Two Men Drown In Dredge Accident
Clem Streamlines Fringe Benefits Center

Sole Survivor
Stays In Bay
For 9 Hours

By PAUL INGALLS

Two operating engineers were drowned late last month and another was left clinging to a channel marker for nine hours after a small boat which was returning them from a dredging operation capsized in San Francisco Bay.

Autopoles on the bodies of Bob Feehan, 56, and Pat Caughran, 22, showed the cause of death to be asphyxiation due to drowning, according to the Alameda County Coroner's Office.

The survivor, John Engler, 23, was released after seven days in Peninsula Hospital in Burlingame.

According to Jerry Martin, safety representative for Local 3, the three men were working the second shift on a channel dredger being owned by Smith-Rice Company, which was covering a sewer outfall line off Oyster Point.

"The shift ended at approximately 10:30 p.m. on Tuesday, Aug. 22, and when a call was made off work they headed to the beach. In a small 16 x 9 ft. boat work shift with outboard engine powered by Smith-Rice," Martin said. "There was a southeast wind blowing a two and one-half to three-foot sea."

According to Engler, Feehan and Caughran had gone some distance when Feehan told the other two that he had had it, and that from then on he was taking a larger boat or swim, so I said, 'come on, let's go.'"

The two older men decided to stay with the boat, however, while Engler swam towards shore.

"It was pitch black out," Engler continued. "As I got half way there I thought I was going under, I could see Pat (Caughran) head sticking up, trying to see if he could see me. That was the last I ever saw of them."

Engler was able to reach a channel marker and tie his hands around it with a lace from one of his boots. He stayed there for about nine hours as the sea rubbed him against the barnacle-encrusted marker.

"I have a really thick wool coat and within an hour it was out to aldehydes," he said.

About 6 a.m. the morning search vessel arrived and noticed that the night crew vessels were still there and that the shift was absent. They waited until 7 a.m. when the regular crew arrived and then headed out to the dredge in the day crew boat, a converted military landing craft. The crew passed a short distance from Engler as he yelled at them for help. Realizing that they could not hear him he decided to save his strength.

"I walked until they got to the dredge and shut the engines down," he said. "Then they heard me and returned."

Engler said that his body was so numb that he didn't feel the cold, and that he collapsed when he was brought into the landing craft. An ambulance was then called and he was rushed to Peninsula Hospital.

Immediately after the accident was discovered Smith-Rice notified the Coast Guard, according to Bud Rice, vice president of the company. The Coast Guard continued the search for the missing men until late Friday, Aug. 22, and then followed its usual procedure of turning the case over to the local police jurisdiction, in this case the South San Francisco Police.

On Saturday morning about 5 a.m. Local Union 3 Safety Repre sentative Martin discovered that the South San Francisco Police had never been notified of the accident and were, therefore, not conducting a search. Martin said that he contacted the police and also called the San Mateo County Sheriff's Department to request the use of their helicopter.

"The San Mateo County Sheriff's Department said they had a chopper ready to go but that they couldn't use it until they were provided authorization by the South San Francisco Police," Martin said.

Martin then called the police again and asked them to give the Sheriff's Department the needed authorization. He was told that in order for authorization to be given, missing persons reports would have to be filed by the families of the missing men. Martin coordinated this authorization was given to the Sheriff's Department and a helicopter search finally started about noon Saturday.

"A daily search was continued through Tuesday," Martin said. "The first man, Bob Feehan, was found Monday in the area of the San Leandro Sewage disposal Plant. The second man, Pat Caughran, was found Tuesday afternoon at the foot of Lowell Boulevard in San Leandro."

Engler and Feehan were found with their life vests on.

Pat Caughran, Apprentice John Engler (right insert) was the only survivor of the tragedy.

A SHORT RIDE from the Smith-Rice Company dredging operation, seen above, to the shore of San Francisco Bay proved fatal for Brothers Bob Feehan (left insert) and Pat Caughran. Apprentice John Engler, (right insert) was the only survivor of the tragedy. Official information governing the election of officers of Operating Engineers Local Union No. 3 may be found on pages 5 and 6 of this issue of Engineers News. Nominees, extracts from pertinent by-laws and pertinent material have been compiled for your reference. The By-laws and rules governing the election are carefully. It is the hope of your officers that you will make every effort to participate in this vital election year.

See MORE CENTER Page 3

See MORE CENTER Page 3
Dear Brother Al and Family:

It was very gratifying to receive so many kind and understanding letters from the Brother Members and their wives regarding my decision not to be a candidate for Business Manager in the upcoming election. I would like to take this method of thanking each and every one of you for not only taking the time to write, but for the many nice things you had to say about my stewardship as the chief executive of our wonderful Local Union No. 3.

Reprinted below are a few random selections of the letters received. Space would not allow us to reprint all of them, however, I shall, as time permits, make an effort to correspond with each of you and will look forward to visiting many of you in the future. Again, thanks to each and every one of you for your kindness.

Joe All

My letter, song, &p; dear ones, you are not working for Wayne Manor. You have done your份额 for the job on all three of your jobs on the local so that we may continue to grow.

Dear Mrs. All: I was a friend of yours and I often visit. Will you remember you as a friend and a delightful union office on all jobs. I have worked out and your men all know and always see you help.

You always feel for Wayne Manor.

And you always feel for the man on your job.

I am writing you a letter in response to yours.

Joe Uniforms

Dear Brother Al and Family:

It was good to have received your letter and let me say that I feel that your 13 years as Business Manager of Local 3 have been good ones for the union, although you feel, and rightfully so, that the job was very difficult and sometimes thankless. Do not feel badly about not being able to continue on in this office. Knowing that you did your best should help to ease some of the heartache and frustrations. You can see the results of your efforts in the growth of the union in numbers and the improvements in working conditions and financial benefits for the members.

If it had not been for decent wages and then the pension, I would not have been able to retire when I did or perhaps not at all. I do not feel bad about having quit work and am enjoying retirement to the fullest degree. The last 13 years was the big day in my life. With the union pension and social security my wife and I have had almost three years of good life without the pressure of having to work every day.

