The following story was given to a Local 3 business representative by Steven Gunter, the son of operating engineer Jerry Gunter. On Saturday, March 29 a blood drive will be held to help replenish the Engineers' blood bank and to replace blood for Steven Gunter.**

**Engineer's Son Needs Blood**

*Continued from Page 1*

...I almost always have to go to the hospital. I can't run really fast like the other kids. I can't play football or climb trees. They sometimes make fun of me. I feel bad. I want to be just like a two-wheeler bike. My mom is kind of nervous. I don't like to make mom worry.

What helps a lot is that people give blood for me. It helps because when I run a little too fast or play too hard or I fall, I can go to the hospital and use their blood and it makes me stronger. A lot of people donate blood for me, but it's not enough. It's hard to be careful all the time. I am only five. I'd be really happy if you could donate blood for me. My dad said it doesn't hurt or take a lot of time. Then maybe next year I can climb trees or run as fast as the other kids. I will have to go through this for the rest of my life, and I sure will appreciate all the blood I can get.

Thank you

Steven Gunter

**More On Service Pension**

*Continued from Page 1*

...they would end up paying for something that simply benefited a small percentage of the membership."

Marr said that he wanted to stress the fact that he is not against service pensions and that the defeat of the service pension at this time does not rule out considering it again at some time in the future.

"This was just a bad time to be thinking about a service pension," Marr said. "The economy being what it is, when so many members are having a difficult time earning one pension credit per year because of the cost of construction work, it just isn't a good dollar buy for so many underemployed members to finance a plan that will help only a few."

Marr said that he would not hesitate to offer the service pension to members again when work is more readily available and a more equitable plan, one that would benefit the entire membership, is proposed.

He said that since the service pension was rejected, pension money that has been accumulating in a special fund since July 1, 1974 will be applied to the existing plan by action of the Board of Trustees.

**More Complaints...**

This panel of well-known consumer officials and home economists is sponsored by appliance manufacturers and retailers to try to resolve complaints. AUTOCAP is the name for similar local panels recently established in some cities as an experiment in settling complaints related to cars and equipment. These panels are being sponsored by the National Automobile Dealers Association, 2900 K St., N.W., Washington, D.C. 20005.

Another trade association which you might notify if you have a car complaint is the Automobile Manufacturers Association, 1515 Massachusetts Ave., Washington, D.C. 20005. The Industry Safety Council, 765 National Press Bldg., Washington, D.C. 20004.

FICAP is short for the Furniture Industry Consumer Action Board, 123 W. C St., Oceanside, N.Y. 11572. FICAP seeks to handle complaints about furniture products. The Western States exploration agreement for diamond core drilling. With...
MARYSVILLE ENGINEERS pose outside the Marysville Blood Donor Center and display the hard hat decals they devised. At right is the decal, which will soon be available in all district offices to engineers who donate blood.

Donor Decals Have Marysville Origin

Last summer a group of men who were then working at Zurn Engineers in Orland on the Tehama-Colusa Canal gathered to discuss the idea of the blood bank. These men visited District 3 blood banks. These de- cals, the idea and work of the men from District 60, will soon be available at all district offices.

District 60 Having Slow Winter

At Oroville, Continental-Heller was low bidder on the new sewage treatment plant, and H. M. Byars was low bidder on the second phase of underground. Rodriguez Underground Construction was already low bidder on the first phase of underground work. The total of these bids is approximately $46 million. One of these bids has been awarded as of the date of this writing, but should be shortly.

The work on the west side has slowed down considerably. The recent rains have shut down work on all the jobs. H. M. Byars started back to work at Wil- low Creek and worked about two weeks before they had to stop because of the rain. K. S. Mistry and Mother Chin Construction should just about have their work on the Glenn-Co osa Canal Extension. Construction was accomplished by the time you read this article. These jobs have helped secure the contractors without an extra bonus through the winter months.

The Colby Crane will receive Yard Tonnage at the Supply 24 Crane will receive Open Tonnage at the Supply

DREDGE 21 will be the only two required for the 60 days of underground work. The Colby Crane will be used for the upcoming work. Work on the north side has slowed down because of the rain. Work on the south side has slowed down because of the rain. Work on the west side has slowed down because of the rain. Work on the east side has slowed down because of the rain. Work on the north side has slowed down because of the rain. Work on the south side has slowed down because of the rain. Work on the west side has slowed down because of the rain. Work on the east side has slowed down because of the rain. Work on the north side has slowed down because of the rain. Work on the south side has slowed down because of the rain. Work on the west side has slowed down because of the rain. Work on the east side has slowed down because of the rain.
Recent Improvement

Care In Convalescent Hospital Covered

One of the recent improvements to the Operating Engineers Health and Welfare Plan in Northern California was the addition of convalescent hospital care. Recognizing the tremendous expense that can befall a participant recovering from a prolonged illness or injury, the board of trustees adopted provisions designed to absorb much of this financial burden.

The convalescent hospital care benefit is an extension of the general hospital benefits that are payable by the plan. Confinement in either or both type of facility is subject to a 365 maximum. However, each two days of confinement in a convalescent hospital will be counted as one day in a general hospital toward the 365 day maximum.

The plan will pay all of the first $20 per day room and board charges and $100 of the miscellaneous extra plus 85 per cent of the reasonable charges in excess of these amounts.

Benefits are payable when the convalescent hospital confinement is recommended by a physician who certifies that the confinement is necessary for the continued treatment of an illness or injury. The confinement must begin within 14 days after a participating member has spent at least three consecutive days in a general hospital, and be for the same or related cause which made the hospitalization necessary.

