Delegates Pass Resolutions On Many Topics

Resolutions calling for federal action on unemployment, housing, energy, labor standards and other important topics were adopted by delegates to the National Jobs Conference of the Building and Construction Trades Department, AFL-CIO held in Washington, D.C. on April 21.

Representing Local 3 at the conference were: Dale Marr, business manager; Harold Huston, president; Bob Mayfield, vice-president; James "Red" Ivy, recording-corresponding secretary; Don Kinschro, treasurer; Ray Cooper, job stewards' director; Bob Wagon, District 49 district representative; Ken Green, District 79 district representative; and Ken Erwin, director of public relations.

Marr said that the conference was "time well spent," and added that he was encouraged by what was accomplished.

"We're clear past the time when we can expect to get the results we want out of government by dealing only on a local level," said Marr. "It is especially in times like these, when unemployment in the construction industry is running rampant, that we have to fight for our rights nationally."

In addition to the one-day conference delegates spent several days making personal contacts with legislators to support legislation and other action favorable to building tradesmen in particular.

Unemployment was, of course, of prime concern both in resolutions and personal contacts, and several resolutions outlined the state of the construction industry.

According to the resolutions, unemployment in the industry is at 18.1 per cent, representing 91,000 workers on a seasonally adjusted basis. The unemployed figure is 22.8 per cent, or over one million workers.

"According to Labor Department studies, the average full-time construction employee works an average of 4,100 hours a year, his typical work week is 40 hours long, and his shift is three times a month," Marr said.

The appointment of a subcommittee to further explore regional negotiations was announced by spokesmen at a press conference in April. From left to right are IUOE General President Hunter P. Wharton, Director of IUOE Region 10 J. J. Twombly, Western Region Chairman of the AGC Collective Bargaining Committee, Robert S. Sundt and AGC Director of Labor Relations Dale Wilterc.
Dear Dale,

I have a question about notifying the dispatch office after a "short duration" job ends. If you were paid a "short duration" job, I thought that if you notified the office within 48 hours after the "short duration" job ended and that the same place you were before on the out-of-work list, I did this recently and was told that the deadline was noon the following day and that you would have to go to the end of the out-of-work list. Is this right?

Yes, Your mistake was in confusing the definition of a "short duration" job with the deadline for notifying the Job Placement Center of the job's conclusion. The definition of a "short duration" job is one that is terminated by the individual for other than just cause without the employee being entitled to the equivalent of 48 hours of straight-time wages. (This is found in section 46.19.15 of the Job Placement Regulations).

More On Conference...

(Continued from Page 1)

was sent to us for comment and support after the fact. After postponement of one such meeting, we met with Governor Brown and Assemblyman Howard Berman and two of the Governor's staff members, and emphatically expressed our concern at the lack of clarity in the bill as it concerned craft jurisdictional protection. Several hours later, at the suggestion of the Governor, a proposed amendment was drafted and personally delivered by myself and President Lee to the Governor. We learned via the press the following day that all amendments had been rejected. Since that time, both Henning and Lee have issued policy statements opposing the bill in its present form. Labor has spoken in a clear, unified voice. With all due respect to the authors of the bill, Governor Brown and his staff, we will continue to take an unequivocal stand when the hard-earned job rights of our members are levied.

Although we are sympathetic with the cause of the United Farm Workers, we can only point out in all good conscience that the lines for "upward mobility" in the craft and industrial units for all of those regardless of age, sex, race or creed are already clearly mandated by federal and state law as well as by the affirmative action programs of the cities and counties of this land and that never before has such a massive and honest effort been made by any nation to provide equal job and craft opportunity for all.

[Signature]

Dale Marr
Sacramento Scene

Many New Bills Call For Construction

By EDWARD F. PARK, Director, Education & Research Call-Nevada Conference of Operating Engineers

In a change from recent years there are a number of bills and resolutions that have been introduced into the legislature calling for construction throughout our highway sys-
tem. There are new bills, but nothing of the volume we have been deluged with in the past couple of seasons. It is good news, but the great prob-
lem with most of the funds that are released, or reappropriated is such purposes as building high-
ways, transit systems, or cleaning up our water are in a horrendous amount of red
tape that permeates government at all levels. Somehow there has to be a ra-

cial reduction in this red tape, which now seems to be the roadblock that the planners, who continually

Edward F. Park

are being deluged with bills, has to come up with new proposals and restrictions which re-
sult in mountains and mountains of paper with nothing been accomplished, not if it is approved. It is encouraging to note that Governor Brown is
dedicated to cutting through this unnecessary red tape and getting projects underway.

Operating Engineers and the State Building Trades Council are cooperating with another group in an effort to accomplish the building of a highway that will elimi-
nate the red tape.” This group consists of the County Supervisors Association, the League of California Cities, the Engineering Contractors Association and the Associated Gen-
eral Contractors. As a first step a resolution has been adopted concerning the Urban Mass Transporta-
tion Act. The object is to see that no project is delayed, stopped, or lost, Your officers
mean very much if our brother engineers are not working! We sup-
port the building trades bills are among the

Great News, but the Great Problem

The Chamber of Commerce President, Hershel Rosenthal, would for all practical pur-
poses stop all development within the Santa Monica Mountains; and A.B. 15 by Assemblyman Charles Warren, which provides for a bond to cover the payment of wages for labor
bill also clearly spells out the right of a fringe benefit trust fund to take action against the con-
tractors bond. A.B. 86 by Assemblyman Edwin T'berg provides that a bonding company issuing a bond to cover the payment of wages for labor
will be required a license to represent gaming employees

gain for agriculture labor have been introduced and are attracting considerable interest from all sides. At least one of these, S.B. 306 by Senator Zenovich, has cleared the Senate Industrial Rela-
tions Committee. It opposed the opposition of the AFL/CIO United Farm Workers, but supported by the Teamsters. Once again, the governor is taking an interest in this in the form of an amendment that sponsored a bill that will be set for hearing in the near
future.

A large number of bills are beginning to move along now, and the building trades bills are among those, such as A.B. 87 by Assemblyman Eugene Gaing, body, which provides for a license for a person who is a contractor and does not have a currently active license. In addition to these, there is another bill that also clearly spells out the right of a fringe benefit trust fund to take action against the contractors bond. A.B. 86 by Assemblyman Edwin T'berg provides that a bonding company issuing a bond to cover the payment of wages for labor will be required a license to represent gaming employees.

Some bills we are opposed to are moving also, such as A.B. 183 by Assemblyman Howard Berman and Law of the Building Trades that may move along. To date, there is undoubtedly there will be other amendments. Also, there are numerous other public employee bills

Public employee bargaining bills and agricultural workers' legislation are attracting attention from practically all segments of our society. There are at least three major bills concerning public em-
ployee bargaining that may move along. To date, at least one of these has moved out of its first committee. S.B. 279 by Senator Dills has cleared the Senate Governmental Committee after being amended in the Assembly Ways and Means Committee. The bill, like many others, deals with the rights of public employees, the worst of these amendments was the one that stripped them of the right to strike. To date, there is undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along. The first is A.B. 298 by Assemblyman Ronald Quillin. This bill, which has been taken an interest in private employee bargaining and his influence could well affect the outcome of any legislation in this area.