It was in July 1942 that I went to the union office in Oakland and was signed up in the office and dispatched to Richmond Yard Two. You and Grover Bradock were in the office that day. I was fortunate to have been able to learn about and operate a great variety of equipment. Also, having pushed various jobs made me

See MORE COLLECTIVELY SPEAKING Page 2

The World Of Work

By PETER J. BRENNAN

E. E. of Elizabeth, N.J., writes: I do the hiring in a small manufacturing company. In seeking new employees I’ve found that the so-called “help wanted” ads. What other ways can I recruit new workers?

Dear E. E.: I’m glad to have the opportunity to talk prospective employers about the Federal-State Employment Service. Many trade openings are not advertised in newspapers, and job exchange available to all workers and employers. The Employment Service helps workers find jobs that use their skills, while helping employers fill vacancies. All workers. But the Employment Service does more than just write job orders to those that use their skills, while helping employers fill vacancies with qualified workers. But the Employment Service does more than just write job orders to those who are not skilled.

It keeps the employer—big and small—justly informed on the status of the labor market. It tests and counsels job seekers, taking into consideration personal qualifications as well as the needs of the local job market. The Employment Service is the best advice. Its services are free to all employer and employee. By the order of the county, it has now to increase its effectiveness as an efficient and productive labor exchange. It would list their job orders with it. More and more employers are doing so. The Employment Service is reaching a wider range of applicants to fill more job orders. That’s why the Labor Department is setting a goal of 4.7 million placements in 1974—an almost $10 per cent increase over 1971. The phone number of your local Employment Service can be found by looking under the State government section in your phone directory. Just ask to talk with an employer relations representative. He’s equipped to handle your employment needs on an individual basis.

S. A. of Topeka, Kansas, writes: I’m going to be entering college in the fall and have been thinking about career possibilities so I can plan my class program. I would like to know what my chances are, as a woman, of getting a job in a technical field such as engineering.

Dear S. A.: Women should be guided by their own interests and abilities, the occupational outlook, and the demand for women in specific occupations when they plan their careers. The concept that some jobs are only for men and others reserved for women is fading fast, particularly since sex discrimination in employment is now prohibited by law in most cases. The occupational group expansion program now in effect at a growth rate between 1970 and 1980 is geared to have a growth rate for men and women without reserve. Among such workers, those most in demand will be the professional, technical, and support workers who work hard, get all you can out of your college years. Hopefully, by 1980 you may have a job, and if by that time you have not started out in your career, I would like to think it will not take you too long to get your life started. But you must be determined to see it through.

Mrs. Al Clem

Prevent High Blood Pressure

By VIRGINIA KNAUER

Special Assistant to the President and Director Office of Consumer Affairs

Today I want to talk about saving lives—saving lives through preventive medical care.

Some 21 million Americans suffer from high blood pressure (HBP). Far worse, more than half of them do not even know it because they do not go to their doctors for regular checkups.

These are persons whose illness can be controlled if they receive proper treatment in time. Without treatment, they risk suffering heart attacks, strokes and kidney disease.

Finding these HBP victims is the goal of a nationwide campaign—the National High Blood Pressure Education Program. Various agencies of the Federal Government along with private health and medical organizations and industry groups — initiated this HBP Project. Local organizations in many communities are to provide the system for checking residents’ blood pressure.

In some communities, blood pressure readings will be done in special clinics. In other communities, mobile clinics will go to neighborhoods where residents may go to the mobile clinic for blood pressure checkup or to a doctor for regular checkup or to a doctor for regular reading or where medical personnel will go door to door offering to measure blood pressure in the home.

Wherever local system is used, the blood pressure reading will be free in some cases or for a small fee—perhaps less than $1. Medical personnel will only advise persons with high blood pressure to see a doctor. Treatment is not expensive. Usually it is a special diet or some medicine. Sometimes, a doctor may prescribe both medicine and a diet plan.

Articles in this newspaper and radio announcements will let you know if the HBP program is being conducted for your community. You might want to call your local office of the federal-State Employment Service to find out about the program. Since it is such a simple and painless procedure, I’m sure to measure will want to take advantage of it.

Inside, our thank you card is from the red-faced, red-blooded reader who often read the newspaper. I think towards the moment when you will write lineal journal in the final and our thanks are but few words. But you are my belter, how thing you think of know.

More women personal reading nears 7

ENGINEERS NEWS

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PAUL EDDICE COMBE: ... Business Manager
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T. J. STAPLETON, Recording-Corresponding Secretary
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DON KINCHLOE: ... Treasurer
K. E. R. WURM: ... Editor
More Collectively Speaking

realize that there was much more than pulling levers and stomping throttles. I enjoyed this part of the work in spite of the occasional headaches.

My wife and 1 am leaving next week for a trip to the East Coast and plan to see a lot of places along the way. Such freedom as we have to go and know that the finances continue to come in. Treasure 3 and the others responsible. Wherever you get up this way phone me and get directions to our place and we will move a lot of dirt and hang some steel. There are several other retirees in the vicinity.

Sincerely & Fraternally,

J. O. "Oliver" Atkinson
Pioneer, Calif.

More Accident

(Continued from Page 1)

Sir:

Your letter of August 14th, telling us that you will no longer be a candidate for Business Manager in the next election leaves us with considerable sadness and that we will miss you very much as the head of Local 3.

I am not much of a letter writer, however, I wish to sincerely express my appreciation for the help you have given to all the members of Local 3 and the way we have all benefited from your effort and interest in the welfare of all the members.

I wish you real enjoyment in your retirement and if you should come by Springville, the latch string is always out at our house.

Sincerely and Fraternally,

Verne Jeffers
Springville, Utah

More Center

(Continued from Page 1)

china now being used. Hunter said. The new unit will offer better service because it is faster and more compact.

Clem said that assistance in the area of fringe benefits is one of the most important services of Local 2.

"More and more members and their families are concerned with quick and accurate response in the application of their fringe benefits won for them by their union at the bargain counter," he said. "It is my intention to see that these responsibilities are met with consideration and promptness. We must make every effort to keep such service from being hampered by any political considerations on the part of ambitious individuals. This new streamlined system hopes to do just that."