It is important to note that the plan imposes certain requirements as to the qualifications of a convalescent hospital. These requirements are to insure that an institution has the facilities and staff to provide the very best care to an operating engineer or a member of his family. To qualify a convalescent hospital must be an institution that is regularly engaged in providing skilled nursing care for sick and injured persons under a 24-hours-a-day supervision of a medical doctor or a graduate registered nurse. The convalescent hospital must have available at all times the services of a medical doctor who is a staff member of a general hospital, and have on 24-hours-a-day duty a graduate registered nurse, licensed vocational nurse, or practical nurse and has a graduated registered nurse on duty at least eight hours per day. The hospital must also maintain a daily medical record for each patient and comply fully with state and federal licensing requirements, as well as any other legal requirement.

Charges for private nurses, rest homes, drug or alcoholic centers will not be considered for reimbursement under the provisions of the plan.

This type of benefit is unique among negotiated health plans and characteristics of the innovativeness of Operating Engineers Local 3.

Kaiser Option Requires Use Of Kaiser Facilities

During the past couple of months, the Trust Administration Office has received a large number of claims from operating engineers who elected the Kaiser option for medical expenses incurred outside of Kaiser facilities. Although there is a provision under the Kaiser option for emergency outpatient care, it does not cover treatment of services that are available under the Kaiser plan.

If you and your family elected Kaiser coverage in November of last year, Outlook would like to remind you to make use of the Kaiser facilities for your medical needs in order to avoid having to pay the medical expenses yourself.

The Kaiser option will be available to participating members again in November, 1975, as well as the opportunity for those members currently under the Kaiser program to revert to the Comprehensive Benefits Plan if they so desire.

More Forum...

[Continued From Column 1]

status or eligibility for retirement, but do not figure in the amount of benefit that is earned each calendar year.

Once the distinction is made between the manner in which a member earns "past service credit" and "future service credit", the only thing left to do is to combine them to determine the total number of pension credits. The dollar value that your total pension credits represent is your monthly pension benefit once you retire, but the computation is another story which we can get into in depth in another article. What I would like to clarify is that a combined total of ten pension credits, past or future, must be earned before an operating engineer can qualify for pension benefits at the age required by the rules and regulations of the plan. In addition, at least two quarters of the total of the ten credits must be future service credit.

Fringe Benefits Forum

What Are Service Credits?

By ART GAROFALO, Director of Fringe Benefits

During a recent round of meetings one of the questions that was most frequently asked was the difference between a "past service credit" and a "future service credit" and their effect on a member's pension.

According to the rules and regulations of the Pension Trust Fund for Operating Engineers, an operating engineer will receive credit for employment in each year prior to the year in which his contribution date occurs, during which he was employed or was available for employment in any geographical jurisdiction of Local No. 3. He must have been employed for at least 32 weeks to be entitled to a full credit, although partial credit is granted in quarter units if a man worked or was available for employment for less than 32 weeks during the year. In addition, he must have been employed by a contributing employer or on work of the type covered by a labor agreement with Local No. 3 that was in effect on January 1, 1969.

Past service credit is also available to a member who was employed on a regular basis by Local No. 3 as an officer, representative, administrative staff member, dispatcher or accountant.

Members may also be entitled to a maximum of two past service credits for periods of military service in the Armed Forces of the United States which he retained reemployment rights under the Federal law. Included in this category are periods of imprisonment by a declared enemy nation during World War II. For such past service credit to be granted, the member must have been employed by a contributing employer under such conditions that he would have been entitled to past service credit immediately prior to his military service or have been employed in a covered classification in the way and for the purpose for which he was taken prisoner as a result.

Any engineer who was a member of a bargaining unit which began its contribution to the Operating Engineers pension plan after December 31, 1965 may only receive up to ten past service credits.

Past service credit for employment with a public agency, or by an employer who does not contribute to the pension fund and had a recognized company plan in which an engineer was a participant is limited to five past service credits, and they are only granted if the engineer earns at least two future service credits.

Past service credit is never granted for any period of employment for which a pension is payable under any other pension program.

The Trust Fund Office employs a number of means to verify your eligibility for these past service credits. They are computed only when a member has filed an application for pension benefits and yield different dollar values depending on a member's bargaining group.

Future service credits, on the other hand, are based on the number of hours a member works in a calendar year. The Trust Fund Office counts a member earning employer after his bargaining group contribution date. From his contribution date until January 1, 1966, an operating engineer earned future service credit according to the following schedule:

<table>
<thead>
<tr>
<th>Hours Worked for Employers in Calendar Year</th>
<th>Future Service Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 250 hours</td>
<td>None</td>
</tr>
<tr>
<td>250 to 499 hours</td>
<td>One Quarter</td>
</tr>
<tr>
<td>500 to 749 hours</td>
<td>Two Quarters</td>
</tr>
<tr>
<td>750 to 999 hours</td>
<td>Three Quarters</td>
</tr>
<tr>
<td>1000 hours and over</td>
<td>Four Quarters</td>
</tr>
</tbody>
</table>

Beginning in 1966, an operating engineer who was younger than age 60 could earn a fifth quarter of future service credits for each hour worked as a contributing employer in a calendar year, thus:

<table>
<thead>
<tr>
<th>Hours Worked for Employers in Calendar Year</th>
<th>Future Service Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 hours and over</td>
<td>Five Quarters</td>
</tr>
</tbody>
</table>

Also beginning in 1966, an operating engineer who was age 60 or over started to earn future service credit according to the following schedule:

<table>
<thead>
<tr>
<th>Hours Worked for Employers in Calendar Year</th>
<th>Future Service Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 300 hours</td>
<td>None</td>
</tr>
<tr>
<td>300 to 599 hours</td>
<td>One Quarter</td>
</tr>
<tr>
<td>600 to 899 hours</td>
<td>Two Quarters</td>
</tr>
<tr>
<td>900 to 1199 hours</td>
<td>Three Quarters</td>
</tr>
<tr>
<td>1200 to 1599 hours</td>
<td>Four Quarters</td>
</tr>
<tr>
<td>1700 hours and over</td>
<td>Five Quarters</td>
</tr>
</tbody>
</table>

Since more than one future service credit may be earned in a year, it is now possible for an operating engineer to acquire the ten pension credits needed to qualify for vested rights or pension benefits in eight years. Of course this will entail earning one and a quarter future service credits in each of the eight years.

