

Local Union 3 Supports Many Winners

By JOHN McMAHON, Research Director, V.O.T.E.
Public Relations Department

Local 3 endorsed candidates for public office throughout the jurisdiction won impressive victories in the general election held November 5. In what is viewed as an overwhelming success of Operating Engineers' political program, directed by Business Manager Dale Marr, Local 3 members were able to help elect candidates for public office ranging from governor to county supervisors.

In California, Democrat Edmund G. Brown, Jr., was elected governor over Houston Flournoy. Other Local 3 endorsed candidates for statewide office include Lieutenant Governor Mervyn Dymally, Secretary of State March Fong, Controller Ken Cory, Treasurer Jesse Unruh and U.S. Senator Alan Cranston. Only Attorney General candidate William Norris suffered defeat.

Californians also saved the New Melones Dam project by solidly rejecting Proposition 17, the Scenic Rivers Initiative. The measure, if passed, would have halted completion of the New Melones Dam by including the Stanislaus River in the Wild and Scenic Rivers Act. Voicing a desire for an increased water supply, better flood control, improved water quality and continued employment, Proposition 17 was defeated by a 47 per cent to 53 per cent margin.

In Nevada, Governor Mike O'Callaghan was victorious in his campaign for reelection along with Congressman James Santini. Other winners in Nevada include Robert Rose for Lieutenant Governor, William Swackhammer for Secretary of State, and Mike Mirabelli for State Treasurer.

In the race to replace retiring U.S. Senator Alan Bible, Local 3 candidate Harry Reid was narrowly defeated by former Governor Paul Laxalt. Reid, who was expected to win the election, was beaten by a mere 500 votes out of more than 150,000 cast. Governor O'Callaghan completely overwhelmed his opponent, Shirley Crumpler, by over 85,000 votes out of 145,000 cast.

Hawaii voters elected George Ariyoshi to the office of Governor, the first time a state governor of Oriental descent has been elected to the post. Ariyoshi, who has been Hawaii's Lieutenant Governor, was virtually assured of victory after defeating Frank Fasi in the October primary.

In Utah, E. J. Garn, Republican candidate for the seat of retiring GOP Senator Wallace Bennett, easily defeated Democratic challenger, Congressman Wayne Owens. Garn's margin of

victory was more than 20,000 votes. Congressman K. Gunn McKay, a Democrat, was elected to a third term in the House, defeating Ogden businessman Ron Inkley, a Republican.

In the other House race, Democrat Allen Howe, a lawyer, led Salt Lake City commissioner Stephen Harmsen, a Republican.

The election that most directly affects the lives of the majority of Local 3 members is the gubernatorial victory of California's Edmund G. Brown, Jr. A dues-paying member of Operating Engineers Local 3, Brown promises to work closely with organized labor in bringing a "new spirit of active and imaginative leadership to Sacramento."

Brown based his campaign on the failures of the Reagan Administration in the economy, the environment and social problems affecting the working class in California. The Watergate scandals and the recent pardon of former President Nixon also played a key role in the Democratic victory.

The new Brown Administration will be made up of representatives from all facets of life in California. It is no secret, though, that organized labor will play a much more predominant role in legislative and administrative decisions than in the past eight years. Brown has pledged to lead an open administration by "opening the windows of the smoke filled rooms of government and allowing some fresh air to enter." He also promises to appoint labor leaders to key commissions that affect working people in the state. Commissions like the Department of Industrial Relations, Workmen's Compensation, and Department of Industrial Safety will be manned by people who understand the problems of working men and women.

In making his victory speech in Los Angeles, Brown accepted the mandate of the people to provide honest, imaginative leadership in Sacramento. Brown voiced a willingness to "work with all the people, not just Democrats, to provide the type of government that California deserves."

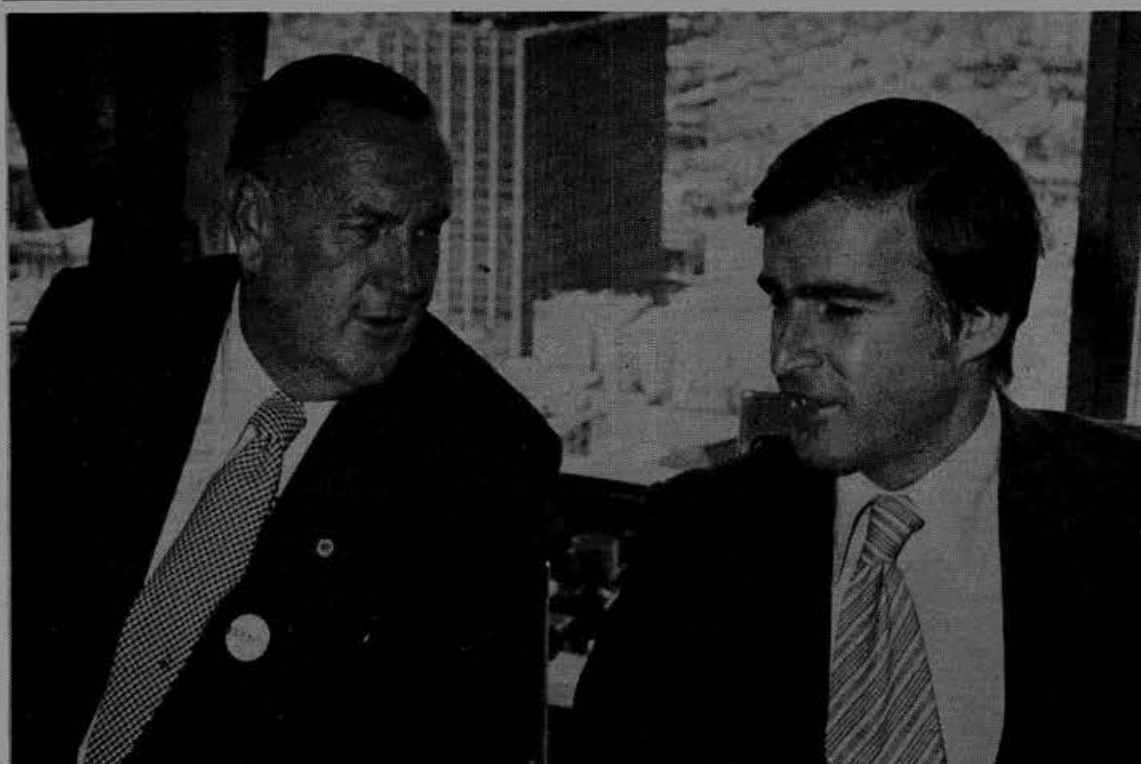
ENGINEERS NEWS

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



Guam, Where America's Day Begins • Hawaii, The 50th State • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

VOL. 33—NO. 11 SAN FRANCISCO, CALIFORNIA 40 NOVEMBER, 1974



GOVERNOR-ELECT Edmund G. "Jerry" Brown, Jr. (right) and Business Manager Dale Marr are seen in the photo above.

Brown is only one of the many Local 3 supported candidates who were victorious on November 5.

A major political success for organized labor in California was the defeat of Proposition 17. With work on the New Melones Dam nearly 25 per cent completed, California voters showed a willingness and desire to finish the needed project. By rejecting the measure, the voters expressed a feeling that the protection of a commercial rafting company's monopoly on the Stanislaus River was not as important as providing flood protection, irrigation, improved water quality and increased water supply.

Environmentalists were also set back in a Sonoma County initiative measure that would have prevented the completion of the Warm Springs Dam. By defeating the attempt to block the dam, Sonoma residents once again expressed approval of a much-needed water project. Suffering from damaging floods in the winter and very short water supplies in the summer, the dam on the Warm Springs Creek is now cleared for completion.

San Francisco voters rejected an anti-labor Charter amendment, Proposition L, by a 9,000-vote margin. For thousands of city employees, such as trades and craftsmen, Proposition L would have substituted artificial ceilings and rigid controls by instituting inflexible formulas that would have ignored human needs and created further inequities. For thousands of employees, it would have frozen their wages at present levels for years to come. Their living standards would have fallen farther behind prevailing community standards. The defeat of Proposition L is considered a very important victory for organized labor in San Francisco.

See MORE WINNERS Page 2

To Dublin, Cal.

Credit Union Relocates

Local 3's Credit Union will be moved from its present location in San Francisco to new facilities at 7001 Dublin Blvd., in Dublin, California on November 18.

All correspondence, loan documents, loan payments, share deposits and business related to loans should be addressed to Operating Engineers Local Union No. 3 Credit Union, P.O. Box 2082, Dublin, Ca., 94566. All other business should be addressed to Operating Engineers Local Union No. 3 Credit Union, 7001 Dublin Blvd., Ca., 94566. The new Credit Union telephone number is 415/829-4400.

All members requesting withdrawal of vacation and holiday pay plan funds must either make the request by mail or visit the Credit Union office in Dublin after November 18.

The decision to move the Credit Union operation to a location more centrally located in Northern California was made by the Credit Union Board of Directors, based on the results of a recent survey.

According to the Board, the prime reason for the move was the need of new facilities to permit improvement of services to the members. The new location will allow the installation of a new data processing accounting system which will allow the implementation of a new loan program. The new loan program is now scheduled to be operational by April, 1975.

The new loan program is a telephonic open-end loan agreement which works much like a credit card. An initial signed application is submitted, the applicant's credit is checked and his loan file is established. From then on, whenever the member wishes to make a loan, he simply calls the Credit Union and requests the amount he needs. Confirmation of the amount of the loan is then given on the phone and, if confirmed, a check is sent to the member on the same day.

According to the survey taken by the Credit Union, Dublin is the geographical center of Northern California for members of Local 3. It is located 20 miles from Oakland, 28 miles from San Jose, 40 from San Francisco, 90 miles from Sacramento, 45 miles from Stockton, 125 miles from Marysville and 140 miles from Fresno. It is estimated that 18,500 members of Local 3 live within one and one-half hours driving time of Dublin.

Plans are now underway to construct a new building for the Credit Union, which will also be located in Dublin, the Board said. The present move is to an already existing structure.

WHAT'S INSIDE

Credit Union Map, Pg. 3
As the story above indicates, the Credit Union has moved to new facilities in Dublin, California. For a map of the new location see page 3.





LOOKING AT LABOR

By DALE MARR, Business Manager

First, let me congratulate each of you and the members of your families who worked and voted for the projects and candidates recommended to you by your grievance committees and local union Executive Board. Your efforts and your votes not only counted but may have provided the margin for an historic turning point in the State of California and America.

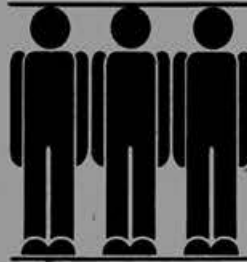
On the front page of this edition of your official union newspaper is a general accounting to the membership of the results of those projects and candidates that we supported throughout our jurisdiction. The results clearly show that we were more than "mildly successful" in opposing those who would steal work from our members and supporting those who have the common interest of the working man at heart. We have clearly proven that hard work and dedication along with true purpose can still bring about change in the course of American history. We have further proved that a politicized and informed membership given all the facts and an opportunity can still dedicate itself to making the American Dream come true.

As I expressed to you in the final pre-election edition of *Engineers News*, the best of all possible worlds would be to successfully defend ourselves against the hard core environmentalists and at the same time elect Jerry Brown as governor of California. We did this superbly!