The office hours of the new Center, located at 456 Valencia St. in San Francisco, are from 8 a.m. to 5 p.m. Monday through Thursday, and from 8 a.m. to noon Friday. The telephone member is 431-1564, extension 36 and 13. To contact the Center on the Delta Communications Radio System use code 18-50-60.

Non-Union Insurance Now Being Offered

A comprehensive portable insurance program which can be carried from employer to employer and from job to job has been made available to non-union framers and office personnel by the Associated General Contractors of America. The other unions, which will allow a non-union contractor to out-bid them.

According to Associated General Contractors, the health and life insurance program is expected to cover as many as 1 million construction workers. AGC said that the program is an attempt to provide the same benefits for employees of the Association's open shop members as are common in the union portion of the industry.

Under the AGC plan an employee immediately becomes eligible for coverage on the first day of the second month following a three-consecutive-month period during which he has accumulated 200 hours in any two-month period or has sufficient hours credited in his hour bank. The employee earns credit in his hour bank by working over 300 man-hours in any two-month qualifying period. The number of hours allowed to accumulate in a worker's hour bank is 500. This amount of credit permits an employee to be covered for as long as eight months between job assignments for participating companies.

The program offers three basic levels of benefits for hourly or salaried employees and one basic plan for salaried employees only. The first-level plan costs $13.50 per man-hour. The second-level plan costs $23.75 per man-hour. The third-level plan costs $56.60 per man-hour. The fourth-level plan costs $56.60 per man-hour.
Muni Still Providing Operator Jobs

BART, the Bay Area's super-modern public transportation system, has received so much publicity in the last few years that it overshadows almost every other construction project in California. Plagued with a myriad of troubles throughout the history of its construction, the $1.5 billion project is finally scheduled to begin carrying passengers in San Francisco in November.

But the Municipal Railway, the subway system which lies between the 80-foot deep BART tube below and lower Market Street above, is far from completed. It is especially on upper Market Street, beyond the point where BART veers off to run down Mission Street, that work on the Muni is in the early stages. Building of the new Muni cars has just been started by Boing-Vertol Corporation and construction of the railway is expected to take until 1976.

The Muni system and BART are so interwined that it is difficult to give figures on one and not the other. At present the two systems are providing jobs for about 200 men, many of whom are Operating Engineers.

The major companies working on upper Market Street are Frain & Colnon, Chet C. Smith Trucking and Underground Construction, Inc. Frain & Colnon employ 82 men and, according to its General Superintendent, Percy De Rouse, the project is progressing well.

"But I've got more problems than you can shake a stick at," De Rouse said.

Another problem De Rouse mentioned was the heavy traffic on Market Street.

Bruce Maes, one of Frain & Colnon's two apprentices, said that blocking traffic has become a ticklish subject on the Muni job.

"We can't block one lane before 9 a.m. and the other after 4 p.m.," Maes said. "They told us today that if we block traffic in those times again we'll be released."

A third problem De Rouse cited was the public. "We're constantly having problems with the public about the noise and the inconvenience," he said.

Noise in the BART-Muni tunnel has been one of the most unpleasant aspects of the job for workers. On lower Market, where the troubleshooters work underground, any noise they make echo loudly down the tunnel. The present Muni streetcars going by overhead and the sound of cars as they drive over ventilation grills add to the volume in the tube.

De Rouse said that he didn't envision any problems with noise when Frain & Colnon begin working underground.

"There's plenty of protective devices if they'll wear them," he said.

One aspect of the BART-Muni construction, which offers great potential problems is protecting the huge buildings which line Market Street from sliding into the excavation. Shoring the sides of the hole has been successful thus far, however, according to De Rouse.

The safety record on the job has been very good, according to Charles Snyder, San Francisco business representative.

"Oh, there were a few minor accidents, but the record has been darn good considering the work being done," Snyder said.

Monica Wirt, BART public information officer, said that there has only been one death in the 15-year history of the construction.

The most dangerous part of the construction, the building of the tunnel under San Francisco Bay, is already completed and the outlook for the future safety record is even better than the past. In order to work on the BART tunnel, brothers were required to take a three-hour physical examination. Any sign of a physical defect such as a hernia or lung problems automatically disqualified the applicant. Then the applicant was placed under five pounds pressure and was given another physical. But the qualifications to work underground on the Muni system are not so stringent because the work is not done under pressure.

Some equipment now being used on the Muni construction are a 977 Tract Loader, a Hopto 550, a Poclain 300, a D-9 G, a 46A, a GI100 Granite, a P & H Truck Crane, a Hopto 200, a 7250 American Crane with drill rig, a 7250 American Crane with D22 Deising pile driving hammer, a 5486 American Truck Crane and a 977 Traxcavator.


H & W Payments Up

Payments by California employers into union-management health and welfare funds climbed 34 per cent between 1970 and 1972, according to a report recently released by the California Division of Labor Statistics.

The report, which excluded payments for prescription drugs, dental care and other special care benefits which are separately specified in the union agreement, said that the average monthly payment increased from $46.85 to $61.82 in the two-year period. Payments for construction workers averaged more than $60 per month, it said.

MONICA WIRT, BART public information officer, talks about the Muni tunnel:

BUSINESS AGENTS AT WORK—Ed McAlpin (upper photo, in suit) talks to an operating engineer on the Muni job. In the lower photo Charles Snyder (right) poses in front of a BART car with two BART workmen.

BROTHER BOB GALE of Chet C. Smith Trucking in the driver's seat on the Muni job.
Official Union Notice
Of Upcoming Election

The attention of all Members of Operating Engineers Local Union No. 3 is directed to Article XII, Elections, Local Union No. 3 By-Laws, which are included with this notice, and specifically calls attention to the following provisions wherein there have been changes pursuant to directives from the representative of the Department of Labor.

(c) Elections

Section 1. The election of Officers and District Member of the Local Union, and the election of any member of a different color for each District for the preparation of the ballots, listing the Nominees and other information, as shown on the records of the Local Union.

