

# Marr, Officers Attend Job Conference

## Negotiated Increases Due In June, July

### 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 Kinchloe, treasurer; Ray Cooper, job stewards director; Bob Wagnon, District 40 district representative; Ken Green, District 70 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 working people in general and 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 781,000 workers on a seasonally adjusted basis. The unadjusted figure is 23.8 per cent, or over one million workers.

"According to Labor Department studies, the average full-time construction employee works an average of 1,200 hours at his trade each year—at least 800 hours less than the average industrial worker," one resolution read. "The past year has seen the average number of hours worked per week by a construction worker consistently decline. Due to the

See More CONFERENCE, Page 2

## ENGINEERS NEWS

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



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40

MAY, 1975



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. Whar-

ton; 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 Witcraft.

## Regional Negotiation Subcommittee Set

An ad hoc subcommittee consisting of seven representatives from the Operating Engineers and seven representatives from the Associated General Contractors was appointed to further explore the possibility of regional negotiations at the conference held on that topic in San Francisco on April 15.

The conference was the second meeting on the possibility of a regional agreement that would cover about 121,000 operating engineers in the 12 locals of the 13 western states. The first meeting was held in Phoenix in February.

Representing Local 3 at the April conference was Business Manager Dale Marr. Also in attendance were IUOE General President Hunter P. Wharton, Regional Director of IUOE Region 10 J. J. Twombly and business managers of the 11 other western locals. Representing AGC, in addition to officials of the local AGC chapters, was Dale Witcraft, director of labor relations of the national AGC.

According to Twombly, the two groups were only exploring the possibility of regional bargaining at the conference and no binding agreements or commitments were made by either side except to meet again in late May to continue discussions on the matter.

"None of the 12 unions are in a position at this stage of discussions to conclude any agreements without first getting the advance or subsequent approval of their memberships to do so," said Twombly.

Robert S. Sundt, western region chairman of the AGC Collective Bargaining Committee and spokesman for the AGC, said that the employer organization must move cautiously in this endeavor because of federal laws governing situations of this type. Sundt said that the AGC will research the situation between now and the next meeting and firmly establish with the respective chapters the authority required for them to act for each chapter in the investigative study.

"There are 21 chapters in 13 western states and this in itself creates a logistics problem in an

endeavor of this type," Sundt said. "The first step in this effort is to determine what the structure of any agreement might be and the second step would be the actual determination and negotiation of a wide-area agreement. Each of these steps requires authority from each of the AGC chapters and any final agreement would also require individual chapter ratification."

Both men said that their respective groups and national organizations are extremely interested in further discussions and that they are sincere in their desire to improve collective bargaining positions in the construction industry which will result in reduced construction costs to the consumer, both public and private.

Twombly said that it has come to the attention of the group that other construction unions have expressed interest in these studies. Sundt added that it is the hope of the AGC that similar efforts can be conducted in concert with other building trades unions in the western states as well as in other parts of the nation.

### Breakdown On Increases In Wages, Fringes

Operating engineers working in California and Nevada under the Construction, Technical Engineers, Crane and Tank Erectors agreements will receive a 10.3 per cent increase in June or July depending on the effective date of each agreement.

Engineers working under several other contracts are also scheduled to receive increases in June or July. However, new wage and fringe benefits rates were not available at press time and these will be covered in subsequent issues of *Engineers News*.

The increases, provided for by guaranteed money and cost-of-living clauses negotiated into the contracts, will give engineers a firm \$1 on the effective date and the balance of the increase between July and November 1975.

In the majority of the contracts 50 cents of the firm \$1 was allocated to wages, 20 cents to vacation and holiday pay plan and 30 cents to pension. These allocations were made by the rank-and-file Executive Board based on a survey of members' preferences made in February.

A breakdown of the allocated increases follows:

#### CALIFORNIA WAGES

	Increase	Wage Rate Effective 6/1/75	Cost of Living Adjustment	Wage Rate Effective 11/1/75
Group 1				
Area 1	.50	\$ 8.26	.04	\$ 8.30
Area 2	.50	9.53	.17	9.70
Group 2				
Area 1	.50	8.58	.07	8.65
Area 2	.50	9.85	.20	10.05
Group 3				
Area 1	.50	8.77	.09	8.86
Area 2	.50	10.04	.22	10.26
Group 4				
Area 1	.50	9.27	.14	9.41
Area 2	.50	10.54	.27	10.81
Group 5				
Area 1	.50	9.46	.16	9.62
Area 2	.50	10.73	.29	11.02
Group 6				
Area 1	.50	9.59	.18	9.77
Area 2	.50	10.86	.31	11.17
Group 7				
Area 1	.50	9.73	.19	9.92
Area 2	.50	11.00	.32	11.32
Group 8				
Area 1	.50	10.09	.23	10.32
Area 2	.50	11.36	.36	11.72
Group 9				
Area 1	.50	10.29	.25	10.54
Area 2	.50	11.56	.38	11.94
Group 10				
Area 1	.50	10.47	.27	10.74
Area 2	.50	11.74	.40	12.14
Group 10-A				
Area 1	.50	10.57	.28	10.85
Area 2	.50	11.84	.41	12.25

See More INCREASE, Page 5

#### WHAT'S INSIDE

What can you make out of garbage? See page 5 for the answer.

A new classification of rock, sand and gravel-asphalt plant employees was recently organized in the San Jose area. See page 12 for details.

#### SEMI-ANNUAL MEETING

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





## LOOKING AT LABOR

By DALE MARR, Business Manager

Because some members of Governor Brown's cabinet and staff, as well as some of the UFW leadership, have singled out Operating Engineers Local Union No. 3, I.U.O.E., AFL-CIO as the villain in the opposition that has arisen against the Farm Labor Bill, it seems important to clarify and background our participation in this issue.

First, let me congratulate both John F. Henning, Executive Secretary-Treasurer of the California AFL-CIO, and James S. Lee, President of the State Building and Construction Trades Council for their statesmanlike leadership in dealing with the complex jurisdictional issues and for their rock-ribbed refusal to fall prey to the political and emotional pressures that have resulted from the opposition to the Dunlop-Berman bills.

As for Local 3's instant concern, it was simply to protect the long established craft and employment rights of our members in the fields of land leveling, soil testing and surveying as well as heavy equipment operation in agri-construction. The fact that other craft tradesmen and their jurisdiction were involved raised the issue to the State Federation and State Building and Construction Trades Council levels.

Let me say with complete candor that to the best of my knowledge the building trades had no original input into the bill and no knowledge of the bill's form until it was sent to us for comment and support after the fact.

Our first reaction on reading the bill was not to get involved, however, on second reading and with staff analysis, we found the "landmark legislation" to be completely devoid of any true craft protection clause for our members who work for firms that do as high as 90 to 100 per cent of their work in agri-business fields.

It was only then that we advised Governor Brown that it was imperative that he sit down with the building trades leadership and discuss their concern with the bill.

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 not clearly protected.

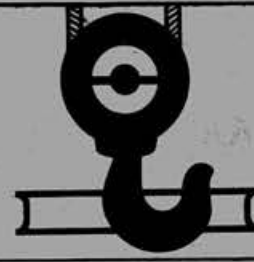
Although we are sympathetic with the cause of the United Farm Workers, we can only point out in all good conscience that the lines for "upward mobility" in the craft and industrial units for all of those regardless of age, sex, race or creed are already clearly mandated by federal and state law as well 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.

**Make Yourself Heard:  
Attend Union Meetings**



## QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Dear Dale,

I have a question about notifying the dispatch office after a "short duration" job ends. I thought that if you notified the office within 48 hours after the job ends you would be put at 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 I 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 employer other than for just cause without the employee receiving the equivalent of 48 hours of straight time wages. (This is found in section 04.10.15 of the Job Placement Regulations).

However, section 04.10.16 of the regs requires that you notify the Job Placement Center not later than noon of the day following termination if you are to be returned to your original place on the out-of-work list. It is important that you personally notify all district offices in which you

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

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

are registered so that you can be returned to your proper place on their lists.

## More On Conference...

(Continued from Page 1)

scarcity of work, many local unions are being forced to adopt shorter work weeks. Nevertheless, these workers are counted as employed."

As a partial solution to this high unemployment, delegates adopted a Public Works resolution calling upon Congress to pass three bills now before them. These bills are:

1) The Local Public Works Capital Development and Investment Act of 1975, H.R. 5247. This bill authorized a federal program to spend \$5 billion for the repair, replacement and expansion of all forms of public facilities. According to the Public Works resolution this bill would immediately create construction jobs.

"It is estimated that the prompt expenditure of these funds would provide work for over 200,000 workers," the resolution said.

2) The Emergency Employment Appropriations Act, H.R. 4481. This bill includes \$5.9 billion in funding for already authorized but unfunded or underfunded programs.

3) The Emergency Public Works Acceleration Act of 1975, H.R. 3067. This bill would expedite construction starts on approved public works projects and eliminate certain procedural requirements in order to reduce delays and accelerate certain public works programs and projects.

For the purpose of helping to alleviate the hardships brought on by high unemployment, the delegates adopted a resolution calling on the government to adopt a five-part program:

1) Substantially improve the nation's unemployment insurance system by eliminating the "waiting week" requirement in state programs, strengthening the existing benefit structure and requiring Employment Security Offices in those areas of substantial unemployment to remain open longer hours and hire sufficient staff to process claims without delay.

2) Provide health care to the millions of workers who lose their health insurance coverage under employer-employee plans when they become unemployed.

3) Make the limited Aid to Un-

employed Fathers Program mandatory in all states.

4) Provide that the increased costs of welfare during the present emergency are borne by the Federal Government.

5) Reject the Administration's efforts to increase the cost of food stamps to the unemployed and poor.

Another highly important resolution adopted by the delegates was one calling for Congress to block any efforts to weaken, repeal or suspend provisions of the Davis-Bacon Act.

The Davis-Bacon Act was enacted in 1931 for the purpose of protecting local wage standards of workers on federal construction projects. Later the scope of the Act was expanded to include construction which was federally assisted, even though the contract was not wholly a federal project. This program was necessary because unscrupulous contractors were winning federal contracts at the expense of the poorly paid construction workers. By importing labor from areas where wages were lower, or by drawing workers from pockets of high unemployment, the unethical contractor undercut the prevailing local wages and usually caused serious distortions in local economic conditions.

According to the resolution, the purpose of the Act is not to increase construction wages but to maintain construction wage levels already prevailing in an area.

In addition to the above resolu-

tions others were adopted calling for the enactment of a home purchase assistance program and other programs to stimulate housing, the creation of a separate National Energy Production Agency, the release of \$9.1 billion in impounded highway funds, the strengthening of the Rodino bill on illegal aliens and the adoption of H.R. 3786, a bill to provide states unable to meet the matching requirements for federal-aid highway funds with monies to cover Federal Highway Administration apportionments.

### District Grievance Committeemen Chosen

At regular quarterly membership meetings in March members from four districts elected 12 brothers to their respective Grievance Committees.

On March 14, Utah members elected Lynn Barlow, Earl B. Jolley and J. Ray Lewis to their Grievance Committee.

On March 15, the members from Nevada, District 11, re-elected Louis Gates, Anthony J. Madeiros and Frank Fornengo to serve on their Grievance Committee.

Brothers from the Santa Rosa district re-elected F. L. Crane, Dean Harlan and Howard Seacord to their Grievance Committee on March 20.

At the San Jose quarterly meeting on March 27, members elected Jim Waldron, Dick Miller and Bill Dalton to their Grievance Committee.

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## Sacramento Scene

# Many New Bills Call For Construction

By EDWARD P. PARK, Director, Education & Research Calif.-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 system. There are a few deletion bills, but nothing of the volume we have been deluged with in the past couple of sessions. This is good news, but the great problem with most of the funds that are released or appropriated for such purposes as building highways, transit systems, or cleaning up our water are caught up in a horrendous amount of red tape that permeates governmental programs at the federal, state and local levels. Somehow there has to be a radical reduction in this red tape, which now seems to benefit no one but the planners who continually grind out new proposals and restrictions which result in mountains and mountains of paper where nothing is ever finalized, nor as it seems, 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 same thing, "eliminate the red tape." This group consists of the County Supervisors Association, the League of California Cities, the Engineering and Grading Contractors Association and the Associated General Contractors. As a first step a resolution has been adopted concerning the Federal Highway Administration and the Urban Mass Transportation jointly issuing proposed rules regarding transportation improvement programs. It is the hope of this group that the final promulgation of these regulations can be delayed until a representative delegation has had an opportunity to discuss them further with the California Congressional Delegation.

Public worker 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 employee bargaining that may move along. To date, at least one of these has moved out of its first committee. S.B. 275 by Senator Dills has cleared the Senate Governmental Committee after being amended numerous times. In the view of the public employees' organizations, the worst of these amendments was the one that stripped them of the right to strike. The bill has a long way to go and undoubtedly there will be other amendments. Also, there are a couple of other bills that may move along if enough people become disenchanted with S.B. 275. The governor has taken an interest in public 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 primarily they deal with such things as retirement benefits, status of employment, etc.

At least seven bills dealing with collective bar-

gaining for agriculture labor have been introduced and are attracting either support or opposition from all sides. At least one of these, S.B. 308 by Senator Zenovich, has cleared the Senate Industrial Relations Committee over the opposition of the AFL/CIO United Farm Workers, but supported by the Teamsters. Once again, the governor is taking an interest in this type of legislation and has 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 them, such as A.B. 957 by Assemblyman Eugene Gualco, which provides for a misdemeanor penalty when a contractor is contracting and does not have a currently active license in good standing. The bill also clearly spells out the right of a fringe benefit trust fund to take action against the contractor's bond. A.B. 909 by Assemblyman Edwin Z'berg provides that a bonding company issuing a bond to cover the payment of wages for labor on public works projects who willfully fails to pay any verified claims on wages, then the claim for wages shall continue as a penalty against the bonding company for up to 30 days. Under the present law this only applies to contracts awarded under the State Contract Act and entered into with the state.

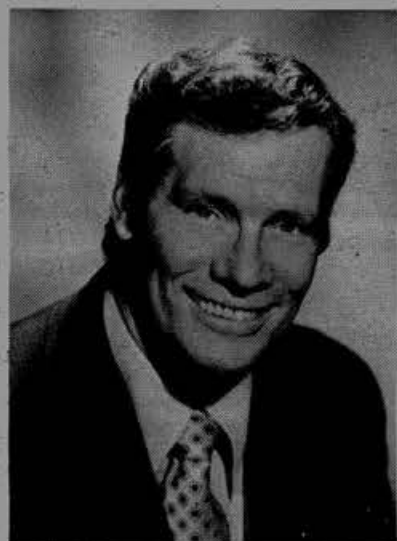
Some bills we are opposed to are moving also, such as A.B. 163 by Assemblyman Howard Berman and Hershel Rosenthal, would for all practical purposes stop all development within the Santa Monica Mountains; and A.B. 15 by Assemblyman Charles Warren, is an agriculture land use bill containing provisions similar to Proposition 20.

Over in Nevada it looks like S.B. 399 will stay in the Judiciary Committee, but it may become the subject of an interim study. This bill would have required a license to represent gaming employees and is far reaching in who it said would be required to be licensed. Sec. 6, Article 7 reads "Any person acting as an officer, member of the Governing body, business agent, organizer, employee or other representative of a labor organization representing or seeking to represent any gaming casino employee within the State of Nevada shall file in the office of the commission a written application for a license to represent gaming employees, duly signed and verified as follows . . ." and then it goes on to lay down a lot of restrictive conditions as to who can obtain a license.

The Nevada state labor federation was successful in obtaining passage of several good workman compensation bills, which they caused to be introduced. There is a possibility labor may be able to obtain a beneficial amendment to the state's right-to-work law.

We were back in the nation's capitol for three days during the month, along with labor leaders from throughout the nation, in an effort to convince congress to act immediately to alleviate the unemployment situation throughout the country. We also urged our congressmen and senators to defeat three bills that would seek to repeal the Davis-Bacon Act. This act was enacted under the Roosevelt Administration in the early 1930's to protect the wages of the building trades craftsmen and bring about stability within the construction industry. The protection of this act is needed even more today because of the current depression in the construction industry.

## Labor Leader New Commissioner



JAMES QUILLIN

Gov. Edmund G. Brown, Jr., won more praises from organized labor last month with the appointment of Southern California labor leader James L. Quillin to the post of state Labor Commissioner.

Quillin, 45, is president of the 20,000-member International Association of Machinists and Aerospace Workers, District 727, headquartered in Burbank.

Quillin assumed the position of chief of the Division of Labor Law Enforcement immediately after his appointment. The Division is charged with enforcement of the state Labor Code consisting of more than 100 protective labor laws covering such areas as child labor, farm labor contractor regulations, security of

wages, enforcement of public works, hours of work laws and many others.

The Division of Labor Law Enforcement is part of the California Department of Industrial Relations which is headed by Don Vial, another recent Brown appointee chosen from the ranks of labor.

Quillin has been president of IAMAW District 727 since 1969. He is currently secretary of the Industrial Relations Research Association of Southern California and is a member of the Catholic Labor Institute Advisory Committee.

A resident of Sylmar in the San Fernando Valley, Quillin and his wife Joan have two children, Lorie, 14 and Casey, 6.

## A Personal Note

from

## The President's Pen

By HAROLD HUSTON  
President



On Wednesday, Feb. 19, 1975, the United States Coast Guard and the United States Army Corps of Engineers held their joint public hearing at Fremont, California, on the California Toll Bridge Administration applications for federal permits to replace the Dumbarton Bridge over the south part of San Francisco Bay.

All interested persons had the opportunity to present data, views and comments at the public hearing concerning whether the proposed location and clearances of the bridge will provide for the reasonable needs of navigation, whether the proposed dredging and disposal of spoil in navigable waters and retention of parts of the existing bridge will provide for the reasonable needs of navigation and whether the proposal is in the public interest. Persons could also comment on the content of the draft environmental impact statement (DEIS) or on any relevant environmental impacts which have not been identified in DEIS but which may occur if the proposal is implemented.

I felt honored to speak on behalf of your union for this approximately \$100 million project. Also may I take this opportunity to personally thank each member and his lovely wife for getting there early and filling the seats at this important meeting, giving us your 100 per cent support. It was most rewarding when I asked all those present who were members of the Operating Engineers Local Union No. 3 and supported my position to raise your hands. We know the large showing of hands that were raised had a definite effect on the hearing. Many of those present were retirees and their wives who weathered the severe storm to attend.

Our number-one goal is to obtain jobs for the members. The jobs won't come to us, we have to fight for them and use all means possible to see that no project is delayed, stopped, or lost. Your officers can negotiate the best agreements in the world, but this does not mean very much if our brother engineers are not working! We support those running for political offices who are friends of labor, and pledge to do everything possible to see to it that our goals are achieved! In my humble opinion it's time we put these politicians we supported to the test to see if they will stand up and be counted when we need them.