The rosy glow of election successes is already beginning to fade in the hard light of post-election realities. Our states' and our nation's problems did not diminish on Wednesday morning. We still need jobs for the jobless, housing and help for the poor, expanded opportunities for the young, considerate and humanitarian programs for the old and regeneration of the nation's economy. These responsibilities will weigh heavily on the shoulders of those we have chosen to carry the banners of democracy. Helping this fine group of political representatives to win their respective elections was only the beginning of the task. We must now work shoulder to shoulder with each of them for that legislation which best serves all Americans. We should make this effort with generosity and understanding and not by crowding our successful candidates into a corner with parochial and personal demands.

In California we have elected Jerry Brown, the youngest governor in the history of the state and he has promised labor a real chance to participate in those areas where labor's expertise can be of the greatest assistance to him and his program for a new and viable future for the State of California. We believe that working with labor this tough-minded young leader of the "new politics" can do an outstanding and long-term job for all the people of our great state. On the other hand, we would caution those individual labor leaders who might mistakenly underestimate the toughness, purpose and vision of Jerry Brown not to assume a demanding and dominant attitude. We best serve the ideal and the man of ideals when we all work in concert. We will recommend to Governor Brown the establishment of a labor advisory group with direct liaison with the governor. We will further suggest that this group be made up of a solid cross-section of all those leaders who represent the California working man and woman. We would see as the mission of this group to hammer out a labor policy that would be acceptable to the governor as best serving all the peoples of California. We think the governor will be responsive to labor politics based on this concept.

Again, thank you all for your efforts in the political arena. I feel each of you did more than your part in our successes in elections throughout our jurisdiction. In passing, I would like to single out your union's Director of Public Relations, Ken Erwin and his staff, and those volunteers from other unions that worked with them for their dedication, devotion and long hours of arduous work. These are fine professionals in every sense of the word.



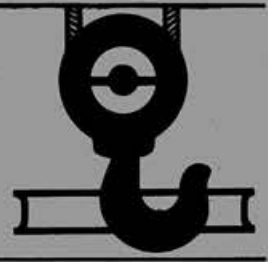
I know the best thing the Engineers Local 3 could do is to hold up our end of the agreement we made in 1965 and organize Fresno surveyors. How about it?

One of the main functions of the new Technical Engineering Division is organizing tech engineers. Since the inception of the Division Local 3 organizers have been very busy in many parts of the jurisdiction doing exactly that, and they have been having excellent success.

We are especially proud of our efforts in Utah and in Sonoma County, California. In Sonoma County a new employers association known as the Western Counties Surveyors Association was formed and signed an agreement with Local 3. This was a substantial addition to the ranks of our union because the Western Counties Surveyors Association is composed of 15 different firms. These firms are Herb Passarino, Brelje and Race, H. Wallace, Mitchell and Herford, Robert Curtiss, Fredrick Browne, Engineering Surveys of Northern California, Action Surveys, Atteberry, Glen Williams, R & M Surveys, C & D Engineering, Cranmer Engineering, Construction Control, Inc., and North Counties Construction Staking.

QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Of course organizing is a very difficult and time consuming operation and, because of this, organizing can't go on in all areas of the jurisdiction at the same time. However, I'm happy to say that Local 3 organizers are now active in Fresno and things are

looking very good. At the time of this writing meetings had been held with six different employers with more scheduled for the near future. By the time you read this we hope to have all these firms signatory to contracts with Local 3.

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.

S. F. Consumer Group Tells How To 'Break The Banks'

Ed. Note.

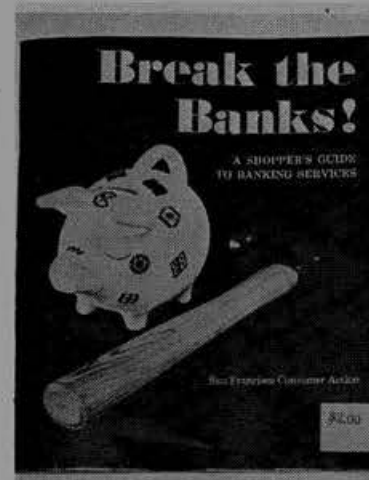
Due to the many requests from Operating Engineers and their families for special reading materials, we will include recommendations as a regular feature in your *Engineers News*.

San Francisco Consumer Action, a group founded in 1971, has published a 63-page booklet entitled "Break the Banks," a guide for using the services of financial institutions most economically. The booklet may be obtained by sending \$2.00 to San Francisco Consumer Action, 312 Sutter Street, San Francisco, California 94108. Bulk discount rates are also available.

"Break the Banks, a Shopper's Guide to Banking Services," is a good book to have on hand. It is simply and clearly written, offers valuable information, and gives advice based on the group's research of services offered to consumers by California's banks, savings and loan associations, and credit unions.

This booklet is especially useful to individuals who have not given much thought to the way they use financial institutions, or who are not familiar with the variety of services and costs of services offered by banks. It's also good for people who love to shop. There are comparisons of services and their costs between banks, and between banks, savings and loan associations and credit unions, with charts detailing the differences. The book deals clearly with loan services, checking account services and savings services, based on various needs and levels of income of individuals.

Discussing which banks charge the least, the book refers the reader to the loan tables and notes, "knowing the charges made is just the starting point to finding the least expensive and best loan for each borrower. While banks do have a general



interest rate charge which they will quote to the public, each branch has discretion to vary the price according to the borrower. Also, the cost comparison tables do not reveal the extent to which particular banks may engage in the questionable practices referred to in the following paragraphs of this guide. So they are best used to determine which banks are most likely to charge less for a particular loan, and where people should start shopping."

The Consumers Union and the San Francisco Labor Council have endorsed "Break the Banks" as offering a wealth of information for the consumer. M.K.

More Winners . . .

(Continued from Page 1)

In talking about the election returns, Business Manager Dale Marr voiced approval and satisfaction at the large role played by Operating Engineers in helping to elect candidates endorsed by Local 3's Executive Board. Marr said that "the victory of so many endorsed candidates shows that organized labor in general and Local 3 in particular can be influential in electing those people who have shown a willingness to work for the cause of working people."

"I am particularly proud of our efforts in defeating Proposition 13. We played a large role in the campaign to keep our brother members employed and will do so again in the future when the need arises. The victory of the Warm Springs Dam in Sonoma County is also good news for Local 3 members."

"I would like to extend my congratulations to Governor-elect Edmund G. Brown, Governor-elect George Ariyoshi and Governor Mike O'Callaghan for their victories in their respective states. What this election shows is that Local 3 is in the mainstream of political activity throughout our jurisdiction. It shows that we know how to pick the winners and are willing to go all out for those people who will work with labor to improve the lives of union members. We can be proud of our efforts."

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Dist. 80 Work Strong Despite Slowdowns

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

Work on the west side has continued to be good even though some of the jobs have been winding down. As of this writing, we are hoping for another month of good weather. Carl Woods has been working on his levee jobs north of Chico, he has three sites. H. Earl Parker has started his levee job at Murphy Slough west of Chico with approximately 10 operators on that job. We hope the weather holds for them. Parker has about 12 operators still working on the Cherokee Canal at Richvale. This job will be finished in about another week, it has been keeping some of the brothers busy for over a month.

Yuba Ready Mix has been working steadily for the past couple of months with the Sun-sweet Plant. They have had to bring in extra trucks from down south to keep up with the work load. The shops have slowed down somewhat the past few weeks but we can expect them to be busy after the harvest is finished and the crops are all in. We hope by the time you read this in the paper we will have more information on the sewer job in Yuba City. This job will cost approximately \$10 million. Also by press time, we will probably have had our pre-job conference with Ladd Construction on the Highway 99 job at Pentz Road and Road 149 from 99 to Highway 70.

H. M. Byars is working nine to 10 hours a day on their job at Willows trying to beat the rain. The Johns-Mansfield Plant in Willows is shaping up fast with most of the machinery set in place. We would like to take this opportunity to wish everyone a Happy Thanksgiving.

Work on the East side has remained good during the last month. Thanks to work which was unscheduled plus some good bid jobs. Gates and Fox has about 28 engineers working at the Colgate Tunnel near Dobbins, doing repair work caused by a cave-in. This job is lasting considerably longer than anticipated, as the damage was more than assessed when they entered the tunnel. The Yuba County Water Agency wants to line and grout this portion of the tunnel when

Marr Awarded Highest Honor By National Safety Council

Business Manager Dale Marr was awarded the National Safety Council's highest personal honor at the Council's conference held in early October.

The Harry Reed Memorial Award of Honor was bestowed upon Marr at the Chicago conference on October 3. The Reed award is given in memory of Harry Reed, the man who originally brought the Labor Conference into the National Safety Council. It is an annual award given to the individual with the most outstanding achievements

in development of safety laws and policy, enforcement and all others aspects of safety work.

Marr, long a nationally recognized expert in the field of safety, originated Local 3's safety program in 1960 and worked as its director until he was elected vice-president in 1964. In 1963 Local 3's safety program was greatly acclaimed at the Chicago NSC conference and Marr was one of the keynote speakers.

Marr said that he was greatly surprised and equally honored to receive the award.

it has been cleared. This has created extra work and kept our brothers on the job—three shifts a day, seven days a week.

At Hammonton, Guntert Construction Company is keeping about 30 engineers working dismantling Dredge 20, the largest of the remaining gold dredges on the Yuba Consolidated property. They are approximately one-third of the way through the dismantling.

Ladd Construction Company has just about completed their job on Buck's Lake Road at Quincy. They were awarded the Highway 149 job six miles north of Oroville between Highway 70 and Highway 99 and north on 99 to the Durham cut-off. They will be starting this job shortly and should keep several of the brothers working and add several more. This job is approximately a \$5 million job. Baldwin Contracting Co. bid the materials and overlay for this job and will create more work for their fellows.

Madonna Construction Co. at Quincy is going along much better than anticipated because the weather has held up to this time. They have about 15 engineers working on this job now, and will have several more, but because they did not expect the weather to hold up it will probably be into the spring before they get into full swing.

Hertel Construction Co. was awarded a \$600,000 bridge job west of Chester, but as of this writing it has not started.

Robinson Construction Company has just about wound up their work for the season with the completion of their overlay work and Highway 162. They are still working on Wyandotte Road but should be winding it up soon.

The Hunt Corporation job at Beale Air Force Base is coming along well. Teichert Construction Co. has just about completed their work on the dirt and underground. The concrete work is going strong with Mathews Ready Mix supplying the concrete. This is keeping the Mathews fellows working and should be good through the winter whenever it is possible to pour.

We are anticipating work starting on the Marysville Mall. The Morrison Knudsen Co. will probably be doing this work which should cost between \$2 and \$3 million.

Baldwin Contracting Co. at Hallwood has been keeping their fellows busy making materials for various locations. Teichert has started their work at the Pacific Coast Cannery in Oroville which is another job which was not expected and will keep the brothers working.

There is a lot of overlay and repair work scattered throughout the east side which has made this a good year in all.

The supply in the Marysville District could use some building up as our members have had to call on the bank for help and we always want to be sure that we can have enough available if any of the brothers need it. Anyone wishing to donate blood can do so at the following places and remember to tell them it is for the Operating Engineers Marysville District Fund:

Marysville: Marysville Art Club (just behind the Elks Lodge), 420 - 10th Street, Marysville. 1:00 to 7:00 p.m. the 2nd Tuesday of each month.

Oroville: Medical Center Hospital, Oroville. 1:00 to 6:00 p.m. the 1st Tuesday of each month.