There are numerous other public employee bills that have been introduced, but the state, state with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-

The Nevada state labor federation was success-
ful in obtaining passage of several good workman protection laws, including an increase in the amount of time a person may be given a license to represent gaming employees, the worst of these amendments was the one that stripped them of the right to strike. To date, there is undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along. The first is A.B. 298 by Assemblyman Ronald Quillin. This bill, which has been taken an interest in private employee bargaining and his influence could well affect the outcome of any legislation in this area.

There are numerous other public employee bills that have been introduced, but the state, state with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-

The Nevada state labor federation was success-
ful in obtaining passage of several good workman protection laws, including an increase in the amount of time a person may be given a license to represent gaming employees, the worst of these amendments was the one that stripped them of the right to strike. To date, there is undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along. The first is A.B. 298 by Assemblyman Ronald Quillin. This bill, which has been taken an interest in private employee bargaining and his influence could well affect the outcome of any legislation in this area.

There are numerous other public employee bills that have been introduced, but the state, state with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-

The Nevada state labor federation was success-
ful in obtaining passage of several good workman protection laws, including an increase in the amount of time a person may be given a license to represent gaming employees, the worst of these amendments was the one that stripped them of the right to strike. To date, there is undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along. The first is A.B. 298 by Assemblyman Ronald Quillin. This bill, which has been taken an interest in private employee bargaining and his influence could well affect the outcome of any legislation in this area.

There are numerous other public employee bills that have been introduced, but the state, state with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-

The Nevada state labor federation was success-
ful in obtaining passage of several good workman protection laws, including an increase in the amount of time a person may be given a license to represent gaming employees, the worst of these amendments was the one that stripped them of the right to strike. To date, there is undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along. The first is A.B. 298 by Assemblyman Ronald Quillin. This bill, which has been taken an interest in private employee bargaining and his influence could well affect the outcome of any legislation in this area.

There are numerous other public employee bills that have been introduced, but the state, state with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-

The Nevada state labor federation was success-
ful in obtaining passage of several good workman protection laws, including an increase in the amount of time a person may be given a license to represent gaming employees, the worst of these amendments was the one that stripped them of the right to strike. To date, there is undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along. The first is A.B. 298 by Assemblyman Ronald Quillin. This bill, which has been taken an interest in private employee bargaining and his influence could well affect the outcome of any legislation in this area.

There are numerous other public employee bills that have been introduced, but the state, state with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-

The Nevada state labor federation was success-
ful in obtaining passage of several good workman protection laws, including an increase in the amount of time a person may be given a license to represent gaming employees, the worst of these amendments was the one that stripped them of the right to strike. To date, there is undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along. The first is A.B. 298 by Assemblyman Ronald Quillin. This bill, which has been taken an interest in private employee bargaining and his influence could well affect the outcome of any legislation in this area.

There are numerous other public employee bills that have been introduced, but the state, state with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-
Drilling Industry Hits High Point

By GEORGE MORGAN, Executive Editor

The drilling industry is at its peak. With most of the rigs at work, it is ready for experienced roughnecks.

R. B. Montgomery's rig No. 14 is located on McDonald Island and this rig will be there for awhile longer. The drillers on this rig are Mike Miller, Pettis, Kennedy and Frazer. Brother Norville Tanner is the job steward on this location. The good brothers that work on this location have to catch a river ferry to reach the job.

R. B. Montgomery has rig No. 6 which is on a location just west of Cobb Mountain known as the geysers. This is where natural steam spouts from the earth in a number of places. The first attempt to develop the geysers' power potential was made in 1932. Drillers successfully tapped the steam source, but the piping and turbines of that time simply couldn't withstand the corrosive and abrasive effects of natural steam and the impurities contained, nor was the time ripe.

Electric rigs, then more economical, were still available. The project was abandoned.

Magma Power Company and Magma-Thermal Development were working jointly, again tapped the area in 1968. By that time, great progress had been made in finding stainless steel alloys that could withstand corrosion. The geothermal steam could be produced economically. So P.G.E. contracted to build a plant and key steam from the Magma-Thermal Wells in 1967. Union Oil Company of California joined with Magma-Thermal to develop steam. The first generating unit of 11,000 kilowatts capacity began operation in 1968, and the plant has steadily expanded since. The geysers were first explored by a man hiking through the mountains between Cloverdale and Calistoga in search of grizzly bears. One day in 1847 explorer-surveyor William B. E. Elliot came upon a frightening sight, steam pouring out of a canyon along a quarter mile of its length! He had discovered the geysers. The awe-struck hunter later told friends he thought he had come upon the gates of Hell!

On rig No. 6 Brother Bill Keeton is the job steward. Humann & Camp have all their rigs busy. Rig No. 1 is on location at Orland. Rig No. 3 is on location in the San Pablo Bay area. Rig No. 4 is up and operating. Rig No. 5 is at Island on the opposite side of B. Montgomery's rig on Cobb, on the Cloverdale side, we have Hoover Drilling.

Brothers Michael G. Peters and Bob Ballard are the job stewards on both rig No. 1 and rig No. 2. Brother Gary Shuman is just one of the fine drillers on these two rigs. We also have Camay Drilling nearby with rig No. 25. Brother Gene Daniels is the job steward on this rig, and another one of the fine drillers is Brother J. C. Wright.

This is the first article about the oil patch but it won't be the last. We just wish we could mention all the fine brothers that are members of either Local 3 or Local 32 working at the rigs.

**LETTING OFF SOME STEAM**—Local 3 members in the drilling industry are seen in the top two photos. From left to right in the left photo are J. C. Browning, derrick hand; N. K. Christman, floor; T. L. Darcy, floor; Dan Hicks, derrick hand; John Brassfield, floor; D. F. Robinson, motorman; Truman Hicks, drill; John Brassfield, floor; Dan Hicks, floor. In bottom photos are the Humann & Camp No. 2 rig at Grand Island and the Hoover Drilling electric rig E-2 at the geysers.

R. H. Gorman Company

Equipment Dealer Has Winning Combo

By KEN ALLEN, Business Representative

The R. H. Gorman Company of Hayward is a growing example of how progressive management and skilled craftsmen working together have created a successful equipment dealership.

Established in 1968, and at their present location at 1170 San Francisco Street, Dick Gorman employs from 45 to 50 brothers serving a wide variety of customers. The company is a WABCO, Koering Compaction, and Genmac Concrete Equipment. They also manufacture the "Pump Master" water pump at the Hayward shop for distribution in approximately 20 dealers in the West and Southwest.

The hydraulic rebuilding department under the supervision of Dudley Contas is probably the most complete in this area, with full capability for any rebuilding work. They specialize in valve rebuilding, including hydraulic test stand and magneto.

A new innovation is a 700 horse power dynamo-motor set up to run tests on the 300 ton test stand. It can also be used to check out new equipment or "in frame" overhauls.

Most of the mechanics have completed some sort of manufacturer's course including Max Barella, who just returned from a two-week WABCO factory training session in Peoria. Tom Bailey and Heinz Pancich have been certified for welding by the Abbot Haika Testing Company. This will help our shop on the boom repairs. Keith McKay has completed a course on the Magnaflux, so with his background he should be able to handle the 27,000 ton job.

H. G. "Mac" MacDonald says he can repair or rebuild anything you throw at him. 

Some of the recent jobs have been the complete re-manufacture in the West and the Dar-Lader now working on the New Mexico Dam, and 11, 50-ton truck delivery in the Philippine Islands.