Section 2. The Election Committee shall determine whether or not a candidate is eligible to vote, and the ballots cast and all accounts of the election shall be properly conducted without violation of any law.

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Brothers Nominate Largest Slate In Local No. 3 History

51 Candidates
Now Subject To
Eligibility Test

THE ELECTION COMMITTEE which will determine the eligi-

bility of nominees. Seated, from left to right, are Jack

Jordan of the U.S. Dept. of Labor, S. Constance, Tom

Eaton, D. O. Hawkins and Anthony J. Madeo. Stando-

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with the Socialist International Workmen's Association.

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Hard Work Buys Skill At Murietta

**By Stan Glack**

320 hours of hard work.

—no pay! Just good room and board.

—Regulations that are fair.

—Away from family and home.

Would you work under these conditions? I'll bet not, but this is what an apprentice goes through every day at the UFCU Training Center in an effort to become a journeyman Operating Engineer.

Knowing in advance of this rigorous training schedule, what would make young men clamor at the doors of Local 3's local employment offices to sign up for the apprenticeship program and hope to be one of the future engineers.

An apprentice has this to say about the program: "Two years ago the gas station I was working at closed and left me out of a job. I didn't know how to do anything but pump gas. I was worried! I had a family to support.""

"I heard about the Operating Engineers Apprenticeship Program and I applied. I was accepted. Last year I came to the Ranch, I had a total of four weeks and it was out of this world. In just two weeks I had learned a lot about equipment, grading and materials handling. I brought my first aid card and I class I drivers license. Now, I'm back for my second two weeks and looking forward to learn more. The Training Center instructors really do a good job of teaching a guy all about the craft.""

"It's a lot of work, but I'm proud to be an Operating Engineer. And when I graduate I'll never have to worry about feeding my family because I'll have a skill.""

This young man is a typical apprentice. Even though apprentices come from different backgrounds, different areas and have different outlooks on life, they all share one common interest. The desire to become one of the most envied craftsmen in the construction industry—a journeyman Operating Engineer. And they appreciate the opportunity Local 3 and its members have offered them.

During the portion of the program an apprentice spends at the Ranch, he must attend related classroom instruction as well as field laboratory training. By successfully completing each phase of his training, the trainee is advanced into the next period of the four step program.

The Training Center offers a complete education to the apprentice in the area of construction. There are over fifty credentialed instructors to teach the trainees in virtually every aspect of our craft, professionally written text books and an excellent representation of different equipment. All this assures that upon graduating from the program, the apprentice will be able to earn a living as an Operating Engineer.

During the initial four week visit to the Ranch the apprentice is introduced to the engineer craft. In addition he earns his first aid card and class I drivers license. He is also thoroughly trained in aspects of safety.

In the second two week stay, well-trained teachers lead the apprentice program. The apprentice spends four hours each day in the field laboratory training in the field applying what he has learned in class.

This method of melding together the related classroom instruction and the field laboratory training has proven to be extremely successful. Through this method the apprenticeship program is able to graduate highly competent journeymen.

It's a tough program, and it is meant to be. It's designed to train just those men who have an honest desire to be an Operating Engineer. By completing the initial four week program an apprentice can feel proud that he has gone through one of the toughest apprenticeships in the industry. He can feel proud that he's a man doing a man's work—he's an Operating Engineer.

Pink Work Summary Card

**A Must For Work Hours Credit**

**By Roy Brady, Coordinator**

It does require some effort on your part to be a success in your training in the Apprenticeship Program. We have asked all apprentices to fill out their work summary cards as precisely as they can and mail the pink copy to the Coordinator's Office by the fourth of each month. We continue to have a number of boxes in the Oakland Area who send your pink copy in late, or not at all.

These hours must be credited only if you received your pink copy, the one marked "Correct." These work training hours can only be credited if the information required is filled in the boxes on the card. It is not sufficient to check "No Work" or "No Hours." These hours must be signed by a person in the right hand area to be valid. (The Employer shall recredit any hours that are unsupervised and other types of hours that are not specifically employed on equipment. These hours must total twenty-five (25) percent "Best Time" of training, within the first fifty (50) percent of the hours assigned to that training.

On each summary card there is allocated space for credit hours to each applicable category. A through L.

For example, if you are in Grading and Paving, under "A" (Motor Patrol or Blade Work), the assigned hours will be 500 to that category. You must work under supervision a minimum of that time or 125 hours with the first 250 hours of total time you have assigned to "A".

If you do not understand or if there is any doubt about filling out your summary card correctly, you can call Local 3's local Employment office asking for such transfer form. If you are not complete with the registered apprentice receives formal notification from the administrative office of such action. (The Employer shall request transfers by letter to the appropriate office before moving an apprentice.)

11. Application for military leave of absence must be made by the apprentice at the office within ten (10) days after induction.

12. Any registered apprentice drafted into the military service or joining the military service for the purpose of any leave of absence, will be reinstated in the period in which he left the program upon applying within ninety (90) days after being discharged.

13. After three (3) dismissals for cause, the apprentice will be notified to appear before the appropriate committee for evaluation.

14. In the event the applicant or apprentice is rejected, he shall be reached by telephone at the number appearing on the out of town employment card, and employment opportunities, if any, which might have changed since the last application is made.

A request for reinstatement on the list shall be made in writing to the Coordinator by the Joint Apprenticeship Committee within thirty days of rejection.

For all apprentices to comply with these rules or the directions of the coordinator may mean suspension of eligibility to be employed or removal from the program.
Assistant Administrator

Now that Indian Summer is here it’s time for all you journeymen and apprentices to take a look at your situation because winter is approaching and the days of summer are nearly over. Historically, construction workers are at their busiest because of the weather conditions so necessary for us to make sure we have enough money in the bank to get us through to the weather and then start a fresh spring season again.

In some of our recent travels around the district and the area we have found many conflicting stories and these stories must be laid to rest. On the other hand, it is pointed out quite well that there are additional information from you, the apprentice, as well as YOU, Mr. Employer. Do you, the apprentice, consider that the progress of your training is quite slow?