Chico: 169 Cohasset Road, Chico. Mondays, 3:00 to 6:00 p.m.; Tuesdays, 8:00 to 11:00 a.m. & 1:00 to 4:00 p.m.; Fridays, 8:00 to 11:00 a.m.

We wish to thank everyone who donates blood as it makes it easier to be a hospital patient if there is one less thing to worry about. Not having to replace the blood you or your loved ones use in the hospital is one less worry.

Operating engineer/composer Ron Cain (see feature story in the October Engineers News) welcomes inquiries on his music. Anyone interested in "Dirt Movin' Man" or other songs by Ron Cain may write **RON CAIN Publications, 1220 Seabright #A, Grover City, Ca., 93433.**

A Personal Note from The President's Pen

By HAROLD HUSTON
President



First may I take this opportunity to wish all of the members and their families a very happy Thanksgiving Holiday. My hope and prayer is that all will have the best of health, work, and happiness!

Now that most of the major negotiations have been completed and ratified by the members, we find ourselves very busy catching up on our heavy work load.

In addition to the major negotiations, I've enjoyed helping the district representatives and business representatives in many of the smaller bargaining unit negotiations.

I believe it's our responsibility to negotiate the best agreements possible for each bargaining unit, no matter how many members are employed in the unit.

This is one of the reasons why Operating Engineers Local Union No. 3 is considered the best, because:

FIRST, we listen to the members' requests and suggestions at the pre-negotiation meetings.

SECOND, we do our best to follow the members' instructions during the negotiations, and,

THIRD, when we feel we have gotten the best agreement possible from the employer, it's presented to the members in each bargaining unit to vote to accept or reject the proposed new agreement.

It was a real pleasure to assist the district representative and business representatives of the Sacramento district office in their negotiations with Interpace Corporation. These negotiations covered the employees employed at their plant located at Lincoln, California.

These negotiations are conducted jointly with the Teamsters Local 150. Mr. L. W. Sabatino, Commissioner of the Federal Mediation and Conciliation Board Service, was invited to sit in on the last meeting with the employer representatives, which was held at the San Francisco office.

We appreciate his personal assistance which he gave to us. The employees had previously turned down the employer's last offer by a vote of 127 against the proposed agreement and 66 for the proposed agreement. Business Manager Dale Marr assigned myself to assist in these negotiations at this time, hoping to avert a strike.

We felt it better to meet again with the employer in negotiations rather than take a strike vote at this time. After an all-day hard bargaining session with the employer representatives, the employer agreed to the proposal we had requested.

The agreement was open for wages only and the final proposal by the employer gave to the employees a wage increase of 40c per hour in each classification, retroactive to July 1, 1974. **This is the largest wage increase the employees in this unit have ever received in all prior agreements!**

This proposed increase was presented to the employees at two specially called meetings at Lincoln, California, with 182 of the brothers voting for the new agreement and 47 of the brothers voting against the agreement.

The most important point is that no employees lost any time due to a strike, and the employees now have an agreement they are proud of. This was accomplished because of the tremendous support of the membership in this bargaining unit and the hard efforts of the negotiating committee.

The negotiations with Kaiser Aluminum Chemical Sales, Inc., for the employees employed at the Sacramento Plant, were most interesting.

The brothers employed in this bargaining unit had informed their business representatives of the changes they wanted incorporated in their new agreement at the pre-negotiation meeting. At the negotiations with the employer representatives, we explained to them each proposed change in the agreement that had been requested by the members in addition to additional changes we felt necessary to have a good agreement. The employer was well aware that the employees were backing their union 100 per cent. The new agreement for these brothers, which was overwhelmingly ratified by the members, is a two-year agreement to be effective May 1, 1974 and ending April 30, 1976. The employees received approximately 14 per cent increase in wages, fringe benefits, in addition to many language changes in the agreement. Also, wages will be open on May 1, 1975.

The employees employed for Sierra Metal Fabricators at their pre-fabrication shop located in Nevada City were extremely pleased with the changes in their new agreement which was approved by them at a specially called meeting. The changes are as follows:

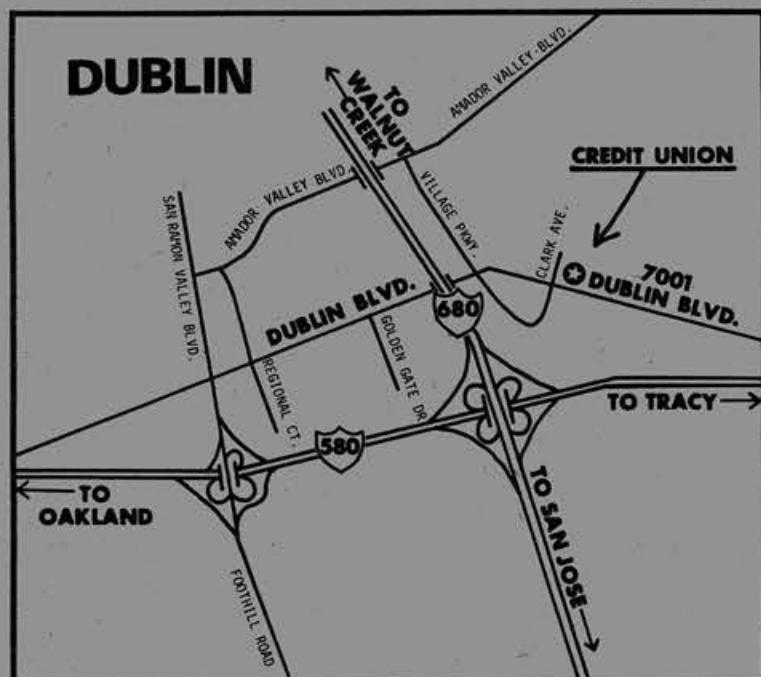
I. WAGES: Increase wages in each classification effective September 1, 1974, in the amount of 7½ per cent, with an additional wage increase in each classification on March 1, 1975, in the amount of 7½ per cent.

II. HEALTH AND WELFARE: Increase the present contribution into the Operating Engineers Health and Welfare Trust Fund from \$.60 per hour to \$.70 per hour commencing September 1, 1974.

III. PENSION: Increase the present contribution into the Pension Trust Fund for Operating Engineers from \$.35 per hour to \$.45 per hour commencing September 1, 1974.

The new agreement became effective as of the first day of September, 1974, and will remain in effect until August 31, 1975.

We appreciate the support the brothers in this bargaining unit gave to our negotiating committee.



THE NEW LOCATION of the Credit Union, 7001 Dublin Blvd., Dublin, Ca., is shown in the map above.



RIGGING LINES

By BOB MAYFIELD
Vice-President

It has been a couple of months since I last submitted an article for the paper, and I certainly do apologize for this failure. During this period I have spent almost all of my time on the road in contract negotiations, attending the Western Conference of Engineers in Hilo, Hawaii, and the International Foundation Trustees' Meeting in Toronto, Canada.

Several months ago in this column I discussed a new type of agreement completed in Phoenix, Arizona with several large companies and most of the local unions in the Western United States. It was called the Underground Shaft Mining Agreement and dealt with shafts being drilled in conjunction with mining exploration only. This type of work is not covered under any Davis-Bacon provisions and no prevailing rates or predetermined wages are set. They are, therefore, prime targets for non-union and open shop companies to do the work. As a matter of fact it was happening at a more frequent rate than we would like to think could happen. In some states such as New Mexico and Wyoming, almost all non-union companies were getting and performing such work.

The Anaconda Copper Company let a bid for a shaft near the Bingham Pit of Kennecott Copper fame. The Peter Kiewit Company, with the means to do this work competitively, armed with this agreement, were successful low bidders. A second shaft amounting to several million dollars was let and once again Kiewit was low bidder. The fruits of this realistic situation and contract have finally come to bear and as a result many brother engineers will be working winter and summer for a long time to come on work that just probably would not have been done on a union basis were it not for this agreement. We have high hopes that many other such jobs will be done under this agreement in the not-too-distant future.

Contract negotiations are the most time consuming part of my present assignments and any conscientious negotiator can't help but worry about this job. Anyone can put any group of men working for a company out on strike by outrageous and foolish demands beyond the physical means of the particular employer with whom you are meeting. The ultimate goal a negotiator can accomplish would be to reach what is the bottom of the barrel of money, through clever negotiations, without actually going on strike and still keep the employer making a profit. This isn't an easy task.

Recently we finally reached an agreement with the Utah International Company at their iron mine in Cedar City, Utah. Regrettably this was a situation where the employer was not really serious about reaching an agreement that was realistic and honorable by today's standards, and this resulted in a 45-day strike. In these cases this is the main weapon the working man still has, and that is the weapon to strike and not work. The best agreement ever reached at this location finally came, only after one of the vice-presidents of this company came on to head up negotiations in the absence of the company's original head negotiator, and an agreement was consummated that was ratified almost unanimously. To the rank and file of Utah International, who stood together and supported Local No. 3 one hundred percent, I would like to personally thank you.

Also this past month we reached an agreement with Helms Sand and Gravel from Reno, Nevada. This company does a very large part of the sand and gravel work in our jurisdiction in Nevada, as well as heavy construction. This agreement featured a percentage of parity for the first year and retroactive pay back to June 1st, which in some cases meant \$700 to \$800 checks retroactively. In the remaining years it would tie directly to the construction contract in both dates and amounts, with 90 per cent of the A.G.C. increases to be implemented into this Sand and Gravel Agreement on the same dates as the A.G.C. and cost of living adjustments on November 1, 1975 and 1976 at 90 per cent of the A.G.C. raise.

Our organizing efforts are going fairly well in the gas, oil and geothermal field as the organizer and business representative in this field, Ray Morgan, is putting in many hours and many miles in this effort. We now have four companies under contract and will file for the fifth company election with the N.L.R.B. by the time this article reaches the press. We have taken in over one hundred new members in this effort and we have found a lot of these brothers are indeed staunch union men and glad to be a part of our organization.

At the Western Conference in Hilo, Hawaii held this past month a good portion of our drilling agreements, and Local No. 12 agreements, were coordinated and adopted almost in its entirety by the Western Conference as a format for all other states to use as a contract base. Many thousands of unorganized men are now working in the Western States, completely non-union. Hopefully this agreement will catch on and this historically non-union industry will be harnessed and unionized, not only in our jurisdiction but throughout all of the Western States.

The open shop and double-breasted companies are constantly on the move to make inroads in our jurisdiction. This past month in an effort of working closely with our business agents in Nevada, we helped thwart such a situation and we are working hard to get a contract signed with the others. A pair of different Idaho companies were low bidders on remote jobs in Northeastern Nevada. These

San Jose District

Building Permit Rise Boosts Average

By MIKE KRAYNICK,
DISTRICT REPRESENTATIVE
TOM CARTER,
ASSISTANT DISTRICT
REPRESENTATIVE AND
BOB FLECKENSTEIN,
JACK BULLARD AND
NATE DAVIDSON, BUSINESS
REPRESENTATIVES

If the balmy weather holds a while longer this may end up a pretty good year for this area. September saw a general rise in building permits to help boost the average—although still below last years' building boom. West side activity shows \$1.2 million in Campbell including the \$500,000 Timber Cove mobile home park being built by Brandenburg, Staedler & Moore. The new medical clinic at Valley West General Hospital phase II development gave Los Gatos a boost. Saratoga still manages to average more than \$1.25 million per month. All this in spite of the state average for California where the building pace reflects a 13 per cent decline.

The ripple effects of the deep cuts in construction brought on by tight money and high interest rate policies are felt in production cutbacks and lay offs in many sectors of the economy. Construction represents about 12 per cent of the gross national product and a slump in that big a part of the economy is felt by all.