Keith McKay just returned from three weeks delivering them. Shop steward Swede Eriksson says the work load has been fairly steady all winter and they are looking forward to a busy spring starting with a big open house on April 1st.
Senator bill 417 to limit expenditures only to improvements to the old bridge. The need for this input is critical and must be acted upon. The cost of this project was estimated at $100 million.

Any change in the present Dumbarton Bridge replacement plan will necessitate an entire new round of hearings, negotiations, and possibly new hearings before the House and Senate.

The project is now an experiment of considerable scope and is funded by the Environmental Protection Agency and the Pacific Gas and Electric Co., as well as the City of Mt. View, which will own the park. In addition, the project provides considerable "in-kind" services in the way of management consultation and mechanical repairs from the Easley-Brossy Co., under the direction of Brothers Walley Hobson, Easley-Brossy vice-president and project superintendent, and John Kaind, project foreman. Easley-Brossy Co. has the contracts for both the fill and underground work at the project.

According to Haughey, the fill for the park consists of about 3,000 tons of garbage from San Francisco and 200 tons from Mt. View every day.

"The refuse is dumped every day and then covered over with six inches of dirt," he said. "They use a ratio of about four to one. It is brought up to our design grades and then inched with a one-foot clay seal." The one-foot seal, by separating the refuse from the surrounding environment, makes the Shoreline Park one of the only two true sanitary fills in the nation. The other is in Kansas City.

After the seal was put on the first sections of the park, tests began almost immediately. The first testing to be done was for gas.

More President's Pen...

(Continued from Page 1)

Senate bill 417 to limit expenditures only to improvements to the old bridge. The need for this input is critical and must be acted upon. The cost of this project was estimated at $100 million.

Any change in the present Dumbarton Bridge replacement plan will necessitate an entire new round of hearings, negotiations, and possibly new hearings before the House and Senate.

The project is now an experiment of considerable scope and is funded by the Environmental Protection Agency and the Pacific Gas and Electric Co., as well as the City of Mt. View, which will own the park. In addition, the project provides considerable "in-kind" services in the way of management consultation and mechanical repairs from the Easley-Brossy Co., under the direction of Brothers Walley Hobson, Easley-Brossy vice-president and project superintendent, and John Kaind, project foreman. Easley-Brossy Co. has the contracts for both the fill and underground work at the project.

According to Haughey, the fill for the park consists of about 3,000 tons of garbage from San Francisco and 200 tons from Mt. View every day.

"The refuse is dumped every day and then covered over with six inches of dirt," he said. "They use a ratio of about four to one. It is brought up to our design grades and then inched with a one-foot clay seal." The one-foot seal, by separating the refuse from the surrounding environment, makes the Shoreline Park one of the only two true sanitary fills in the nation. The other is in Kansas City.

After the seal was put on the first sections of the park, tests began almost immediately. The first testing to be done was for gas. At present, three different types of gas and several different soil compositions are being tested to see which combination will produce the most aesthetically pleasing park. The methane project did not begin until about six months after the first sections were finished due to the need for gas to be produced. Haughey explained the process which results in this production gas.

"Methane gas is produced by the actions of two separate bacteria," he said. "The first bacteria causes what's called aerobic decomposition, using oxygen and carbohydrates as food. When the oxygen is gone, in about six months, this bacteria dies and another takes over, which does an anaerobic decomposition using the carbon dioxide and giving off methane gas."

To tap the methane a drill rig was built to cut a hole, pipes were inserted and the well was replaced. Pump stations were then set up using Volkswagen engines as a power source. The Volkswagen engines are set up to run on either conventional gasoline or the methane pumped from the fill. At present the meth-
Hawaii Brother Dies In Brave Sacrifice

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

The 1st day in May is "Lei Day" in Hawaii when garlands of flowers are everywhere. It is a gay, festive time of the year. The Honolulu and Hilo office staff wishes to extend our sincere ALOHA to all our brother members and their families.

Kona Construction has already started construction on both the Napoopoo Road improvement and the Palani Road improvement. Kona Construction ran into such a traffic problem when they had started to work on the Palani Road, that the County forced them to stop construction until a bypass road could be built to handle the traffic. The bypass road is now completed and construction is again underway.

M. Somoura Contracting Co. has started on the Honokaa Park Development Project.

Constructors Hawaii is almost completed with the Kamuela Community Hall and Office Complex for the Department of Hawaiian Homes and they are starting on the Waimea Civic Center.

Isomoto Contracting Co. is nearly completed with the Kamuela Police Station and they are now starting up on the Hapuna Beach Park improvement.

The Queen Kaahumanu Highway has just been opened to the public. This highway runs from Hapuna Beach, near Kahaluu to Keahole Airport in Kona. This is the most modern highway on the Island of Hawaii and is a real pleasure on which to travel. Moro-Kane-Kusden did the excavation on the last section of the highway. Allied Aggregates supplied the base course and did the grading while Hawaiian Bitumuls & Pav- 
ging Company did the paving.

On the morning of Dec. 19, 1974, a truck operating engineer was killed in an industrial accident. Brother Altenio "Sonny" Feleciano at the time of his death was a truck driver for Volcanite, Ltd. in the Kona district on the Island of Hawaii.

This story is being written so that all of the members of the Operating Engineers Local Union No. 3 may know what happened that day and also to tell you of the great courage on the part of our late Brother Feleciano.

On the day of the accident, Sonny had been transporting gravel from fattage and hauling aggregate from the Shidler Pacific Quarry in the Kamuela area to the Shidler Pacific ready-mix plant in the coastal town of Kailua-Kona. He had been making the trip for what seemed to be an inordinate number of times in the past so it was not new to him. It was also known to be one of the most conscientious driv- ers of the Volcanite crew.

The basis of this story occurs in the last three miles of his trip. At a point of about three miles away from the town of Kailua-Kona, the road starts into a constant downgrade of between seven and nine per cent, right into the town. There are many curves on this road and its steepness varies throughout its length but the aver- age downgrade is seven to nine per cent. The first indication of trouble that we are able to establish is that Brother Feleciano had pulled off the road about half a mile down the hill. He had his en- gine hood open and had changed the fuse for his Jacobs Brake (en- gine brake). The next piece of in- formation regarding Sonny came just minutes before the fatal acci- 

From this point, we will have to try to re-create what actually happened from the reports of the eye witnesses. As Sonny came rumbling around the last curve, half a mile nearer to the Volcanite ramp, a pickup truck was pulled onto the highway three- 

The point that we are trying to make is, in the event that there is a safety hazard on your piece of equipment you must decide what are the probabilities of some- one being injured or killed. You are the one who will shut down the equipment. You have been taught by a thousand other people. It is your job to think ahead! It is your job to think ahead!

It seems that Sonny was head- 
ging for the runaway-truck ramp, courageous men are killed while courageous men are killed while becoming a hero. A little dis- cretion may save you from having to make life or death decisions. Be safe always and look ahead!

Engineers News

May, 1975
How Your Glasses Are Made

How unique each pair of glasses actually is. Not only is there the matter of the correct prescription, but the exact point that the eye will focus through a particular lens must be determined. This "optical center" will vary for each person and then again for each lens that is used. The laboratory, using your optician's instructions, must use microscopic accuracy to assure that your lenses will be properly fitted. This might include some minor adjustments that might be needed to make your glasses more comfortable.