There are certain circumstances where an operating engineer may receive service credit, just as though he were working, during periods of military service in the Armed Forces of the United States. If you were working as an operating engineer in the Armed Forces of the United States, you did your active duty and then returned to the trade immediately after your discharge, you may qualify for a special future service credit. To think that this provision might apply to you, contact the Trust Fund Office so that a determination can be made.

Dollars and future service credit is based on a fixed dollar amount from a member's contribution date until 1968. The fixed dollar amount is dependent on the member's bargaining group contribution rate at that time, and the dollar value is based on a percentage of the total contributions that are received on a member's behalf. In other words, since 1969, pension credits are important in determining a member's vested See More FORUM, Column 1
A word of advice to the apprentice:

"HE WHO FAILS TO PREPARE—PREPARES TO FAIL."

This quotation is aimed at an apprentice operating engineer presently in the apprenticeship program. Every apprentice who is concerned with becoming an operating engineer with the skills and ability to enter the work force as a journeyman, should prepare himself with a good work attitude, wear the necessary protective clothing and try to develop good work habits.

With personal effort the apprentice can compete with journeymen who have qualified themselves without the advantages of an apprenticeship program or the advantages related training or Rancho Marita, where several millions of dollars of equipment is presently in the apprenticeship training program. Then, if anyone can tell me the cost of training people.

The reason I say that is 35,000 members in the organization and probably about 5,000 people on the outside that are in another industry and from their point of view. So statistics are not meaningful except to the extent that you can use them and get the information you feel is accurate.

Some recent statistics published in a San Francisco paper supposedly reflect the cost of a pupil for a given length of time in the San Francisco public school systems. Now those statistics are meaningless to be meaningful must be based on a base from which they got those statistics and I'm wondering, does that include a base of a school in the lavatory as well as the cost of maintaining the grounds that the schools are on. Does it include the school buses, and does it include the cost of that teacher's pension or his possible pension? I would like to include those statistics as published in a San Francisco paper and these are for maintaining a pupil in a school and when that individual completes school, compare him with the knowledge he has gained going through an apprenticeship program. Then, if anyone can tell me the cost of training an apprentice is so much, I would like to know about that.

"Schools, eyeing payroll slash. ANALYSIS by Stephen Cook. As costs about for ways to trim its fiscal sails, the San Francisco School Board took its first and apparently small step to cut.

Fiscal experts tell the board it would find savings of $4 million this year and $6 million next year to be feasible. The cut in the General Fund means that every child's education would involve a substantial amount of time and another important point is the requirement of those people who are only interested in statistics and are not interested in what a man can learn. Statistics are like those statistics posted on a lot of fortnights or Graupens and they can tell you by percentile and by milligram what is inside that box, and you open the box and there is only three quarters of a box of material there, but the outside doesn't say that and neither do the his employees' compensation statistics may be great when you are talking about Graupens but they certainly aren't going to be great while you are working out in the field. Would be deep gashes in education programs. Now those statistics are meaningless to be meaningful must be based on a base from which they got those statistics and I'm wondering, does that include a base of a school in the lavatory as well as the cost of maintaining the grounds that the school building sits on, or does it reflect the cost of training people.

The cost of the equipment as the initial investment is substantial because you can buy a carpenter's hammer or electrician's screwdriver at a very reasonable cost and that is for a tool. However, the operating engineer has to have a tool that costs thousands and thousands of dollars and that's just for one man. The high cost of training is finding the apprentice while he is employed out in the field and they have moved the machine, or the job is shut down, or he just didn't show up for work because he was sick or maybe he was involved in an auto accident, or the expensive equipment gets damaged and the man is supposed to be no man—and that's wasted time and effort.

But the costs continue to go on to do that type of operation. And there is the little cost of them going to be the supervising and supervision and sometimes Mr. Journeyman of why that apprentice is there and what he should learn and how he should be taught. It takes a substantial amount of time and expense to compile and analyze the reports of those people who are only interested in statistics and are not interested in what a man can learn. Statistics are like those statistics posted on a lot of fortnights or Graupens and they can tell you by percentile and by milligram what is inside that box, and you open the box and there is only three quarters of a box of material there, but the outside doesn't say that and neither do the his employees' compensation statistics may be great when you are talking about Graupens but they certainly aren't going to be great while you are working out in the field.

If there were any way to compile statistics that would give us a true cost of training a man in this industry, you would have to compile statistics and percentages from about 60,000 different points of view. The reason I say that is 35,000 members in the organization and probably about 5,000 people on the outside that are in another industry and from their point of view. So statistics are not meaningful except to the extent that you can use them and get the information you feel is accurate.

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The reason I say that is 35,000 members in the organization and probably about 5,000 people on the outside that are in another industry and from their point of view. So statistics are not meaningful except to the extent that you can use them and get the information you feel is accurate.
He said a shocking example of the payroll's fat is the decreasing class size.

From October 1974 to October 1975, the average class size in elementary schools dropped from 20.3 to 21.4.

The present size is well below that established by the board as a policy. The policy limits the class size for first grade to 30, for second and third grades to 25, for fourth and fifth grades to 30, and for sixth grades to 30.