### THE NEW DUMBARTON BRIDGE

The day is drawing near to begin replacing the bridge that was the first crossing of the San Francisco Bay. In 1926, when the old Dumbarton was being built, the automobile was amongst the hottest news items in the Bay Area, and the bridge was awe-inspiring simply because it provided a route from "here" to "there."

In 1975, after the area has experience a half-century of incredible growth and change, toll bridge design engineers have created a new structure that will meet current and future needs.

The four-lane bridge replacement has a center span 340 feet long and 85 feet above water. The 7,300-foot-long bridge will have 28 spans of prestressed concrete box-girder construction to be supported by double-column concrete piers.

The new high-level bridge will eliminate the need for a lift span and will include a separate eight-foot path for pedestrians and bicyclists. The east and west approaches, as well as the bridge itself, will be four-lane facilities and therefore will have the capacity to incorporate a priority lane for mass transit if that proves to be desirable in the corridor.

With its bike and pedestrian path, the new Dumbarton will conveniently link the two sections of a planned 23,000 acre San Francisco Bay National Refuge. The refuge will eventually stretch from Fremont around the Bay to Redwood City, protecting wildlife and creating a recreational center for Bay Area residents and tourists.

To date, most of the hurdles of the project's planning phase have been cleared. The Metropolitan Transportation Commission has incorporated the project in its approved Regional Transportation Plan and the Bay Conservation and Development Commission has issued a permit, as has the State Lands Commission. Requirements of the California Environmental Quality Act and the State Administrative procedures have been completed for the project.

Permits from the Coast Guard and the United States Army Corps of Engineers are yet to be obtained; Toll Bridges expects to have those permits by summer.

The project began in 1965 when the State Legislature authorized the sum of \$100,000 for a study to review the need for improvements, or the reconstruction of the Dumbarton Bridge. This study was completed in November, 1966. It found the existing bridge to be deficient in safety, load capacity, traffic capacity, navigation clearance and physical condition. The study concluded that a replacement would be necessary.

In 1968, the State Legislature authorized \$1 million to finance a program to plan and design the new crossing.

In 1972, the State Legislature amended the 1968 legislation to authorize construction and included provision for financing of new additional westerly approach connections to Route 101.

The anti-bridge movement is in high gear to stop this much-needed project. Atherton residents voted 1,482 to 1,284 to authorize a taxrate increase of as much as 15 cents per \$100 assessed valuation to fund the court battle against the bridge.

The Menlo Park City Council, a bastion of pro-bridge support last year, fell into line behind San Mateo State Senator Arlen Gregorio's

See More PRESIDENT'S PEN, Page 5





## RIGGING LINES

By BOB MAYFIELD  
Vice-President

I just recently returned from Washington, D.C. where I attended the National Building Trades Conference. This conference was interesting, and though holding some promise as expressed by a few, I would honestly have to say that for the most part a fairly bleak picture was painted by most speakers, who happened to be general presidents of their respective crafts.

Two of the more important items which were stressed at this conference were the endorsement of the elimination of the Situs Picketing Bill and maintenance of the Davis-Bacon Act. In Nevada, at the present time, an example of the Situs Picketing is in effect as on a military installation; the general contractor is totally non-union. Pickets were set up and immediately a second gate was set up at which subcontractors who were union under present law were forced to proceed to work and pickets could not legally be placed at this second gate. Elimination of the Situs Picketing, Denver Building Trades Case, would allow picketing of the entire project and all gates.

The Davis-Bacon Act is under quite serious attack by many powerful organizations today. Some are the National A.G.C., the National A.B.C. and the Chamber of Commerce nationally. The Davis-Bacon Act is essential for the survival of all building trades crafts, as this act states that a predetermined wage must be paid for a given classification of work on federally funded projects such as highways, dams, water and sewer plants and federal buildings such as post offices. This type of work comprises a substantial amount of the engineers' total work. If the Davis-Bacon Act were repealed by Congress, it would mean that the predetermined wage would no longer exist and anything above the minimum wage law would be permissible as a wage on these projects.

Throughout the jurisdiction of Local 3, including not only construction, but our gravel plants and mines, we certainly have had our share of winter and industry layoffs. But on the whole, we will have fair work throughout and in a few areas the work should, in fact, be quite good, giving the person the opportunity to travel to these areas where work is the best. Due to many reasons around our country, quite a few areas in the building trades have a far worse situation than generally prevails in ours; with crafts reporting unemployment of from twenty per cent to sixty-five per cent, and nothing in sight, with no place to turn for work, nor the opportunity to travel, such as our membership has, because of our very large jurisdiction covering most of four states. The reasons for the many problems facing the construction industry, particularly union contractors and members, aren't anything new or different than what we have all probably heard many times recently. High interest rates, inflation, environmental studies and court injunctions as a result, open shop, double-breasted and non-union companies and a lack of federal spending are only a few of the reasons we heard once more.

I'm certainly cognizant of these listed reasons and there is no doubt in my mind that these are definite problems throughout this country. However, after listening to a few of these highly intelligent general presidents, I came to the conclusion that although they told a woeful tale to the assembled delegates of the many problems facing their membership, a lot of their speech was a lot of talk only—and not a willingness to actually and immediately do something about it. I'm specifically talking about the crafts who, as of this writing, still are not signed to the project agreement for the Kaiparowitz project. These six crafts who are involved and not signed, most of which are quite small, would on a project of this size at least double their entire membership for the state and provide work opportunities for many craftsmen willing to travel from out of state and out of the local. Until these general presidents put pressure on some of these small and sometimes irresponsible local unions, or send in international representatives who understand that certain restrictive work practices can't prevail, I would maintain some such presidents are doing a lot of "talking" and are not "doing," and major industrial projects are apt to keep going non-union. A case in point is that just this past month, a project in Montana was awarded to Brown & Root which was in excess of \$1 billion. The Kaiparowitz project in Utah is more than three times this amount, located entirely in our jurisdiction; and, to say the least, it would be very upsetting to learn that it would be let non-union because a few crafts refused to sign a project agreement. It is our hope this won't happen, but it looks now as though because of environmental and other red-tape obstructions, the start of this huge project will be delayed until at least early 1976, as it was originally hoped that a September start would be a reality.

Upcoming negotiations of major importance for May and June are Kaibab Industries, located in Southern Utah. The Operating Engineers represent all people working there, except those excluded by the National Labor Relations Act, including the timber fallers, which makes this entire unit somewhat unique. Also, the Utah Master Agreement (A.G.C.) and the Utah Rock, Sand & Gravel industry will terminate within the next 60 days or so and, hopefully, new and respectful agreements will be negotiated to take their places. Certainly, I'm looking forward to these, along with Business Manager Dale Marr, other officers, and District Representative Tom Bills and his able staff, in the latter two agreements mentioned.

# Drilling Industry Hits High Point

By GEORGE MORGAN,  
Organizer

The drilling industry is at its peak. With most of the rigs at work there is a great demand 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 "Blue" 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 and from work.

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 at developing the geysers' power potential was made in 1922. 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 it contained, nor was the time ripe.

Hydroelectric sites, then more economical, were still available. The project was abandoned. Magma Power Company and Thermal Power Company, working jointly, again tapped the area in 1956. By that time, great progress had been made in finding stainless steel alloys that could withstand corrosion. Now geothermal steam could be produced economically. So P.G.&E. contracted to build a plant and buy 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 1960 and the plant has steadily expanded since.

The geysers were first discovered by a man hiking through the mountains between Cloverdale and Calistoga in search of grizzly bears. One day in 1847 explorer-surveyor William Bell Elliott 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. Hunnicutt & Camp have all their rigs busy. Rig No. 1 is on location at Orland. Rig No. 2 is on location at Grand Island, Sacramento County. Rig No. 3 is in the San Pablo Bay area. Rig No. 4 is up in the Winters area and rig No. 5 is at River Island. On the opposite side of R. B. Montgomery's rig at 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 12 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; D. F. Robinson, motorman; Truman Hicks, driller; John Brassfield, floor; Dan Hicks,

floor. In the top right photo are D. L. Madden, derrick hand; Dutch Hostmyer, driller; T. L. Darcy, floor; N. K. Christman, floor. In bottom photos are the Hunnicutt & 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 shining example of how progressive management and skilled craftsmen working together can create a successful equipment dealership.

Established in 1968, and at their present location since 1970, owner Dick Gorman employs from 45 to 50 brothers servicing a wide variety of equipment including WABCO, Koering Compaction, and Gomaco Concrete Equipment. They also manufacture the "Pump Master" water pump at the Hayward shop for distribution to approximately 20 dealers in the West and Southwest.

The hydraulic rebuilding department under the supervision of

Dudley Cantua is probably the most complete in this area, with full capability for any rebuilding problem from chromeplating to valve rebuilding, including hydraulic test stand and magnafluxing.

A new innovation is a 700 horse power dynamometer set up to run tests "in frame" on tractors. 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 Panschar have been certified for welding by the Abbot Hanks Testing Company. This

will help out on the boom repairs. Keith McKay has completed a course on the Magnaflux, so with all that training Service Manager H. G. "Mac" MacDonald says he can repair or rebuild anything you can haul in.

Some of the recent jobs have been the complete remanufacture of a 15 cubic yard Model 600 Dart Loader now working on the New Melones Dam, and 10, 50-ton WABCO haul pack rock trucks for delivery in the Philippine Islands. Keith McKay just returned from three weeks delivering them.

Shop steward Swede Erickson, 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.



# More On Increase...

(Continued from Page 1)

NEVADA WAGES				
Group	Area	Wage Rate Effective 7/1/75	Cost of Living Adjustment Effective 7/1/75	Wage Rate Effective 11/1/75
Group 11				
Area 1	.50	10.73	.29	11.02
Area 2	.50	12.00	.42	12.42
Group 11-A				
Area 1	.50	11.70	.39	12.09
Area 2	.50	12.97	.52	13.49
Group 11-B				
Area 1	.50	11.95	.42	12.37
Area 2	.50	13.22	.55	13.77
Group 11-C				
Area 1	.50	12.21	.45	12.66
Area 2	.50	13.48	.58	14.06

CALIFORNIA FRINGE BENEFITS				
HEALTH & WELFARE: \$.05 per hour increase, \$.87 per hour—Effective 11/1/75				
PENSIONED HEALTH & WELFARE: \$.05 per hour increase, \$.20 per hour—Effective 11/1/75				
PENSION: \$.30 per hour increase, \$.178 per hour—Effective 7/1/75				
VACATION AND HOLIDAY PAY PLAN: \$.20 per hour increase, \$.80 per hour—Effective 7/1/75				
Group 1	.50	\$ 8.73	\$ .09	\$ 8.82
Area 1	.50	9.08	.12	9.20
Area 2	.50	9.99	.22	10.21
Group 2	.50	10.12	.23	10.35
Area 1	.50	10.38	.26	10.64
Area 2	.50	10.82	.30	11.12
Group 3	.50	11.19	.34	11.53
Area 1	.50	11.70	.39	12.09
Area 2	.50	12.59	.48	13.07
Group 4	.50	8.33	.05	8.38
Area 1	.50	8.63	.08	8.71
Area 2	.50	8.77	.09	8.86
Group 5	.50	9.34	.15	9.49
Area 1	.50	9.53	.17	9.70
Area 2	.50	9.80	.20	10.00
Group 6	.50	10.15	.23	10.38
Area 1	.50	10.65	.28	10.93
Area 2	.50	10.78	.30	11.08
Group 7	.50	11.70	.39	12.09
Area 1	.50	11.69	.39	12.08
Area 2	.50	12.96	.52	13.48

HEALTH & WELFARE: \$.05 per hour increase, \$.87 per hour—Effective 11/1/75

PENSIONED HEALTH & WELFARE: \$.05 per hour increase, \$.20 per hour—Effective 11/1/75

PENSION: \$.30 per hour increase, \$.178 per hour—Effective 7/1/75

VACATION AND HOLIDAY PAY PLAN: \$.20 per hour increase, \$.80 per hour—Effective 7/1/75

## More President's Pen...

(Continued from Page 3)

Senate bill 417 to limit expenditures only to improvements to the old bridge.

Seven Democratic legislators have criticized Governor Edmund Brown Jr.'s transportation cabinet secretary for delaying action on building a new Dumbarton Bridge.

In a joint letter dated April 8, 1975, the seven legislators all representing the southern San Francisco Bay area, complained, "More delay means higher costs and longer use of an unsafe structure. More delay means frustrations of a legislative purpose enacted in 1972 by Senate vote of 28-1 and an Assembly vote of 60-2."

Donald E. Burns, secretary of Business and Transportation, told Menlo Park Mayor Ira Bonde in a March 26 letter that the new Democratic Governor's Administration is "less than enthusiastic" about building a new bridge from Newark to Menlo Park.

Burns said he plans to delay action to replace the bridge until the legislature acts on a bill by Senator Arlen Gregorio (D-San Mateo) to prevent replacement of the 50-year-old bridge.

This letter was signed by Senators Nick Petris and John W. Holmdahl of Oakland, and Alfred Alquist of San Jose, and Assemblymen Bill Lockyer of San Leandro, S. Floyd of Pleasanton, Louis Papan of Daly City, and Alister McAlister of San Jose.

I appreciate the many phone calls and letters I have received in regards to getting this project started. There is no way they can beat labor if we stick together and each of us does our part.

The following letter from James E. Balentine, Mayor of the City of Newark, is one of many letters I have received.



OFFICE OF THE MAYOR

37101 NEWARK BLVD. • NEWARK, CALIFORNIA 94560 • CALL 793-1400

March 6, 1975

Mr. Harold Huston  
President, Operating Engineers Local Union # 3  
474 Valencia Street  
San Francisco, California 94102

Dear Mr. Huston:

I noted that you supported the Dumbarton Bridge reconstruction at the Coast Guard hearing on February 19, 1975. I believe there is a very good chance that the Coast Guard and Corps of Engineers will approve the Dumbarton Bridge. This will permit both the construction of a badly needed public works project and the employment of large numbers of men in the hard-pressed construction industry over a three-year period to complete the \$100 million project.

As you probably know, SB-417 (Gregorio) has been introduced in the legislature to again stop the bridge reconstruction. The Cities of Newark, Fremont, and Union City have already initiated efforts to counteract the bill in the Senate Transportation Committee.

We have also been informed that Governor Brown's staff may consider delay of the bridge. The Governor's staff has indicated a desire to construct public works projects so as to inhibit traffic movement. Any change in the present Dumbarton Bridge replacement plan will necessitate an entire new round of hearings and environmental impact reports taking up another two to three-year period. Thus, any change by the Governor's staff will in effect destroy the chance for bridge construction in the immediate future.

I would strongly urge that the union movement impress upon the State Senate in the case of SB-417 and the Governor's Office the importance of this bridge construction both in terms of public safety and the jobs created at a critical period of high unemployment. The need for this input is critical and must be taken as quickly and as forcefully as possible.

Yours truly,

*James E. Balentine*  
JAMES E. BALENTINE

JEB:ew

NEVADA FRINGE BENEFITS				
HEALTH & WELFARE: \$.08 per hour increase (7/1/75), \$.82 per hour—Effective 7/1/75; \$.05 per hour increase (11/1/75), \$.87 per hour—Effective 11/1/75				
PENSIONED HEALTH & WELFARE: \$.05 per hour increase, \$.20 per hour—Effective 11/1/75				
PENSION: \$.30 per hour increase, \$.178 per hour—Effective 7/1/75				
VACATION AND HOLIDAY PAY PLAN: \$.12 per hour increase, \$.82 per hour—Effective 7/1/75				
Group 1	.50	\$ 8.30	\$ .05	\$ 8.35
Area 1	.50	8.45	.16	8.61
Area 2	.50	9.45	.26	9.71
Group 2	.50	8.64	.08	8.72
Area 1	.50	8.79	.20	8.99
Area 2	.50	9.79	.30	10.09
Group 3	.50	8.82	.10	8.92
Area 1	.50	8.97	.22	9.19
Area 2	.50	9.97	.32	10.29
Group 4	.50	9.29	.15	9.44
Area 1	.50	9.44	.27	9.71
Area 2	.50	10.44	.37	10.81
Group 5	.50	9.48	.17	9.65
Area 1	.50	9.63	.29	9.92
Area 2	.50	10.63	.39	11.02
Group 6	.50	9.59	.18	9.77
Area 1	.50	9.74	.30	10.04
Area 2	.50	10.74	.40	11.14
Group 7	.50	9.75	.19	9.94
Area 1	.50	9.90	.31	10.21
Area 2	.50	10.90	.41	11.31
Group 8	.50	10.09	.23	10.32
Area 1	.50	11.24	.35	11.59
Area 2	.50	12.24	.45	12.69
Group 9	.50	10.29	.25	10.54
Area 1	.50	11.44	.37	11.81
Area 2	.50	12.44	.47	12.91
Group 10	.50	10.50	.27	10.77
Area 1	.50	11.65	.39	12.04
Area 2	.50	12.65	.49	13.14
Group 10-A	.50	10.61	.28	10.89
Area 1	.50	11.76	.40	12.16
Area 2	.50	12.76	.50	13.26
Group 11	.50	10.76	.30	11.06
Area 1	.50	11.91	.42	12.33
Area 2	.50	12.91	.52	13.43
Group 11-A	.50	11.74	.40	12.14
Area 1	.50	12.89	.52	13.41
Area 2	.50	13.89	.62	14.51

CRANE WAGES				
Group	Area	Wage Rate Effective 7/1/75	Cost of Living Adjustment Effective 7/1/75	Wage Rate Effective 11/1/75
1	.50	\$ 8.73	\$ .09	\$ 8.82
2	.50	9.08	.12	9.20
3	.50	9.99	.22	10.21
4	.50	10.12	.23	10.35
5	.50	10.82	.30	11.12
6	.50	11.19	.34	11.53
6-A	.50	11.70	.40	12.10
7	.50	12.59	.49	13.08
Group 1	.50	8.33	.05	8.38
Area 1	.50	8.63	.08	8.71
Area 2	.50	8.77	.09	8.86
Group 2	.50	9.34	.15	9.49
Area 1	.50	9.53	.17	9.70
Area 2	.50	9.80	.20	10.00
Group 3	.50	10.15	.24	10.39
Area 1	.50	10.65	.29	10.94
Area 2	.50	10.78	.30	11.08
Group 4	.50	11.70	.40	12.10
Area 1	.50	11.01	.32	11.33
Area 2	.50	12.16	.44	12.60