Once the lenses are prepared they must be fitted into the set of frames that you have selected. Since there are literally thousands of different frames, this little step comes very close to the proverbial "trying to put a round peg into a square hole."

When the frames and lenses are returned to your optician, he will need only verify the accuracy of the finished lenses and insure they are properly fitted. This might include some minor adjustments that might be needed to make your glasses more comfortable.

Once you have received the authorization form from California Vision Service, select a doctor from the list and make an appointment for an examination. Present the form to him on your first visit. When your examination is completed, the doctor will have you sign your name to the form. You will then pay the doctor only $7.50 for the services provided by the plan.

If you seek the services of a doctor who is not a CVS panel member, you should pay the doctor his full fee. CVS will then reimburse you in accordance with the schedule outlined in the plan booklet. There is no assurance that the schedule will be sufficient to pay for the examination or the glasses. If you do obtain services from a non-panel doctor, or obtain glasses from a dispensing optician, be sure to send your itemized statement of charges to CVS along with your benefit form.

Q: How do I use the vision care plan?
A: Initially, you must obtain a vision care form from either the Fringe Benefit Service Center, the Trust Fund Office, your district office, or from the California Vision Service office, 3500 American River Drive, Sacramento, California 95825. Next complete the request card attached to the form and mail it to California Vision Service. If you are eligible for vision care benefits, an authorization form will be sent to you along with a list of panel doctors in your area. You should not make an appointment for vision care services until you obtain the benefit form.

Once you have received the authorization form from California Vision Service, select a doctor from the list and make an appointment for an examination. Present the form to him on your first visit. When your examination is completed, the doctor will have you sign your name to the form. You will then pay the doctor only $7.50 for the services provided by the plan.

Q: What type of services are available for vision care?
A: There are basically three types of services that are available to participating members of the Operating Engineers Health and Welfare Plan, and they are vision examination, lenses, and frames. In addition, contact lenses are available in certain instances if prior approval is obtained by your doctor from California Vision Service.
The Local No. 3 Tech Engineers Department together with the employees of the American Steel and Wire, through the ongoing Joint Apprenticeship Committee, has started off on another project for Local No. 3 Tech Engineers.

A year and several months ago the union began departmentalization of some of its various functions. The idea was to develop the best possible knowledge, experience, and staff available. At any given time that specialization is needed, the officers, and other departments and business representatives now have resources which were not readily available before. This is a very good example of services available for the best purpose of Tech Engineers.

Most of us feel that safety education is one of those things that "there will always be another day" for. We have all heard the regulations, however, it is no longer possible to allow participation in safety programs on a volunteer basis. This holds true for both the employer and the employee.

The Northern California Surveyors Joint Apprenticeship Committee has started the wheels in motion to prepare a program specification for the Engineers. This is not just another educational program for apprentices. It is to be designed for all Tech Engineers working under Local No. 3's collective bargaining agreement.

The Northern California Surveyors Training Trust Fund has provided the wherewithal to start the project. Research, outline and script for an initial segment are being handled by the audio-visual technicians of the Local Union No. 3. Paul N. Martini and his crew of special safety representatives have been involved from the first. An ad hoc committee of Tech reps and management have met to delineate goals, objectives and details. It will be headed by Local No. 3 Tech Engineer who provides the talent and technical experience necessary for the realities of the occupation.

In the course of the Tech Safety Committee's work no one will know what bits of audio-visual information are available and, therefore, how much must be produced from scratch. It is contemplated that there will still be a good deal of suitable material to do the job right.

Fortunately, the Public Relations Department of Local No. 3 has developed staff and production competence toward just this kind of activity and these are being made available to the Joint Committees by the business manager of Local No. 3 for projects concerning Tech Engineers.

To do it right will take a while. The reason for the information at this time is to get the Tech Engineer to be surprised when the production crew shows up on a job site to film special effects activity. At least some of them are going to have the opportunity to show their acting ability. Who knows, you too may be on "Candid Camera."

Another batch of certification applications were processed by the J.A.C. These bring the current total to 71 during the special certification process.


Remember that July 1, 1975, is the last day applications will be accepted for this special processing. Applications are available at all Local No. 3 job placement centers in California and from the Tech Engineers Center, 2211 Webster Street, Oakland, California 94612.

Mike, Gene and Paul are negotiating with the testing and inspecting employers at this writing. It is our understanding that these employers are seriously considering the funding of a training program for Local No. 3 members in the testing and inspecting occupation. More later as it develops.

Water, Water Everywhere...

By BOB SKIDGEL, District Administrator, Local No. 3

April Rains Heat Oakland

The weather is not helping our crane business as a whole. Jobs in the next few months will be few with a few shut-downs at a few refineries.

There will be a bid to rent cranes as far as San Diego. Baker Crane, Bigge Crane and the lower end of the Locat, Union No. 3 are being asked to bid on this work. There will be lots of refinery work and a few small job in the San Jose area.

Baker Crane has a few good jobs right now. Dublin is doing well in Oakland, in the San Francisco Bay Area and the Port of Redwood City, loading scrap steel on ships. Peninsula Crane has a few small jobs in the San Jose area, but they are slow at this time. Sheedy's work is slow also, but they're managing to get some crane work done between crews as well as they can. They have a few operators on loan-lease, with one going to Mare Island for a few months. Sheedy is presently working on two cranes off the roof of building on Broadway in Oakland.

Bean Crane is doing a little tilt-up work, but is not too busy right now as most tilt-up work is not ready. Oswald Crane's work is doing well. They have a few cranes in refineries and at the water treatment plant in Concord. They are doing lots of small work all through the Bay Area. There are a few small crane trucks bidding on work at Phillips 66, along with Bigge Crane. Marine Van and some others are doing good building work in the San Jose area. It's not much, but it's doing well in the Marin County area. They are a small company but do very well.

Rosendahl Crane is doing fairly. They have a few rigs in the refinery areas, some lease and some rental. They are also doing lots of little work in the Bay Area. Allied Crane in downtown Oakland is doing work at the old Holy Sugar Plant in Union City, 5465, are almost through there. This job has been a blessing for his crew, as his work has been slow. Bigge Crane is doing good, as they have a lot of loan-lease stuff out at all times.

Cranes have rigid in Standard Oil. They did a job for Kaiser with four cranes and have done some work in the Sacramento area, also four crane picks. This job will go a month or so, but this is a good money type of job. Tilt-up work is slow, but moving with some activity. Baker Crane, as far as San Diego. Baker Crane is still plugging along as their work is fair in the San Pedro area. Baker Crane work in Sacramento Valley area is good as we have heard they need an operator now and then for some of the long- boom work.

The work for the crane business as a whole looks very good for the rest of the year in this state. There will be lots of refinery work and a few small jobs in the state and federal work as a fill-in, so we should have a good year to look forward to.

We have a pre-job date set April 39 with Bechtel Corporation on the S.F. Expressway job going through the Avon Plant. The total job will run around $20 million, so we should have a good turn out and have a good meeting.

Housing Industry

In the teeth of our phony, fab- ricated money crisis there seems to be a lot of building and housing. If you ask the realtors how they're doing, they will tell you that housing is brisk and to some it's one of the best gauges of our economy there is. Con- fection meetings are being held by the contractors and realtors, both finance and contractors, who have over-extended themselves, but there are the few, and they are in trouble. Many have held back, waiting for things to break.