Now you think this is wrong, you didn't get credit for your hours or whatever your problem is. But we place some blame on your area coordinator and, in the event that your problem cannot be solved by the coordinator, then take a little time and write a note to the administrative office explaining the problem. Also explain when you talked to and when and we'll do our best to see your problem is solved if it is a genuine training problem. We do not solve union problems, we do not solve employer problems, we only print information fed into the IBM machine because it can only print and record the hours and work summary card. The apprentice does not receive hours. The security number must be entered, the apprentice does not receive hours.

Security number is entered, the apprentice does not receive hours. This program seems to lie with the Veterans Administration and the huge amount of paperwork necessary to process a claim in addition to the long, long time before a return of the VA check. Consequently, we feel, in many instances, both the employer and the apprentice are discouraged from participating in the program without arbitrarily being decertified. We will keep you posted as to further developments in this situation.

One of the problems that seem to be built into this type of apprenticeship program seems to lie with the Veterans Administration and the huge amount of paperwork necessary to process a claim in addition to the long, long time before a return of the VA check. Consequently, we feel, in many instances, both the employer and the apprentice are discouraged from participating in the program without arbitrarily being decertified. We will keep you posted as to further developments in this situation.

This does not mean that we have the certification yet, but we have requested that certification to enable the particular employee to work in the trade. Edwin S. Hulihee, assistant director of Operating Engineers training program. This does not mean that we have the certification yet, but we have requested that certification to enable the particular employee to work in the trade. Edwin S. Hulihee, assistant director of Operating Engineers training program. This does not mean that we have the certification yet, but we have requested that certification to enable the particular employee to work in the trade. Edwin S. Hulihee, assistant director of Operating Engineers training program. This does not mean that we have the certification yet, but we have requested that certification to enable the particular employee to work in the trade. Edwin S. Hulihee, assistant director of Operating Engineers training program. This does not mean that we have the certification yet, but we have requested that certification to enable the particular employee to work in the trade. Edwin S. Hulihee, assistant director of Operating Engineers training program. This does not mean that we have the certification yet, but we have requested that certification to enable the particular employee to work in the trade. Edwin S. Hulihee, assistant director of Operating Engineers training program.
Survey Notes

Have You Got Your Ticket?

By MIKE WOMACK

If you don't have that coveted number hanging on the wall by now or at least have passed the first or second day of the State Licensing Examination, you are going to find an entirely new set of rules and qualifications.

In the past everyone who was qualified paid their $40 and checked out in about five days. Under the new rules it is mandatory that one pass the first day before qualified to take the second day.

We feel good about the top $40 in their pocket qualifying to take a national exam much like the engineer-in-training (E.I.T.) and become a licensed surveyor-in-training (L.S.I.T.). This then qualifies as two years toward the second, which, when passed, will earn you your "ticket."

The second day also requires five letters of recommendation from licensed engineers.

The first chance next year to take the exam will be approximately April 20, providing you have filed by March 20.

Some interesting statistics on apprentices trained at Rancho Murieta Training Center as an instructor and project engineer.

Lawson was born in 1925 in Wyoming, moved to Utah and started surveying at an early age. For the next years he worked on many different projects from land surveying to some of the biggest construction jobs known. After hearing about the union wages and working conditions to be had in California, Lawson picked up bag, baggage and "bob" and moved to the Bay Area where he proceeded to earn himself an excellent reputation as a surveyor.

Six years ago the apprenticeship committee heard about this guy from the Big Sky Country and hired him as an instructor.

I am proud to report that he is not only a good surveyor but a good working knowledge of their basic mechanics, operators, surveyors, etc. to avail themselves of the many training programs offered.

All Working in District 12

By JOHN THORNTON

At the present time, when work training opportunities are at their peak, the Utah apprentices are working throughout the north on Blanding to the south, but all eligible apprentices are working.

The last Safety Meeting, held August 10th, was well attended in spite of the heavy rains which appeared to be keeping many away.

The Safety Meeting was well attended, with a few excused absence because of overtime work.

You are also going to spot surveying work going on at Rancho Murieta Training Center has been well attended during the past months in an effort to prevent some overworking in the rainy months. If you are aware of any such work, please call me at the apprenticeship office of the Salt Lake City.

A word to the wise about putting back some of your time and put it on paper and send to your area coordinator. This will help you. In conclusion: work safely, work for knowledge and work with skill.

BROTHER JIM LAWSON of California, an R.M.C. instruc-

tor.

Apprentices in Dist. 1

Have Busy September

By REED BARNS

District 1 has plenty of work for apprentices and many are transferring to related training, mostly in the Court Group.

The safety meeting was well attended, with a few excused absence because of overtime work.

When you become a surveyor, the other 3 apprentices who are working they are employed by or which company they own as as well as the laborers and the area in which they are employed and I would suggest that you read the roster and take a little different look at these men because they are the people who are trying to help you. In conclusion: work safely, work for knowledge and work with skill.

Bids were just opened on a雕刻 for the U.S. Coast Guard in Crescent City. Fred J. Maurer and son of Eureka was low bidder at $104,869. We will have more on this one in the next issues.

Glenn W. Shook, Inc. has just been awarded an award line project at Crescent City. He is moving to Fiddletown to start the same project. The amount of the bid is $1,035,835 with 120 days for completion.

W. Jaxon Baker Co. has just wrapped up both jobs in Humboldt County. Most of the hands and equipment will be going to the Pierry job in Mendocino County.

Malcolm Drilling has started the footing for the twin bridges at Raso (Middletown) and will be the prime on this one for $100,621.

The brothers employed by Peter Kecrít on the bridge job for the city of Placerville have a very good job with the city and I would suggest that you give them a chance to work.

The State Division of Highways and Counties of Humboldt and Del Norte are calling for bids on a number of small jobs throughout the district. We should have some facts and figures on them in the next issue.

More Notebook...