The board is in true in junior and senior high schools. The average academic class size in the junior highs in 1968 was 35.7. This year it is 25.3. The average academic class in senior highs in 1968 was 29.2. This year it is 25.3.

Eickert also has cited a comparison in San Francisco with that in the state's other "Big Five" school districts. Using budgets from Fall 1973, he said:

- San Francisco spends $30.48 per pupil on administration.
- Oakland spends $73.67, Long Beach $32.69, Los Angeles $29.56, and San Diego $28.56.
- San Francisco spends $85.03 per pupil on principals' salaries.
- Oakland spends 48.43, Long Beach 43.51, Los Angeles 56.44 and San Diego $40.03.
- San Francisco spends $102.86 per pupil on teacher salaries.
- Oakland spends $98.69, Long Beach $97.67, Los Angeles $98.68 and San Diego $97.94.
- San Francisco's total instruction program costs $1,120.58 per pupil.
- Oakland's costs $779.35 in Long Beach, $998.68 in Los Angeles and $748.56 in San Diego.

Why, when faced with such extraordinarily high personnel costs and obvious over-staffing, wouldn't the board move to reduce the district's teaching and administrative staff?

It has been cut staff by attrition. Two years ago there were 541 administrators. Now there are 315. Two years ago there were 4,138 teachers in the classroom. Now there are 3,922.

Eickert said, the district won't save enough money simply by attrition. It has projected $16 million in savings this year.

He has suggested a cut-back of about 100 certified employees, but the board, thus far, has indicated a reluctance to let anybody go.

The board seems constrained by both political and legal considerations.

Mass firings of public employees in a labor town such as San Francisco could be politically disastrous.

All administrators appointed before 1971 hold their jobs for life, thanks to San Francisco's charter. Those hired since 1971 are on four-year contracts.

And the California Education Code says school districts can lay off teachers in proportion to the loss in student enrollment the previous year.

"School districts that have attempted to lay off teachers have had very little success," said Eickert. "The courts say if you lay somebody off, you have to abolish a program."

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The Coordinator As Troubles Shooter

By LARRY BUSBY, Coordinator

The training coordinator is similar to your counselor in school. If you have a problem, make him aware of it and possibly he can help alleviate it. If he finds you have a problem, he will make you aware of it and possibly he can help you overcome it. If after counseling, the problem still exists he is bound by regulations that inform the appropriate Sub-JAC which in turn, will take action to stop the existing problem.

Neither the JAC nor the coordinator have personal axes to grind. They will and do help any apprentice who will help himself. Unfortunately, the apprentices who make the most noise are not the ones who will take the time to help themselves. These apprentices are just plain obstinate. They are the ones who say, "Your rules are just for other apprentices." These people are quite often the ones who never complete a program because of this attitude... this attitude carries over to their employer. "I don't have to do like other apprentices. I'm ME." Unfortunately, Mr. Employ is not about to pay for it. He's paying to do a good job, so if you're going to work at his expense, then you'd better do it right.

On the other hand, the apprentice who will not comply with the wishes of his constructor is the first to be laid off, if there is a layoff, it is not terminated before hand.

A proper attitude is most important. You have to want to learn and you have to convey this want to the people you are working for. If this is what you want, then you will try to help you learn.

We were pleased to see a few of you coming to the apprentice training committee meetings. This is also a form of training although not on equipment. This is a form of training that is either yours or your chance. You must be well aware of your job to do it well. Remember, you are the one who was chosen.

The apprentices who comply with their constructor's wishes and try to learn as much as they can in the time allotted are, quite often, the last to be laid off as the work slows down. On the other hand, the one who learns, is a native if Hilo. While in San Diego, he was employed by the Gull General Atomic Company as a production control manager in the nuclear industry. When the industry was closed due to a nationalized area, it was difficult for Brother Kuhl to find a suited position. However, while he was talking to his brother-in-law, a Local 3 engineer working under the EPA program, he was dispatched to Morison-Knudsen Company in the San Diego area.

He was dispatched to Morison-Knudsen Company in the San Diego area, from where he was dispatched to Allied Aggregates, Inc. and worked with the company until he completed his program. Upon completion of his GIL apprenticeship, he was given a blue-collar status, Allied Aggregates requested his service as a journeyman in accordance with the collective bargaining agreement.

Apprentices Finding Little Work In And Around San Jose Area

By DON INCARDONA, Coordinator

Work in the San Jose area is slow for the present. This gives us a chance to look back on the past year to see how we did.

All you should thank the journeymen who were willing to share their knowledge with you and ask you what it takes to get yourself better men. There are a few things you can do to help improve yourself.

When you are on a job, you are interested in the job. Take the tools you need for the day's work: a hard hat, your redibel tools, grade setting and mechanics tools if you are a heavy duty repair apprentice.

You must learn to look ahead, forego haphazard ways and complete your training. This was a real challenge especially for a man who has been out of school for 35 years. This test was completed successfully by Brother Kuhl. He then passed the Apprenticeship Committee's exam. Now at the age of 52 he is a full-fledged journeyman.

Release Of Impounded Funds Should Help Work In Redding

By KEN GREEN, District Representative, and RAY BANHAM, Business Representative

With the release of the $2 million of impounded funds by Governor Ford, it is hoped that several of the projects scheduled and delayed because the San Francisco Bay area will be let to bid before June 30, 1975.

The $2 million has been assigned and right-of-way purchased and could conceivably be let by June 30, 1975. It is anticipated that much of the work will be let during the latter part of 1975. This is a real challenge especially for a man who has been out of school for 35 years. This test was completed successfully by Brother Kuhl. He then passed the Apprenticeship Committee's exam. Now at the age of 52 he is a full-fledged journeyman.