Lower interest and freer money, have pushed this housing thing about as far as it can go. But it is another indicator that our work will be going good this year. Yeah, in a few weeks you'll be cussin' that adobe that won't come out of the ground. Sure, you can hang it up and smarin his hound hard hat, the damn teamster on the damn water, sit on a few sandwiches. And for the lucky few, who work the shopping centers, and landlords, and the others, the break (no cussin' here).

Work is being picked up some in the shops, and ahead, quite a nice build up in anticipation of good weather.

Ream Machine Shop in Lafa- yette is getting ready to equip- ment to handle containerized car- rying, and this will be of great help. These brothers can see a lot of work out ahead of them.

Alec McLeod Powders in Berke- ley is having signs of recovery.
EMERGENCIES NEWS

Engineers News

By WALTER TALBOT, District Representative, and AL McMANARA, District Representative and Business Representatives

The work picture has brightened considerably in this district but new items have come along that we had anticipated according to last month's report. This of course was attributed in part to the inclement weather. However, the majority of the scheduled reported jobs have been released.

Granite Construction Co. does not plan to construct the 3.5-mile project on the Yuba River. The District Representative and Business Representatives have been in conference with Mr. John Williams, the company's District Representative, concerning plans for construction of the 3.5-mile project. The company has agreed to work with the District and Business Representatives on plans for the project.

By CLEM A. HOOVER, District Representative and Business Representatives

The Sacramento chapter of the Concerned Citizens Coalition is in business and very much in need of members. We have many issues to fight for in the Sacramento area but it requires the support of the rank-and-file members and their wives and friends. Some of the issues are:

1. Noise element. This is an ordinance, if passed, that would stop any more noise from being generated in the community. The members of the chapter have been working on this issue for many years. They have been successful in passing similar ordinances in other communities.

2. Drainage problems. This is a pressing issue in the Sacramento area. The community has been experiencing flooding and drainage issues for many years. The chapter is working with the city to find a solution to this problem.

3. Street lighting. This is an important issue in the community. The chapter is working with the city to install more street lighting in the area.

4. Road construction. This is a major issue in the community. The chapter is working with the city to improve the road system in the area.

5. Air pollution. This is a pressing issue in the community. The chapter is working with the city to reduce air pollution.

6. Water pollution. This is a pressing issue in the community. The chapter is working with the city to reduce water pollution.

Business Representatives

The Sacramento chapter of the Concerned Citizens Coalition is in business and very much in need of members. We have many issues to fight for in the Sacramento area but it requires the support of the rank-and-file members and their wives and friends. Some of the issues are:

1. Noise element. This is an ordinance, if passed, that would stop any more noise from being generated in the community. The members of the chapter have been working on this issue for many years. They have been successful in passing similar ordinances in other communities.

2. Drainage problems. This is a pressing issue in the community. The chapter is working with the city to find a solution to this problem.

3. Street lighting. This is an important issue in the community. The chapter is working with the city to install more street lighting in the area.

4. Road construction. This is a major issue in the community. The chapter is working with the city to improve the road system in the area.

5. Air pollution. This is a pressing issue in the community. The chapter is working with the city to reduce air pollution.

6. Water pollution. This is a pressing issue in the community. The chapter is working with the city to reduce water pollution.

New Members

NORTH SIDE—Construction of a new bridge to carry Highway 49 over the Stanislaus River will eventually cost about $14.2 million. The above photo shows the view from the north bank of the project.

2,260 feet long and 160 feet above the present water level. It took one year to prepare construction plans with engineers and construction people working side by side to make everything right.

Stanfield & Moody of Stockton and Tracy was the successful bidder on Schedule I, Vornado Bridge, for a cost of $825,000. Weyerhaeuser of Madera was the bidder on Schedule II for $430,000.

NEW BRIDGE

The $14.2 million project that will span the Stanislaus River on a 2,260-foot bridge is called for by Project No. 2. The project will be bid on May 12 with Jaxon Baker.

Bill Marshall, Bill Best, Bill McManara, Business Representatives

Eureka District Gets Some Spring As Projects Start To Move Again

By BOB WAGN, District Representative and BUSINESS REPRESENTATIVES

Spring has finally arrived here along the North Coast. All winter our articles have dealt with wet weather, poor employment opportunities, job shutdowns, environmentalists and other depressing subjects. However, the tide has changed and we now have good news to convey. Most of the projects in the area are starting to come back to life.

Guy F. Atkinson on the Arcata freeway have re-opened some of their dirt roads. These brothers are doing some preliminary work so that the scarppers can be started in the near future. This job should provide another full season of all around employment. Work on the overpass has been going on all winter on a half-time basis.

Mercer Fraser Co. has also re-opened some of their H.D.'s to begin the equipment for the busy season ahead.

W. Jason Baker Company has a full season of work available for the good brothers employed by W. Jason Baker.

May, 1975
THE MERIDIAN BRIDGE, built in 1912 by the Northern Electric Railway, will be torn down late this year and replaced by a cable suspension bridge capable of handling four lanes of traffic.

By A. A. CELLINI, District Representative, and JOHN E. SMITH and GEORGE HALSTEAD

THE OLD SUTTER COUNTY LANDMARK GETS THE AX

Portions of the bridge, paraphernalia, controls, and the orbit lightening arrestors that form a crown at the center of the span, will be preserved in area museums. Arrangements to donate the materials to Colusa Counties Historical Societies are now under way, as well as BLOOD BANK.

We are very grateful to members who donate to our blood bank and wish to also thank friends of members who donate in our name for the replacement of blood which we have released to members. We have two such friends who have donated this month. Thank you Debbie Hendricks and Leroy Ross, both of Nevada.

Donations can be made at any mobile blood bank in our name and the following locations are new.

CHICO: Each Monday—3 p.m. to 6 p.m.; Each Tuesday—8 a.m. to 11 a.m. and 1 p.m. to 4 p.m.; Each Friday—8 a.m. to 11 a.m. at the Chico Donor Center, 169 Chabiss Road.

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

MARYSVILLE: 2nd Tuesday of each month—1 p.m. to 7 p.m. at the Marysville Art Club, 423 10th Street.

New Four-Lane Expressway To Be Built In Redding Area

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

Lloyd Rodoni and Son of Sara
dale will complete a fourlane expressway on Route 395 between the Nevada state line and 1.4 miles north of Route 70 at Hallijah Junction. Struc
tures to be constructed will be bridges for both north and southbound lanes at four locations and a modified diamond interchange between Routes 70 and 395.

Public safety will be increased through separation of opposing traffic lanes by a 150-foot-wide median and wider roadways. An 80 per cent reduction in deer-car collisions is anticipated due to providing migrating deer passes under the highway bridges at three strategic locations and construction of a special seven-foot-high deer-resis
tant fence on the central four miles of the project. The concrete underpasses will be multi-purpose, being used as cat
tle and equipment crossings as well.

Another benefit to wildlife will be the "gallinaceous guzzlers"—a permanent, self-filling water catchment similar to a cistern for quail and chucker type birds. These guzzlers were incorporated into the project to replace any natural water holes that may be eliminated by construction. They are designed to catch rain water by a collection apron that drains into a tank set in the ground where it is stored, thus affording the birds water throughout the summer.

Construction of an interchange at Hallelujah Junction requires the removal of existing improvements—a small cafe, service sta
tion, four motel units and several other dwellings. Because of the remote location and the need for services to the travelers, access has been provided to the easi
erly of the interchange so that the commercial development can be reestablished.