News we will publish a list of men and women who participated on the J.C.C. and the Sub-J.C.C.'s as well as their affiliation, what company they are employed by or which company they own as as well as the laborers and the area in which they are employed and I will suggest that you send you the roster and take a little different look at these men because they are the people who are trying to help you. In conclusion: work safely, work for knowledge and work with skill.

Now So you really want to help the apprenticeship program and your organization as well as your community? In the event that you feel you are not getting proper training, you are not being treated properly, you are not getting the 25 per cent seat-time as required by the Court Order, then take a few moments of your time and put it on paper and send to your area coordinator. This will help your coordinator in eliminating the problem such as the employee not being aware of his obligations as well as maybe you are not aware of your obligations. So put it on paper and tell us what is wrong and give us a chance to correct these situations as we are required to do and as we want to do because we want to make this a good program; as a matter of fact, we want to make it the BEST program.

LITTLE WORK IN DISTRICT 40

APPRENTICE CEPHUS TERRELL receives a $1,000 check from Coordinator Buford Barks (right), as District Representative Ed McAlpin looks on. Terrrell is working for Fruit & Colson on the San Francisco Municipal Railway project.

By RAY COOPER

District Representative and GENE LILKE

Business Representative

NORTH COAST AT PEAK OF SEASON — Brothers, we say "peak of season" with regret in our hearts, as this is the poorest work season we have in the memory of this writer. Although the out of work list is low, dispatch activity is also slow due to non-ex- ceptional economic conditions. To the other districts, many of our members from this area have been able to find work even though it necessitated leaving home.

Dredging operations have resumed in Crescent City harbor. Western Pipeline Drilling has relinquished the "Fllusomnia", with a somewhat larger dredge acquired in southern California. If all goes well the Brothers aboard the "Herb Anderson" should have at least a couple of weeks of work ahead of them.

Umpqua River Co. is moving along smoothly on their project to add marina boat basin and the repairs to the jetty. Recently, a 4600 Manito- woc on a barge arrived to do some heavy work on the jetty project. In a couple of weeks it will go ashore and begin placing rock.

NEW PROJECTS IN DISTRICT 30

By WALT DALTON, AL MCNAMARA & BOB SHEFFIELD

In spite of the lack of the major projects that were scheduled to start in the month of August, many projects have been subsequently delayed indefinitely by the so-called environmental-measurements. This makes available work load exists at this time. This is due to numerous permits which must be obtained by the cities and counties of this district plus the boom in the development of many housing projects throughout the district.

August was Teichert's Cooper month in Stockton with the company bringing low bidder on two separate jobs totaling over one million dollars. The projects are for the reconstruction and resurfacing of roads in the Colonial Heights area, reconstruction and resurfacing River Road near Ripplin, widening Main Lane to four lanes between Pacific Ave. and El Dorado streets, widening the crossroad between Westland Ave. and Macy Lane and the resurfacing and resurfacing of Road District No. 4.

In addition to the above, Teichert has been awarded a contract at $394,401 for the widening of Hammer Lane between El Dorado St. and Rivers Ave. The road is to be a four-lane divided expressway, with a median island and installation of a sanitary sewer line and later involving widening the Western Pacific Railroad crossing before any excavation work can be done on the expressway.

See MORE STOCKTON Page 16
GOLD DREDGING May Resume Near Marysville

BY HAROLD HUSTON
District Representative and Auditor

GOLD DREDGING COULD RESUME in this district has not changed much. Some new jobs have been started, putting some of our good brothers to work. We appreciate the many calls we receive from you to your business representatives, which are immediately checked. Good working conditions on the job can only be attained by a 100% cooperation, something with which we have always received in this district.

In the Engineers News Marysville Personal Notes we try to list all the brothers who is sick or hurt and are in the hospital. We do our best to personally contact the brother or their families in their time of need. If you have time, drop by and say hello or drop them a card; we're sure they will appreciate it. Also if you know of any brother who is sick or hurt and unable to work, please contact us immediately.

Brother V. B. Gilliam, who has served on the Marysville District Grievance Committee since 1966, submitted a letter to the Grievance Committee August 8th, saying that he was resigning from the Marysville Committee because he is now living and working in the Sacramento District, and that he has enjoyed serving on the Marysville Grievance Committee.

We appreciate the dedication Brother Gilliam has always given to this important position.

GOLD DREDGING MAY RESUME AS GOLD PRICES SOAR. Gold is making a comeback as one of the most spectacularly successful investments in the world, and Americans may soon see a heavy train of rock and gravel, picnicking, horseback riding and a dune buggy track. Access into the placer property would have to be worked out to allow aggregate or mining operations. After opening the gold dredgers the company is mostly "hanging fire," waiting to see if the price of gold will develop and what is going to happen with the property.

Hoofer Moves To Sacramento

BY CLEM HOOVER
THANKS! — I have recently been replaced in the Stockton area by Mr. Hoofer. During the almost four years of servicing the Stockton area, I will allow me more time to work with a great group of apprentices to work with, along with a fine group of contractors. It was with a pleasure to meet the many fine journeymen, that make the Stockton area their home. But with all these people working with you the job would still be impossible without the help of Business Agents and Dispatchers in the Stockton Office. I would like to take this opportunity to thank my Brothers Walt Talbot, District Representative, Al McNamara, Business Representative, and Tim Jones, Business Agent for the help they gave me. There is a great bunch of guys and typical of why Local 3 is such a great organization. I know they will be well taken care of by the Business Agents and the help of Brother Jones.

My new assignment is to the Sacramento area only which I will allow me more time to service the apprentices, as well as assist the Business Agents in any way I can.
Bobby J. Smith, complete, until he can get more work. He is still looking good.

Tempest Company has started to move on their $14 million condominium under construction of the present refinery.

The Electric Lake Dam construction of the $500 million dam project is an extension of the present refinery.

Since Utah is the second district to hard-fought battle with the Bird Watchers and Environmentalists.

This month! The City Fathers of Salinas had all his men working on a subdivision job going on in River Road and a Big Culver job going on in South Point. From jobs plus a lot of finishing up work in some other jobs is looking good.