CRANE FRINGE BENEFITS				
HEALTH & WELFARE: \$.05 per hour increase, \$.87 per hour—Effective 11/1/75				
PENSIONED HEALTH & WELFARE: \$.05 per hour increase, \$.20 per hour—Effective 11/1/75				
PENSION: \$.30 per hour increase, \$.178 per hour—Effective 7/1/75				
VACATION AND HOLIDAY PAY PLAN: \$.20 per hour increase, \$.80 per hour—Effective 7/1/75				
Group 3	.50	\$ 8.73	\$ .09	\$ 8.82
Area 1	.50	9.08	.12	9.20
Area 2	.50	9.99	.22	10.21
Group 4	.50	10.12	.23	10.35
Area 1	.50	10.82	.30	11.12
Area 2	.50	11.19	.34	11.53
Group 5	.50	11.36	.36	11.72
Area 1	.50	11.47	.37	11.84
Area 2	.50	11.75	.40	12.15
Group 6	.50	12.87	.51	13.38
Area 1	.50	11.80	.40	12.20
Area 2	.50	12.80	.50	13.30

TECHNICAL ENGINEERS				
Classification	Wage Rate and Cost of Living Adjustment Effective 7/1/75	Wage Rate and Cost of Living Adjustment Effective 7/1/75	Wage Rate and Cost of Living Adjustment Effective 7/1/75	Wage Rate and Cost of Living Adjustment Effective 7/1/75
Chief of Party	\$ .77	\$10.74		
Inspector	.77	10.74		
Soil Tester	.62	9.20		
Senior Tech	.62	9.20		
Chainman/Rodman	.59	8.86		
Sacramento Valley—Monterey Bay—Sonoma—Wage Schedule B				
Chief of Party	\$ .72	\$10.04		
Inspector	.72	10.04		
Soil Tester	.59	8.60		
Senior Tech	.59	8.60		
Chainman/Rodman	.55	8.18		
Northern Central Valley—Tahoe Basin—Wage Schedule C				
Chief of Party	\$ .53	\$ 7.96		
Inspector	.53	7.96		
Soil Tester	.50	7.31		
Senior Tech	.50	7.31		
Chainman/Rodman	.50	6.98		
Northern California—San Joaquin Valley—Nevada—Agricultural—Wage Schedule D				
Chief of Party	\$ .50	\$ 7.08		
Inspector	.50	7.08		
Soil Tester	.50	5.78		
Senior Tech	.50	5.78		
Chainman/Rodman	.50	5.48		

CRANE FRINGE BENEFITS				
HEALTH & WELFARE: \$.05 per hour increase, \$.87 per hour—Effective 11/1/75				
PENSIONED HEALTH & WELFARE: \$.05 per hour increase, \$.20 per hour—Effective 11/1/75				
PENSION: \$.30 per hour increase, \$.178 per hour—Effective 7/1/75				
VACATION AND HOLIDAY PAY PLAN: \$.20 per hour increase, \$.80 per hour—Effective 7/1/75				
Group 3	.50	\$ 8.73	\$ .09	\$ 8.82
Area 1	.50	9.08	.12	9.20
Area 2	.50	9.99	.22	10.21
Group 4	.50	10.12	.23	10.35
Area 1	.50	10.82	.30	11.12
Area 2	.50	11.19	.34	11.53
Group 5	.50	11.36	.36	11.72
Area 1	.50	11.47	.37	11.84
Area 2	.50	11.75	.40	12.15
Group 6	.50	12.87	.51	13.38
Area 1	.50	11.80	.40	12.20
Area 2	.50	12.80	.50	13.30

CRANE FRINGE BENEFITS				
HEALTH & WELFARE: \$.05 per hour increase, \$.87 per hour—Effective 11/1/75				
PENSIONED HEALTH & WELFARE: \$.05 per hour increase, \$.20 per hour—Effective 11/1/75				
PENSION: \$.30 per hour increase, \$.178 per hour—Effective 7/1/75				
VACATION AND HOLIDAY PAY PLAN: \$.20 per hour increase, \$.80 per hour—Effective 7/1/75				
Group 3	.50	\$ 8.73	\$ .09	\$ 8.82
Area 1	.50	9.08	.12	9.20
Area 2	.50	9.99	.22	10.21
Group 4	.50	10.12	.23	10.35
Area 1	.50	10.82	.30	11.12
Area 2	.50	11.19	.34	11.53
Group 5	.50	11.36	.36	11.72
Area 1	.50	11.47	.37	11.84
Area 2	.50	11.75	.40	12.15
Group 6	.50	12.87	.51	13.38
Area 1	.50	11.80	.40	12.20
Area 2	.50	12.80	.50	13.30

TECHNICAL ENGINEERS				
Classification	Wage Rate and Cost of Living Adjustment Effective 7/1/75	Wage Rate and Cost of Living Adjustment Effective 7/1/75	Wage Rate and Cost of Living Adjustment Effective 7/1/75	Wage Rate and Cost of Living Adjustment Effective 7/1/75
Chief of Party	\$ .77	\$10.74		
Inspector	.77	10.74		
Soil Tester	.62	9.20		
Senior Tech	.62	9.20		
Chainman/Rodman	.59	8.86		
Sacramento Valley—Monterey Bay—Sonoma—Wage Schedule B				
Chief of Party	\$ .72	\$10.04		
Inspector	.72	10.04		
Soil Tester	.59	8.60		
Senior Tech	.59	8.60		
Chainman/Rodman	.55	8.18		
Northern Central Valley—Tahoe Basin—Wage Schedule C				
Chief of Party	\$ .53	\$ 7.96		
Inspector	.53	7.96		
Soil Tester	.50	7.31		
Senior Tech	.50	7.31		
Chainman/Rodman	.50	6.98		
Northern California—San Joaquin Valley—Nevada—Agricultural—Wage Schedule D				
Chief of Party	\$ .50	\$ 7.08		
Inspector	.50	7.08		
Soil Tester	.50	5.78		
Senior Tech	.50	5.78		
Chainman/Rodman	.50	5.48		

Area 2	.84	11.32
Group 10		
Area 1	.77	10.74
Area 2	.90	12.14
HEALTH AND WELFARE AND SICK LEAVE BENEFITS: \$.05 per hour increase, \$.87 per hour—Effective 7/1/75		
PENSIONED HEALTH AND WELFARE: \$.05 per hour increase, \$.20 per hour—Effective 7/1/75		
PENSIONS: \$.30 per hour increase, \$1.78 per hour—Effective 7/1/75		
VACATION AND HOLIDAY PAY PLAN: \$.05 per hour increase, Vacation and \$.15 per hour increase, Holidays.		
VACATIONS, \$.40 per hour—Effective 7/1/75		
HOLIDAYS, \$.40 per hour—Effective 7/1/75		



# 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 CROZIER,  
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 by-pass road is now completed and construction is again underway.

M. Sonomura 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.

Isemoto 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 High-

way has just been opened to the public. This highway runs from Hapuna Beach, near Kawaihae 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. Morrison-Knudsen did the excavation on the last section of the highway. Allied Aggregates supplied the base course and did the grading while Hawaiian Bitumuls & Paving Company did the paving.

## TRAGEDY

On the morning of Dec. 10, 1974, a brother 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 of our late Brother Feleciano.

On the day of the accident, Sonny had been driving a tractor-trailer and hauling aggregate from the Shield Pacific Quarry in the Kamuela highlands to the Shield Pacific ready-mix plant in the coastal town of Kailua-Kona. He had made this same run many times in the past so it was not new to him. He was also known to be one of the most conscientious drivers 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 average 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 engine hood open and had changed the fuse for his Jacobs Brake (engine brake). The next piece of information regarding Sonny came just minutes before the fatal accident.

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 above the runaway-truck ramp, a pickup truck was pulling onto the highway three-tenths of a mile below him and had started to head down in the direction of the town. The pickup truck driver saw the Volcanite truck rounding the curve above him but did not notice anything amiss so he continued down the hill at a normal rate of speed, not knowing that the big rig was gaining on him at a high rate of speed.

It seems that Sonny was heading for the runaway-truck ramp, but against tremendous odds it just happened that both he and the pickup truck arrived at the entrance to the ramp at the very same instant. He then swerved to the left to avoid running over the pickup and in doing so, he had to cross over the dividing line of the road and he hit the pickup a glancing blow.

Sonny was then going down hill on the wrong side of the road. Ahead of him was a van that had seen him coming down, hit the pickup truck, and swerved onto the other side of the road. The van was trapped because there is no shoulder on this section of the road and he pulled over to the side, right up against a stone wall and stopped. There was absolutely nothing he could do as he was trapped. Brother Feleciano managed to cut back to his right and get back into his own lane and safely avoid hitting the van. He exhibited tremendous driving ability by weaving around these two vehicles and still maintaining directional control of his truck. Then ahead of him appeared a car with three women and two children slowing down to a stop behind a fully loaded tractor-trailer. The trailer had stopped because an empty school bus was crossing in front of it.

This is where Brother Sonny Fe-

leciano made his final decision. If he would have gone straight ahead he would surely have killed the five people in the car. If he had veered to the left, he would probably have killed the bus driver or someone else who may have been coming up the road. And if he turned to the right, he would go off of an outside curve with about an eight-foot drop into a stone bed.

It is our opinion that Brother Altenio Feleciano still had directional control of his truck and elected to take his chance by cutting to the right and going off the embankment to save the lives of these other people. He gave his life so that others may live; there is nothing greater that a man can give. Let all of us operating engineers say a little prayer for our brother "Sonny" who died a hero while performing his work. Let us also say a prayer for his wife and five children.

Let us use this tragedy to look at our own daily safety practices. How often do we continue to push a piece of equipment just a little more than we should? How many times do we baby a rig along just to finish the day? Exactly what was wrong with the truck on December 10th? Was this wreck caused by a malfunction of the Jacobs Brake of which Brother Feleciano had changed the fuse only minutes before his death? At this writing, we are unable to pinpoint the cause of his accident. We can only use hindsight and second guess what might have been done. Should he have shut the truck down and waited for a mechanic to check it over? If he had, would he be alive today? Or maybe the fatal accident still would have happened.

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 possibilities of someone being injured or killed. You are the one who will shut down that rig until it is made safe. Very dangerous situations are the ones that produce heroes; but too many courageous men are killed while becoming a hero. A little discretion may save you from having to make the terribly difficult decisions that face the man in a life and death situation. If the wrong decision is made and another person is injured or killed, it is only human nature to place the blame on someone. And when equipment is involved, the blame almost always is placed with the operator. If another person is injured or killed, it is the operator himself who will be his most severe judge. He has to live with that tragic memory for the rest of his life. How many times will he re-live the scene of the accident?

Brother Sonny Feleciano was a hero in the highest meaning of the word. He made the tough decision the honorable way. Yes, he was a hero beyond all doubt. But Sonny is not with us today; instead his wife has no husband, his children no father and his home no bread winner. In the last seconds of his life Brother Feleciano had to choose the path of little courage or great courage. He chose the latter.

To all of you operating engineers, do whatever is necessary to keep from being in a situation where you will have to make life or death decisions. Be safe always and look ahead!



THE AFTERMATH of the wreck which took the life of Sonny Feleciano when he de-

cided to run off the road rather than hit a car containing five people.

## More Increase...

(Continued from Page 5)

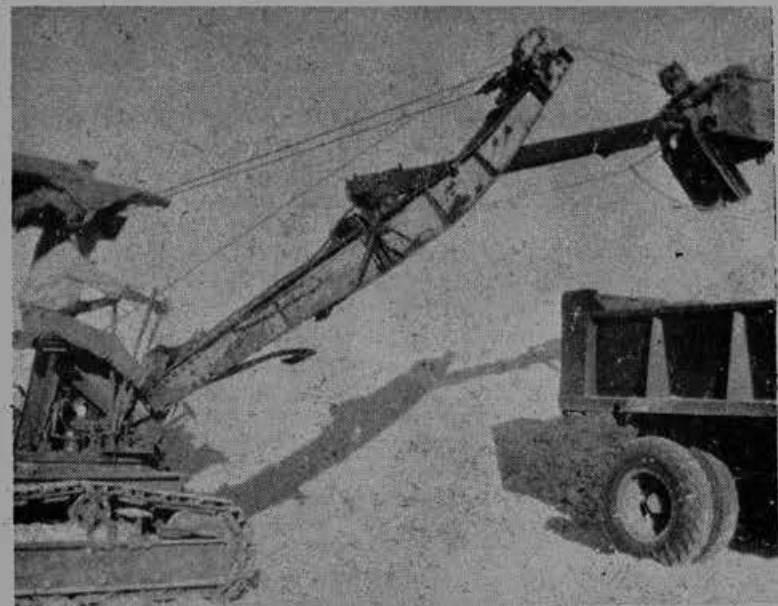
FRINGE BENEFITS—BAY AREA—  
SCHEDULE A  
HEALTH AND WELFARE AND SICK  
BENEFITS: \$.05 per hour increase. \$.87  
per hour—Effective 7/1/75  
PENSIONED HEALTH AND WEL-  
FARE: \$.05 per hour increase. \$.20 per  
hour—Effective 7/1/75  
PENSIONS: \$.30 per hour increase.  
\$1.78 per hour—Effective 7/1/75  
VACATION AND HOLIDAY PAY

PLAN: \$.05 per hour increase, Vacation  
and \$.15 per hour increase, Holidays.  
VACATIONS, \$.40 per hour—Effective  
7/1/75  
HOLIDAYS, \$.40 per hour—Effective  
7/1/75  
FRINGE BENEFITS SCHEDULE B  
HEALTH AND WELFARE AND SICK  
BENEFITS: \$.05 per hour increase. \$.87  
per hour—Effective 7/1/75  
PENSIONED HEALTH AND WEL-  
FARE: \$.05 per hour increase. \$.20 per  
hour—Effective 7/1/75  
PENSIONS: \$.20 per hour increase.  
\$1.38 per hour—Effective 7/1/75  
VACATION AND HOLIDAY PAY  
PLAN: \$.05 per hour increase, Vacation  
and \$.15 per hour increase, Holidays.  
VACATIONS, \$.40 per hour—Effective  
7/1/75  
HOLIDAYS, \$.40 per hour—Effective  
7/1/75

## Rare Find

Gene Campbell, a member of Operating Engineers Local Union No. 3 and job steward at Rio Algom Corporation, Moab, Utah, accompanied by Frank and Leona Lemon, made a find of "rare" petrified wood. Dr. William D. Tidwell of the Department of Botany and Range Science, Brigham Young University, along with 15 or 16 BYU students, visited the Moab area to study and investigate the discovery. Samples were taken back to BYU by Dr. Tidwell for more detailed study and analysis.

**CREDIT UNION  
ANNUAL MEETING**  
The Credit Union Annual Meeting will be on SATURDAY, JULY 12, 1975, one-half (½) hour after the end of the Local 3 Semi-Annual Meeting at the Masonic Auditorium, 1111 California St.



THAT'S RIGHT, it's a "badger!" In March the above picture was run in *Engineers News* and engineers were asked to identify it. Ed Biggins of Sunnyvale submitted the only correct answer, identifying it as an Austin-Western ¾ Swing Badger.



## OPERATING ENGINEERS TRUST FUNDS:

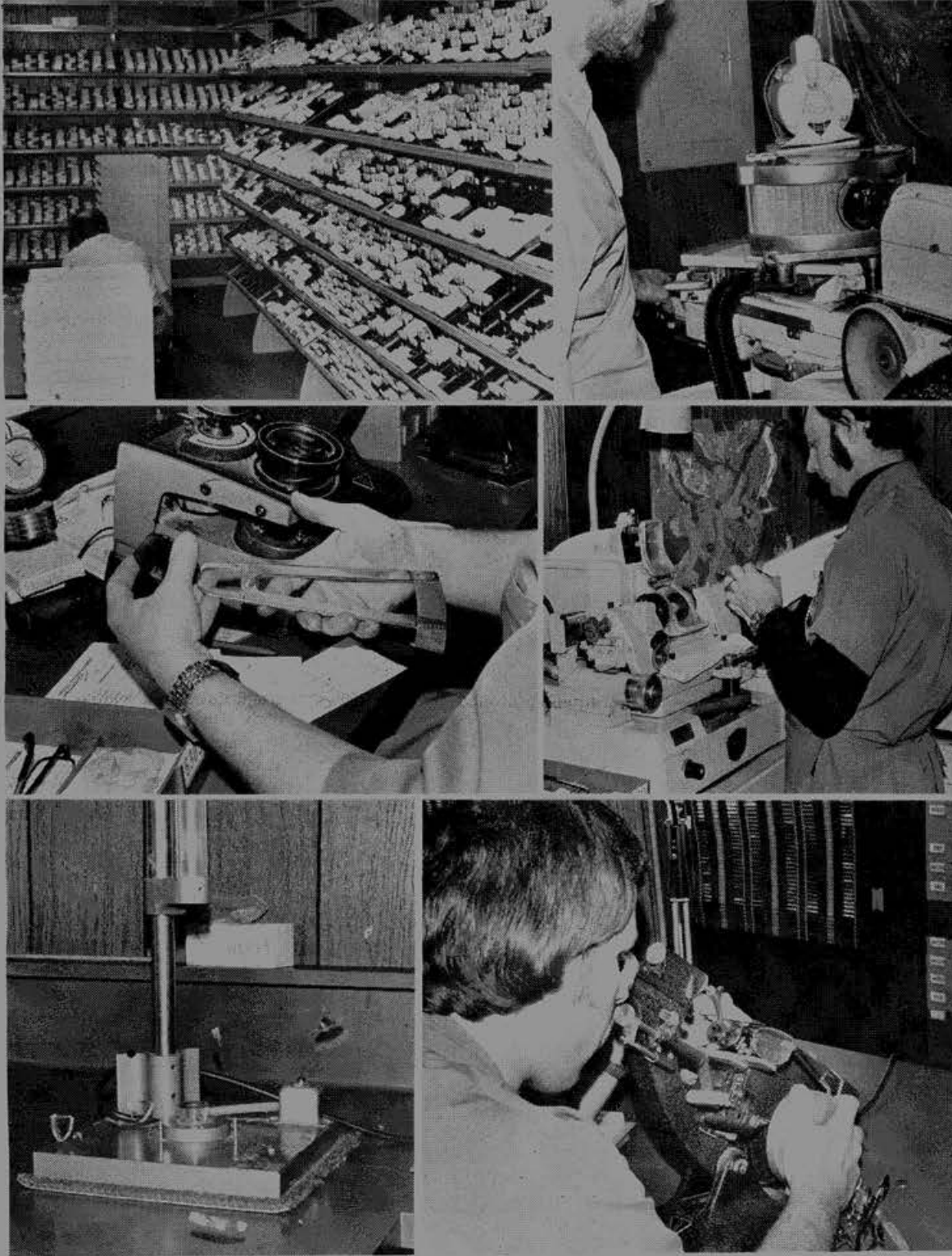
## OUTLOOK

VOL. 2—NO. 5

SAN FRANCISCO, CALIFORNIA

May, 1975

## How Your Glasses Are Made



A BEHIND-THE-SCENES LOOK at the California Vision Service's optometric laboratory in Sacramento reveals several of the many steps required to produce glasses. The first step is to choose the proper lens for the prescription from the many different types shown on racks in the upper left photo. Later in the process the proper curve is cut into the lens by use of a machine known as a generator, upper right. A check with a caliper, middle left photo, insures proper thickness, before the lens is shaped and edged to fit the frame, middle right photo. All lenses produced by CVS are hardened by treatment in a potassium nitrate solution heated to 840 degrees. Flying glass in the bottom left photo shows what happens to lenses that fail to pass a metal ball drop test requirement. A final inspection, bottom right photo, is given to all glasses to insure that the prescription was filled properly and the optical center of the lens is positioned correctly.