Material grades from the new building site will be used for con
tact of the interchange. Brother Lou Barnes is the job steward on the job.

The Redding City Council voted to apply for state aid to build a $4 million vehicle overcrossing above the Southern Pacific Rail
track at South Street.

Redding's application to the state Public Utilities Commission seeks 80 per cent state funding for the project. A second crossing, in addition to the existing Eureka Way overpass, is necessary to provide emergency ve
cicles a swift crossing of the tracks and to eliminate traffic congestion near railroad crossings.

Mercury Hospital is on one side of the tracks and the major popu
cation center is on the other side. The latest estimated cost of the South Street project includes $300,000 for the overpass construc
tion, $270,000 for buying rights of way and $800,000 for engineering and other test items.

Hammond Brothers Construc
tion Company of Mt. Shasta has moved in on its land-leveling and grading contract on the job. The work will entail moving 400,
yards of material to fill an area that will be covered with effluent water from the Simpson-Lee point. Brother Da
vil Hole will be the job steward on this project. Davey, along with 12 concrete crewmen, will be work
ing approximately six months on this project.

Jim Byrnes Construction Compa
ny from Red Bluff has moved in on the Osborne site digging trenches to drain water which will enable Ham
don Brothers at a later date to move in and start building the settling ponds. Jim Byrnes keeps about four operating engineers busy year-round out of the Red Bluff office.

The State Highway Commis
sion has allocated $270,000 to upgrade a portion of Highway 97 near Weed. The commission also voted to move the Mt. Shasta to Yreka into the State Highway System. The $217,000 will be used to provide $7,000 for a $2.7 million project to add a truck-passing lane, and eliminate three steep curves on Highway 97.

The 6.6-mile project will begin in June. By accepting Yreka's Main Street into the State Highway System, the commission allowed the city to assume the maintenance of the road. Main Street will now be part of State Route 3.

The Ceciville-Somers Bar Road, one of the most primitive routes in the county, will get $2.8 million worth of improvements over the next six years under a federal-state-county program.

The job has been allocated by the Federal Highway Adminis
tration for improvement of par
tial horizontal runs on the whole route. The State Department of Transportation will do the engi
dering and award the con
tracts with federal funds trans
titted through the county. The portion of the bridge over the Fork of Salmon River from Somers Bar to Ferks is estimated to cost $900,000.

There are many features that are one lane and a number of curves that are too sharp to too long.

Northland Construction started work on the Highway 299E job at Oak Bar Road and Ferks Road. The job will be super
sized by Brother Martin Teel
e, and the three men will be the co-investor with Brother Dutch Herman of the Dutch Grade Rod. Specifically, the project is a road and bridge operating engineer, Brother Paul Heater, applied for and was given the contract for the type of advanced design telescoping grade rod. The outstanding features of the new Heater Grade Rod is that it is a longer rod and the different 
styles of graduations, feet and inch, engineers scale, etc., are
guaranteed to last forever and they will be replaced. Any in
terested grade-setters, surveyors or contractor should contact the Grade Rod Mfg. Company, Santa
First For AFL-CIO Affiliate
District 90 Weighmasters Join Local 3

A FIRST — Hillsdale weighmaster David Jorgensen, second from right, and Granite Construction Co. weighmaster Robert Arata, second from left, held the first weighmasters contract signed with an AFL-CIO affiliated union as bargaining representative. At far left is Tom Carter, San Jose assistant district representative and at far right is San Jose District Manager Harvey Bacon.

A successful organizing drive in the San Jose area recently resulted in the certification of building material employees which had never before been represented by an AFL-CIO-affiliated union.

Under a new agreement with the Hillsdale Rock Co., in San Mateo March, Local 3 became the collective bargaining representative of the unionized employees, thereby making Hillsdale Rock within the jurisdiction of the local.

Hillsdale Rock Co. has a 45-foot conveyor that can be extended to 90 feet for loading and toenailing in concrete and paving equipment. In addition, the company has a large dozer with one arm, Jim said, and union contractors. The San Mateo Valley area is losing jobs to other localities, and the environmentalists putting union contractors on the Giulietti job are having a positive impact on the local economy. Bill Kraynick. There are approximately 300 jobs going in Foster City and without jobs a misleading as they are no friends to San Mateo County.

San Mateo Rainy Season Ends
PAHEL, Business Representative after a period of inactivity due cently led to the unionization of a classification of building projects on the drawing boards for this season. The San Mateo County is the only jurisdiction in the Bay Area where the union has a chance to play.

There is no indication, however, that the implications of the breakthrough agreement are anything but good for the construction industry rolling again to further study of the necessity of the name of the group is A.W.A.R.E. (Allied Weighmasters Association of the Pacific). The San Francisco International Airport, which is one of the largest in the world, is considering building a maximum of 30 days per year.

The present contract with Hillsdale Rock covers only six employees, but we're watching it carefully.

To meet the San Francisco International Airport, which is one of the largest in the world, is considering building a maximum of 30 days per year.

The present contract with Hillsdale Rock covers only six employees, but we're watching it carefully.

To meet the San Francisco International Airport, which is one of the largest in the world, is considering building a maximum of 30 days per year.

The present contract with Hillsdale Rock covers only six employees, but we're watching it carefully.

To meet the San Francisco International Airport, which is one of the largest in the world, is considering building a maximum of 30 days per year.
San Francisco Work Outlook
Brighter in Downtown Area

By RALPH WILSON,
Director of Development
and
CHARLES SNYDER
and
PHIL PRUETT
Business Representatives

The outlook for this work year in the San Francisco downtown area is brighter than it has been for some time. A number of new buildings are in the planning stages and others are underway or soon will be.

The Yerba Buena project has again bogged down with a new lease. The timing of this time is there is indication the problem may be resolved.

Joshua Goodman Construction has been working on their sewer projects in the downtown area andホームページ enters several projects underway.

A $2,689,637 reconstruction of Market Street, United Nations Plaza, has just started with a completion date of March, 7976. Cahill Construction has started the $1 million Sutter and Stock-

ing Street garage, which is expected to be completed in July, 7976. Cahill Construction also has started the $19 million State of California Insurance Fund Building at 8 and Market Streets, a completion date of approximately mid-summer of 7977.

Diowski Construction projects at 11th and Market Streets (Bank of America Building) has been in the process of demolition of existing buildings only at this time. Icono of Seattle has just about completed their portion of the project.

PANKOW COMPANY recently began work on a $12 million office building for Pacific Telephone in San Francisco.

= 469 Sutter St., San Francisco

May, 1975
ENGINEERS NEWS
Page 13

In Utah District

Priority List Of Projects Established

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

Utah highway officials have estab-lished a priority list of projects and to plan what they expect to spend, starting on the money the State is due to receive from the 2 billion in unim- pounded highway funds for the balance of this fiscal year, and to extend the balance of the $2 billion more in unimpounded high-way funds.

The collective highway fund "pot" will be given out to the states in a first-come, first-served basis until the money is gone, or until June 30th, whichever comes first. Those states which can "obligate" the money to projects the fastest will have the advan- tage.

Utah State Road Commission up came up with an estimated $23.3 million worth of Interstate proj-ects, $19 million worth of primary county projects, and $30 million worth of State secondary projects. $30 million worth of Urban System projects. $6 million worth of State projects, and $4 million worth of Urban Exchange for Safety Program projects, and $3.75 million worth of County sec-ondary candidates for the released funds. It is unlikely that all of the projects on the list will be ready for contracts by the June 30th deadline. However, only about a third of the projects could be completed. The project is expected to be completed within 30 days, which will be some-what difficult for states.