Most of the southern part of District 90 is still moving along with a lot of work to be done before the end of the season. Hallaway Construction Co. has cut back to a single shift and unloading of the material, one shift. Cox Construction has sub-converted the financing to the Federal Land Bank. W. W. Clyde Company has the grade in at Palos Verdes Canyon and is working on the gravel plant and asphalt. One lane is scheduled for completion this season.

L. A. Young & Sons Construction is now bidding at $38.5 million on seven and one-half miles of Interstate 70 from Salinas to the Monterey area! This same company is also building a large road job in the area near Salinas.

The Sierra Club has proposed to the Bureau of Environmental Quality that there was no surplus water, if any, is being wasted, and that there was no surplus water shortage in Santa Cruz County and all of the well drilling contractors are busy. Maggiora Brothers, a local well drilling outfit has 30 brother engineers working.

We sure hope the work picture will stay bright the rest of the year.

BY ROBERT FLECKENSTEIN

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By RALPH WILSON
District Representative

Nevada Brother Retires

BROTHER "GABE" HARRISON who retired in April.

Dist. 80 Brothers Busy At Many Small Projects

By KATHERINE PERMANTRE
KaiserPermante-Nevada

LOCAL 3 Loses Arbitration At San Jose Foil Plant

By JACK BULLARD
SANTA CLARA COUNTY DISTRICT REPRESENTATIVE

UC Berkeley Offers Five Labor Courses

By RALPH WILSON
District Representative

OTHER ROUTE 101 PROJECTS—The two-year project to widen Richmond Bay Bridge and Altos De Lafayette Interchange, under a $197,500 contract awarded to E.I. P. Construction Co. in the summer of 1973, had its official opening when Mr. Mel Martz, property owner, turned the first sod.

By R. W. NELSON

THE two-year project to widen Richmond Bay Bridge and Altos De Lafayette Interchange, under a $197,500 contract awarded to E.I. P. Construction Co. in the summer of 1973, had its official opening when Mr. Mel Martz, property owner, turned the first sod.

On Route 101—Work is past the halfway mark on the Route 101 project between the Richmond Bridge and Altos De Lafayette Interchange, to widen the roadway from eight lanes to 12 lanes between the Richmond Bridge and Altos De Lafayette Interchange, under a $197,500 contract awarded to E.I. P. Construction Co. in the summer of 1973, had its official opening when Mr. Mel Martz, property owner, turned the first sod.

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After a very productive summer, fall is almost here. We have enjoyed the outdoors in the great Sierra Nevada this year. Fall is what we have been looking forward to for some time. The weather has been cool and dry, which is perfect for outdoor activities.

As the leaves start to change color, we can't help but think about the coming winter. The Sierra Nevada is known for its snowfall, and we are excited to see what the season will bring. The ski resorts will be opening soon, and we can't wait to hit the slopes.

In addition to the outdoors, there is a lot happening in the area. Construction projects are ongoing, and we are seeing new development in the Truckee and Tahoe areas. The economy is strong, and we are hopeful for the future.

This is a great time to be in the Sierra Nevada, and we encourage everyone to come out and enjoy the beauty and activities that this region has to offer. Whether it's skiing, hiking, or simply relaxing in the sunshine, there is something for everyone.
On June 24, 1968, the Union filed a law suit on behalf of its members, and particularly the oilers, and members of the Union, all of whom are oilers and dealers in and engaged in the manufacturing and distribution and sale of self-propelled boom type lifting devices. Because of the numerous agreements, each of which is consistent with the terms of the Stipulation of Settlement and the pleadings in the case, it was the Union’s position that there was no need to file the suit in order to declare the adequacy or inadmissibility of any of the agreements as to the Union, and that the agreements would be inadmissible as to the Union, and if the Union was unable to comply with the terms of the Stipulation of Settlement, the Union would be compelled to file the suit in order to declare the adequacy of the agreements.

The Union representing the aforesaid payments, entered a judgment which will, among other things, (1) rule in favor of the Union, and (2) bar the Union from entering into any agreement with the Defendants that is inconsistent with the terms of the Stipulation of Settlement. The judgment was entered in favor of the Union.

The Plaintiffs and all members of the class herein have agreed to the terms of the Stipulation of Settlement and the pleadings in the case, and have agreed to the terms of the Stipulation of Settlement, so that the suit is rendered unnecessary.

The judgment was entered in favor of the Union and in favor of the Plaintiffs and all members of the class herein.

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SACRAMENTO
Our deepest sympathies and most sincere condolences go to the families and friends of Brothers Lloyd Albrecht, Carl Neu, and Elmer R. Puchner who are now due to their efforts and direction of others have been achieved with no work stoppage or strikes. This alone is a thing you can be proud of. You have been a superior director and administrator and I give my whole sympathy to the one who tries to fill your shoes. I give my whole sympathy to the one who tries to fill your shoes.

SAFETY
E. B. Loyd at Fremont Hospital.

FRESNO
We wish to convey our deepest sympathies to the families and friends of Brothers Harry "Red" Meyer, P.O. Box 308 Valley Springs, Calif. 95689, and C. W. Perez, 4103 E. Grant St., Grantville, Calif. 95638, who passed away recently.

We appreciate the sympathy and support of the San Rafael, Vallejo, and especially to the girls in the San Francisco office, who extended such a helpful hand at such a difficult time. We will be forever grateful for the Engineers No. 3 thoughtfulness and for Terry's helpfulness.

We sold our home.

September, 1973

ENGINEERS NEWS

SWAP SHOP CORNER: Free Want Ads for Engineers

Name
Address
City State Zip


For sale: CLEAN LAKE PARK LODGE, 14329 Hwy 27. 2% mi. south of Manti, Utah. 6-rooms, 10-bed rooms, 2-baths. $6,800. Reg. No. 0727689. 7-1.

For sale: Mobile home w/lot. 100x200. $1,250. Reg. No. 0299291. 7-1.


For sale: 1967 FORD GALAXIE 5002. 1966 FORD GALAXIE 5002, new or nearly new. Ex. con.