## Fringe Benefits Forum

## An Optometric Laboratory

By ART GAROFALO, Director of Fringe Benefits

Recently, at the kind invitation of the people at California Vision Service, we were given a tour of their optometric laboratory which is located in Sacramento, California. Having never seen how a pair of glasses is put together, we welcomed the opportunity and were amazed at what we learned.



Art Garofalo

California Vision Service's laboratory is equipped with the latest technical equipment and staffed with a fine group of young professionals. The lab and its staff specialize in the preparation of prescribed lenses and frames and is currently available to all panel members of California Vision Service.

It was remarkable, to say the least, to realize 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 prepared correctly.

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 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.

Again, we would like to thank California Vision Service personally and on behalf of the Operating Engineers Local No. 3 for the kindness and courtesy that was extended to us.

## 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.

Selecting a doctor from the CVS list assures direct payment to the doctor and guarantees quality and cost control. However, 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: 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.

## ASK YOUR TRUSTEES:

Name _____		Mail to: <b>FRINGE BENEFITS SERVICE CENTER</b> 476 Valencia Street San Francisco, Ca. 94103
SS # _____		
Address _____		





## TEACHING TECHS

By ART PENNEBAKER  
Administrator, Surveyors' JAC

Engineers.

The Local Union No. 3 Tech Engineers Department, working together with the employer 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, expertise, staff and knowhow. 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 current example of services available for the best purpose of Tech Engineers.

Most of us feel that safety education is one of those things that "all them other guys" should participate in. Under the new OSHA 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 his employees.

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

The Northern California Surveyors Training Trust Fund has provided the wherewithall 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 Public Relations Department. Jerry Martin 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 needs, general directions and, as usual, it will be the Local No. 3 Tech Engineer who provides the talent and technical expertise necessary for the realities of the occupation.

Until the research stage has been completed, 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 not be enough 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 early date is that we don't want the Tech Engineer to be surprised when the production crew shows up on a job site to film special effects or realistic job site activity. At least some Tech Engineers 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.

### Certified Chief of Party:

Allen F. Bealer, Robert C. Berti, Clyde W. Broyles, T. D. Davis, George P. Henningsgard, William C. McDaniel, James F. Naughten, William J. Orton, David J. Osborne, Richard E. Peterson, Floyd R. Sargent, Richard E. Sleeper, Paul Sprague, John C. Steger, Walter Strate.

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, 1446 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...

## April Rains Hurt Oakland

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

About the only job in Southern Alameda County that isn't really affected by the rain is R & D Watson's job at Calaveras Dam. They're drilling and shootin' for all their material so these showers help keep the dust down. They've been working there all winter and still have approximately 20,000 yards of granite yet to place.

The City of Fremont has two very good street improvement jobs for this year.

Freeman-Sondgroth has the con-

tract on the Mowry Avenue job, but good ole two-day Mike and his crew are having a rough time getting geared up. Once they get into full swing this job will go until September or October.

The big job in Fremont will be the widening at Mission Boulevard, from Decoto Road to Highway 680. This is a 6.5 mile stretch of road which will be four lanes all the way.

I-580, that long awaited, much talked about job, is getting very close to becoming a reality. Bid opening is scheduled for May 21. Work could actually begin in late June or early July, with approximately seven million yards. This job should keep the brothers busy for a couple of years.

The sewage treatment plant in Pleasanton (UCSD) is eventually

going to have to be expanded to an eight-million-a-day capacity, but so far no definite word on when.

Besides being a good job in itself, this would also stimulate the housing industry in the valley.

There is already some activity from the housing industry, and this is super news. With the \$2,000 rebate on the purchase of a new home, and the lowering of interest rates, we can look for the housing industry to begin moving again.

### THREE ACCIDENTS

We would like to talk about accidents and safety. We have had three accidents in the last 10 days: 1) An oiler was greasing while the rig was running and had been doing it for (quote) "years" (unquote). This time he slipped and got his hand into the machinery and suffered extensive damage to his right hand; 2) An oiler was greasing when the rig was running and slipped on some grease and put his hand into the gears to keep from falling in head first. This member lost his right hand; 3) A deckhand on a dredge was involved as part of a crew with pulling a barge around the stern of the dredge with a wire that ran through some open rollers. When the barge came around, the wire lifted out and hit the man on the legs and flipped him about 10 feet in the air and threw him against the barge head first, then dropped him on the fender between the barge and the dredge where he could have been crushed. If this member had not been young and supple, he would have been seriously hurt. As it turned out he escaped with just a few lumps. He was very, very lucky. So let's look at what was wrong—all the people who were hurt were working unsafely and had been for six months or longer.

We, the union, are going to get covers over the gears where two of the members were hurt and change the procedure where the third member got hurt. But the point is, they worked in unsafe conditions and either didn't recognize it as being dangerous or they said this is dangerous and we really have to watch it here. In fact, one of the members that witnessed the accident said he had told them to be extra careful in that particular operation. What he should have done was call the business agent and tell him about the unsafe condition. We can almost always correct these things if we know about them.

We have a top notch safety department that is anxious to help. Also, on two of them, the company didn't notify the union. If any member is seriously injured on any job, please call the business agent right away—the same day if possible—so we can get out there and help the member get all his rights and whatever else he has coming.

The dredging is slow and doesn't look to get better in the near future. The scrapyards are holding up pretty well and two of the three shipyards are working pretty well.

### CRANES

Truck crane rental and truck cranes are slow with work going in small and large amounts. Small cranes are doing fair while the larger ones slow. There are a few rental cranes in Standard Oil, Shell, and also at Phillips 66. There will be a bid to rent cranes on their coker. This needs to be repaired as soon as possible, so may go some overtime or shifts. Bechtel received the contract for this job and will need some outside cranes. Bay Cities Crane is doing the demo work now and they are working quite a lot of overtime.

## TALKING TO TECHS

MIKE WOMACK, Dir.  
PAUL SCHISSLER  
GENE MACHADO

"In the good old summertime." At least, that's the way the song goes! So far, we haven't dispatched any great numbers of tech engineers, but the overall picture is looking better.



Mike Womack

Negotiations with Con-Am Industries were recently completed and ratified in Richmond. Con-Am is a non-destructive testing lab and, at the present, is doing the majority of the tests on nuclear facilities as far away as Canada.

Negotiations were also completed and ratified with the engineering staff of San Jose Water Works after a strike vote and federal mediation. This is the first time the engineering staff has been asked to stand up and be counted. They did, with a one hundred per cent vote!

As of this writing, the Council of Engineers and Laboratory firms are waiting for their second ratification meeting on May 7, 1975, after a majority vote to "hit the bricks."

The cost of living factor in the tech agreement has been established at 10.3 per cent and will give substantial increases to the surveyors in July.

More "certifiable chiefs" have applied for their certification, but July 1, 1975 is getting close; so, if you are eligible, get on the stick before the deadline.

True fact: Did you know that the Congressional Record reveals that Congress has appropriated \$85,000 to learn about the "cultural, economic and social impact of rural road construction in Poland?"

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

San Jose Crane has a few good jobs right now. Rhineholm is doing well in Oakland, in the San Jose area, and also at 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've managed to split up time between crews as well as they can. They have a few rigs on loan-lease, with one going to Mare Island for a few months. Sheedy is presently taking 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. Concord Crane and Rigging 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 area. They also are bidding on work at Phillips 66, along with Bigge Crane. Marine Van and Storage and crane rental is doing well in the Marin County area. They are a small company but do very well.

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

Crane rental is fair. They have rigs in Standard Oil. They did a job for Kaiser with four cranes and have been doing a job in the Sacramento area, also four crane picks. This job will go a month or so, with subsistence and all that good money. Tilt-up work is slow, but moving with some out-of-town work as far as San Diego. Baker Crane is still plugging along as their work is fair for the time being. 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 chemical plants with a little state and federal work as a fill-in, so we should have a good year to come.

We have a pre-job date set April 30 with Bechtel Corporation on the rebuilding of the unit that burned down at the Avon Plant. The total job will run around \$20 million, they say. Bay Cities is out at Avon now doing a turn around.

There are a few contractors leveling off lots for houses which will help the pipeline contractors and road work. G. F. Atkinson is getting every day they can. We should have another section of Highway 4 being bid before too long.

Brothers, the quarterly meeting is on May 15th at the Labor Temple in Oakland. Let's all turn out and have a good meeting.

### HOUSING INDUSTRY

In the teeth of our phony, fabricated money crisis there seems to be a little flower growing in the mud. If you ask the realtors how they're doing, they will tell you great. This is the housing market and to some it's one of the best gauges of our economy there is. Yes, there are some companies, both finance and contractors, who have over-extended themselves, but these 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 ahead a bit. If it keeps going it's another indicator that our work will be going good this year. Yes, in a few weeks you'll be cussin' that adobe that won't come out of that damn scraper, the damn foreman and his damn hard hat, the damn teamster on the damn water wagon, and those damn bologna sandwiches. And for the lucky few who work the shopping centers, and downtown streets, the broads (no cussin' here).

Work in the shops is picking up some as the contractors gear up in anticipation of good weather.

Ream Machine Shop in Lafayette has a large order for equipment to handle containerized cargo at the Port of Oakland. These brothers can see a lot of work out ahead of them.

Alcan Metal Powders in Berkeley is showing signs of recovery

See More OAKLAND, Page 16



# Stockton-Modesto Work Moving

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

The work picture has brightened considerably in this district but not as much as 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 delayed.

Granite Construction Co. does not plan to commence their \$4.5 million pipeline job for the East Water District of Stockton until later this year. Also the addition to the existing sewage treatment plant in Tracy, which was bid last month, has yet to be awarded.

On the brighter side, GSB-Kirst

Construction has commenced to haul fill material for their \$6.5 million project on Interstate 5 north of Stockton. The project entails the construction of approximately three miles of six-lane divided freeway and three bridges.

New Melones Dam Constructors has tentative plans to double shift some phases of the dirt work on the new dam construction around the first week of May. This will then require three shifts of mechanic-welders for the repair work.

C. S. Plumb Co. of Stockton was awarded the contract to construct the new Stockton East Water Treatment Plant for their bid of \$9 million. McGaw Co. has the earthwork and paving, Geo. F. Schuler Co. the plumbing and piping equipment, Klinger Steel

the reinforcing steel and Collins Electric the electrical work.

McGaw Co., Tiechert Construction, Stanfield & Moody, and Claude Wood Co. were low bidders on several smaller type projects in the cities of Stockton and Lodi and throughout San Joaquin County. However, the McGaw Co. bid of \$250,000 for reconstruction of California Street from Charter Way to Hazelton is not considered a small job.

Reconstruction of roads in District 5 at various locations in San Joaquin County will be bid before the first of May. The engineers' estimate for these projects is \$850,000.

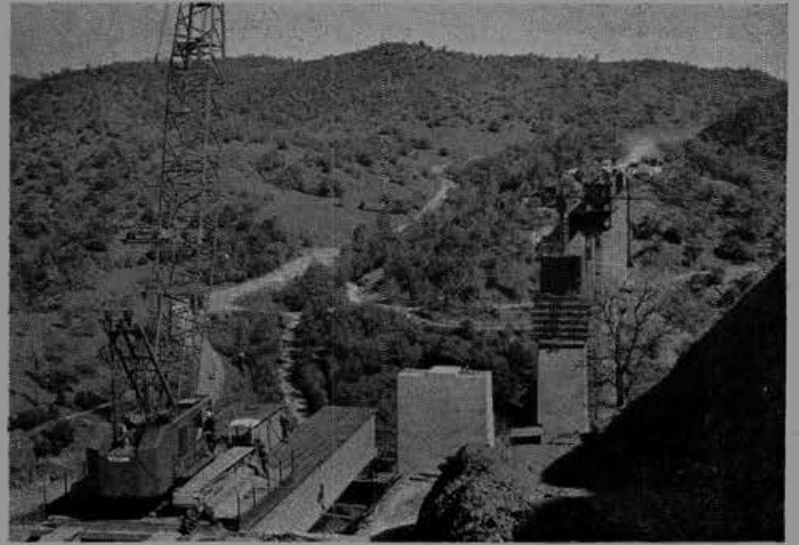
Work continues at Delta College as it has for the past four years. The Community College Theater Building will be advertised for bid in May. Estimated cost of the new theater building is in excess of \$3 million.

Stanfield & Moody of Stockton and Tracy was the successful bidder on Schedule I, Venetian Garden Assessment District job for \$650,000. Wester Pipelines of Modesto was low bidder on Schedule II for \$430,000.

## NEW BRIDGE

The \$14.2 million project that will span the Stanislaus River on a re-routed section of Highway 49 has been taking shape eight miles north of Sonora in Tuolumne County.

The bridge was designed by Richard Dokken, the bridge designer for the State Department of Transportation. It is the first of its type in the state, a unique steel plate box girder type. The arrow-straight bridge will be



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

2,250 feet long and tower 450 feet above the present water level. It took one year to prepare construction plans with engineers and construction people working side by side. Hensel Phelps Construction Co. is the prime contractor, with Kaiser Steel doing the steel work, and Pacific Excavators of Albany doing the relocation of the highway.

The bridge girders resemble long rectangular boxes and are hollow except for an intricate pattern of metal bars that reinforce all four sides. The girders come in 35 to 45-foot lengths and weigh from 30 to 65 tons. The 184 sections will be welded together to form twin ribbons of steel each 2,250 feet long. The steel is manufactured in the Kaiser plant in Fontana near San Bernardino, shipped by train to Chinese Station near Chinese Camp and then trucked to the site. The girders will rest on five graceful steel-reinforced piers, the tallest of which will reach almost 500 feet. In addition, their foundations will

extend 60 to 70 feet deep into the earth. The piers will be strong enough to support two extra lanes of traffic but it is doubtful if the route will ever become a freeway.

Realignment of the highway on both ends of the bridge will eliminate 27 bad curves in Calaveras County and 10 in Tuolumne County. Both the old highway section and the old bridge will be under water when New Melones Reservoir is completed and full.

The bridge will be named after the late Archie D. Stevenot who was born at Carson Hill, a few miles east of the construction site. Archie Stevenot was named "Mr. Mother Lode" by the State Legislature for his many efforts to improve conditions in the Mother Lode. His efforts to obtain improvements for Highway 49 were endless and the community of Carson Hill today has one of the few rest stops along the highway, dedicated of course, to Stevenot.



**SOUTH SIDE**—A view from the south side of what will soon be the Archie D. Stevenot Bridge spanning the Stanislaus River in Tuolumne County.

## Sacramento CCC Needs New Members

By CLEM A. HOOVER,  
District Representative,  
TOM ECK, Assistant  
District Representative and  
AL SWAN, AL DALTON,  
BILL MARSHALL, BILL BEST,  
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 every construction machine in the county.

2. Sewer treatment plants. This amounts to several million dollars worth of work for the members in the Sacramento area.

3. Nuclear power plants. This is a second Rancho Seco which was a good steady job for many members.

4. Airport expansion. This would be expansion work to be done at Metropolitan Executive, and Phoenix Field.

All of these issues are very important as they would provide much needed jobs. The membership fee for a member and his wife is \$10 per year. Contact the Sacramento office, and Clem A. Hoover for an application.

Work was well beyond the half-way mark in April on the ED four-lane route overpass above Southern Pacific tracks west of Sacramento Street. This \$550,000 bridge is a part of the overall

Auburn Dam Project. Late in April the U.S. Bureau of Reclamation was to call for a bid for construction of the ED Route itself.

In the Grass Valley area, the State Department of Transportation plans to proceed with plans for the \$1.2 million Shady Creek Project along Highway 49.

More than \$128 million in construction funds has been advanced to implement the recent release of federal funds by President Ford. The state also plans to use about \$57 million of the impounded money for various other purposes, but plans for construction of nearly one and one-half miles of two-lane expressway on Highway 49 are included. This is located between two and one-half miles North of South Yuba River and Birchville-Tyler Crossing Roads. Estimated cost is \$1.3 million.

In Sierra County, Highway 49 will undergo construction for a truck passing lane about two and one-half miles east of the Yuba County Line. Estimated cost is \$210,000.

Between now and June sometime, there should be a call for bids on a five-mile stretch of two-lane conventional highway on 49 near Indian Valley.

In May a call for bids for construction of a sewage treatment plant expansion, chlorination facilities and other features should go out from the Newcastle Sanitary District.

H. M. Byars Co. will begin moving in equipment and preparing ground for construction of the 14 miles of the Pleasant Oak Main

soon. Phase II of the Pleasant Oak El Dorado main No. 2 project is proceeding on schedule. The E.I.D. board voted to make every effort to arrange that the Phase III construction of the Pleasant Oak laterals will be on a unit basis. This will permit local contractors to bid on the work considered. Use of local contractors in building the laterals would also represent considerable savings on the overall project according to the board's estimates.

Bechtel Corporation has just completed six months of start-up testing on Rancho Seco No. 1 and will be going into commercial production for the first time in April. This company has employed many brothers for the past five years. The last three weeks have seen our brothers working two shifts, seven days a week. We are all hoping to see Rancho Seco No. 2 get started in the near future.

Peter Kiewit has just completed a bridge across Putah Creek on Road 98 and is now in the demolition process on the old bridge. The debris will be used by R. C. Collet for rip-rap on their Riverside Boulevard job.

Wisner & Becker, at the Sacramento-Yolo Port is working two shifts, seven days a week and is progressing very well with their heating units destined for the North Slope of Alaska. At this time, it looks like they will meet their deadline of June 12 with hopes of returning with the same operation in January of 1976.

## Eureka District Gets Some Spring As Projects Start To Move Again

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

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 recalled some of their dirt hands. These brothers are doing some preliminary work so that the scrapers can be started in the near future. This job should provide another full season of earth moving. Work on the overpass has been going on all winter on a hit and miss basis.

Mercer Fraser Co. has also recalled some of their H.D.R.'s to begin readying the equipment for the busy season ahead. Mercer Fraser Company should have a real good year coming up.

W. Jaxon Baker Company is returning equipment daily from their Redding shop to their highway projects at Benbow and Red Mountain. These two jobs should also provide a full season for the good brothers employed by W. Jaxon Baker.

Over across the bay, construction activity is picking up at both

the chip-loading facility and the power boiler at the Louisiana-Pacific sawmill. Western Pacific Piledriving has completed the piling at Louisiana Pacific and moved out. Wright Schuchart & Harbor is now in the process of pouring the footings.