For Those Of You Who Can, We Need Donations At the HUC Blood Bank Very Badly

By BERT NAKANO, Coordinator

Progressing from a green apprentice to a fully-fledged journeyman is quite an accomplishment for any apprentice. So for James Khal of Hilo who has just completed his 2nd year & passed under our Apprenticeship program, this journey is quite a feat. Brother Kuhl was let to bid on February 28, 1974.

During the time of his entry into our program, it was difficult to get in because you had to prove that you were proficient in the field. This was done not with a diploma, but with the taking and success on the GIL Electrical Test.

The Apprenticeship Committee at the local high school, which assists in the process, was quite a challenge especially for a man who has been out of school for 35 years. This test was completed successfully by Brother Kuhl. He then passed the Apprenticeship Committee's exam. Now at the age of 52 he is a full-fledged journeyman.

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Ecologists Are Stopping Much Santa Rosa Work

BY RYSS SWANSON,
District Representative and
STAN MCNULTY
and BILL PAREEK
Business Representatives

It seems that the majority of work anticipated for District 10 is still tied up in the courts and environmental hearings. Warm Springs Lake developments and opponents had their half hour in court February 11 with no decision announced at the time. The majority of educated guesses are not optimistic for a speedy resolution. In any case, we would not anticipate any more road work for this year.

Also being heard in the 8th Circuit Court of Appeals is the question of Petaluma’s “no growth policy.” The Construction Industry Association originally won a favorable decision in Judge Burke’s U.S. District Court, but Supreme Court Justice Douglas issued a stay order which applies, pending conclusion of appeal.

Another project currently in the courts that has been stopped for a few months had its day in court recently. The Sea Ranch presented what seemed to be a very effective defense against Coastal Commission rulings in Sonoma County’s Superior Court. However, even with a favorable resolution at this level, you can bet your last dollar that those environmentalists will get Douglas to intervene again.

One more thing, before we present the brighter side—Cal Trans and Southern Pacific were unable to come up with an acceptable timetable on relocating portions of the railroad in and around Cloverdale. You guessed it—the Cloverdale freeway is now postponed until 1979.

Payment to the individual employer will be made by the N.C.S. J.A.C. for five hours of the then current wage rate for first period apprentices at time and one half plus the appropriate fringe benefit amounts.

It is important to the employer that his survey party be productive and that many others are available for work. A Local No. 3 Tech Engineer will be receiving five hours of overtime pay as an instructor during this break in period because of his experience. It is important to the employer that his survey party be productive and many others are available for work. A Local No. 3 Tech Engineer will be receiving five hours of overtime pay as an instructor during this break in period because of his experience.

The question is not whether we will train a minimal number of new apprentices. That has been decided by a Federal Court Order and hookups. As funding for this project is not really too far away and we are looking forward to an average-to-fair work year.

The new forms required for “grandfathering” certified chiefs have had a good showing in numbers. The one problem is that many of the forms received to date have been signed by an L.S. or an R.E. who is not properly attested to at the present time. The only signature that can be accepted is from the employer for whom they were working at the time the work experience was gained.

For instance: A chief of party with 20 years experience submitted a report that he had 800 hour requirement but the employer who attested to this work experience has only had this chief employ for one year. This chief is well known in the industry and the signing employer is well aware of the chief’s vast experience. The committee underestimates why the employer signed in good faith, but this is not acceptable.

If you have any doubt about a form you have already submitted or one that you are about to submit contact one of the Tech agents. The deadline of July 3, 1975 is just around the corner. If you haven’t read Teching Techs yet, better do so now! There’s money to be earned in Art’s article.

Aside from the regular duties of servicing surveyors, your representatives have been very busy recently settling three different contracts. The biggest is the Council of Testing and Inspection. We have approximately 250-30 brothers in this field and every effort is being made to catch them up to the same conditions the surveyors are enjoying.

The second contract is for the non-destructive industry and the third contract involves the engineering section of a private utility company which includes “draftsmen.”

Under section 17:00:00 of the Tech Agreement is the new “redit.” It has been put to use and the first firm is about to feel its effects. We will report the auditor’s findings as soon as they are received.

Approxiately $3 million of work is being performed this spring and summer. There will be some modificiation at the intake structure near Forestville and the building of several million-gallon tanks erected to increase storage capacity for water agency customers.

Employees of Weeks, Bartley and Peterson Drilling Companies notified the employers most recent proposal, 23 to 21. A three-year contract, the proposal increases wages in most classifications 60 per cent over the life of the agreement. Contract language developed around the old contract, which has stalled signing to date. Frequent meetings and telephone discussions will continue, and hopefully will lead to early resolution of the problem.

C. E. Fredrick, Lange Brothers Construction, H. M. Byers, Baldwin Contracting, A & E and Lambarkers will all be fairly busy in July and August, with tasks which involve dirt, sewers and treatment plants in and around Cloverdale.

The “Wild Hog Feed” is forthcoming. Only one problem so far—people don’t worry, we have friends in the marsh. The Furbearer in Local No. 3, plus the many friends who have the land for this to hunt on. The date is June 22, 1975. Please put it down on your calendar and plan to reserve the whole day. You will no doubt meet many of your old friends and make many new ones.

Testimontly we plan to have a jude exhibition. We hope this will be a big success and be most interesting to all. Don’t forget the district meeting on March 25.

In Eureka District

Dirt Work Stopped by Rain

By ROB WAGONN,
District Representative and
GENE LAKE
Business Representative

Winter hit the North Coast with a vengeance. At this very moment the wind is blowing with gale-like force and the rain is coming down by the bucketful. Naturally, all work that involves excavation is shut down at the present time. In the Samoa and Manila area, the pile driving continues on the ship-loading dock. This project is still progressing at a slow pace. We are told that world conditions have some effect on this job.