We would like to remind the brothers who have been recalled from other state projects to establish their names with the state so their names can be removed from the out-of-work list.

NORTHERN UTAH

The contract awarded a $2.89 million contract to L. A. Young Sons to build a 2.55 mile section of 1-70 between St. George and Cedar City. The bridge will be a series of five bridges, a total bridge length of 2400 feet. The project is expected to be completed within 20 days, which will be some-what difficult for states.

Two contracts were awarded to build a series of five structures under the Bridge Replacement Program. The old bridge will be replaced by a series of five structures, one will span the Bear River, another will span the Oquirrh Mountains, and the others will span the Bear and Malad Rivers.

US 50 and 6, between East Price and Wellington, will be long term projects. According to a $377,965 contract awarded to L. A. Young Sons Construction.

The contract will widen the roadbed to provide two 11-foot travel lanes and six-foot-wide shoulders. It will also completely reconstruct the six-mile stretch of highway. The project may cause some traffic slowdown. Construk- tion is expected to begin in April and should be completed by the fall.

The Utah State Road Commissio

The work at nearby University of Utah is still in progress. The project is expected to be completed within 30 working days, which will be some-what difficult for states.

Central Utah

Work in central Utah is starting to pick up and a number of the brother operating engineers have been recalled by their old em- ployers. Bad weather is still af- fecting some of the work, especial- ly those at higher elevations. American Bridge, Tailone Con- struction and State, Inc. are still working on Steel Plant at Geneva. The work prospects at the plant seem to be getting a little bright- er. If some of the work is released it will provide some new jobs for operators.

Heckert Engineering Company at Geneva is still working on the rerouting and extra shifts on stock- piling material and steel reclaiming. The employer expects to in- crease the crew size for the sum- mer run. A new agreement is now in place and the brothers have started to receive the increased wages.

The new shop at Geneva Rock Products' Orem yard is almost complete. They expect their work load to be heavy this season and they hope to get back into produc- tion very shortly. It is quite pos- sible the crushers will work many extra hours this season.

S. J. Groves Construction is presently working with a reduced crew on the Currant Creek Dam. They hope to be back to the two- shift operation as soon as pos- sible. Some concrete must be poured before the dirt spread can get back in operation, which, of course, depends on weather condi- tions. However, the push is on and that should mean some good concrete work is being done and the work is going full bore again.

Stuuffer Chemical Company is working their Vernal operation at full capacity. The number of jobs remains constant but the turnover in manpower is a problem. A number of the brothers are leav- ing the area because of over- crowded conditions in Vernal. Also, the cost of rent has gone up very high. The company does not have the funds to upgrade the water and sewer sys- tem.

In 1975, 6 and 7, between East Price and Wellington, will get long term projects. According to a $377,965 contract awarded to L. A. Young Sons Construction.

Brighter For Downtown Area

Cahill Construction has started under the Bridge Replacement Program.

The new shop at Geneva Rock Brothers who have been recalled from other state projects to establish their names with the state so their names can be removed from the out-of-work list.

Cahill Construction has started under the Bridge Replacement Program.
With Safety In Mind

Safety Reporting System

By JERRY MARTIN, Director of Safety

We would like to devote this article to a constant problem area that we have, and that is, whenever an accident involving our member occurs, we want to know about it! Your safety representatives put a considerable time and effort into preparation of the accident report forms.

In order to make our accident reporting system, which was developed by your Safety Department, has been subjected to a study which indicates a specific area relating to being established. Let me tell you quite a story. We now feel that some of the answers of just why these accidents happen are beginning to show up and therefore we can now relate them to you.

First of all, whenever an accident is reported, our procedure is to prepare a file which is an Accident Investigation Report Form. Our files on Safety Hazard Report Form (No. 399) are then reviewed to see if it might possibly have been a job site hazard reported previously which relates to the accident. With this procedure we have tied many incidents together—that is, a job site hazard has been reported and not corrected and this hazard caused an accident.

Problems of this nature gives us reason to become very concerned because there seem to be many, many job site hazards never called to the attention of the immediate supervisor. This is a lack of communication problem and simply has to be overcome.

We all must understand the basic principle of the Occupational Safety and Health Act that specifies that the employer must assume the responsibility of providing a place of employment free from hazard. But governmental regulatory programs are only part of the answer. Equally important in the implementation of these laws is the willingness and the timeliness of employers to communicate their concerns about safety and health hazards to appropriate worksite representatives. If not, there would be no single failure. It's yours.

Today, safety laws that specify that the employer must assume responsibility for the safety and health of his workers and for the safe operation of the plant, simply require that any problem you may have regarding occupational safety and health, be reported to your supervisor.

Several weeks ago we held a meeting at which time we were able to present a series of safety techniques which have already been successfully used across the nation without a single failure. We have found them to be quite useful in drowning situations. They can't talk. Generally they turn gray-blue from lack of oxygen after a few minutes. This is the point of view.

Let's look at how the "Heimlich Maneuver" works:

1. Grab the victim and stand behind him or her. Wrap your arms around the waist, allowing the choking victim's upper torso to fall over yours.

2. Make a fist with one hand and grasp it with the other, placing both hands against the victim's abdomen with a quick upward thrust, expelling the air in the lungs.

3. Repeat several times if necessary, usually works the first time.

4. If the victim is sitting, stand behind him and grip his abdomen. The primary point is to press upward beneath the rib cage and compress the air in the lungs and force it— the air out of the victim's throat.

If the victim is prone or unconscious, turn him on his back and kneel astride the torso and place both hands on the victim's abdomen slightly above the naval and below the rib cage and again, press with a quick upward thrust.

Write to Ken Erwin, Operating Engineers Local Union No. 3, 784 Valencia Street, San Francisco, California 94110 or call him at 415/431-1568 to obtain a membership card in the club which will take the edge off the cost of such a trip.

The Heimlich Maneuver

By JACK SHORT

Safety Representative

Bandleader Tommy Dorsey died in 1957. His Mass is said today. It kills up to 200 Americans a year. The victims from it are recorded in the Bible and at least a dozen Americans probably die by it on Thanksgiving Day.

It's choking on death, the sixth largest cause of accidental death. And accidents are a common cause of accidental death.

But now there is a new first aid technique that has already saved the lives of at least 75 persons who would otherwise have died from choking.

It's called the 'Heimlich maneuver' and was named after Dr. Henry Heimlich, Director of Surgery at Jewish Hospital in Cincinnati.

"If you're really choking on food, you die approximately in four minutes," Dr. Heimlich said during a visit to Philadelphia to tape a Mike Douglas Show segment.

Until now, the remedies for choking on food have been traditional and not always reliable—pounding the victim on the back, reaching into the throat to dislodge the food, or even sticking a plastic device into the reach to the throat. But after reading that between 3,700 and 4,000 persons in the U.S. still choke to death on food each year, Dr. Heimlich decided on a new way.

He basically, his method involves a modified "bear hug" that forcefully compresses the air in the lungs. This almost invariably forces the food or other material out of the throat by air pressure. And in just a few months after he developed the technique, it has been successfully used across the nation without a single failure. He's been proved useful in drowning cases where other methods have failed. The American Medical Association, the National Safety Council, and other major health organizations endorse the technique.