Dale Holbrook is recovering well from amputation of his right leg. We reported this job injury last issue. October 17 they performed the operation that will prepare the stump for insertion into an artificial leg. He'll probably keep the left leg, also badly mangled. Dale's spirits are fine, although he admits frankly he's had pain all the time in the hospital. He may go home in early November.

Down the hall from Dale at Community Hospital, Eugene Henderson lies with a leg in traction. He sprained his ankle badly on the job at Big Sur last May. Kept working, but feeling worse, and seeing his doctor. Turns out he ruptured two discs in his back at the same time he sprained the ankle. He'll be hospitalized a while, entered Oct. 4th.

Don't be shy about calling these brothers—they'd appreciate it.

Gabilan Iron (Salinas) negotiations should be complete as you read this. Homer Jones withdrew as machine shop steward to accept a position as supervisor. He did a good job as steward, we appreciate him. Brother Ivan Hall is the new machine shop steward. We welcome him, we know he'll do a good job as well. Gabilan is a tightly knit group of brothers, we enjoy representing them. Brother Sig Borrenkott from Gabilan sat with us at negotiations.

Pringle Tractor, Salinas, should also have a first agreement by now. These are good hands, a majority joined even before negotiations began. Jack Griffin, Federal mediator, has been present from the second negotiation meeting on.

We've been visiting brothers at Graniterock Aromas quite regularly. Paul Pecoraro is now steward on swing shift. He joins Bob Bishop, long-time day shift steward.

Ed Buttler will have completed two projects by now—Espinoza Road improvement near Salinas, and Crazy Horse Road near Prunedale. Les Ball is back with

Ed on blade. They worked together 20 years ago. Les Ball is twin brother to Wes Ball, retired HDR from Granite Santa Cruz branch. Paul Beck has had a good year, plenty of work. Granite Salinas has a big season. Brother Jim Snyder runs Hwy. 68 and Blanco Road jobs, keeping many busy. Dave Storey on blade, Billy Inman several rigs on several days, Jim Weeks on blade, Phil Paulsen on blade. Al La Grange and John Tobar have worked the Kolman loader at Pine Canyon pit.

Art Kokesh is finishing the Main St. Salinas project for Granite with Marvin Kerlee running loader. He's the son of Mervy Kerlee Sr., nephew to Floyd Kerlee, who we've worked with.

Granite Construction Co. has landed the biggest contract in its history. The Los Angeles Board of Water and Power Commissioners awarded a \$30.6 million contract to build a new reservoir for the city. The reservoir will replace one damaged by the Feb. 9, 1971 earthquake that was centered in San Fernando Valley.

The job is basically an earth-moving project, with a lot of concrete work. Williams & Burrows, Inc. was awarded a \$6 million contract to construct College No. 7 at the UCSC campus in Santa Cruz. Earth moving will commence at the beginning of the third week in October.

A lot of brothers in the Santa Cruz Area have been wondering about brother Albert Sams, a long time employee of Granite Construction. For their information

Albert is doing fine and should be back to work in about three months.

The pre-job for the \$5.1 million job for construction of the East Cliff sewer transmission line will be held on Oct. 21, 1974.

Al Otjen, Public Relations Administrator for Granite Construction said that the job will be held up because of material shortages, a growing concern of many contractors in this area and others.

Granite's job on the 5.2-mile stretch of Highway 1 between Rob Roy Junction in Aptos to Airport Boulevard in Freedom is within six weeks of completion, if the weather holds. Granite is going "full bore" at the moment, working six days a week.

Another link in the Guadalupe Freeway that will eventually connect Interstate 280 and Highway 101 north of San Jose via downtown has moved a step nearer reality. The California Highway Commission included second year financing of the first stage of the link in its new 1975-76 budget and announced plans to ask for bids for this project in 1975.

This phase of the Guadalupe project is part of a proposed freeway that some day will extend south to Santa Teresa Boulevard in southern San Jose. This first contract will include grading to the sub-grade plus the structures and bridges from West St. John to West San Carlos Street.

The second stage of the project which will come up for bid in 1976 will include the paving plus another section from Taylor Street to Highway 101.

ATTENTION OPERATING ENGINEERS IN THE SAN JOSE AREA

Central California Red Cross Blood Center
333 McKendrie Street
San Jose, Ca.
292-6242

BLOOD DONATING HOURS

8 A M-6 P M Monday
9 A M-6 P M Tuesday
9 A M-1 P M Wednesday (Alt.)
9 A M-6 P M Thursday
8 A M-4 P M Friday
9 A M-12 P M Saturday (Alt.)

*For alternate Wednesdays and Saturdays, please call the Center for information.

More Rigging Lines...

(Continued from Column 2)

companies are both signatory to the A.G.C. agreement in Idaho, but instead of signing with Local No. 3 elected not to sign or dispatch any of the union engineers that came down on such job from the Idaho local. In both cases, besides what was mentioned in the previous sentence, the fringe benefits were paid directly on the checks in cash. In at least one of the cases they were not paying the correct Nevada wages, but those obtained in the Idaho agreement which is far inferior to our contract. At this point we finally have signed one company to our contract and dispatched around 15 Local No. 3 brother engineers to that job. At the time of this writing, the other company is still working open shop.

These open shop or double-breasted companies working under the pretense of being half union where there is no contract, have the advantage over union contractors in many ways. Such as:

- 1) No overtime until after 40 hours;
- 2) No overtime on Sundays or holidays, unless more than 40 hours have been worked in that week;
- 3) No work rules such as manning, starting time, quitting time, shift differential or shift time;
- 4) Companies can work men at different crafts from day to day or hour to hour.

These are only a few things we now enjoy under a union contract, and are severe problems facing your local union and its business agents very seriously today.

Contract negotiations are a never ending thing and at present I expect to be very busy with at least four that are now in progress. They are Nevada Aggregates from Reno, Wheeler Machinery, the caterpillar dealer in Salt Lake City, United Concrete Pipe from Utah and a colored rock agreement from the Clear Lake area.

I would close for now and wish every member and their families a wholesome Thanksgiving.

Nevada Work To Last Through Winter

By DALE BEACH
District Representative
and
PAUL WISE
DAVE YOUNG
RONALD RHODES
Business Representatives

The leaves are starting to turn and there's a little nip in the air as we start into the fall work season. There's not an overwhelming work load in Nevada, but there are quite a few jobs going which will carry through the winter months, which is some encouragement.

As you brothers are well aware of, this country is going through quite a tight money situation, which is one of many elements contributing to the slow work picture. The AGC of Nevada supports a cut in Federal Government's expenditures for construction in an effort to halt inflation. We disagree with this theory, the reason being that we think the AGC should be working hand-in-hand with your union so as we can acquire the much-needed funds for highways and other federal funded projects that have had monies appropriated, but the government has held up.

Yelland Airport in Ely has gone out to bid for the much needed improvements and re-vamping of their facilities but as of this time, the contractor has not been awarded the job.

El Dorado Aggregates & Paving of Carson City has a fairly good sized job supplying materials for the State of Nevada at Ely. This is a new firm in the area and we are happy to have an agreement with them. They also have their plant in Genoa running one shift at this time.

R. E. Ferretto is not losing any time on the Douglas High School site preparations and underground work. McKenzie Construction is the prime contractor on this job at a cost of \$2.5 million.

Savage Construction is well ahead of schedule on the Industrial Park project south of Carson City, and Johnson & Mapes' prison job at Stewart has had its ups and downs, but is finally starting to move.

J. A. Tiberti Construction has been awarded the \$2.28 million six-story State Office Building in Carson City, and Holcomb Construction has been driving the concrete pilings for this job.

Harker & Harker is all over the area. You could see their crews anywhere from Yerington to Tonopah and from Ely to Reno working on their mammoth power line project.

There is going to be a \$1 million road realignment job coming up this spring at Yerington, which should help a few of the brothers in the immediate area.

The Hawthorne demilitarization job on which Santa Fe Engineers is the prime, has finally started to show some signs of activity. Helms is one of the subs, and they have site preparation and some road work. Sierra Paving has around \$900,000 worth of streets and paving on this same project, and Gerhardt & Berry has the water and sewer contract for it, which will run around \$340,000. This firm is headed up by two good union men by the names of Chris Gerhardt and Ken Berry. We're sure they'll run this job as smoothly as they have done in the past.

We're happy to say that we

have signed an agreement with a firm in the immediate area of Hawthorne, namely Sierra Rock, Sand and Gravel. They should keep around six engineers busy throughout the winter.

Holcomb Construction is doing well on their Mayberry Bridge job, as well as Lummus, Inc. who has the railroad re-locations part of this project. H.K.M. Corporation has really turned to, as their Reno Motor Lodge and Casino is starting to show signs of completion.

Walker Boudwin's Saint Mary's Hospital expansion project is in the slow stages, but their Greyhound Bus Depot is far ahead of schedule.

Pestana Inc. is in the final stages of the underground job at Kings Row, and Helms is 90 percent complete on the same project.

Jack Parsons Construction is now proceeding with their I-80 Highway project at Silver Zone Pass, using Terex scrapers. They have had some bad luck with the dozer that they rented; at 17 hours the transmission broke, and at 25 hours it blew a piston. Our new job steward, Lynn Messman, is doing a very good job at Parsons.

We have some bad news; after approaching Bergraff Construction at Owyhee Reservation for a contract and being refused, we proceeded to picket. The Owyhee Reservation Police took offense to this and removed us from the property. We now have to regroup and proceed again.

Canyon Construction at I-80 project in Lovelock has been having their problems building a fill due to it settling as fast as they can place the material.

J. C. Compton is now paving at Lovelock on I-80 and soon will proceed to Brady's Hot Springs I-80 overlay. Unfortunately this project is in Area No. 1. Stan Jones, of the Department of Labor, determined the project was more than 50 percent physically in Area No. 1.

Olson Construction at Nixon is still working on the Marble Bluff Dam. This job has been a very good one and will be complete in February.

Ray Ferretto has the dirt work for freight terminal facilities on Industrial Way in Sparks for Delta Lines.

We had to suspend work temporarily on Barlow & Peek's jobs to collect delinquent fringes, but now have allowed their work to continue as payments were made.

Frontier General is now working on their middle school project at Stead but have had their fill of sabotage by some children in the area who have tried to destroy their D9 dozer.

Martin Iron has been busy at the new Sparks Post Office on Vassar Street which was detained due to the recent Carpenter's strike.

Robert L. Helms has had a large lay off on their 395 North project at Red Rock Road and are continuing with a single-shift operation.

Nevada Paving has been going strong paving in the many industrial areas throughout Washoe Valley.

We now have a new contract with Galey Construction, but not before having to take a great deal of time and effort and picketing to accomplish this. There are now

approximately 12 Local 3 brother operators on this project on the "Little Humboldt" which will dam up a minimum of 35,000 acre-feet of water for irrigation and recreation purposes.

Frontier General also has a job at Gabbs which is Local No. 12 territory but we have arranged for two Local 3 operators to work on this project.

Roberts & Anderson Inc. out of Phoenix, Arizona was recently awarded a \$67,110 contract by the State Highway Department to install a signal system at Kietzke and Peckham lanes in Reno.

After Ferretto finished the site preparation and Helms the fine grading and paving, Grand Central, a Salt Lake City chain-type variety store, is now under construction on Oddie Boulevard in Sparks. It is the chain's 21st store, and the first to be built in Nevada.