Equipment in the employment shops is somewhat down this winter. A lot of this is the result of the present climate in the logging industry. Hopefully, this situation will be resolved in the near future so that the loggers can get back to work when the weather clears up.

At the present time there is an 18 per cent unemployment rate in Humboldt, and ambulances are going for all this cannot be charged to the slowness of the logging industry. A lot of it is the backwash from the high interest rates being charged to the home buyer. Spring is not really too far away and we are looking forward to an average-to-fair work year.

The new forms required for “grandfathering” certified chiefs have had a good showing in numbers. The one problem is that many of the forms we received to date have been signed by an L.S. or an R.E. who is not properly attested to at the present time. The only signature that can be accepted is from the employer for whom they were working at the time the work experience was gained.

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GOOD LUCK—Rancho Murieta Superintendant Logan Stewart throws a quarter under the first load of dirt for the new Clementia Dam, located at the facility. This project and many others are available for journeymen to upgrade their skills.
Boe-Con Hood's Sewer Treatment Plant project on the Island of Maui was proceeding nicely until they ran into some excavation problems on their substations. The substations are 28 feet in diameter and 18 feet high, which must be underground. However, these in place to below the ground level in Kīhei is impossible because of the close proximity of the ocean. One of these tanks is actually within 100 feet of the ocean and the ground electrical wiring must be at least five or six feet above sea level.

The contractor decided to build the tanks on the ground without a floor where it is dry and men could work effectively. At this point, excavation problems were nicely until they ran into some rock and sloshing when the tank shears are brought down to grade. A gravel floor is poured and covered with a layer of rock which it is pumped dry and completed. Many of you have heard of a toe of a tank and it works quite well when the excavation is easy like digging sewer dirt.

The operator is Brother Pat De Rego and he is doing an excellent job in this unusual situation. He is getting out the rock and sand that the clamshell was unable to get. As he gets his backhoe up to the job he turns the tiger into a hopper that is suspended from a mobile crane inside the tank. After the hopper is filled it is hauled out of the tank and dumped into the mobile crane. Brother Walter Andrade and his front end man is Brother Ernest Fournier.

A sub-division job with a rounded figure value of $100 million is presently bidding on a contract. It is only 60 million at its maximum of 26 weeks in early May. The 2900-unit family housing project, to be built in Alhambra, is federal funded and will be administered by the Corps of Engineers. The project is dependent on project bids coming within the governmental proposals. Although all plans are tentative at this time, it is presently envi

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San Mateo Construction Slow; No Growth Activists Blamed

By DICK BELL, District Representative and PHIL PRUETT, Business Representative

For several reasons this has been the slowest winter season for several years in the San Mateo area.

One of the primary factors is the "no growers" groups and the problems they are creating for the construction industry such as the high rate of unemployment in the Bay Area.

We realize that the rainy season is with us and has caused suspension of work on many projects. Cutbacks in federal funding supposedly to curb inflation is another constraint to the lesser amount of construction work available in this area. In spite of the weather and withholding of federal funds for construction we will have a good work year in San Mateo County if we are successful in combating the influence of the "no growers" groups.

Organized labor in the area must continue to join together against the "dubious slackers and eco freaks" as it has done in the past, or suffer a greater loss of work. We have been partially successful in getting stalled construction projects going again, but this will be a continuing battle and we will be called upon again and again to attend hearings by city councils, county Board of Supervisors or one of the various agencies, commissions or committees that have control of projects in the county.

Some of the "endangered species" construction projects in San Mateo County that have either been stalled, completely stopped or are in danger of being stopped are: the following: Devil's Slide Bypass (Highway No. 1) stopped.

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Obituaries

Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolences to the families of the deceased.

Barbano, Nello (Rose, Wife)  2/7-75
23 Circle Dr., Campbell, Ca.

Barrows, Chester R. (Marry, Wife)  2/8-75
1406 Hayes St., Eureka, Ca.

Beamer, LaVonne (Maxine, Wife)  2/7-75
325 N 140 W, Beaver, Utah

Becht, Carl (Opal, Wife)  2/8-75
405 Ashbury Lane, Rockwood, Ca.

Clifford, Lawrence (Margaret, Wife)  2/2-75
544 W Walnut, Stockton, Ca.

Clark, William (Allon, Wife)  2/7-75
2428 W. Cocopi, Phoenix, Arizona

Colwell, Walter (Marie, Wife)  2/7-75
2429 California St., Redding, Ca.

Cooper, George (Charla, Wife)  2/1-75
1523-30th St., Sacramento, Ca.

Coyle, Charles (Charles, Son)  2/7-75
305 - 24th St., Sacramento, Ca.

Craig, Thomas (Caroline, Wife)  2/7-75
2349 California St., Redding, Ca.

Ferguson, William Sarah (Sarah, Wife)  2/7-75
2349 Myrtlewood, Santa Rosa, Ca.

Granger, Frank (Olive F, Granger)  2/8-75
2428 W. 3175 So., Salt Lake City, Utah

Green, Clel (Virginia, Wife)  2/7-75
1019 Richmond Ave., San Jose, Ca.

Hamilton, C. (Virginia, Wife)  2/8-75
3730 Western Ave., P.O. Box 147, Hayward, Ca.

Jewett, Henry (Kenneth Son)  2/8-75
130 Locust St., Midvale, Utah

Kelly, Robert (Victor, Son)  2/8-75
373 Battlett, San Francisco, Ca.

Leonard, C. E. (Hawd, Wife)  2/7-75
2349 Pickard Dr., Napa, Ca.

Lewis, Herbert  2/1-75
Box 641, Battle Min., Nevada

Lewis, Joe S. (Beatrice, Wife)  2/1-75
4680 San Miguel, Given, Ca.

Lyden, John (Joan, Wife)  2/8-75
1024 Springfield, Millbrae, Ca.