Redwood Empire Aggregates at Arcata is still more or less on the winter schedule now. At the Smith River plant they have recalled some of their employees.

Work at the tractor and equipment shops has been slow mainly because of the EIR's imposed on the North Coast loggers.

In the area of new work approximately 20 storm damage projects in Humboldt County have been placed on the proposed bidding list. These projects vary in size and are generally located in the more remote areas of the county. These projects are too numerous to list here, but if anyone wants to see them they are available at the union office. Let's hope these jobs are let early this year.

On Highway 299 between Berry Summit and Willow Creek a truck passing lane and resurfacing project is to be let in the near future.

Just south of the Humboldt Mendocino County line on Highway 101 at Red Mountain another freeway project is coming up—\$4.9 million is available.



# Santa Rosa Hog Feed Set For June 22

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

The date is fast approaching—Sunday, June 22nd, between 12 and 4 p.m. is the Wild Hog Feed.

Volunteers will be needed, as we have stated previously. It's most important that we have your name and phone number in the Santa Rosa office as soon as possible, in order that this committee can plan well in advance for another successful Hog Feed.

At this writing it is our understanding that the entire Executive Board of Local No. 3 will be present and for this reason alone we can say that the affair will be a success for it gives you a chance to meet with and get to know the officers of Local No. 3.

Back to the "Hog Feed." We have been in contact with "Sonny" Wharton and once again he has assured us that he and his friends will prepare the "hog" Hawaiian style — in short, a "Luau."

Also, we are assured of obtain-

ing the backhoe from J. R. Peters and with the number of excellent craftsmen in Santa Rosa, we will have no problems in obtaining an operator.

The rocks which are used in cooking the meat are part of the landscaping of the Santa Rosa office. To explain, last year we were able to obtain the special lava type rocks from Mr. Hilger in Lake County. We did not throw them away, but instead decided to save them and in doing this we were able to successfully improve the landscaping of the Santa Rosa District office.

We have been in contact with the various people who were of such great help in last year's feed and are assured of their participation again. We will accept their services, plus many other volunteers, as more people are expected this year—which means much more fellowship, fun and ???

To this date, we have about 700 lbs. of wild hog and even though we do a lot of worrying our hunters always come through.

Tickets will be available in the Santa Rosa office and most of the stewards will have them. There will be plenty of food, plus soft drinks, beer, ice cream and music once again by our own member and his group, Marv Massey.

Don't forget June 22nd. See you there for the 3rd Annual Santa Rosa "Wild Hog Feed."

Contractors in District 10 continue to hope for dry weather as most tentative starts have been drowned out. Arthur B. Siri Co.

has several small crews started in Mendocino County on slipout and slide repair work. Brothers Art Tusi and George Tuso ramrodding the Westport and Covelo jobs contracted from California Division of Transportation. Par-num Paving has started their East Gobbi Avenue widening job and are working between rains on this project and the site work for the \$1.9 million Autumn Leaves Retirement Center.

Eastco Construction of Redding is completing the road repair on Bell Springs Road, 16 miles from 101. Roger Fugate, mechanic, was seriously injured when a chain holding the bead tight on a DW 20 tire snapped while the tire was being inflated. Roger is now recovering in Santa Rosa Memorial with fractured cheek bone and forehead.

Piombo Corporation is still waiting for the hot spring sun to melt six feet of snow on their Covelo project. Piombo expects to recall their full crew from last year for this Forest Service access road. Sid Shah, superintendent for Piombo, recently returned from a jaunt to Iran looking for work for Piombo's idle iron. We understand Lou Gobbi recently signed up for a crash course in camel riding.

Stephen Tyler Corporation of Santa Rosa was low bidder on the Dos Rios Road reconstruction. Co-owner, Bill "Red" Adams will be ramrodding this \$700,000 job with a 1st of September completion date.

Gayle Easley, superintendent on W. E. & Jax on Baker's paying job, is still relaxing on the Eel River with a fishing rod and shaking his fist at the rain clouds. Gayle has had to cancel several recalls.

Lange Bros., C. R. Fedricks and Baldwin Construction are starting to break ground on the Lakeport sewer plant. Most equipment is still getting stuck the majority of the time, so these contractors are likewise hoping for a little sunshine.

We recently held a prejob conference with J & M Construction of Hayward. Project Superintendent Manuel DeFreitas plans to start this North Shore interceptor job at an early date.

A & E Construction has not restarted their Nice-Lucerne project, and as yet the bonding company has not indicated who will complete the work for JJJ Construction in Nice.

Arthur B. Siri of Santa Rosa also picked up the Shiloh Road job for \$199,999 about 1-1/3 mile of reconstruction and some overlay. They also picked up the subgrade and paving on a housing project in Petaluma. Both of these jobs will be under way by the time you read this.

R. E. Anderson of Napa got a \$57,400 job of landscape and sound wall construction on the freeway in Santa Rosa.

Stephen Tyler Corporation was awarded two jobs in Santa Rosa, one for \$66,000 for a filter system for the "Swiny" Lagoon at Spring Lake Park and one for \$67,000 at the Cotati reservoir.

Rapp Construction was low bidder on the Fire Station in Sebastopol. Their bid was \$309,800.

Ghilotti Bros. has three jobs going now in the Santa Rosa area, and was just awarded one for \$122,000 in Napa for construction

of signal systems and lighting on Trancas and Redwood Road.

Remember when you are called back on a job and have not been dispatched (other than for a short duration job to another employer) the employer must mail in a recall slip, stating the time and date you started back to work for him. In the event you have worked for another employer, then it will require a five year letter, stating you have worked for said employer in the past five years. This is in accordance with Section 04.10.34 of the Job Placement Regulations. Also, remember to re-register. Your dates are stamped on the back of your registration slip and you should register between the 76th and 84th day.

Work will be starting in the near future and the year looks very promising, so don't get knocked off the list for failure to re-register. Read your Job Placement Regulation book and become familiar with it. Also, read your By-laws and Master Agreement.

## ENTERTAINING ENGINEER

Here in Santa Rosa we are blessed with a lot of good talent, not only in the field of equipment operators, but also in the field of entertainment. One of these is Larry G. Shelton, who is not only a good dozer and loader operator, but is a very good country and western singer and composer. Larry gives credit for his musical talent to his father who is also a very competent country-western entertainer. For Larry's 12th birthday his father bought him his first guitar, and not long after that he started singing with his father's group.

Before coming to California he had his own group in Washington State known as, "Larry Shelton and the Laran Attractions." They not only played club dates, but also played steadily at government bases and state and federal prisons.

Since moving to the Santa Rosa area he has had a long run at the "Trail Inn," where he was known as "Larry Shelton and the Shel-tonaires." His contract was up in January of this year, and since then he has been concentrating on his new recording career. At this time he has two songs out on "Air Play" label, which are "500 Miles of Worry" and "I'm Willing to Change," and already are being played at 250 country-western stations. Larry will be coming out with two more records within the next month.

Larry is now getting ready to start travelling with his group. They are being booked at fairs and rodeos throughout the country by "Cal-Sac Entertainment," through the good work of Jay Vander-Maiden of Sacramento.



LARRY SHELTON

## In Nevada District

# Warm Weather Returns Work To Normal

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

With the arrival of warmer weather, work is slowly returning to normal.

Ray Ferretto is working approximately 12 operators at the Spanish Springs Interceptor line and at the new apartment complex near Reed High School and Baring Boulevard.

Tannenbaum Construction Company is working four operators on the third addition for Barker Construction's Meadowlands Homes.

Robert L. Helms has resumed work at Donner Springs Homes and at Highway 395 North and Red Rock Road.

Seaberry-Depauli is doing work as a sub on many small projects throughout the Washoe Valley.

The Marble Bluff project at Nixon has been a very good winter job for many of our brothers and will continue so until June of '75.

Helms Construction has been awarded a contract for highway improvements and construction of a portion of the Interstate Highway system in Sparks at McCarran Boulevard and I-80 Interchange.

J. C. Compton at Lovelock is working a full crew and has worked several operators throughout the winter. They should resume paving as soon as weather permits.

Max Riggs Construction at the

Carlin Canyon I-80 project is not working yet due to the poor working conditions as a result of the severe winter weather experienced in northeastern Nevada.

Jack Parsons Construction Company at Silver Zone I-80 project, 25 miles west of Wendover, has returned to work and recalled approximately 35 members.

We are waiting for word on the Yelland Airport project, but nothing has been heard as yet.

There is a rumble that DuPont Co. has plans to build an ammunition, supply factory and depot just southeast of Hawthorne. Rumor has it that this will be quite a big project. Also, in the same area, there is a possibility that the State of Nevada is going to bid 10 miles of overlay.

Phase II of the Mammoth-Hawthorne job is getting ready to go for bid.

Sierra Rock, Sand & Gravel is still running one shift and is hoping to start their hot plant by April.

Contri Construction picked up the Peavine Sewer job which will keep some of our members busy for a while.

Holcomb Company is still plugging away on some of their jobs, weather permitting.

H.K.M. is in the final stages of their Sundowners project. They are also getting the site ready for their building project.

Sierra Paving has picked up the site grading and underground for the Bonanza Square job.

Earl Games Co. hasn't lost any time excavating for the \$12 million dollar Fitzgerald job. I. Chris-

tensen is pumping and placing all the concrete on this job.

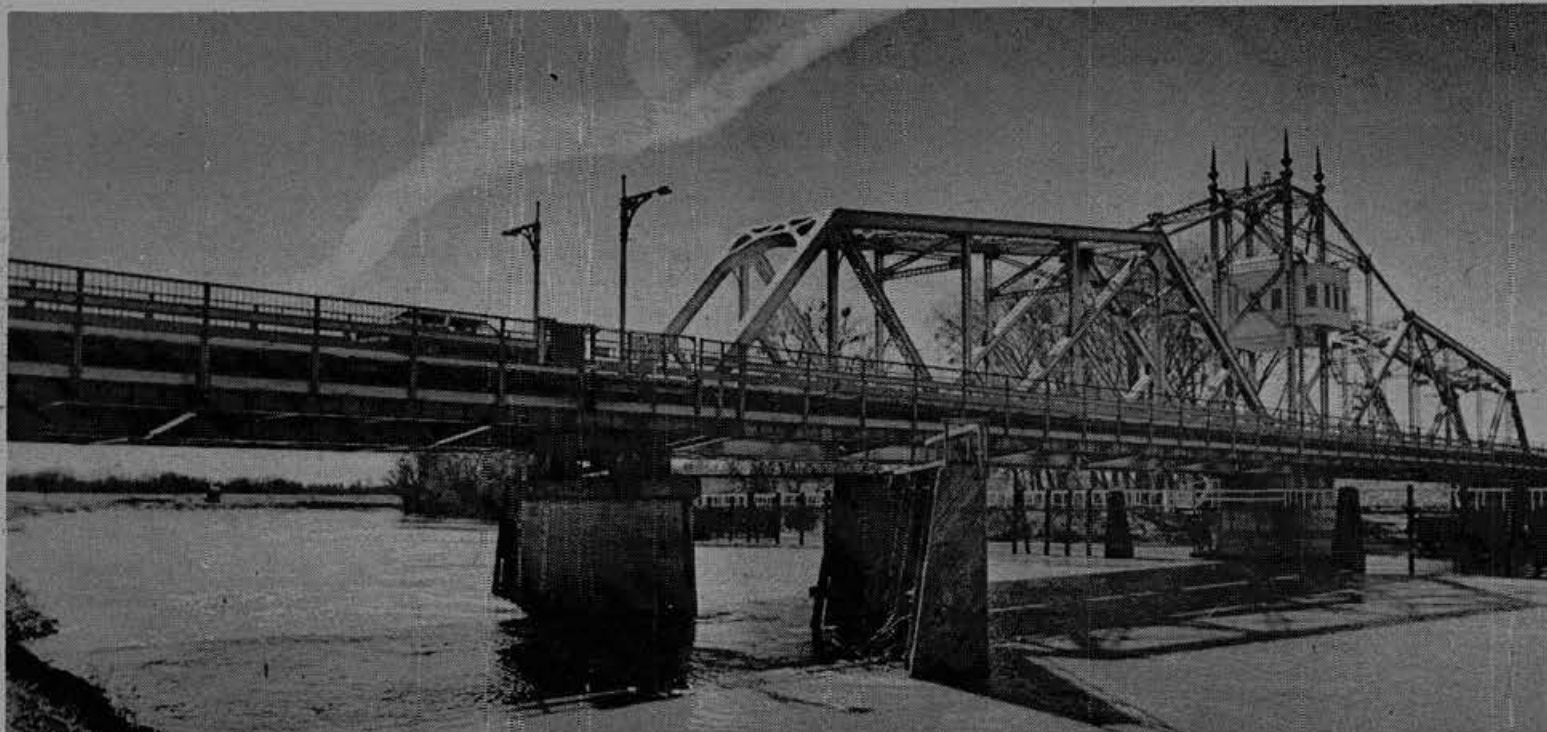
Nevada Paving has a few small jobs in the area, primarily street repairs and overlays.

In December, after a steady decrease in the price of copper, the Duval Corporation's Battle Mountain property stopped all hiring and tightened up on issuing equipment and material. The copper price has started back up again, and we are happy to see that the company is hiring again. The Duval employees are working under a new contract with substantially raised wages and improved fringes in the medical plan and established a dental plan and a supplemental unemployment benefit. All the employees received a safety award last month after completing a year with no lost-time accidents. The employees are approaching their two millionth man-hour without a lost-time accident.

The NL Industries Baroid plant at Dunphy also completed last year without a lost-time accident. The employees were treated to a dinner by the company. The plant also recently received word from the State that it now meets the air quality standards.

Gold is still being mined at Cortez. There are 83 employees at Cortez, and the pit is working two shifts and the shop three shifts. There were no lost work days last month and the snow has not hampered production. Jim Cooper avoided serious injury when a boiler blew up.





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.

## Old Sutter County Landmark Gets The Ax

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

Work on the east side of the Marysville area has picked up considerably and if the weather holds good and the ground dries it should be going strong before long.

Madonna Construction Company at Quincy has called several of their hands back to work, plus they have called for some others. Rodrigues Sewer Construction, H. M. Byars, Wolin & Son and Continental-Heller at Oroville have all cranked up on the sewer and underground construction. This project altogether amounts to about \$7 million. Butte Creek Rock at Pentz is going strong at their plant, but have been fighting wet ground trying to get going on the Pentz-Magalia Road job.

R. & D. Watson Construction Co. was low bidder on the Bullards Bar Road job at \$1,074,203. The contract on this job will probably not be awarded for a couple of weeks because even though the three low bids were close together they were over the engineer's estimates. In talking with Don Frost at the Yuba County Engineering Office, he stated that he did not anticipate any delay longer than a couple of weeks in the awarding of this project.

At Chester, the channel improvement, North Fork of the Feather River is being advertised and the bids will be opened on the 15th of May. This project will entail the construction of a diversion structure (earth fill embankment), outlet works and bypass channel for conveyance of Feather River flood waters around Chester and into Lake Almanor. It consists of approximately 522,100 cubic yards of excavation, 455,000 cubic yards of embankment, 97,000 tons of quar-

ry stone (rip rap), about 18,000 other stone and concrete and miscellaneous work. This project will be approximately \$5 million. There are several other projects forthcoming along with the ones that will restart. Things are definitely looking up.

Old age has finally caught up with a Sutter County landmark which has spanned the Sacramento River at Meridian for 62 years. The Meridian Bridge, built by the Northern Electric Railway in 1912 to carry its trains between Yuba City and Colusa, will be torn down late this year. In its place a cable suspension swing bridge will be built to carry four lanes of traffic across the river.

The new highway route, realignment of Highway 20, which now twists through Meridian, will be built along the old electric railway right-of-way, abandoned by the railroad in 1960. The new bridge will use the center pedestal of the old structure and will cost about \$6 million, state highway engineers said.

During construction, a detour bridge will carry traffic across the river about one hundred yards upstream from the old bridge. The temporary structure also will have a section which can be open for river traffic when necessary—a move that could delay traffic on the highway from 30 minutes to several days depending on the type of construction used, engineers said.

During the days of busy river traffic, the old bridge opened frequently. It was manned around the clock by bridge tenders who rotated shifts in the control house which sits over the center of the span, the portion previously used by the railroad.

Since 1967, however, river traffic has been minimal and the bridge is only opened once or twice a year. Workmen from the District 3 Highways Office in Marysville today drive out to the bridge when it must be opened.

Annual maintenance bills of about \$5,000 and the narrow, single lane roadways across the bridge are the primary reasons for replacing the majestic structure.

The original bridge roadways were wood planking supported by heavy wood crossbeams. The beams are still in place, but the old decking has been replaced and is now covered with a blanket of asphalt.

Portions of the bridge, paraphernalia, controls, and the ornate lightening arrestors that form a crown at the center of the span, will be preserved in area museums. Arrangements to donate the items to the Sutter and Colusa Counties Historical Societies are now under way.

### 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 Hen-

dricks and Leroy Ross, both of Nevada.

Donations can be made at any mobile blood bank in our name and the following locations in our area:

**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 Cohasset 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, 421 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 Saratoga bid \$5,752,820 to build a four-lane expressway on Route 395 between the Nevada state line and 1.4 miles north of Route 70 at Hallelujah Junction. Structures to be constructed will be bridges for both north and south-bound 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 passage under the highway bridges at three strategic locations and construction of a special seven-foot-high deer-resistant fence on the central four miles of the project. The undercrossings will be multi-purpose, being used as cattle and equipment crossings as well as deer passes.

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 required the removal of existing improvements—a small cafe, service station, 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 easterly quadrant of the interchange so that the commercial development can be reestablished.

Material grades from the new building site will be used for construction 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 Railroad tracks 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 vehicles a swift crossing of the tracks and to eliminate traffic congestion near railroad crossings.

Mercy Hospital is on one side of the tracks and the major population center is on the other side.

The latest estimated cost of the

South Street project includes \$3-830,000 for the overpass construction, \$270,000 for buying rights of way and \$900,000 for engineering and possible cost increases.

Hammond Brothers Construction Company of Mt. Shasta has moved in on its land-leveling project at the Simpson Lee site. The work will entail moving 400,000 yards of material to fill an area to be planted and watered with effluent water from the Simpson Lee plant. Brother David Hoie will be the job steward on this project. Davie, along with 12 other engineers, will be working approximately six months on this project.

Jim Byrnes Construction Company from Red Bluff has moved in on the Osborn site digging trenches to drain off the surface water which will enable Hammond 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 operation.

The State Highway Commission has allocated \$217,000 to upgrade a portion of Highway 97 near Weed. The commission also voted to accept Main Street in Yreka into the State Highway System. The \$217,000 will be added to federal money to pay for a \$2.7 million project to add a truck-passing lane, and eliminate three sharp curves on Highway 97.

The 6.6-mile project will begin 10.5 miles north of Weed. Construction is expected to start in June.