Another new plant, Hamilton Kent of Nevada, with 25,000 square feet of manufacturing facilities is under construction in Sparks. The operation is designed to supply sewage and drainage pipe manufacturing customers with a complete and full-service source for their line of gaskets.

On the mining scene, we're happy to see that Anaconda's Victoria Mine property has finally ratified their contract. It was the last one to be ratified of all those negotiated in the coordinated bargaining that took place last summer. The hands at Victoria voted the contract in by 30 to 0 in favor, and 2 not voting either way.

We have had several men out on injuries this month, and we should all strive to be more careful in the coming wet weather months. It will be made worse by freezing, so watch your step before stepping on that piece of machinery.

In closing we wish all you brothers and your families a very Happy Thanksgiving!

Late Rains Allow Work Past Scheduled October Slowdowns

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

A majority of employers in District # 10 took Harry Geise's long-range forecast for a wet October verbatim and scheduled work for October completion or slowdown. So far the clouds drifting through haven't had as much moisture as expected. Ball, at Geyserville, is rapidly covering up as much subgrade as possible and is still operating the rock plant two shifts in order to stockpile as much as possible before the Russian River rises.

Piombo Corp. has completed their erosion control work at the Warm Springs Dam and is 95 percent completed on their ponds for the city of Santa Rosa. Piombo's big job at the moment is in the Mendocino National Forest about 40 miles from Covelo. Living conditions at this location are not as good as those we would like to have. It is hopeful a compromise will be reached by the time the paper goes to press.

Brother Jim Morrison is extremely grateful for roll-over cabs and safety belts. A TS14 Jim was operating on the Covelo job rolled down the mountain, and other than one big bruise from the top of his head to his toes, Jim is in good shape.

Indian Valley Dam is right on schedule and looking for top out, barring rain, before Halloween. Huntington Bros. pulled one out from under Syar-Pacco on re-locating five miles of Bartlett Springs Rd. at the north end of Indian Valley. Huntington intends to start work as soon as notification to proceed arrives from the Yolo County Water District.

A lot of happy faces around

Lange Bros., as Lange just landed a major sub-contract right at home. Baldwin Contracting Co. of Marysville is the prime contractor on this approximately \$3 million sewer project, north of Lakeport.

Sub-division work around Santa Rosa, Napa and Petaluma has all but ceased due to current high interest rates developers have to pay to finance their projects. Keeping reduced crews busy are Teichert, Argonaut, Soiland, Siri, Rapp, Stroco, Tomki and others.

One of the changes in the job placement regulations benefiting members 55 years or older, with 10 years of service, is the right to register as an assistant to engineer, via preferred list registration. If you would like to take advantage of this classification, we suggest brushing up on your grade setting at Rancho Murieta. Rancho Murieta will be open until December 20th, then closed down for the Holidays until January 6th.

We would like to take this opportunity to wish you all a Happy Thanksgiving and to remind you of the quarterly district meeting to be held December 5th, at 8 P.M. at the Veteran's Memorial Building in Santa Rosa.

The Santa Rosa Office has retroactive pay checks for the following members from the Gordon H. Ball company. Kindly contact the Santa Rosa Office, 3900 Mayette Ave., Santa Rosa, CA 95405, Tele: (707) 546-2487, to obtain these checks:

Jim Bartlett, W. O. Bogart, David E. Bourne, Glenn J. Carbre, Donald R. Crane, Charles A. Hope, Lee A. Hunter, James D. McMaster, Charles G. Price, Gino Tavasci, Lester F. Thill, R. D. Van Vleet.

Work Picture Good In San Francisco

By RALPH WILSON
District Representative
and
HARVEY PAHEL
CHARLES SNYDER
Business Representatives

The work in the San Francisco area is very good at the present time.

Herrick Corporation has moved onto Dinwiddie's job at Spear and Mission streets, putting up the steel with two guy derricks and a 3900 Manitowoc from San Jose Crane & Rigging. Dinwiddie will have two material hoists plus three or four elevators on the job.

Homer J. Olsen on their Market Street job, is slowly coming to an end, as all the concrete is poured and they are now in the process of back filling. Their other job at Fisherman's Wharf is going very well with quite a number of brothers working for them. Henry C. Beck has started to move on the Embarcadero Three, Chet Smith has done half of the excavation at this time, Santa Fe Pomeroy is driving the piles and Spencer White and Prentiss is doing the tie back and shoreing.

The following contractors are

now being serviced in the San Francisco area:

Annuzzi Concrete; Anderson, Brow & Buckley; Henry C. Beck; Branagh Const.; Ball Const.; Chanan Const.; Cleveland Wrecking; Cahill Const.; Christensen & Foster; Dinwiddie Const.; De Narde Const.; Fruin & Colnon; Flora Crane Service; Golden Spear; Haas & Haynie; Homer J. Olsen; Herman Christenson & Son; Herrick Corp.; Iconco Corp.; Larry Hanson; Mitchell Plumbing; Melcar Const.; Nibbi Bros. Inc.; Plant Bros.; Pearson & Johnson; Rosas Const.; Sheedy Trans.; Spencer, White & Prentiss; Swinerton & Walberg; Chet Smith; Santa Fe Pomeroy; Webcor Builders; William Simpson; Williams & Burrows.

Paxton & Grisward; Batista Landscaping Service Inc.; B. Fontana; Theo Tronoff; M. Lummus Inc.; Marshall Mirza; Buzz Haskins; Ralph Larson & Son; Hensel Phelps; Patton Bros.; Harry Lee Plumbing; Healy Tibbitts; Amloc Companies; Adco Concrete Pumping; Bob Ward Backhoe Service; Arthur Bros.; P&Z Co.; Lowrie Paving; Chet Smith Dump; Los Gatos Const. Co.; Associated Const. & Eng.

Standard Builders; E.P. Lathrop Co.; Ollie Nelson; Sacramento Valley Crane Service; Remmill Corp.; Paxton & Grisward; McKinley Co.; Future Const.; Jacobs Bros.; Homer J. Olsen; Hackett Bros.; Skyscraper; Hogans Backhoe Service; Frank Portman; C. F. & T. Concrete Service; Universal Demo.; Valley Crest Landscaping; Robertson Const. Co.; F. Ferrando & Co.; B. Fontana & Son.; R. A. Rogers; Kennelly & Regan; P&Z Drilling; Pitcher Drilling.

Cement Gun Const.; Swinerton & Walberg (2 jobs); Williams & Burrows; Engstrom & Nourse; G. M. Shupe; Underground Const. (2 jobs); Homer J. Olsen; W. L. Fairley; Wm. Simpson; Dan Caputo; S. J. Amoroso; Denarde Const.; Ring Const.; Chet Smith (2 jobs); Rothschild Raffin; Bepco Inc.; Chet Smith Dump; SWEAT; Mapco Inc.; Allied Structural Steel; Ohara Const.; Cahill Const.; Flora Crane; O. C. Jones; Lowrie Paving; R&R Co.; Golden Gate Park Dept.; S.F. Water Dept.; S.F. Street Dept.; Arntz Bros. (3 jobs); Underground Const.; Greegan & Angelo; Joseph Kaplan; Golden Gate Bridge & Tran. Dist.; Mel Weir.

Stockton-Modesto Work Stable

By Walt Talbot,
District Representative,
Jay Victor,
Assistant District Representative
and Al McNamara,
Business Representative

With some exceptions the work picture for this district remains nearly the same as reported last month.

GHB Const. Co. of Danville, successful bidder at \$6.5 million for the multi-lane freeway and four bridges project on Interstate 5 in northern San Joaquin County, has not yet commenced. With the advent of winter fast approaching it is doubtful now that any activity will take place on the project before next spring.

Dan Caputo Co. of San Jose was low bidder on the tertiary water treatment plant in Stockton. The Caputo bid was \$16 million for the project.

A. Teichert & Son won the contract to widen the resurface from Highway 99 to Walker Lane in San Joaquin County for \$126,000. C. & S. Plumbing Co. of Campbell was low bidder at \$140,000 to make improvements on the sanitary sewer system in Raymus Village in Manteca.

F & H Const. Co. of Stockton was awarded the contract for new additions at the Sutter Creek

High School. The bid was \$9 million and some engineers will be needed for the site preparation and utility services. Some \$8.7 million will be expended by the California Highway Commission for road construction in San Joaquin and Stanislaus Counties for the fiscal year beginning next July. Also included in next year's budget is \$4 million to cover the first stage in construction of the State Highway 120 bypass around Manteca. The projects in San Joaquin County include: Widening Route 4 between Walker Lane and Jack Tone Road for an estimated \$.75 million. Reconstructing Route 4 from San Joaquin River bridge to Argonaut Street for \$.5 million. Replace Route 4 bridge deck across Old River, estimated cost at \$300,000. Replace Route 4 Bridge deck across Middle River for \$180,000.

Projects in Stanislaus County covered in next year's budget are converting the existing fourlane freeway and expressway on Route 99 to a six-lane freeway between Route 132 and Pelandale Avenue north of Modesto. Estimated cost is \$12 million which includes constructing interchanges at Prescott and Beckwith roads. Complete conversion of Route 120 to a four-lane expressway commencing at

the Stanislaus-Tuolumne County line and extending east for more than seven miles. The estimated cost of this project for the first year is \$3 million.

A group of Tuolumne County officials gathered on October 5 on Highway 108 for a groundbreaking ceremony for the official start of the first step in construction of a \$12 million Tuolumne County regional sewer project. State agencies cut through red tape to speed approval of the construction contract. Approval usually takes from four to six weeks, but they had it processed in only one week. After putting up with delays from the State for a long time, it was good to see that they can speed things up when they want to. Tuolumne County Water District directors are sending a letter of commendation to the state for its fast action.

Work began on the Twain Harte interceptor line at the Sullivan Creek bridge and work crews of 15 to 20 men are putting in about 500 feet of pipeline a day. Project contractor for the interceptor is Twain Harte Heating and Plumbing. The company has 270 calendar days to complete work on the interceptor making completion day May 23, 1975. John Watkins, head of the firm, said his men will work when conditions permit, but admitted he does expect to lose some time because of winter weather. A backhoe and trencher are used to dig the pipeline ditch. Before pipe can be laid, a bed of special dirt is placed and compacted, providing insulation for the pipe. Fill material is also brought in for the rest of the ditch, and most dirt taken out in initial digging is trucked away. The sewer line will proceed through Sonora Meadows and Crystal Falls to the Twain Hart sewer plant.

Also in Tuolumne County, George Reed of Jamestown was the lone bidder on the Columbia airport paving project, and it was awarded to him at \$43,419. There are 163,000 square feet of paving to be done in and around T-hangars.

State department of transportation has called for bids on a major Highway 108-120 widening project from Kisler ranch to one-half mile into Stanislaus county. Bids will be opened November 13 in Sacramento for this four-lane expressway. Construction will start in mid-1975.

In Stanislaus County, George Reed, Inc. of Modesto has been awarded a contract to reconstruct and straighten Crows Landing Road at Taylor. Their bid was \$64,233.

Flintkote of Modesto has been awarded two different contracts. One contract by the Turlock Irrigation District for 2,800 tons of gunnite sand needed for winter canal repairs, the other contract for a Hughson street paving project on Walker Land and Second street. The estimate of \$13,960 includes excavating earth, laying aggregate base and constructing a two-inch thick asphalt concrete pavement, with four catch basins and dry wells. Project will be completed in 30 days.