McGavin, Thomas (Sue, Wife)  2/7-75
1107 Hemet St., San Bruno, Ca.

McGinty, Clarence (Myrtle, Wife)  2/7-75
823 5th St. West, Sonoma, Ca.

Nakamoto, Matsusuke (Fumiko, Wife)  2/7-75
375 San Carlos Ave., Redwood City, Ca.

Pinney, Murray (Feda, Wife)  2/8-75
P.O. Box 19, Challenge, Ca.

Reed, Donald (Roger, Son)  2/7-75
2-119 Fairview Street, County, Ca.

Reeve, Lyle (Hilda, Wife)  2/7-75
2550 W. Winton Rd., Hayward, Ca.

Rich, Rella (Reina, Wife)  2/7-75
110 Charles Ave., Pleasant Hill, Ca.

Smith, Phillip (Rose, Wife)  2/7-75
Gen. Del., Pintura, Utah

Stoobard, Dewey (Glady's, Wife)  2/7-75
P.O. Box 367, Petaluma, Ca.

Thorton, Joseph (Mary Ann, Wife)  2/7-75
P.O. Box 12, Thornton, Ca.

Tiffinn, Edna (Myrtle, Wife)  2/7-75
410 - 4th St., Antioch, Ca.

Warren, William (Georgette, Mother)  2/7-75
1419 14th St., San Leandro, Ca.

Whitehead, Robert (Leona, Wife)  2/8-75
305 W. 3175 So., Salt Lake City, Utah

Williams, Virgil (Juanita R Nelson)  2/7-75
P.O. Box 3196, Eureka, Ca.

Wright, Robert (Betty, Wife)  2/7-75
2429 California St., Redding, Ca.

DECEASED DEPENDENTS

February, 1975

Brewer, Stella--Deceased December 15, 1974
Deceased wife of John P. Brewer

Brewer,…

By WAYNE BILLIS

District President of the Teamsters and WAYNE LASSITER

LAKE ATUIN

is happy to announce the death of WILLIAM MARKUS and DON STRATE.

Business Manager North Easterns

The economic problems of the nation are taking their toll in Utah plants, shops and mines. Reduction of force and curtailments were activated during Jan.-February 1975 at Utah's International Cedar City; Kalibah Industries, Panguitch; Dynelatron Corporation, Grantsville; Vanadium and Utah Diesel Company and Wheeler Machine Company of Salt Lake City.

On January 31, Kennecott Copper Corporation announced a further reduction in force throughout their Utah Division. The reduction in force was effectuated beginning March 1, 1975 and affects about 1,500 men working at Kennecott's mine, smelter and concentrator operations in the southeast, approximately 100 were operating engineers.

With starting with local unions at Kennecott's Bingham Canyon Mine, T. R. Carlson, mine manager, gave the word to the approximately 300 men on the mines that the initial reduction to last at least until October, 1975 and that a further round of layoff may be necessary within the next three months if the economic picture does not improve.

Contract negotiations are underway between Local 23 and Dynelatron Corporation, Grantsville, Utah. A good deal was accomplished at the first session, leaving the agreement at the point of getting the union to sign. We expect a settlement will be reached in the very near future.

Most of the projects in the northern part of the state are shut down for the winter or manned by small crews.

At Castle Rock, L. A. Young Construction Company are putting in a concrete pipe. The company has approximated all equipment necessary for the project as well as 100 men and the rock, sand and gravel which will be delivered, this should be a good one for the brothers working this job.

American Bridge Company has started the erection at the Geneva Plant and Talbot Construction is still moving some equipment around the site. Raymond Inc. has finished driving the piling on the job and will be moving the welder to another project soon.

There are a number of small jobs in the Prowa area that are being held up because of the normal construction season. Many hands are being paid to the operators on these jobs.

The rock, sand and gravel plants are mostly doing repair work and rebuilding for the coming season. These employers expect a good demand for their products this year and already have large stockpiles ready.

Negotiations are progressing with Heckett Engineering Company, Vice-President Bob Martin and District Representative Tom Bills are heading up the negotiation committees for the steel and ironworkers.

We hope to get a new contract signed in the very near future.

L. A. Young Sons Construction is apparent low bidder on two jobs in the southern area. They are bidding $377,965 on the U.S. 90 & 6 from East Price to Wellington, a four-mile resurfacing project which will mean a treatment plant located in the Basin as well as canals and water pipe jobs. Vernal, Utah, the largest town in the area, is at the breaking point now with so many new people moving into the area. The water and sewer systems are over-loaded and in some sections new hookups are not permitted.

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With Safety In Mind
Research Continues

BY JERRY MARTIN, Director of Safety and Training

"Saftey is no more a luxury for us today than it was for the people it is in their major business. These are the people in government agencies, in university and independent research, in industry's safety departments and in local unions such as Local 3, where the whole job is to continue searching for ways to make working conditions safer and healthier for every one of us."

It is nice to see that we have long been aware that you can't solve a problem unless you understand it and that is why we are actively a part of the search to decrease and correct the hazards that workers have to face on their jobs.

The Safety Department, and all the officers of the union, while tackling the daily problems that face engineers, also look ahead and work toward the best possible safety and health conditions for our members. A climate controlled cab, free of heat, dust and vibration is closer to a dream than reality at this point. Yet, it is an improvement that all of us who have put in a day's work on a hot, dry, dusty construction job know is necessary. Yet, it is an improvement that all of us who have operated until about July.