By accepting Yreka's Main Street into the State Highway System, the commission allowed the state to take over maintenance of the road. Main Street will now be part of State Route 3.

The Cecilville-Somes Bar Road, one of Siskiyou County's more primitive routes, will get \$2.8 million worth of improvements over the next six years under a federal-state-county program.

The money has been allocated by the Federal Highway Administration for improvement of particularly bad spots on the 37-mile route. The State Department of Transportation will do the engineering and award the contracts with federal funds transmitted through the county. The road runs along the main Salmon River from Somes Bar to Forks of Salmon, then up the South Fork of Salmon River to Cecilville.

There are many portions that are one lane and a number of curves that are too sharp by today's standards.

Northland Construction started work on the Highway 299E job at Oak Run Road and Fenders Ferry Road. The job will be supervised by Brother Martin Teeling who, if you recall, was the co-inventor with Brother Dutch Herman of the Dutch Grade Rod. Speaking of grade rods, another operating engineer, Brother Paul Heater, applied for and was granted a patent on a new type of advanced design telescoping grade rod. One of the many outstanding features of the new Heater Grade Rod is that the rods can be ordered several different styles of graduations, feet and inches, engineers scale, metric, etc. Also, the graduations are guaranteed to last forever or they will be replaced. Any interested grade-setter, surveyor, or contractor should contact the Grade Rod Mfg. Company, Santa

See More REDDING, Page 14

At its meeting on the 13th the Executive Board granted honorary memberships to retired brothers:

Manuel Lewis, initiated by Local No. 45, October, 1937.

L. G. Ostler, initiated by Local No. 353, March, 1940.

Lawrence Wixson, transferred from Local 12, May 4, 1940, to Local 3.



## San Mateo Rainy Season Ends As Airport Job Gets Court OK

By DICK BELL, District Representative and HARVEY PAHEL, Business Representative

Hopefully the rainy season is at an end and the work picture will improve in the San Mateo area.

Work opportunities are increasing daily with several local projects on the drawing boards for this year and several due to start as soon as weather permits.

Piombo Construction has several jobs going in Foster City and elsewhere in the area and are just waiting for good weather to really get rolling.

Airport construction got a big boost early in April when the court ruled that construction on Homer Olsen's job could proceed subject to further study of the necessity of an environmental impact report demanded by the "Friends of the Earth" (the name is certainly misleading as they are no friend of the working man) in their suit to halt all airport construction at the San Francisco International Airport.

It's a pleasure to report to you that the "Coalition of Concerned

Citizens" is alive and doing business again in the San Mateo County after a period of inactivity due to lack of funding. The "Coalition" or "C.C.C." as it is called, has been reorganized and is performing the very necessary function of informing the public and also the "Daisy plucking-No Growthers" in this area that there is a critical shortage of jobs, that jobs are a very vital part of the human environment and without jobs a working man cannot feed his family nor pay taxes necessary to support the community he lives in.

Also it is a pleasure to report that a ladies group has been recently formed that has the same aims and goals as the C.C.C. The name of the group is A.W.A.R.E. Both the C.C.C. and A.W.A.R.E. could use members who are willing to help get our economy and construction industry rolling again and to help bring a balance to the environment versus economy question. Anyone willing to help should contact the San Mateo office of Local 3.

## Govt. Agencies And Officials Coming Around In S. Jose Area

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

We are at the point where we can agree with our San Jose City Council when they voted unanimously to back a move to exempt the city from spending "thousands of dollars for needless environmental impact reports." The council called on its legislative committee to urge the state to stop requiring unnecessary reports. They agreed that most impact reports "don't tell you anything . . . they are not very comprehensive . . . they don't take into account social impacts." Let's hope some of the other government agencies get this word and help us speed up construction projects around here.

The latest hearing on the San Felipe Water Project's environmental impact statement was quiet and brief. Five persons spoke in favor of the \$159 million imported water project, while no one spoke in opposition. Frank Sabbatini, chairman of the San Felipe Committee and a member of the San Benito County Board of Supervisors, said he completely agrees with projections by the U.S. Bureau of Reclamation.

"The project is the best and most practicable way of avoiding what will otherwise become a water shortage," he said.

One more hurdle on the "Blood Alley" hearings seems to have been cleared with Santa Clara County and the City of San Jose agreeing to present a unified front in appealing for early construction of the vital 101 freeway bypass. With San Jose and Santa Clara County in agreement on the numbers and location of interchanges on the freeway bypass, for which the right of way has already been purchased, the state should be able to move

ahead quickly with design and actual construction. Twenty years of dissension behind this South Valley freeway battle now seems to shift from the route location to the number of interchanges. Since 1967 the proposal has included seven interchanges—now they agree on four. The state will probably decide in the next few weeks whether there is sufficient agreement and funds to go ahead with the South Valley freeway project. The federal government must then pass on it.

### MONTEREY COUNTY

In Monterey County, construction work is more the exception than the rule. Madonna Construction Co. has two months or more of pipeline storm drain work in King City. Part of the line is 36", chokes down smaller. Billy Inman runs the big Case 980 backhoe with a tilting turntable. Bill Card is assistant to engineer on the hoe and Walt Fitzimmons runs the loader. About Billy Inman—the 980 Case with tilting turntable isn't all that common. Billy's run them before, also a rig called Craneconcrete-Pettibone with a 90-foot concrete conveyor—somewhat rare. He runs cranes, batch plants and most all grading and paving equipment with one leg of his own, and one leg bought from the store. He makes a good steward too.

Granite Construction stripping spread is still running smoothly. We mentioned Jim Potter was Safety Committeeman on the job. Those of us locally know he runs dozer with one arm. Jim said that on the Granite Highway 1 job between Santa Cruz and Watsonville, finished last year, he was one of four operators running with one arm off each.

This seems to be the amputation issue this month. Now we'll report on Dale Holbrook who's had both legs off from the scraper accident. Right leg—the first amputated just below hip—is now in a rough prosthetic. Left leg—later amputated below knee—should be in a rough prosthetic as you read this. Dale says this

## First For AFL-CIO Affiliate

## District 90 Weighmasters Join Local 3

A successful organizing drive in the San Jose area recently led to the unionization of a classification of building material plant employees which had never before been represented by an AFL-CIO-affiliated union.

Under a new agreement with the Hillsdale Rock Co. ratified in March, Local 3 became the collective bargaining representative of "weighmasters" or "scalehouse clerks" working for Hillsdale Rock within the jurisdiction.

According to San Jose District Representative Mike Kraynick, the weighmasters had previously turned down union representation but voted in favor of it in an election held in December.

"Management had always left them with the feeling that they were confidential management people, patting them on the back and so forth," said Kraynick. "They were given the impression that even though they were struggling at that point management would eventually overcome the union and they would get the benefits."

According to Kraynick the weighmasters had no fringe benefits, no retirement, and rarely did any two of them have the same vacation plan or holidays.

"They just finally had their fill of it," he explained.

The present contract with Hillsdale Rock covers only six employees: one in San Carlos, one in Los Gatos, one in San Jose, one in Coyote, one in San Juan Batista and one in Hollister. Of major importance, however, are the implications of the breakthrough agreement.

"Every rock, sand and gravel and asphalt plant in the jurisdiction has at least one weighmaster," said Kraynick. There are approximately 200 rock, sand and gravel and asphalt plants in the jurisdiction of Local 3.

Basically the three-year agreement, which dates from March 1, 1975, provides for wages of from \$3.50 to \$5 per hour as of March 1, 1975, with a 50 cent increase on March 1, 1976 and a 55 cent increase on March 1, 1977.

Fringe benefit contributions in-

is the first step up off his butt, and he's glad. He fully intends to be back with us, and we think he will.

South county work isn't big yet, but we're watching it carefully. Hunter Liggett Mil. Res. has two jobs—\$588,000 to Dapont Construction for a processing facility, and \$259,000 to Chameleon Engineering for an Engineering Dev. Lab. These two jobs have site preparation that will provide work for us, plus a little hoisting on structures. This work is Davis-Bacon prevailing wages, and we're looking ahead to more work at Hunter Liggett. We're concerned and looking carefully because this area can prove a problem in keeping the work with union contractors. The San Ardo oil patch is another area we're in quite a bit. We request that all brothers in that area stay in close communication with the Salinas hall if you have information. Note the hours are 3-5 PM Monday and 4-8 PM Thursday.

Granite Construction Salinas has a short run of activity right now, mostly small jobs. McGranahan Construction Co. got the job at Hartnell College at a cost of \$6,110,000.

Gary Fowler, formerly HDR at Quinn Co., packed it up and left

clude \$1.48 per hour to pension, 79 cents per hour to health and welfare, and 12 cents per hour to pensioned health and welfare, all effective March 1, 1975.

The new contract provides for nine holidays all paid at eight times the employee's straight time hourly rate. The holidays are New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Admission Day, Thanksgiving, the day after Thanksgiving and Christmas.

Other important provisions of the agreement are:

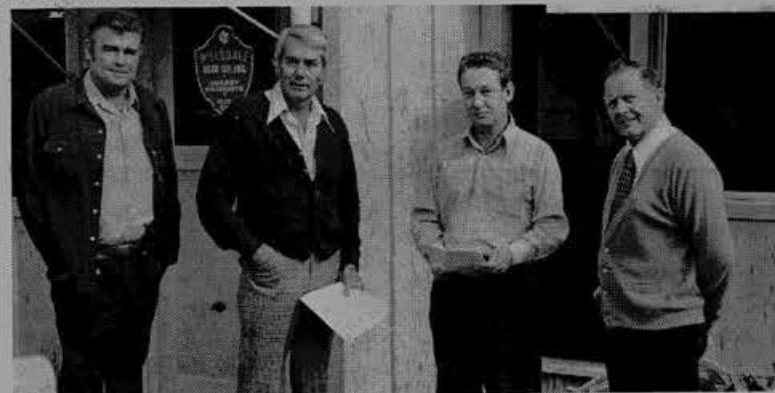
**Jury Duty.** Where an employee who has established seniority is unable to report for work on his regular shift by reason of jury duty, he will, upon furnishing written proof of such service, be paid the difference between the jury pay and the amount he would have been paid if he had worked an eight-hour day. Employees who are called for examination for jury duty or who serve on jury duty by being impanelled in a jury box and actively serving as a juror, shall be reimbursed the difference between jury pay and

their straight time pay lost up to a maximum of 30 days per year.

**Funeral Leave.** In the event of a death in the immediate family (defined as father, mother, wife, husband, brother, sister, son or daughter (step or foster), a regular employee shall be entitled to a maximum of three days with pay to attend the funeral.

**Sick Leave.** Every employee covered by this agreement, who has been continuously employed by his Employer for a period of at least one year, shall thereafter be entitled to three days, 24 straight time hours sick leave with pay each year the employee qualifies. An employee shall have been "continuously employed" for one year for the purpose of eligibility for sick leave, when he shall have worked 1375 straight time hours in the immediately preceding 12-month anniversary period.

**Seniority.** When it is necessary to lay off any of the employees regularly reporting to a plant for employment, where ability is approximately equal, employees with the longest length of continuous service will be selected to remain with the reduced working force. Call back shall be in reverse order of layoff, with the last employee laid off being the first man recalled.



A FIRST — Hillsdale weighmaster David Jorgensen, second from right, and Hillsdale Rock owner Henry "Hank" Mattoza, second from left, hold 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 Representative Mike Kraynick.

for Alaska. He had the job lined up first, which is the only way to fly. We'll inform you when he writes back.

Brothers in Monterey County, take notice—the Watsonville district meeting is Thursday night, June 19. It's held at the Veterans' Memorial Building, 215 Third. It's also noted in the meeting schedule you'll always find on the back page of the *Engineers News*. Let's see YOU there!

### SANTA CLARA VALLEY

In the Santa Clara Valley work has been slowing down mainly because of two reasons. One of them is the wet weather we've had in the last few months and the other one is because of the Sierra Club and the environmentalists putting up bonds and getting the jobs stopped.

Some of the shops in the area have been affected by the wet weather we've had and had to either go down to a three- or four-day week or shut down completely for a couple of weeks. Most of them are now back at full force and getting their full week in.

The Great America theme park has been re-scheduled to open around March of 1976 due to the completion coming too late in the season, but that's likely to change

once they get the park done. They are currently letting bids out for the Marriott Hotel.

### SANTA CRUZ COUNTY

In Santa Cruz County despite the wet weather, there are a few projects that are getting some time to continue. The Dubach job between Castroville and Marina has put in a few days lately, however, the largest part of the spread moved to Vallejo on another project. Granite Construction Co., Santa Cruz branch, has been the busiest out of all the departments and for several days this month, they had approximately 150 men working.

This writer would like to extend his appreciation to all the union stewards who attended the meetings that were held in Salinas and San Jose. Without the job stewards in the field, the business representative's job is a great deal harder.

Supervisor Litkey from the 5th District in Santa Cruz County resigned last March 13th. Supervisor Litkey has advocated no growth for Santa Cruz County since elected; hopefully he will be replaced with a man that will think, listen, and pass fair judgment on the projects that come before the Board.



## Obituaries

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

Baker, Trace Lee (Lillian, Wife)	3-14-75
3907 Bucks Bar Rd., Placerville, Ca.	
Blake, Russell (Marjorie, Wife)	4-2-75
734 Linden, Burlingame, Ca.	
Bright, Floyd (Marie, Wife)	4-21-75
124 George Circle, Vallejo, Ca.	
Brown, Lester (Vetona, Wife, Marge Dodge, Dtr.)	4-28-75
1995 Auction Rd., Fallon, Nevada	
Cooper, Harold (Bonnie, Wife)	4-15-75
34 Neilson Ave., Yuba City, Ca.	
Fuelling, Bernard (Wayne, Neal, Sons)	3-30-75
2019 Hammonton Rd., Marysville, Ca.	
Green, Richard (Jeanne, Wife)	3-25-75
955 So. "k" St., Tulare, Ca.	
Johnson, Dale (Vivian, Wife)	3-30-75
1441 College Ave., Livermore, Ca.	
Jones, Bobby (Jewell, Wife)	4-6-75
1631 Cornell Ct., Stockton, Ca.	
Jones, Leslie (Retha, Wife)	3-23-75
6 Citracado Lane, Escondido, Ca.	
Jones, Malcolm (Wilma, Wife)	4-3-75
Box 1277, Fernley, Nevada	
Kala, Abraham (Cecilia, Wife)	4-11-75
1994 A 9th Ave., Honolulu, Hawaii	
Martin, Estil (Ruby, Wife)	3-28-75
Rt. 1, Box 653 X, Vallejo, Ca.	
May, Billy (Doris, Wife)	3-18-75
2043 Charles St., Hughson, Ca.	
Munford, George (Donna, Wife)	3-20-75
80 E. Center St., Kanarrville, Utah	
Murphy, Oliver (Lois, Wife)	3-17-75
2048 E. Shiffeld Manor, Carson City, Nevada	
Nelson, Carter A. (Ruby, Wife)	3-30-75
250 E. Radburn, Tucson, Arizona	
Northup, Jay E. (Garcie, Wife)	4-1-75
2322 So. E. 54th Ave., Portland, Oregon	
Olson, Richard (C. A. Olson, Father)	4-16-75
1732 Rosemary Lane, Redwood City, Ca.	
Samisch, Newton (Tressie, Wife)	4-3-75
2731 Beechwood Dr., Eureka, Ca.	
Schuldt, Edgar (Eunice, Wife)	4-1-75
411 Holly Lane, Hayward, Ca.	
Stokley, Lawrence (Vella, Wife)	4-10-75
2729-16th St., Sacramento, Ca.	
Thompson, Harold (Martha, Wife)	4-2-75
42 Laurel St., Vallejo, Ca.	
Williams, Willis (Lucy, Wife)	4-3-75
Box 653, Tooele, Utah	
Williamson, Clyde (Bonnie, Wife)	3-25-75
204 Alderbrook Dr., Santa Rosa, Ca.	
Withrow, Marion (Eugene, Son)	3-27-75
2385 Harvard St., Sacramento, Ca.	
Yadao, Angel (Mary Ann, Wife)	3-14-75
P.O. Box 22, Kalaheo, Hawaii	

### DECEASED DEPENDENTS

April, 1975

Crandall, Lee Maude—Deceased April 10, 1975  
Deceased Wife of Hugh Crandall  
Foy, Mary L.—Deceased February 8, 1975  
Deceased Wife of Ralph Foy  
George, Ivan Jim Jr.—Deceased March 25, 1975  
Deceased Son of Ivan George  
Marshall, Robert—Deceased March 25, 1975  
Deceased Son of Henry Marshall  
Peterson, Jean E.—Deceased March 29, 1975  
Deceased Wife of Leonard Peterson  
Silveira, Evelyn M.—Deceased March 29, 1975  
Deceased Wife of Arthur Silveira

## San Francisco Work Outlook Brighter For Downtown Area

By RALPH WILSON,  
District Representative and  
CHARLES SNYDER and  
PHIL PRUETT

### Business Representatives

The outlook for work this year in the San Francisco downtown area is beginning to look somewhat brighter. A number of new buildings are in the planning stages and several sewer projects are underway or soon will be.

The Yerba Buena project has again bogged down with a new legal problem, but at this time there is some indication the problem may be resolved.

Underground Construction has been working on their sewer projects in the downtown area and Homer J. Olsen has several projects underway.

A \$2,469,637 reconstruction of Market Street, United Nations Plaza, has just started with a completion date of March, 1976.

Cahill Construction has started the \$3 million Sutter and Stockton Street garage, which is expected to be completed in July, 1976. Cahill Construction also has started the \$15 million State of California Insurance Fund Building at 9th and Market Streets with a completion date of approximately mid-summer of 1977.

Dinwiddie 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. Iconco of Seattle has just about completed their portion of the project.

## In Utah District

# Priority List Of Projects Established

By TOM BILLS,  
District Representative,  
and

WAYNE LASSITER,  
LAKE AUSTIN,  
REX DAUGHERTY,  
BILL MARKUS,  
and  
DON STRATE,  
Business Representatives

Utah highway officials have established a priority list of projects on which they plan to spend whatever money the State stands to receive from the \$2 billion in impounded highway funds recently released by President Ford.

The President recently placed into a single "pot" some \$2 billion in unobligated highway funds for the balance of this fiscal year, and "sweetened" it with the release of \$2 billion more in impounded highway funds.

The collective highway fund "pot" will be given out to the states on 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 advantage.

Utah State Road Commission came up with an estimated \$83.3 million worth of Interstate projects, \$19 million worth of primary projects, \$6 million worth of State secondary projects, \$10 million worth of Urban System projects, \$1.4 million worth of Urban Extension projects, \$3 million worth of Safety Program projects, and \$1.3 million worth of County secondary 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 funded anyway because the combined cost of constructing all of them would far exceed the state's apportionment of federal highway funds.