On the west side, bids will be opened in Patterson on October 21 for an estimated \$804,500 construction project on the Patterson High School campus. Included will be four social science class-

Employers Work Overtime As Autumn Weather Hits Eureka

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

The leaves are beginning to turn color, the nights are getting progressively cooler and the out-of-work list is down to the lowest level in several seasons. Once again autumn has hit the Redwood Empire and the contractors are beginning to think about the rains just around the corner. Most employers are working some over-time in an effort to beat Old Man Winter.

At the southern boundary of our district W. Jaxon Baker is making the dust fly trying to get as much dirt moved as possible this season. This has been a good dirt job for approximately 20 engineers this season. Also it will be an opportunity to get started early next season. Jensen Drilling is doing the horizontal drains and Mercer Fraser is supplying the permeable gravel.

Southern Humboldt has suddenly become alive with work as the Public Works Department has let several storm damage projects recently with more to come.

S & E Construction of Enterprise, formerly Anderson Construction, is beginning a \$299,035 project on the old Briceland road. They also have \$130,000 of road repair in the Shelter Cove area.

John Burman and Sons are getting started on \$149,544 worth of work at Salmon Creek. Wallan & Johnson of Garberville will be starting in the near future on their Sproul Creek job.

James O. Johnson of Garberville was low bidder on the Redway water main extension in the amount of \$408,094. We hope they don't encounter any problems obtaining pipe valves etc.

A. V. de Brito and L. J. Durate are still busy on the Humboldt Hill sewer project. Two more underground projects are planned to be let in the near future.

Glenn W. Shook, Inc. is still busy on the Blue Lake water project. This firm was the low bidder on the Cutten sewer job but their bid was about \$100,000 over the estimate. Evidently this problem has been solved as they are breaking ground on this.

In Arcata, Guy F. Atkinson is going full bore on our largest highway project. The two major problems on this job are mud and hippies. At the present time they are working 5-10's and an 8. They are working on a bypass so the structures can be started later this fall. The price tag on this job is approximately \$8.5 million dollars.

rooms, an art room, administration offices, three shops, a shop classroom, demolition of old woodshop building and an alternate parking area.

Construction will begin within a month on the 5.1-mile freeway for Highway 99 between Modesto and Salida. Kasler Constructors of San Bernardino was awarded an \$11 million contract by the California Department of Transportation to proceed. The Kasler Co. submitted a low bid September 18th but the contract award

was delayed until now as the State Highway Commission approved budgeting \$1.8 million more to pay for the project.

Then next largest job in the area is the addition to the library at Humboldt State University at \$4.3 million. Paul V. Wright was low bidder. It appears that Wm. H. Cooke of McKinleyville has the grading and paving.

Speaking of paving, it seems that wherever you go in District 40 you encounter Mercer Fraser Company crews on paving and overlay work. They recently paved the Grouse Mountain road from old Highway 299 to the ski lift turn off. This project was many years overdue. Even though the road is still steep and narrow it is now a pleasure to drive.

The David R. Wilkins Company has picked up several more contracts throughout the area. Their projects include underground, road repair, vista sites, waste disposal sites, etc. Whatever comes along Dave will bid and usually he is successful.

Chet Chaney is finishing up his Eel River levee repair project east of Ferndale. He kept four and five brothers busy about a month, now he is looking at more of the same type of work.

S & A Development is going two shifts on the crusher at Alton. This firm has come a long way in the last four or five years. Today they keep a crew of 10 engineers busy on almost a year around basis. One of their bigger jobs will be to produce the concrete for the twin bridges being constructed by C. K. Moseman Company at Rio Dell.

Nally Enterprises has had its hands full on the Rio Dell bypass this summer. In spite of the water and other problems he has managed to keep a crew of a dozen engineers busy. Lew Jones Construction Company of San Jose will do the structures on this one. Foundation Construction, Inc. is busy at the present time on the pile driving.

At Orleans O'Hair Construction is going full bore paving the G-O road. Portions of this project are at an elevation of 4,500 feet. It goes without saying that winter comes early in the "high country." This project is just under \$1 million.

The Crescent City area is very short of work at the present time. Highway 199 is in desperate need of up-grading, but due to the efforts of the environmentalists and the so-called shortage of funds nothing is scheduled in the foreseeable future. Hopefully after November 5 it will be a new ball game.

Brothers, at the present time our work situation is very good, however, the inevitable rain drops which aren't too far away will change the picture completely.

But looking back over our work season we can say it was a much better work year than we have had for the last several years, also there will be quite a bit of carry-over for the coming year.

All of us here in the Eureka office would like to thank all the good brothers for the fine attendance we have had at our district meetings and would like to wish all of the members and their families a good Thanksgiving.

Until next month let our byword be "safety starts at home."



ROLLOVER PROTECTION prevented serious injury to the operator of this Cat 651-B scraper when it rolled over while working on the Currant Creek Dam project.

Engineer's Mishap Illustrates Value Of Rollover Protection

By VANCE ABBOT
Safety Representative

Is rollover protection worthwhile?

Ask operating engineer (Batman) Freddie Bird that question and you will receive a sincere testimony that will convert any disbeliever to the worth of rollover protection. On the afternoon of Sept. 9, 1974, Freddie put his equipment to the test.

Freddie is employed by the S. J. Grove & Sons Company on the Currant Creek Dam project. At the time of the accident, the west keyway was being stripped of overburden and, although the slope was quite steep, the work had progressed without a hitch until Freddie came in and turned downhill to pick up his load with the scraper down. Most of the loose material had been removed and his bit would not bite in. However, it apparently did roll up a rock which was enough to

upset the balance and roll his 651 upside down.

Freddie claims that from an operator's view point, hanging in your seat belt and looking up at the floor boards, a 651 resembles the Battleship Missouri.

As a result of a properly equipped machine and a strictly enforced safety program, requiring the use of seat belts and other personal protective equipment, we have a brother operating engineer whose only injury was to his pride. Damage to the equipment was minor with a minimum of down time, thanks to the rollover structure installed on the new 651.

We do not recommend this method of testing rollover structures. However, Freddie claims it is the best cage he has ever been in and highly recommends the use of seat belts at all times. We of the Safety Department heartily endorse his recommendation.

OUTLOOK

NOVEMBER, 1974

Liberalization Of Vesting Scheduled

ASK YOUR TRUSTEES:

Address

FRINGE BENEFITS SERVICE CENTER
476 Valencia Street
San Francisco, Ca. 94103

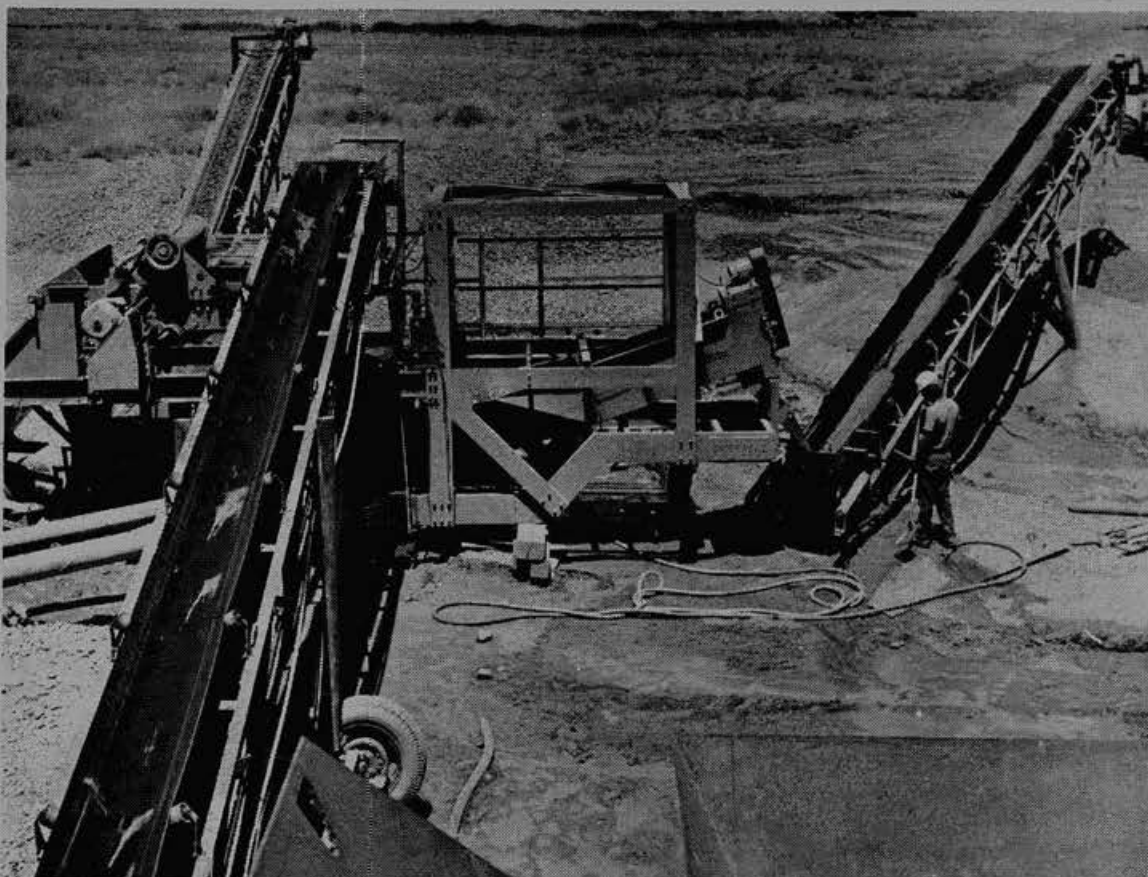


Joint Apprenticeship News

VOL. 4—NO. 11

SAN FRANCISCO, CALIFORNIA

NOVEMBER, 1974



A SAND SCREW is the name of the piece of equipment apprentices were asked about in last month's JAC News. Another view of this unusual operation, one of three in California, is seen above. What makes this machine so unusual is the screw which delivers the sand to the conveyor belt. As

the screw moves the sand through the housing it creates a washing action that produces a very fine and clean sand. Capacity is up to 1,000 cubic yards per day. The operations associated with this plant provide many additional training opportunities for both apprentices and journeymen.

Apprentice Systems Notebook

By JACK H. McMANUS
Administrator

Many times calls are received in this office from either apprentices or employers regarding the apprenticeship program and some problem that has arisen which concerns these people as individuals or companies. In the hope that we can put some of those problems to rest, I think it would be well to outline the duties of the coordinators and also how that affects the apprentices and the employers.



Jack McManus

The coordinator has some definite duties to perform with respect to the apprenticeship program and we will briefly outline these to see how they relate to particular situations.

The coordinator is employed by the Joint Apprenticeship Committee and as such does not perform the duties of a business agent; however, if you would ask the coordinator, oftentimes he may be helpful in supplying information or can relay a call to the appropriate business agent servicing a job if problems such as health and welfare, dental plan, etc. arise. He does not and will not perform the functions of a business agent. As a representative of the Joint Apprenticeship Committee, he does have certain obligations that indicate that the training and the disciplining of the Registered Apprentices is the responsibility of the Joint Apprenticeship Committee. It is important that the coordinator know where the apprentice is employed and by whom, not only the company but the job location so that he in turn can visit the apprentice on the jobsite and talk to the people the apprentice works with in order that his progress can be evaluated through the apprenticeship program.