Victims of potentially fatal choking can't talk. They can't talk. Generally they turn gray-blue from lack of oxygen after a few minutes. This is where the Heimlich maneuver comes in. If you are a "golddigger" you may be interested in the following gold is well worth a trip to Disneyland 3. 2. 474 Valencia Street, San Francisco, California 94110.

LISA AND TOM—Tom Monahan, steward for Local 3 at Yuba Goldfields, is seen here below Gold Dredge No. 21, renamed "Liza."

JOB STEWARDS ACTIVATED

Week Ending March 30, 1975

<table>
<thead>
<tr>
<th>Name</th>
<th>Dist.</th>
<th>Name</th>
<th>Dist.</th>
<th>Name</th>
<th>Dist.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Les H. Park</td>
<td>11</td>
<td>Frank Medina</td>
<td>4</td>
<td>William D. Allen</td>
<td>4</td>
</tr>
<tr>
<td>Andrew K. dressed</td>
<td>02</td>
<td>Robert Mosher</td>
<td>01</td>
<td>Robert Johnson</td>
<td>11</td>
</tr>
<tr>
<td>Cerro</td>
<td>01</td>
<td>John A. Civelli</td>
<td>90</td>
<td>John A. Civelli</td>
<td>90</td>
</tr>
<tr>
<td>John W. Blank</td>
<td>01</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
<tr>
<td>Richard Johnson</td>
<td>01</td>
<td>Randy Goodman</td>
<td>11</td>
<td>Randy Goodman</td>
<td>11</td>
</tr>
<tr>
<td>Tom Monahan</td>
<td>11</td>
<td>Richard Johnson</td>
<td>12</td>
<td>Richard Johnson</td>
<td>12</td>
</tr>
<tr>
<td>Ron Anderson</td>
<td>11</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
<tr>
<td>Sunny Brown</td>
<td>11</td>
<td>Bert Canavan</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
</tr>
<tr>
<td>Bill Meaney</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
</tr>
<tr>
<td>Bill Meaney</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
</tr>
<tr>
<td>Bill Meaney</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
</tr>
<tr>
<td>Bill Meaney</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
<td>Bert Canavan</td>
<td>20</td>
</tr>
</tbody>
</table>

JOE STEWARDS INACTIVATED

Week Ending March 30, 1975

<table>
<thead>
<tr>
<th>Name</th>
<th>Dist.</th>
<th>Name</th>
<th>Dist.</th>
<th>Name</th>
<th>Dist.</th>
</tr>
</thead>
<tbody>
<tr>
<td>John H. Quinton</td>
<td>11</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
<tr>
<td>John L. Wilson</td>
<td>11</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
<tr>
<td>John H. Quinton</td>
<td>11</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
<tr>
<td>John L. Wilson</td>
<td>11</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
<tr>
<td>John H. Quinton</td>
<td>11</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
<tr>
<td>John L. Wilson</td>
<td>11</td>
<td>Jack Snowball</td>
<td>12</td>
<td>Jack Snowball</td>
<td>12</td>
</tr>
</tbody>
</table>
SAN JOSE

We regret reporting the untimely passing of Clyde Williams. Clyde was a blademann for Teichert Const. for many years and left many friends. Our deepest sympathies are extended to his family and friends.

Frank and Judy Dutra recently added a 6 lb., 16 oz. girl to their happy family. Frank is employed by Parnum Paving of Ukiah as a masticman.

Jim and Janie Scigliola were blessed with an 8 lb., 10 oz. baby boy, Anthony James, in the city of Santa Rosa, on February 26. Congratulations to them.

MARYSVILLE

Our deepest condolences are extended to the families and friends of deceased Brothers Bernard Fuelling and Harold Cooper.

A speedy recovery to Brothers Oscar Turner in American River Hospital in Carmichael and H. G. Shackelford in Sacramento Medical Center, Surgery.

FRESNO

Many thanks to Brothers James Foster and William Wickenberg for their donation to our Blood Bank.

SANTA ROSA

ENGINEERS NEWS

Hospital in Carmichael and H. G. Shackelford in Sacramento Medical Center, Surgery.

from some of his buddies. His address is M-K River, Glennallen Camp, Alaska. Before he left the pipeline job in Alaska.

Brother Joe Gallardo is still hospitalized at Marin General. We do not forget to attend the San Jose District BBQ on Sunday August 2.


RULES FOR SUBMITTING ADS

Any Operating Engineer may advertise in these columns. Please include PERSONAL PROPERTY which he wishes to sell, swap or purchase. Please include phone numbers for rentals, personal services or side deals.

For Swapping: Submit a separate sheet of paper, limiting yourself to 20 words per advertisement. Mention your name, complete address and phone number.

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

Please note Engineers Swap Shop as soon as the property you need is displayed, or as soon as you receive this issue.

Because the purpose should be served within the period, advertisements will not run in the next issue of the Engineers News. Please note Engineers Swap Shop, DALL MRR, Editor, Sacramento, CA 94565. Be sure to include phone numbers for your and the person who has posted an ad.

We would like to extend our deepest sympathies to the families and friends of the following brothers who have passed away recently: Martin Winthrow, George Seagberg, Trace Baker, Lawrence Stokley and Perry Laws. The deaths of our brothers is a great loss to all.
from their long slump, with new orders triggering the recall of some brothers from layoff. We are also currently in negotiations with this firm, so we are doubly glad to see their work load pick up.

The picture of rain and sun makes the grass grow, which is good for the work load at the golf courses, even though most dirt spreads are still wet to plow. While the grass is up and down condition for the past month, allowing some time for repair to some lawns.

It must be said that the owner-operator truckers had a small alteration about hiring, bit contract haulers, but the pickets have now been removed. Let’s hope that this condition has been answered and satisfied. We should be geared up for a strong late productive year.

The Passco Steel and American Forge have suffered some freak power failures, however, the majority of these employees are back on the job, with production up to about normal considering the conditions that gage this steel output to a greater degree.

The American Forge Company has also been on a slow production output, but the feeling is that this shop will pick up on production in the second half of the year.

Outside of the heavy industrial work of the area, the pace has slowed in the western Contra Costa County area. Several small dirt jobs with three or four opera tors per spread isn’t helping our out-of-work list go down. However, the shop continues to be nice, it can’t help but get better.

### HEAVY LIFTS

Out of our members who return in Richmond two large contractors have poured their men and equipment into the work. The contractor on special high-pressure vessel capable of withstanding 1,100 pounds per inch pressure, weighing 243 tons was brought by water, off loaded, Big Ben was transported by Big Ben to the jobs. Two large special heavy lifts by the San Francisco-Detroit had a 225-ton model 931 American and a 200-ton model 4100 Manitowoc with a spreader bar for the lift. At the end of the vessel had their 4000 Manitowoc, a 150-ton crawler crane with 80 feet of boom, to tall the load with a 120-ton spreader bar.

After the two large lifts on the crane on the following week Leake, one of our members have been in contact with Mr. Cripe, our member of the Operating Engineers for 27 years, and Robert Spears of U.C. Berkeley. Some members will soon be receiving a special letter of thanks from all of us. This information, added to facts gained from studies such as this one, is a product of studies such as this one.

I thanks from all of us. This information, added to facts gained from studies such as this one, is a product of studies such as this one.