Among the projects the state engineers feel have a good chance of being funded by June 30th are the following: (All costs estimated) I-70 Floy to Crescent Junction, \$4.9 million; I-15 Hot Springs to Perry (surfacing only) \$10 million; I-15 Plymouth to Idaho border (grading and draining only) \$4.1 million; I-70 Wide Hollow to Fremont Junction \$10.5 million.

There is more than a glimmer of hope that Utah may receive two additional allocations of federal highway funds. The Federal Highway Administration is considering

reallocating some \$101 million in federal bridge replacement funds because some states have not utilized their funds. Hopefully, Utah may receive enough additional funds to let a contract on the state's number-one bridge replacement priority, Ogden's 24th Street Viaduct, and possibly some of the other smaller bridges on the state's priority list. State highway engineers have estimated it would cost approximately \$7 million to replace the 24th Street Viaduct, of which about \$6.5 million would be eligible for funding under the Bridge Replacement program.

### 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 employers. Bad weather is still affecting some of the work, especially those at higher elevations.

American Bridge, Talboe Construction and State, Inc. are still working at Steel Plant at Geneva. The work prospects at the plant seem to be getting a little brighter. If some of the work is released it will provide some new jobs for operators.

Heckett Engineering Company at Geneva is still working long hours and extra shifts on stockpiling material and steel reclaiming. This employer expects to increase the crew size for the summer run. A new agreement has been signed with Heckett Engineering 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 production very shortly. It is quite possible 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, but hope to be back to the two-shift operation as soon as possible. Some concrete must be poured before the dirt spread can get back in operation, which, of course, depends on weather conditions. However, the push is on and that should mean some good checks when the work is going full bore again.

Stauffer 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 overcrowded conditions in Vernal. Also, the cost of rent has gone clear out of sight and the city does not have the funds to upgrade the water and sewer systems.

US 50 and 6, between East Price and Wellington, will get long-needed improvements under a \$377,965 contract awarded to L. A. Young Sons Construction.

Currently, the old narrow road runs atop a high fill with steep slopes, leaving no room for emergency stops. The uneven surface of the road is also quite hazardous, especially for truckers along this much-traveled route.

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

The Utah State Road Commission also awarded a \$3.89 million contract to L. A. Young Sons to build a 2.86 mile section of I-70 from Salina east to connect with an already completed portion of the freeway. The project will also build two interchange structures and about one-and-a-half miles of access road leading to the interchange. The project is expected to be completed within 280 working days, which will be sometime during the summer of 1976.

We would like to remind the brothers who have been recalled by their old employers to notify the dispatch office so their names can be removed from the out-of-work list.

### NORTHERN UTAH

Two contracts were awarded to build a series of five structures along the 10-mile, unfinished portion of I-15 between Hot Springs and Perry in Box Elder County. The bridges are part of the continuing construction on this section of freeway which is being built in stages to allow for settling of very unstable ground throughout the project area.

A \$178,100 contract was awarded to James Reed Company to build two vehicle underpasses to accommodate local traffic, and a pedestrian underpass at a Utah Highway Patrol Port of Entry Station site. The pedestrian underpass will provide safe foot passage between the Port of Entry stations serving north and southbound traffic.

A second contract, awarded to Alder Construction Company, will build two structures at a cost of \$442,401. One will bridge Nerva Lane and the other will bridge Perry Cannery Road. The entire project, initiated in 1972, is scheduled to be completed by 1976.

Utah State Highway Commission also awarded a \$629,485 contract to build three concrete bridges on new U-84 between Collinston and Riverside in Box Elder County to M. Morrin & Sons of Ogden. The construction of these bridges is part of a project to build a new alignment for U-84 between Collinston and Riverside about half a mile south of the present alignment. One of the bridges will cross railroad tracks, the other two will span the Bear and Malad Rivers.



PANKOW COMPANY recently began work on a \$12 million office building for Pacific Telephone in San Francisco. In action above are M. Bushnell on the Poclain, Harvey Reed on the loader, Gordon Coats on the D9 dozer and Charlie Loriner, oiler.



## 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 why! Your safety representative puts considerable time and effort into preparation of the accident report forms.



Jerry Martin

For some time now this reporting system, which was developed by your Safety Department, has been subjected to a study which indicates a specific pattern is being established and it's telling us 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 initial step is to prepare our form number 300, which is an Accident Investigation Report Form. Our files on Safety Hazard Report Form (No. 299) are then reviewed to see if there might possibly have been a jobsite hazard reported previously which relates to the accident. With this procedure we have tied many incidents together—that is, a jobsite hazard having 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 jobsite 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 law 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 supervisors so that hazardous conditions may be eliminated without delay and thereby eliminate a possible accident from happening.

Your Safety Department attaches much importance to the foreman on every job. He is the first line of communication at the employer level. The signs of a good foreman are that he is always in and around the jobsite activities and that he is responsible for having first-hand knowledge of almost all actions taken by his crew. Nine times out of ten a good foreman has been an excellent journeyman within his craft and understands, assists and corrects problems and pitfalls around a work area before they really become a problem. This particular type of foreman would probably have a good practical knowledge of every phase of his operation, with the ability to teach and instruct safe work methods and practices. He would also be able to insure the proper use of personal protective equipment by all members of his crew and set an example by his use of these items himself.

As we study accident prevention, it appears almost certain that increased emphasis will be placed on the need for a well-informed basic supervisor at every work area such as the foremen.

And so, as we meet the daily challenges of our work activities we all must bear in mind the necessary vigilance required to maintain a continuation of not becoming one of the injured, maimed or worse yet, those who become a fatality because of not following safe work practices. Therefore, report all hazards to your supervisor. Any problem you may have regarding occupational safety and health, don't hesitate to call on your Safety Department for assistance.

We are also concerned about our members well-being not only on the job but off the job as well. With summertime and vacations coming up, you may or may not be thinking about a trip over the Memorial Day weekend. At this time of year you must certainly be having some happy thoughts about the 'get out and go' season that's just around the corner. This isn't to throw cold water on your wanderlust, but it does pay to remind yourself that more people are killed and injured in off-the-job accidents than in work accidents. That car of yours can be a killer if you make it that way. Maytime is play time, but not straytime for your mind when you're driving.

Have the time of your life this spring and summer, but make it a long time by taking your safety mindedness with you whenever you hit the road. On behalf of all the safety representatives, I urge all of you to develop defensive driving habits.

## More Redding ...

(Continued from Page 11)

Rosa, California - Phone 707-539-4097.

We wish to thank the following blood donors. As you all know, if at any time you or your family are in need of blood we are just a phone call away. Many thanks to Joe Ames, Larry Agnew, Lou Barnes, Lucille Berry, Ernest Berry, Charles Blackburn, Geo. Bowen, Larry Bowen, Harry Chalmers, Christine Clary, Glenn Copher, Kenneth Cunningham, John DeJohn, Kevin DeJohn, Ar-

thur Fodge, Robert Felsher, Barbara Felsher, Steve Fonseca, Ken Green, Sonda Green, Walt Hurlbut, Jess Kakuk, Louis Klein, Marie Klein, Dave Kuykendall, Pam Kuykendall, Homer Lackey, Dennis McCarthy, Bruce McClain, Russ McConnell, Leonard Nelson, Earl Nordyke, Jeanne Parrish, Walt Proebstel, Jim Reynolds, Marion Robbins, Don Rush, Mike Stephens, John Sullivan, Wilma Trisdale, Geo. Willis, Ruby Vardanega and Willis Vardanega.

## The Heimlich Maneuver

By JACK SHORT  
Safety Representative

Bandleader Tommy Dorsey died from it . . . Mama Cass died from it . . . today it kills up to 4,000 Americans a year. Deaths from it are recorded in the Bible and at least a dozen Americans probably die from it on Thanksgiving Day.

It's choking to death on food, the sixth largest cause of accidental death in the nation, more common than accidental shooting deaths.

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," 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 using a plastic device to reach into the throat. But after reading that between 2,700 and 4,000 persons in the U.S. still choke to death on food each year, Dr. Heimlich decided that there must be a better way.

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. It's even 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 breathe. They can't talk. Generally they turn gray-blue from lack of oxygen after a moment or two, and they collapse.

Here's 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 hang forward.

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, but it usually works the first time.

4. If the victim is sitting, stand behind the chair and do the same thing. The primary point is to press upward beneath the rib cage forcefully enough to compress the air in the lungs and force it—and the food—from the choking victim.

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.

# Stewards' NEWS

by Ray Cooper, Job Steward Director

Tom Monahan can honestly say he is a "golddigger" and has been that way since he was 16. For the past 40 years he's worked for Yuba Goldfields, Inc. dredging millions in gold bullion out of the Hammon-ton, California site.

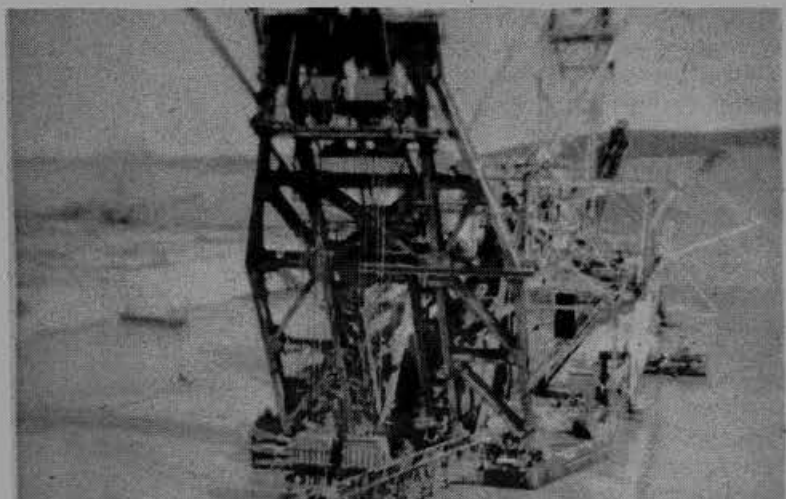


Ray Cooper

Yuba Goldfields Inc. is firing up old dredge No. 21 again after a seven-year shut-down. Most employees were laid off during that time, but in order to maintain their mineral rights, Yuba had to have someone working the claim. That "someone" was Brother Monahan, a steward for Operating Engineers Local Union No. 3.

The increase in the price of gold prompted the company to start the operation again. It will take a crew of about 30 to run the dredge and all employees are under the jurisdiction of Local No. 3.

Yuba Goldfields estimates there is \$72 million in gold to be taken from their present site. They have another dredge which is standing by to be put into operation if their guess is right.



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

### JOB STEWARDS ACTIVATED

Week Ending March 28, 1975	Agent	Week Ending April 18, 1975	Agent
Dist. Name		Dist. Name	
01 Lester C. Brandon	R. Wilson	04 Frank Accettola	A. Smith
80 Wayne E. Kafka	D. Marshall	04 Eddie Gourley	A. Smith
90 Frank Medinas	T. Carter	11 Gary Williams	E. Barrington
90 Lee Vera	J. Bullard	11 Lynn Shepherd	E. Barrington
90 Walter Britten	N. Davidson	11 Kyle E. Moore	E. Barrington
Week Ending April 4, 1975	Agent	Week Ending April 11, 1975	Agent
Dist. Name		Dist. Name	
01 Joyce Chapman	G. Fernandez	12 Elton Prescott	W. Lassiter
01 Cyrus Wentworth	G. Fernandez	12 George Jenkins	W. Lassiter
20 James Zumwalt	B. Barks	20 Bill Meaney	K. Allen
Week Ending April 11, 1975	Agent	Week Ending April 18, 1975	Agent
Dist. Name		Dist. Name	
20 Richard Bjornestad	H. Munroe	20 Herbert Hayes	K. Allen
20 C. Brookshire	C. Ivie	20 Billie Gillespie	K. Allen
20 Les Gunn	H. Munroe	20 Ronald Crabbs	K. Allen
20 Robert Martin	R. Skidgel	20 Bert Canavan	K. Allen
20 C. F. Vawter	P. Schissler	20 Paul D. Boles	R. Butler
20 C. Peter Visalli	C. Ivie	30 Norville Tanner	G. Morgan
12 Jack Snowball	D. Strate	60 Bruno Maddalena	R. Criddle
12 Thomas Hausknecht	W. Markus	60 Glen Harris	R. Criddle
12 Randy Goodman	L. Austin	60 Orna Brooner	R. Criddle
		90 Matt Meir	J. Bullard
		90 John A. Civelli	S. Dunkin

### JOB STEWARDS INACTIVATED

Week Ending March 28, 1975	Agent	Week Ending April 11, 1975	Agent
Dist. Name		Dist. Name	
01 H. E. Cooper	R. Wilson	06 Duard Brantley	W. Flores
Week Ending April 4, 1975	Agent	Week Ending April 18, 1975	Agent
Dist. Name		Dist. Name	
12 Tom Anderson	D. Strate	10 Ken Cummins	P. Schissler
12 Budd Blackburn	L. Austin	90 Oswald Briones	S. Dunkin
20 Arthur Crammer	M. Womack	90 Tony Ruffalo	S. Dunkin
20 William Des Chanyss	B. Barks	90 Cruz Tapia	S. Dunkin
20 Maynard Haugh	H. Munroe	Week Ending April 18, 1975	Agent
20 Roy F. Stutzman	M. Womack	Dist. Name	
		10 Henry Pacheco	W. Parker
		12 Dennis Rowley	D. Strate
		90 Charles Krismer	R. Fleckenstein

Members and their families planning a trip to Disneyland may want to join the Magic Kingdom Club first. A membership card in the Club will take the edge off the cost of such a trip.

Write to Ken Erwin, Operat-

ing Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103 or call him at 415/431-1568 to obtain a membership card in our chapter of the Magic Kingdom Club or to get more information.



# Personal Notes

## SANTA ROSA

We regret reporting the recent passing of Clyde Williams. Clyde was a blademaster 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., 10% oz. girl to their happy family. Frank is employed by Parnum Paving of Ukiah as a mechanic.

Jim and Jamie Scagliola were blessed with an 8 lb., 10 oz., baby boy, Anthony James, in the city of Santa Rosa, on February 20. Congratulations to all!

## MARYSVILLE

Our deepest sympathies 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 for surgery.

## FRESNO

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

## SAN JOSE

We would like to extend our condolences to the families of deceased members Robert M. Marshall and Harley Beatty.

We would like to express our most sincere appreciation to the following members for their blood donations:

Larry Minor, Enrique J. Delgadillo, Tom W. Keigley, Mrs. Betty S. Keigley, Bill L. Dalton, David C. Pike, J. B. Long, Yual L. Harmon, Mrs. Emily L. Harmon, John R. Sullivan, David G. Emery, Frank E. Parker, Mrs. Jeanne A. Parker, Rowland E. Turley, Evaristo G. Abila and David A. Bardine.

We wish a speedy recovery to John Kapetanich, hospitalized at San Jose Hospital and retiree Thurman Cagle, hospitalized at Valley Medical Hospital.

Congratulations to our Grievance Committee members Bill Dalton, Dick Miller and Jim Waldron on their reelection for another term. The confidence shown by the membership in them is a sign of the excellent job they are doing.

Don't forget to attend the San Jose District BBQ on Sunday August 17. It will be held at Ed R. Levin Park in Milpitas.

## STOCKTON

Our deepest sympathies are extended to the families and friends of departed Brothers Bobby Jones and Clyde "Shorty" Barnes. Also to Brother and Mr. Ivan George on the loss of their son, Ivan, Jr.

Brothers George McCray, Ernest Lemmons, Leo Williams and William Arvin were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

## EUREKA

It is with deep regret we report the passing away of Brother Newton Samisch on April 3, 1975 after a long illness. Until his retirement he was employed by Mercer Fraser Company. Our deepest sympathies are extended to his family and friends.

We wish a speedy recovery to retired brother, O. J. Berghagen, who will be recuperating at home after his release from the hospital—his ulcer was giving him a little trouble. Also, Brother J. C. Kinney is recuperating at home after his release from the hospital.

## SAN RAFAEL

Brother Ed Kizer was hospitalized recently at Marin General, following an accident he had on the Dredge "Thelma" on the Larkspur Ferry job. He will be laid up for a few more weeks.

Brother Russ O'Neal wrote a lengthy letter from Alaska. He is now working for M-K River. He says in his letter that he would like to hear from some of his buddies. His address is M-K River, Glennallen Camp, Alyeska Services Center, Fairbanks, Alaska 99716.

We had a visit from Brother Alex Crichton who was on two weeks leave from the pipeline job in Alaska.

Brother Joe Gallardo is still hospitalized at Marin General. We do wish him a speedy recovery.

It was nice to have Brother Henry Hahne and his wife Helen drop

See More PERSONALS, Column 4

## CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

7001 Dublin Boulevard

Dublin, California 94566

Telephone: 415/829-4400

Please send me information as indicated below:

- ☐ Membership.
- ☐ Dividends.
- ☐ 7% Investment Certificates.
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- ☐ Life Savings Insurance on Share Deposits.
- ☐ Loan Protection Insurance on Loans.
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NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

SOC. SEC. NO. \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_

# SWAP SHOP CORNER: Free Want Ads for Engineers

**WANTED: MECHANICS TOOLS**, complete set for heavy duty & shop work, also rollaway box. M. Panoost, 2926 Watt Ave. No. 34, Sacramento, CA 95821. Ph. 916/488-3761. Reg. No. 1511652. 3-1.

**FOR SALE: PROPERTY**, priced low w/20% cash discount, 4 BR, 2 bath in So. Lake Tahoe \$29,500. Lot nr Topaz Lake, view, pines \$7,300. Z.E-1. 1 acre w/26' x 16' bldg. in Carson Valley \$8,200. Ph. 702/882-8219. 3726 E. Nye Ln., Carson City, Nevada 89701. Reg. No. 1181919. 3-1.

**FOR SALE: MOVIE EQUIP.** Like new—fully automatic Kobena Super 8 movie camera w/power zoom lens. Goldcrest proj. duel (8 & super 8mm) self-threading, fully automatic. \$150./both. D. Gano, 5662 Auburn Blvd., Sacramento, CA 95841. Ph. 916/331-0807. Reg. No. 8093059. 3-1.

**FOR SALE: 55 H.P. OUTBOARD HOME-LITE BEARCAT** 4 cycle plus instruments & control cables. Economical—8 hrs operation on 6 gal. gas. Best offer over \$600. D. Gano, 5662 Auburn Blvd., Sacramento, CA 95841. Ph. 916/331-0807. Reg. No. 8093059. 3-1.

**FOR SALE: LINCOLN WELDER** 200 amp, red seal, continental engine, mounted on a 2 whl trailer in good shape, w/welding leads all ready to go. M. Myers, 8071 Glen Valley Cir., Citrus Heights, CA 95610. Ph. 916/725-0960. Reg. No. 1192106. 3-1.

**FOR SALE: CLEVELAND 140 TRENCHER**, GMC semi-tilt bed transport, 3 dump trucks, Compactor, welding machine, 580 Case Backhoe, 18' travel trailer. Call 415/961-2909. 9 to 5. Reg. No. 0557446. 3-1.