The coordinator must also contact the employer to insure that the apprentice receives proper training and in the amount specified in the categories of the training standards and to insure the apprentice is being trained and that you, the apprentice, are not being employed as a laborer or in a skill above your capacity. This industry is a dangerous business and it is doubly dangerous if you do not have the skill to function as an operating engineer. Quite frankly, it is very important to remember that unless you, the apprentice, make a profit for the employer he cannot afford to pay you nor keep you on the payroll. In the event you have completed all the required training hours in a category, but you would like to continue employment, be absolutely certain that you contact your coordinator and fill him in on these details so that he can make arrangements through the employer to change you to another piece of equipment or, if that cannot be done, to rotate you to other work training opportunities. Don't defeat the purposes of training by staying on a job where you cannot be credited with the work training hours because if you do you are denying another apprentice the opportunity for work training hours that he may very well need.

The coordinator is interested in your welfare as well as the welfare of the employer and all concerned, and it is his responsibility to insure that you, the apprentice, are receiving the proper training and receiving it safely and that you get as much employment as you possibly can. He must talk to the employer and listen to Mr. Employer. In the event that you are not performing your work training properly or not showing up on time or not calling in (in the event that you have a personal emergency), the coordinator is genuinely interested. He is genuinely interested in what you are doing on the job and he is just as interested in what the people think of you who work with you.

The training program is precisely that, it is a training program and not a religion or a cult. It is only part of our socio-economic system that requires you to have a marketable and salable skill in order to maintain your place in this society. It is important that you be highly trained as an individual to become part of the team and that is the "team of construction." Dams, roads, highways and other construction jobs are not built by individuals but are built by a contractor who is the manager of the team and he in turn must bring all of the component parts together on a predetermined course to complete the project. The operating engineer is the key man in the completion of these projects because he must work with all trades and all crafts to hoist, place, set, move and otherwise shape a project into completion. All other crafts depend on the operating engineer to do his job well and to do it safely. Because he is a key man, it is very important that he show up on the job ready to go to work and at the proper time because of the many other people who depend upon his skill for their employment.

Let us look at some examples of the importance of the job of an operating engineer. Let's say that Mr. Employer is building a large structure or a building and it has taken many, many months to get one-third of the way through the job. This involves foundations, steel, electrical installations and all of a sudden a concrete pour is scheduled because all of the forms are ready and waiting to be completed—and the pour is scheduled for tomorrow morning, at eight o'clock. The employer says, "I'm going to have ten concrete trucks hauling concrete for this pour. Each truck will hold eight cubic yards of concrete and they can make one round trip every hour so, therefore, the schedule will be 80 yards per hour to be placed into the form by you, as an operating engineer." You are the only crane operator on the job and there is only one crane there. You are scheduled to pour 80 yards of concrete per hour tomorrow morning, beginning at eight o'clock and you have a total of 400 yards of concrete to pour. That means that you will be pouring concrete for five continuous hours if everything goes perfectly.

Now, let's take a look at Mr. Employer's problem. Because he

See More NOTEBOOK, Page 9

T T And S Fund To End

Charles W. Sweeney and Company, who are the administrators of the California Termination, Training and Subsistence Trust Fund have requested that the following information be brought to your attention with respect to the California 40 cent (termination, training and subsistence) fund.

The 1974-1977 Master Agreement Section 12.08.02 reads:

12.08.02. Twenty-five (25) days after the date of the termination of payments into Fund by the individual Employers pursuant to the collective bargaining agreements calling for such payment, an audit shall be made to determine the number of hours upon which payments have been made into the Fund on behalf of each Registered Apprentice and the available assets of the Fund. The total number of hours of each such Employee shall be divided into the Fund assets and the total hours of such Employee shall be multiplied by the result; that amount, less all applicable taxes and the proportionate share of expenses and any other ex-

penses or obligations of the Fund, shall be paid to each such Employee, and the Trust Agreement establishing said Fund and the Trust therein provided shall thereupon terminate.

The above paragraph clearly indicates the action that will be taken concerning this fund and the audit is presently in operation. However, it does take a substantial amount of time because of late payments, erroneous billing and a variety of other reasons. Assurance has been given the office of the California Joint Apprenticeship Committee that checks covering the appropriate amounts will be mailed as soon as possible upon completion of the audit and other determination of the monies.

Please allow this very intricate and time consuming operation to be completed as rapidly as possible.

Hawaii Construction Slow At Present Time

By BERT H. NAKANO
Coordinator

With construction on the Island of Hawaii at a low at present, keeping the apprentices working may be a problem unless conditions change. There are two apprentices on the bench at present.

Of the group that left Hawaii for RMTC on October 1, five of them are from the Big Island. They are Theodore Bell, Lawrence Sabarre, Ray Fukumitsu, Dennis Henriques and William Lawrence Jr. Except for Theodore Bell, who comes from Kamuela, the cattle country, the rest of the boys come from Kona, the west side of the island.

Apprentices from the island who have completed their apprenticeship training and are now journeymen are Henry Anakalea, Wayne Lee, Alfred Isabel, Clyde DeForest and Howard Kiel.

JAC ADMINISTRATIVE OFFICE MOVES

The California Joint Apprenticeship Committee administrative office is now located at Rancho Murieta Training Center.

All time cards and other communications that have been sent to 476 Valencia Street or to Post Office Box 768, San Francisco, are to be directed from now on to Rancho Murieta Training Center, Star Route Box 118, Sloughhouse, California 95683.

Any mail directed to the San Francisco office will only be delayed in transit.

The telephone numbers for the California JAC administrative office are 916/351-0555; 916/351-0556; 916/351-0557.

JAS News

VOL. 4—NO. 11 NOVEMBER, 1974

News and photograph copy appearing on these pages is paid for by the Joint Apprenticeship System.



APPRENTICE Charles Walker (right) and his wife receive a Termination, Training and Subsistence Fund check from San Francisco District Representative Ralph Wilson.

State Fair Apprentice Booth A Success

By LARRY J. UHDE
Coordinator

The apprenticeship exhibit at the State Fair was a success again this year. The fair attendance for this year was 782,636, and the apprenticeship exhibit was located where it received maximum ex-

posure. The four young men from V.I.C.A. who manned the exhibit booth did an excellent job and we would like to extend our thanks at this time for a job well done.

The Tahoe Basin has been returned to the Sacramento Dis-

trict, and Larry Uhde will be taking care of the California apprentices working in the Basin. Any apprentices working there that may not have his phone number, it is (916) 456-4124. You can get a message to him through the Sacramento office (916) 383-8839 or the Kings Beach office (916) 546-5968. Mr. Tom Eck is the Assistant District Representative in charge of the Kings Beach office and can help you with any union problems that might come up.

Jim Nevins, G.P., and David Shelton, H.D.R., have both graduated from the apprenticeship program to journeymen.

This is a pleasure and probably the most positive proof that the joint effort of labor and management to train skilled craftsmen, beneficial to both the union and the industry, does and is working. The apprenticeship program is doing what it set out to do when trainees such as Mr. Nevins and Mr. Shelton return to their individual employers as journeymen. We'd like to congratulate these two men for participating so well in the program and extend our thanks to Teichert Construction and Sierra-Pacific for supplying the training opportunity.

There will be a Safety Meeting at 7 p.m., Nov. 26, 1974, 2525 Stockton Boulevard. We expect 100 per cent turnout.

Twelve Apprentices From Fresno Advance

By JIM FAGUNDES
Coordinator

Twelve apprentices in the Fresno area have been advanced. Roger Negrete from 1st to 2nd is employed by Allied Paving Co. Lewis Beach from 1st to 2nd is employed by Wilmoth Construction Co. Thomas Garcia from 1st to 2nd and Paul Wilkinson from 2nd to 3rd are both employed by Perini Corp. Roy Perry from 2nd to 3rd and Terry Wood from 2nd to 3rd are both employed by Stewart & Nuss. Ben Tate advanced from 3rd to 4th and is employed by Great Valley Construction Co. Joe Yim employed by Ball, Ball & Brosamer, Ron Nelson employed by L. D. Folsom

One Apprentice's View

Hey, Mr. Industry, can I explain a point or two from the apprentices' side of the work picture? I am an apprentice and I am quite proud to be one because my intention is to learn to the best of my ability and to gather and gain all of the information that my instructors, my employers and my supervisors can give me.

I do have some complaints and I might just as well put them on paper and see if they are published. I signed up for the apprenticeship program an awfully long time ago and I have been waiting patiently, very patiently, to be sent out on a job but there were some people ahead of me, and I pumped gas and I did other things including washing dishes while I was waiting for my first job call. Well, I was finally called and I was given some rules and regulations and some of those seemed like they're a little bit heavy to me because I am not a child, I am a young man trying to learn a business and I want to get all the knowledge I can.

Maybe I don't understand all that I should about the apprenticeship program—maybe because I didn't listen or maybe because the coordinators are telling me something I don't understand. But I think I do listen and then suddenly I find out I have broken a rule or a regulation and I seem to get into all kinds of trouble. Maybe the rules and regulations should be spelled out to me more clearly to make sure that I understand because I am not a journeyman. I haven't been around as long as some of these other fellows have but I'd sure like to know and I'd sure like to have the rules explained to me so that I'll know what I'm doing.

I know most everyone is trying to help me and help all the apprentices learn a job and get the skill and the ability they have learned over the years that I haven't had the opportunity to get yet—but I'm trying. Now, I seem to run into all kinds of difficulties—problems and troubles that I can't do this and I must do that and I should do this, and maybe all these things are true. I want to get on a piece of equipment and I want someone to teach me but it seems that I have difficulty getting on that piece of equipment. The boss says it costs so darn much money to allow me to get on that equipment and I don't know the first thing about it. He's absolutely right. It costs a lot of money and it's absolutely right I don't know the first thing about it. But, how in hell am I going to learn unless I get on that piece of equipment to sit there and learn.

As an apprentice I don't want to wreck any kind of rig, I don't want to cost that boss a lot of money but I want to learn how to run his equipment and I want to learn how to run it well so I can go out there and compete with some of those old fellows who have been around since Noah landed the Ark. Everyone tells me that I have to be under the supervision of a journeyman and I agree to that. If I want to learn all he knows and a little bit more maybe. But sometimes the boss doesn't understand that or sometimes the boss says, "Well, I've got a job to do and you're not gonna cut a fine grade 'cause you're going to make it look like the Southern Pacific construction company where we're building a set of railroad tracks" and he can't afford that. My question is simply this: How can he afford to do that and how can he use me as an apprentice when I can't learn anything because I don't feel like I should waste my time trying to be a good Operating Engineer when all I'm going to be in the end is partly trained and not trained enough to hold a job and I'm back where I was when I entered the program.

One of the other things I don't like about the program is that sometimes I get the idea I should learn to be a pretty good liar and tell my coordinator and put on my time card hours that are not absolutely correct. I feel like I'm cheating myself when I do that—and yet if I don't turn the hours in I catch all kinds of hell from that coordinator or from the Sub-JAC and they threaten to throw me out of the program. If I'm silly enough to say that I don't know or I'm not getting training or I don't feel that it's valuable then I get all kinds of explanations for why I should do it this way and why I should do it that way and, doggone it, I'm an apprentice and I'm just as interested in the apprenticeship program as anyone else but I'm selfish because I'm interested in learning something and I don't want to learn how to be a liar.

Some of the other things I don't understand is all this safety bit that I have to drive so many miles to attend a safety meeting and I've got to be there and I've got to sign the roster and sometimes it doesn't even apply to me. And I don't understand some of that either. Maybe what I'm saying is that I need a little more communication between the boss, my coordinator and me, because I'm the guy that's going to have to pay for it. And the way I pay for it is, if they say I'm a journeyman at the end of the number of hours I have to go and I can't go out there and compete with those old fellows who have been around for a long time because I'm not smart enough, then I don't think the program is being fair with me as hard as I try.