By JERRY MARTIN, Director of Safety and Training

Resea rch Continues

"I have been in touch with the design engineer for the Caterpillar Corporation in Peoria, Illinois, as a consultant on the design of the climate controlled cab of the future. Right now we are working with the National Institute for Occupational Safety and Health on the problem of vibration. This agency is interested in finding out how severe this hazard is to industrial workers and then to correct the working conditions which cause the problem. For example, researchers such as Dr. T. H. Milby, who worked with us on the study eight years ago, and Dr. Robert C. Spear of the University of California are doing studies on vibration among heavy equipment operators. Local 3 has been a part of the Milby-Spear research on this problem in the past.

Dr. Spear's group is now doing a follow-up study on the work they did with Local 3 two years ago. As a part of this study, about 2,000 members will be asked to fill out the questionnaire which was printed in November's column. The study has been set up so that no one will be able to identify these men by name or rank number. It is very important to the people doing the engineering research that they are not looking at. As Business Manager Dave Marr says in the letter printed below, your cooperation is essential to the success of this study.

"I am enclosing a questionnaire relating to a study being conducted in cooperation with the University of California at Berkeley, concerning the health and safety of members. I urge all members to fill it out and return it promptly."

Thank you for your cooperation. Sincerely and Fellowmen,

Jerry Martin

March 4, 1975

ERGINES NEWS

March, 1975

EPA Award Aids Dist. 50

BY CLAUDE ODUM, District Representative and BOB MERRITT, JERRY BENNET, and M. D. JURISH, Business Representative

The Environmental Protection Agency (EPA) recently awarded a maximum grant of $7.62 million to the University of Michigan Center for Water Research. The present time schedule contemplates a construction period of approximately $1.5 million to be spent in March 1976. However, in all probability the line will not be completed until July of 1976 because the lift station at the waste water treatment plant will not be operational until then.

The lift station is being built as part of the current expansion and modernization of the city's wastewater treatment facilities. This expansion will increase the capacity of the plant from 50 per cent unsewered service area before the main construction is completed. The line will have pipe sizes ranging from 39 to 94 inches, have an average daily flow of two million gallons a day and a capacity of 50 per cent of the need. The line will be 13 miles long and will serve Pinole, Highway West (the unincorporated area north and south of Herndon Avenue). One of the conditions is that contracts must be awarded to pick up 50 per cent unsewered service area before the main contract is awarded.

The line will have pipe sizes ranging from 39 to 94 inches, have an average daily flow of 33,000 gallons a day and a capacity of 50 per cent of the need. The line will be 13 miles long and will serve Pinole, Highway West (the unincorporated area north and south of Herndon Avenue). One of the conditions is that contracts must be awarded to pick up 50 per cent unsewered service area before the main contract is awarded.

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ENGINEERS NEWS
March, 1975

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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 Sutter Streets, San Francisco

DISTRICT & SUB-DISTRICT MEETINGS

MARCH
14 Salt Lake City, Fri., 8 p.m.  
15 Reno, Sat., 8 p.m.  
20 Oakland, Thurs., 8 p.m.  
21 San Jose, Thurs., 8 p.m.  

APRIL
2 Redding, Wed., 8 p.m.  
3 Marysville, Thurs., 8 p.m.  
9 Reno, Sat., 8 p.m.  
10 Hilo, Thurs., 7:30 p.m.  
23 San Francisco, Wed., 8 p.m.  

MAY
6 Sacramento, Tues., 8 p.m.  
15 Oakland, Thurs., 8 p.m.  
20 Stockton, Tues., 8 p.m.  
27 Fresno, Tues., 8 p.m.  

JUNE
13 Ukiah, Thurs., 8 p.m.  
19 Marysville, Thurs., 8 p.m.  
20 San Francisco, Wed., 8 p.m.  
26 Honolul, Wed., 7 p.m.  
30 Hilo, Thurs., 7:30 p.m.  

JULY
15 Ukiah, Tues., 8 p.m.  
16 Redding, Wed., 8 p.m.  
17 Orvillo, Thurs., 8 p.m.  
23 Honolulu, Wed., 7 p.m.  

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco Engineers Bldg, 474 Valencia St.  
Redding Engineers Bldg, 190 Lake Blvd.  
Orvillo, Prospectors Village, Orvillo Dam Blvd.  
Honolulu, Kaliopio Hall, 966 Kilius Ave.  
San Jose, Labor Temple, 2102 Almaden Rd.  
Stockton, Engineers Bldg, 226 N. California.  

LOCAL UNION #26, 23rd and Valdez.

More Personal...  

(Formed From Page 15)

bad accident. Tommy is now recuperating and would welcome visits. No one, except his family, knows whether he will be able to give blood. But let us hope that the next need will not be for a young lad with the needed for a speedup of work on the within 30 days. The contractor will then be able to begin. The field work is not expected to start before the end of April. The hard-surfaced right-lane will be used for the project.

Also in the Placevis area, the county has called for bids for a 1.2-mile section of new streets. The road is to start on 1953. The bid proposals are for the construction of a 1.2-mile, one-lane section. A later schedule for next year includes paving of streets, construction of curbs, gutters, sidewalks and parking lots, landscaping and curbing. Bids may be awarded on March 18. Construction is expected to take about 18 months and could begin as early as April. Rough grading estimates at $378,000.

Progress is being made in the area for the new building for the University of California, Davis. The new building will serve as a new site for the campus, which will be completed in about two years with the assistance of the University of California, Davis. The building will be completed in about two years with the assistance of the University of California, Davis. The building will be completed in about two years with the assistance of the University of California, Davis.

Marin News

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

Here in Marin we were experiencing dry winter weather which could have resulted in a water shortage. However, we have been fortunate in that we can breathe a little easier and not be too concerned about a water shortage. The reservoirs are filling up.

It looks as though the North Marin Interim, approved by the voters in 1970, should have been constructed. Instead of resulting in the water shortage, we can breathe a little easier and not be too concerned about a water shortage. The reservoirs are filling up.

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