For sale: For a new or used home. $30. 5329 Yerba Buena Ave., San Francisco, Ca. Reg. No. 0891389. 7-1.


For sale: 1968 FORD TRACTOR w/0608068. 8-1.


For sale: A CASE 520 COMB. 281 HP, 2220, 54' x 15' 15000 lb. sheave, with 21' x 8' trailer, 12x60 TLR. 3-spd std. transm. w/overdrive. $1,000. Reg. No. 0846952. 8-1.


For sale: FRESNO

More Collectively Speaking

Brother Clem:

It is with deep regret that I read your letter of intent to not seek re-election to the San Francisco office of our union. I feel no other man would have been as dedicated and pushed himself as hard as you have to better the welfare of the working and retired members of our union. I know that all of us have been now due to your efforts and direction of others have been achieved with no work stoppage or strikes. I give my whole sympathy to the one who tries to fill your shoes. I never have had the opportunity to work with you, but always felt there was a friend in high places if needed.

My very best wishes and good luck to you and your family in your retirement.

Sincerely,
Harold Woolford
Appt. Sec.

Dear Mr. Clem:

Your announcement of August 14th, 1973 saddened me very much. A job well done, Al Clem! God bless.

Edgar R. Rankin
Appt. Sec.

Rules for submitting ads:

1. 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 property over $10,000.

2. Print or type the wording you want in your advertisement on a separate sheet of typewriter paper and not over 50 words or less, including your register number and complete address and register number.

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

4. Because the purpose of this publication is to benefit the readers, letters or advertisements should be within the period, ads henceforth will be dropped from the newspaper after three months.

5. All ads placed in Engineers Swap Shop are limited to one classified ad per engineer. Each engineer may place as many ads as he has a property to sell. The engineer must submit his ads to his register number. No ad will be published without this information.

More Personalities

STOCKTON-MODESTO

Our deepest sympathies are extended to the families and friends of departed Brothers Robert M. Warrick, Carl Crater, Chiara Smith and Robert L. Johnson; and to Mr. and Mrs. Donald Berren on the loss of their son.

Brother Raymond "Curly" Martin dropped by the office to say that he was impressed with the Collectors' and Merchants' dinner. Dravo on a three year contract for International Nickel Mining Co. of Toronto, Canada.

SANTA ROSA

Bro. Gene Bolding, who recently suffered a heart attack, is in the Community Hospital in Healdsburg. We hope for the time this goes to press that he has recovered completely and will be back working as usual.

The National Apprenticeship Act, in effect since 1937, is administered by the Secretary of Labor through the Administrator of the U.S. Bureau of Apprenticeship and Training.

Unemployment insurance is a joint federal-state program operated by the state in partnership with the U.S. Department of Labor.

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More Stockton

(Continued from Page 9)

Many contracts under the $100,000 figure were bid and let during August which should provide employment for the trade through the late summer months. Another storm drainage collector line contract for the New Jerusalem Drainage District amounting to $173,069 was let and work will be bid before the end of August. M. G. Cost, of Concord has almost completed their $1 million job for this Drainage District.

Claude Wood Co. of Lodi was low bidder on the improvements at Olin St. in Lodi for $24,000.

Chas. Cunningham of Oakdale was low bidder at $81,106 for the excavation and installation of water pipelines on Highway 99 near Yuba City.

The City of Stockton has proposed a capital improvement budget for the fiscal year that will include many projects that will provide employment for many engineers. Also, San Joaquin County has approved capital improvement projects for the fiscal year 1973-1974.

The biggest chunk, $2 million plus, will go for work at Metropolitan Airport.

STATF

2 Eureka, Tues., 8 p.m.
(Continued from Page 9)

ZIP

Wallace Lean ....
(Green Valley, Hilo)

3121 East Olive 93702

443-1814

Gordon McDonald ..... 488-9876

Robert Wagnon ...

433-1567

539-2821

259-5522

476-1962

Dick Bell. Dist. Rep...... 415/359-6867

By CLAUDE ODOM, BOB MER- JORY BURST TON H. W. SMITH and JERRY BENNETT.

$101 MILLION FOR STATE WATER PROJECTS INCLUDE ALLOCA TIONS FOR CENTRAL VALLEYS PROJECT: President Nixon signs into law, August 17, a $101.2 million spending program for California water projects for the fiscal year that began July 1.

The bill's overall price tag is $8 million, below the Administration's requests. Congress, however, made numerous changes of specific items and also increased the price for the Central Valleys Project in California.

In reporting the legislation, the House and Senate Appropriations Committees expressed their expectations of the impact of past White House budget freezes and called on Nixon to approve prompt completion of ongoing projects.

JERRY MARTIN, JOH Steward & Assoc. Safety Director

JOE BURST TON STEWARTS, Inc.

Nixon Signs Water Project Bill

By HERMAN F. EPPLER, Dis trict Representative and Business Agents, GUY JONES, RAY MORGAN, DON BENTCH, HANK MUNKROW, BILL DOR- RESTEYN, DUWITT M. MAR- KM, (L. C. T. T.) and JIM MIE JOHNSTON.

Out Conta Costa way there is no evidence of the record rainfall of this past winter. The dust is flying and the men are busy:

Galagher and Burk is finishing up the culverts at the San Leandro culvert. They are going strong on the Upper San Leandro Dam.

Foster Construction Company has finished their Cypress Canyon job and has moved the iron across the bridge to Green. Brook. This is good for 1,000,000 yards of dirt.

Foster Construction has all but finished their Creek Canyon box culvert. They are going strong on their Sacramento Dam. This is about 200,000 yards and should keep them busy a few months.

Jack Short

80 Vern Rau

80 Jack Short

90 W. L. Armstrong

90 R. Wilson

90 P. F. Longnecker

Valentine K. Wessel (Hilo)

500 North.

By HERMAN F. EPPLER, Dis trict Representative and Business Agents, GUY JONES, RAY MORGAN, DON BENTCH, HANK MUNKROW, BILL DOR- RESTEYN, DUWITT M. MAR- KM, (L. C. T. T.) and JIM MIE JOHNSTON.

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