**FOR SALE: 2 1/2 ACRES** Bare Land Avenue 12 out of Madera to Road 35. \$3,500, easy terms. Call E. Paxton, 408/378-0856 (Campbell). Reg. No. 1043707. 3-1.

**FOR SALE: 5 ACRES + 24' x 44' (2 BR)** mobile home off Highway 49, bet. Auburn & Grass Valley. Trees, rolling hills, creek & spring water. Ph. 415/228-3553. Reg. No. 0509696. 3-1.

**FOR SALE: TOW TRUCK** 1963 Ford C800. Air, 900x20 rubber, Holmes 644 twin boom wrecker, lights, signs. Also equipped for truck towing. Exc. Ph. 209/736-2365. (Angels Camp) Reg. No. 0559677. 3-1.

**FOR SALE: 20 ACRE** productive walnut ranch, 2 BR house, 1 BR guest house, huller, dryer, shop, barn, pump & sprinkler pipe, 2 tractors, mower, other equip. D. Brown, Rt. 1, Box 697, Glenn, CA 95943. Ph. 916/934-3543. Reg. No. 1051527. 3-1.

**FOR SALE: GRADALL** 2460 truck mounted, equipped w/hydraulic auger, some buckets avail., priced right. Call evenings. 916/885-1886. Reg. No. 1166574. 3-1.

**FOR SALE OR TRADE: 15'x16' CAMP TRAILER**, Alaskan 8' camper on a 1962 Ford 3/4, new motor & brakes, 4 spd, stove & refrig. R. Riede, 252 W. Sunset, Sonoma, CA 95070. Ph. 209/532-7561. Reg. No. 0971440. 3-1.

**FOR SALE: ELEC. HOSPITAL BED** \$300. Monaghan portable breathing unit \$125. Oxygen humidifier \$15. Medical oxygen regulators \$60. C. Dunsing, 4486 Cotton Ct. No. 4, Stockton, CA 95207. Ph. 209/951-3427. 3-1.

**FOR SALE: 1968 DODGE Sportsman** Van, windows all around, fair cond. Make offer. R. Hall, Ph. 415/837-5672. Reg. No. 1022435. 3-1.

**FOR SALE: 15'x45' BUDGER MOBILE HOME**, folds to 8' wide for moving \$5,000. L. Pedersen, 410 N. 8th St., Sp. 10, Fowler, CA 93625. Ph. 209/233-2588. Reg. No. 0986576. 3-1.

**FOR SALE: 1971-17' SKI BOAT**, motor, & trailer, Glass \$1,000. Ski equip. 1957 Chevy 2 dr. ht. classic, orig. & good shape \$400. 1974 Stihl chainsaw No. 045 like new \$350. D. Reed, P. O. Box 371, Palermo, CA 95968. Ph. 916/533-6794. Reg. No. 1130324. 3-1.

**FOR SALE: NEW FURNITURE**, high quality, many styles, good variety at C&M Interiors, 1509 A St., Alhambra, CA 94509. Ph. 415/754-1777. Reg. No. 0796009. 3-1.

**FOR SALE: TIE DOWNS**, oil pumps, generator w/compactor, filters for equip., table saw, calculator & American made nails. W. May, 1801 Notre Dame Ave., Belmont, CA. Ph. 415/593-5242. Reg. No. 1022439. 3-1.

**FOR SALE: 3/4 ACRE, 3 BR, 1 1/2 baths**, kitchen, service porch, LR, dining, FR & P.P. 20'x23' work shop or garage, fenced. V. Ladner, 1022 Dresslerville Rd., Gardnerville, Nevada 89410. Reg. No. 1082350. 3-1.

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

**FOR SALE: 1967 PETE** 10 wheeler dump truck, 1673B Cat Engine. 4 & 4 trans. SQHD rear ends \$12,400. 1970 Case 580 CK scraper-loader \$5,400. Both units good cond. C. Gebhardt, 11 Janis Way, Scotts Valley, CA 95068. Ph. 408/438-4488 or 408/254-1076. Reg. No. 1229814. 4-1.

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

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

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

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

**FOR SALE: 17 1/2' ALUM. CANOE**, 6 mo. old, in water twice, cushions & oars. \$250. Must sell due to illness. A.

Knoell, 655 So. 34, Sp. 79, San Jose, CA 95116. Ph. 408/923-4697. Reg. No. 0892519. 4-1.

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

**TRADE: 1973 SECURITY TRAILER**, S.C. 17 1/2' x 8', exc. cond. Want: 23' - 26' trailer in same condition. Can be seen in Concord. A. Boehm, 7830 Granite Ave., Orangeville, CA 95662. Ph. 916/988-3558. Reg. No. 0584775. 4-1.

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

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

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

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

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

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

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

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

**FOR SALE: 3 BR, 1 BATH 1971 MOBILE HOME** w/expanding living rm., on a lrg. lot w/lovely landscaping. Well bld. shop, large garden area. Compl. fencing. C. Barnes, 1750 Lost Ave., McKinleyville CA 95521. Ph. 707/839-1625. Reg. No. 0935983. 4-1.

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

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

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

**FOR SALE: 308 BUCKEYE TRENCHING MACHINE**, good cond. 543 So. Commons Rd., Turlock, CA 95380. Ph. 209/632-6141. Reg. No. 0795923. 4-1.

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

**FOR SALE OR TRADE FOR SM. CAR:** 1968 Traveler 30' trailer w/typout. Forced air heating, twin beds. \$3,000. W. Lair, 2037 N. Meridian Rd., Vacaville CA 95468. Ph. 707/448-3255. Reg. No. 0979088. 4-1.

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

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

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

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

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

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

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

**FOR SALE: ESSIK 72" vib. sheepfoot** \$2,500. GI 2000 ga. water truck \$2,000. Essik 500 ga. pump \$450. Ateco ripper shank & bracket for D8 \$100. S. Meheen, Box 343, Murphys, CA 95247. Ph. 209/728-3088. Reg. No. 1149355. 5-1.

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

**FOR SALE: SURVEYOR'S POUCHES** \$20. Holds: 2 field books, plum bob, folding ruler, tack ball, pens & pencils. B. Jordan, 5878 Echo Dr., Salt Lake City, Utah 84107. Reg. No. 1511575. 5-1.

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

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

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

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

**FOR SALE: 1967 INT. FUEL TRUCK**, compl w/2 fuel tanks, 500 gal. each, PTO hoses meter etc., hydraulic tailgate, room for oil & grease barrels, good cond. Also Duff wheel single axle suitable for dolly. Ph. 415/447-0477 or 443-7681. Reg. No. 0782948. 5-1.

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

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

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

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

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

## RULES FOR SUBMITTING ADS

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

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

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

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

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

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

# More Personals...

(Continued from Column 2)

in. They have been in Arizona all winter. Brother Hahne is a retiree and is enjoying retirement. His latest hobby is collecting rocks, and making some beautiful "Apache Tears" into pendants and earrings.

Congratulations to Brother Dick Ghilotti on his recent marriage. The turnout of job stewards with their wives on April 9 was very good. The meeting was held at Nave's at Ignacio.



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

## SEMI-ANNUAL MEETINGS

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

## DISTRICT & SUB-DISTRICT MEETINGS

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

## DISTRICT AND SUB-DISTRICT MEETING PLACES

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

## Business Offices and Agents Phone Listing

\*Indicates Home Phone

### OFFICERS

Dale Marr, Business Mgr. \*415/359-5351  
Harold Huston, President \*415/791-1107  
Robert Mayfield, Vice President \*415/365-2509  
James R. Ivy, Rec. Corres. Secty. \*415/933-0814  
Harold J. Lewis, Finan. Secty. \*808/395-5013  
D. R. Kinchloe, Treas. & Spec. Rep. \*415/837-7418

### DISTRICT 01—SAN FRANCISCO

Dispatch Office:  
470 Valencia St., Office—415/431-5744  
Ralph Wilson, Dist. Rep. \* 355-8142  
Charles Snyder \* 479-2113  
Phil Pruett \*415/359-0385  
Ray Morgan, Organizer \*415/828-2624  
George Morgan, Organizer \*408/449-6942

### DISTRICT 02—SAN RAFAEL

76 Belvedere St., 94901 ... 415/454-3565  
Wayne Sprinkle, Asst. Dist. Rep. \* 892-5958

### DISTRICT 03—SAN MATEO

1527 South "B" 94402 ... 415/345-8237  
Dick Bell, Dist. Rep. \*415/359-6867  
Harvey Pabel \*415/992-9898

### DISTRICT 04—VALLEJO

404 Nebraska St., 94590 ... 707/644-2667  
Aaron Smith, Asst. Dist. Rep. \*707/643-2972

### DISTRICT 20—OAKLAND

1444 Webster St., 94612 ... 415/893-2120  
Robert Skidgel, Dist. Rep. \*415/465-5853  
Ken Allen, Asst. Dist. Rep. 415/820-4894

Ron Butler \*415/686-0653  
Wm. Dorresteyn \*415/223-1131  
Dewitt Markham \*415/820-0309  
Jim Johnston \*415/582-3305  
Buford Barks \*415/797-4819  
Robert Marr \*415/791-2170  
Charles R. Ivie \*415/933-3970  
Henry F. Munroe \*415/686-6016  
Gil Anderson \*415/797-4457

### DISTRICT 30—STOCKTON

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

### DISTRICT 31—MODESTO

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

### DISTRICT 40—EUREKA

2806 Broadway, 95501 ... 707/443-7328  
Robert Wagnon, Dist. Rep. \*707/725-5345  
Eugene Lake \*707/443-5843

### DISTRICT 50—FRESNO

3121 East Olive Street, 93702 209/485-0611  
Claude Odom, Dist. Rep. \*209/439-4052  
Bob Merriott \*209/734-8696  
Harold Smith \*209/222-8333  
Jerry Bennett \*209/224-2758

### DISTRICT 60—MARYSVILLE

1010 Eye Street, 95901 ... 916/743-7321  
Alex Cellini, Dist. Rep. \*916/743-3927  
John Smith \*916/673-3583  
George Halsted \*916/673-6702

### DISTRICT 70—REDDING

100 Lake Boulevard, 96001 916/241-0158  
Ken Green, Dist. Rep. \*916/347-4097  
Robert Havenhill \*916/241-3768

### DISTRICT 80—SACRAMENTO

8580 Elder Creek Road, 95828 916/383-8480  
Clem Hoover, Dist. Rep. \*916/428-1458  
Al Dalton \*916/622-7078  
Al Swan \*916/487-5491  
Wilbur Marshall \*916/687-6494  
Wm. Best \*916/933-2606

### DISTRICT 81—KINGS BEACH

8645 N. Lake Blvd. Rm. 2, P.O. Box 1589, Kings Beach, Ca. 95719... 916/546-5968  
Tom Eck, Asst. Dist. Rep. \*916/546-3479

### DISTRICT 90—SAN JOSE

760 Emory Street, 95110... 408/295-8788  
Mike Kraynick, Dist. Rep. \*408/266-7502  
Tom Carter, Asst. Dist. Rep. \*408/779-3863  
Jack Bullard \*408/476-1962  
Bob Fleckenstein \*408/984-8345  
Nathan Davidson \*408/722-3781

### SALINAS

(Area 408) 422-1869  
Hrs. 3-5 p.m. Mon., 4-8 p.m. Thurs.  
117 Pajaro, Salinas 93901  
Jack Bullard \*408/476-1962

### DISTRICT 10—SANTA ROSA

3900 Mayette, 95405... 707/546-2487  
Russell Swanson, Dist. Rep. \*707/545-4414  
Stanley McNulty \*707/433-1567  
Bill Parker \*707/545-8441

### NEVADA

#### DISTRICT 11—RENO

185 Martin Avenue, 89502 702/329-0236  
Dale Beach, Dist. Rep. \*702/882-6643  
Paul Wise \*702/882-1004  
Dave Young \*702/359-2662  
Edward Barrington \*702/753-6574

### UTAH

#### DISTRICT 12—SALT LAKE CITY

1958 W.N. Temple, 85103... 801/532-6081

Tom Bills, Dist. Rep. \*801/255-6515  
Wayne Lassiter \*801/298-9536  
Wm. Markus \*801/255-5227  
Dennis K. Wright \*801/336-2541

### DISTRICT 13—PROVO

125 E. 300 South, 84601 ... 801/373-8237  
Lake Austin \*801/374-0851  
Donald R. Strate \*801/377-4440

### DISTRICT 14—OGDEN

520 - 26th Street, 84401 ... 801/399-1139  
Rex Daugherty \*801/621-1169

### GREEN RIVER, UTAH

(Area 801) 546-3658

### HAWAII

#### DISTRICT 17—HONOLULU

2305 S. Beretania, 96814 ... 808/949-0084  
Wallace Lean, Dist. Rep. \*808/941-3456  
Wilfred Brown \*808/455-9466  
Gordon MacDonald \*808/488-9876  
Richard Shuff \*808/537-9847  
Allen Souza, Sr. \*808/681-5027  
Kenneth Kahoonel \*808/259-5617

### HILO—Lycurgus Bldg.

56 Waiānue, 96720 ... 808/933-6316  
Valentine Wessel, Asst. Dist. Rep. \*808/935-6187  
Wm. Crozier \*808/685-4189

### GUAM

#### DISTRICT 06—AGANA

P.O. Box E-J 96910 ... 734-9064  
Eustaquio Punzalan, Asst. Dist. Rep. \*746-1018  
William Flores \*746-1942  
Virgilio Delin \*632-0500  
Moises Flores \*745-2427

### PROPERTY MANAGEMENT

George Baker, Director Office—415/431-1566  
239-5697

### SAFETY DEPARTMENT

Jerry Martin, Director Office—415/431-1568  
443-5285  
Samuel Coburn ... Office—209/522-0833  
209/529-5838

Jack Short ... Office—916/383-8480  
916/878-1651  
Lenny Fagg ... Office—702/329-0236  
702/635-2419

Vance Abbott ... 801/798-7123  
James Rowland, Jr. \*808/536-8298

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Ray Cooper ... Office—415/431-1568  
415/349-5664

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415/897-7546

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566-1194

Al Venning, Audio-Visual \*408/252-8929  
Paul Ingalls, Engineers News 415/431-1568

John McMahon, CCC & Vote 415/431-1568  
Wm. E. (Bill) Mettz ... 415/431-4166  
415/992-2530

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Technical Engineering Center 415/893-2947  
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916/933-0300

Paul Schissler ... Office—415/893-2947  
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Harold (Gene) Machado ... 408/295-8788  
408/255-6096

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A. A. Pennebaker, Adm. \*415/254-8681

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Ronald L. Ward (Oakland) \*415/462-3574  
Gary Fernandez (Oakland) \*415/237-6788  
Robt. J. Criddle, Jr. (Marysville) 916/743-7321

916/743-6929  
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209/875-8082

Loran Rudder (Fresno) ... 209/466-7141  
Stanley Glick (Stockton) ... 209/466-7141  
209/948-2544

### SAN JOSE OFFICE—

#### PUBLIC EMPLOYEES

510 N. 1st St., San Jose, CA 95110 408/295-0514  
Steven Dunkin (San Jose) \*408/244-9686  
Donald L. Goodman ... 408/295-0514

### FRINGE BENEFITS SERVICE CENTER

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### TRUST FUND SERVICE CENTER

209 Golden Gate Ave., 94102 415/863-3235

### APPRENTICESHIP

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Dave Rea, Asst. Adm. ... 916/351-0555  
916/624-3241

Gail Bishop, Asst. Adm. ... 702/826-3900  
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### OFFICE OF AFFIRMATIVE ACTION

476½ Valencia St., S.F. 94103 415/626-8744  
Robert H. Little, Adm. \* 583-1861

## More News From Oakland District ...

(Continued from page 8)

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 mixture of sun and rain makes the grass grow, which is good for the work load at the golf courses, even though most dirt spreads are still too wet to plow.

The gravel has been an up and down condition for the past month, allowing some time for repair to the plants.

It must be said that the owner-operator truckers had a small altercation about hiring 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 construction slowdown that gauges this steel output to a great 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 refineries the pace has slowed in the western Contra Costa County area. Several small dirt jobs with three or four operators per spread isn't helping our out-of-work list go down. However, if the weather continues to be nice, it can't help but get better.

## HEAVY LIFTS

Out at the Standard Oil refinery in Richmond two large contractors have pooled their men and equipment to make some heavy lifts. A special high-pressure vessel capable of withstanding 1,100 pounds per square inch pressure and weighing 243 tons was brought by water, off loaded by Bigge Crane and Rigging and transported by Bigge to the jobsite. Two large crawler cranes from C. F. Braun, a 225-ton model 9310 American and a 200-ton model 4100 Manitowok with 120 feet of boom teamed up with a spreader bar for the lift. At the other end of the vessel Bechtel had their 4000 Manitowok, a 150-ton crawler crane with 80 feet of boom, to tail the load in.

After this successful lift this trio of cranes on the following week got involved with a 179-ton pressure vessel 140 feet long and 16 feet in diameter and again some of Local 3's finest big rig long boom and heavy lift operators

came through. There is no substitute for experience and in this case we had it. For C. F. Braun, George Massey, the master mechanic, a member of the Operating Engineers for 27 years, and on Braun's two cranes, Tom Catling, operator and Don Leake, oiler on the 200-ton 4100 Manitowok, Floyd Johns operator and John Cripe, oiler, on the 225-ton American. For Bechtel Corporation Cliff Wilkins, general foreman, Frank Stimac, master mechanic and on Bechtel's 150-ton 4000 Manitowok, Tom Byars, operator, and Frank Cabral, oiler. Floyd Johns leads with 37 years in Local 3, Tom Byars, 33 years, Frank Cabral, 33 years, Frank Stimac, 32 years, Cliff Wilkins, 27 years, Tom Catling, 21 years, Don Leake, 19 years and John Cripe with 12 years in Local 3. Altogether 241 years of experience as operating engineers which insured a smooth, safe, heavy-lift operation. Nice work, men.

## A SPECIAL THANKS

Some members will soon be receiving a special letter of thanks & commendation from Business Manager, Dale Marr, and Jerry Martin, Director of Safety.

The letter commends our members who took the time and the interest to complete a work history questionnaire which was mailed to a selected group in the last few months in cooperation with a study being conducted by Robert Spears of U.C. Berkeley.

Actually, the men who responded to the questionnaires deserve thanks from all of us. This information, added to facts gained from other studies, are like building blocks which will eventually create improvements in our daily working conditions. The environmental cab is a product of studies such as this one.

Brother Marr and Brother Martin understand the importance of cooperating with Robert Spears and other research staff, and sent a token of their appreciation in each letter to the members who participated.

IF YOU HAVE NOT RETURNED YOUR QUESTIONNAIRE—PLEASE DO IT NOW. Another copy will be in the mail soon for those of you who have lost yours but would like to participate.

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