I thank you very much for listening but I don't think you will do anything with this gripe that I have.

and Steve Peguero employed by W. M. Lyles were advanced from 2nd to 3rd.

Congratulations to Norwood McCoy and his wife Annie on the arrival of their son Brian Edward McCoy, August 8 at 3:30 p.m. He weighed in at 8 lbs. 8 oz.

Congratulations also to Frank Artiaga and his wife Rosemary on the arrival of a daughter,

Corine Andrea Artiaga, an "early riser" born at 1:27 a.m. on August 21. Corine weighed in at 7 lbs. 12 oz.

The next safety meeting in Fresno will be held Nov. 19, 1974 at 7 p.m. So that you may be notified properly, make sure your current address and telephone number is correct in your home area office.

MORE NOTEBOOK

(Continued from Page 8)

has spent so much money getting ready for this one particular job as part of his project and he has ordered the concrete, he has the crane in position—everything is ready to go—his investment is substantial. One, he has the investment in the machine (the crane) and the concrete bucket and the forms and the time taken to make those forms. Just to this point there is a great deal of money invested. In order for that pour to begin at eight o'clock, the concrete-mixer truck drivers and the plantman have to begin work quite early and they have already turned out 80 cubic yards of concrete on the road getting to the jobsite so it will be ready by eight o'clock. Now, let's say that concrete cost \$20 a yard (and we know that's an idiotic figure); however, that's \$160 for each load of concrete that's on the way and we are not going to count all of the people who have been ordered by the employer who have to work with that concrete, placing it, forming it and finishing it. We are not going to mention the carpenters, the electricians who have to be present and the superintendents—we're just going to talk about how important it is for that operating engineer to be there. Eight o'clock comes and there is no operating engineer there—because you didn't feel like getting out of bed that day. Now, do we begin to realize the importance of one man as a key man on the job and how important it is to you as an operator because all of those people who are on that job are depending on that operating engineer to be there to lift that concrete and place it where it belongs so they can collect the paycheck.

The same thing applies to every facet of the construction industry from the man who changes the filter on a Cat engine—and if he doesn't do it properly, there goes thousands of dollars in repair bills and costs that have to be absorbed by someone—clear down to the man who is operating a scraper or a bulldozer or any part of the construction industry, because if the operating engineer doesn't do his job he is only hurting himself as well as all other people connected with that job in every way. So, fellows, be prompt, be reliable, and the training program can help you become skillful. One last word of advice: A key situation in any job situation is the ability to get along with everyone on that job and, because the operating engineer is a key man, it is necessary for many people oftentimes to request his services to perform a job, to do a chore and if you have to contact many people, keep in mind that the other guy is only trying to do his job and you have to work well with him. So, therefore, it is very important that you be pleasant and prompt and skillful and be a good operating engineer.

Now, let's get back to Mr. Coordinator and some of his duties. Do you, the apprentice, begin to see why he asks questions? Can you also see why he is interested that you are there every day and on time? Can you see why it is important that you do training? Can you look at his side of the story and give him a little help because he needs to know where you are employed, by whom you are employed, how many hours you work, your home telephone number and your correct address—he needs that information to help you, but he cannot help you if you feel you are the Lone Ranger or the hero of construction. Don't be a hero; be a good, competent, skillful, safe journeyman. This can only be done by cooperation between you and your coordinator, your employer, all people associated with you on the job and, generally, by you being a nice guy. By doing that, you'll be a better operating engineer.

Standing Committee Accelerates Two Apprentices From San Jose

By JIM ATKINSON
Coordinator

As most apprentices know, the JAC appointed a standing committee to review an apprentice who feels he should be further in the program than he is. This committee can grant to the apprentice any number of hours of training credit that they feel he is qualified for. Even though most apprentices feel they need extra time, or an extension rather than an acceleration, some do request an acceleration. In most cases these apprentices have more training hours than they have credit for, or they have exceptional ability and an exceptional opportunity to get trained.

Two apprentices from San Jose were accelerated to journeymen in September.

The first one is Rudy Perez, who showed an exceptional aptitude for the trade. Rudy has received training from two companies, Gordon Ball at the beginning of his apprenticeship and Minnis & Wright for the last 2½ years. He has been trained on varied equipment and projects. He is proficient on several types of loaders, dozers, paddlewheel scrapers, rollers and compactors. He also does well at gradesetting. He has had some training on blades, backhoes, dragline wheel tractor and paving. His experience on projects includes freeway, railroad construction, sewer treatment construction, levees and some demolition. Rudy won the cooperation of the journeymen because he was always attentive to and interested in their help. He learned to read plans and was even used to help estimate the last job Minnis & Wright got.

The other apprentice is Joe Corroles. Joe is also very adept in this trade but lost some of his training hours; many hours were spent as an oiler which he did not get credit for. However, he values all the training he has received. He thinks the program should last 6,000 hours which is what the program required when he began in 1967. He completed his related training at Hartnell College before Rancho Murieta Training Center began. His employers include Maddona Construction, Jasper Construction, Lew Jones, Barnhart & Huntington Bros., Jackson/Baker and Paul Beck. His training included varied truck cranes, wheel tractors, rollers, compactors, dozers, scrapers, loaders, repair and paving machine. Paul Beck says he is a natural on a paving machine and intends to utilize him as a paving operator now. Joe's apprenticeship was interrupted when he was drafted. He spend one year in the Army Engineers of which he spent most of his time on truck cranes because he got a T.C. rating to start with. He also lost another six months due to illness.

We are very proud of both of these men who are now journeymen, and we know they will be an asset to the Operating Engineers as well as the contractors.

men because he was always attentive to and interested in their help. He learned to read plans and was even used to help estimate the last job Minnis & Wright got.

By RICKIE BRYAN
Coordinator

Interesting things have been happening in Utah in apprenticeship. Work has picked up somewhat and all of the registered apprentices are working.

Under the direction of the Utah JAC a Sub-JAC for surveyors was formed. Also, surveyors classes are beginning at Utah Trade Tech in Salt Lake City. Classes will be held on Monday and Wednesday and/or Tuesday and Thursday. Try to fit one of these classes into your schedule.

The JAC booth at the fair has been a success thus far. Over 100,000 people have passed through the display. We have had young people from V.I.C.A. manning our booth, giving them a good opportunity to get out and meet the public.

Rickie Bryan, coordinator for Utah JAC, under the direction of the Utah Committee, presented a donation to V.I.C.A. for the services rendered. Dr. Walter Ulrich, Director of Vocation Education in Utah, and Joe Luke, Supervisor for V.I.C.A. in Utah, were present at the JAC meeting on September 10 to receive the check.

V.I.C.A. is the Vocational-Industrial Clubs of America. Each club is made up of young students of high school or secondary vocational schools, who work together to further vocational education. They have their own local club president and also a state president. They plan and carry out their own programs. The V.I.C.A. program in Utah began in 1965.

Mr. Garth Hill of BYU has been State Director of V.I.C.A. However, they have now appointed Austin Loveless. Please give any support you can to these young people.

We have had two apprentices advance into the journeyman ranks—Harvey Frenzel and Daniel Frandsen. Congratulations on

their move and remember you are always learning.

Please read and understand the rules and regulations governing the apprenticeship program in Utah. We have had some apprentices who haven't been doing this and you can be removed from the program. If you need a copy of these rules, please ask the coordinator.

September Safety Meeting Gets Perfect Apprentice Turn-Out

By Brad Datson, Coordinator

To all the Santa Rosa apprentices, we want to give a big hand and say congratulations. All of you were in attendance at the safety meeting of September 5; not one person was absent. Many thanks to the Local Union Safety Department and especially to Jack Short, the Safety Representative for our area, for the excellent meetings which he has conducted for us.

Fellows, in our July article, we made some suggestions for developing better relations with your teachers, the journeymen and foremen, so that you would get more from your on the job training. We would like to add a few more pointers in this area to help you.

The key to lots of good training is a friendly relationship. The better the feeling that develops between the journeymen and the apprentice, the more he

will be taught. Over and over, we hear about the apprentice that is well liked and whom everyone is trying hard to help train. This speaks to the relationship which that apprentice has built up with his co-worker. To say it simply—if they like you, they will teach you and you can by your attitude and willingness have the greatest effect in developing the relationship.

Look at it from the journeyman or foreman's point of view. The main job which they are being paid to do is to run the equipment or the job in a way that will make a profit for the boss. If that were the only concern, they would always use their apprentices doing something that he could learn quickly such as running the roller, or a shovel (hand-held type) or gradesetting and as soon as he had learned that one skill, keep

(See More Santa Rosa, Page 11)

Scouting For Elk

Airplane Crash Kills Utah Apprentice

By JOHN THORNTON,
Coordinator

We're sorry to announce that one of our graduate apprentices lost his life in an airplane accident on the Sanpitch Mountain Range while scouting for elk. Craig J. Welch was killed Sept. 25, 1974.

Craig was an excellent apprentice and went when the work training opportunities existed. We were very proud of him when he was an apprentice and consider it a great loss to the journeyman ranks.

The apprentices in Utah should be aware of the recent changes that will effect them regarding their training procedures. The following are the updated rules and regulations which will govern Utah apprentices in the future:

APPLICANT AND REGISTERED APPRENTICE RULES AND REGULATIONS STATE OF UTAH

An Applicant or Registered Apprentice who fails to understand any of the following rules is to contact his Coordinator for clarification.

1. Correspondence must include your Social Security number and be mailed to the Utah JAC Office, 1958 West North Temple, Salt Lake City, Utah 84116.

2. Work Record Reporting Cards shall be mailed to and received by the Utah JAC Office before the 8th day following the month reported.

3. The falsification of any records will be subject to discipline.

4. The Applicant or Registered Apprentice must keep his correct address and telephone number in his Home Area Office, as well as in the Utah JAC Office (whether employed or unemployed).

5. The Registered Apprentice must attend all meetings as directed.

6. The Registered Apprentice will not be allowed to attend safety meetings in other areas to make up missed safety meetings in his area.

7. The Registered Apprentice must not quit a job.

8. The Registered Apprentice must complete the required on-the-job training and related classroom instruction with passing grades.

9. The Registered Apprentice must acquire the standard American Red Cross First Aid Card and JAC approved Driver's License.

10. The Registered Apprentice who wishes to transfer from a Committee Area to another must write a letter to the Utah JAC Office asking for such transfer. A transfer is not complete until the Registered Apprentice receives formal notification from the Utah Administrative Office of such action. (The employer shall request transfers by letter to the Utah JAC Office before moving an Apprentice.)

11. Application for Military Leaves of Absence must be made by letter to the Utah JAC Office within ten (10) days after induction.

12. Any Registered Apprentice drafted into the Military Service

or joining the Military Service and approved for Military 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 Apprenticeship Committee for evaluation.

14. In the event the Applicant or Registered Apprentice cannot be reached by telephone at the number appearing on the Out of Work List for five consecutive job opportunities, or he refuses a dispatch within his Home Area, he shall no longer be eligible for dispatch. A request for reinstatement on the List shall be written application and received by the Joint Apprenticeship Committee within (30) days of such suspension of eligibility for dispatch.

15. All Apprentices must sign the Out of Work List in the Job Placement Center within two (2) working days after termination of employment; this will include reduction in force, lay-off, or termination for cause. Telephone registration will be accepted if followed by a Verification Card from the Apprentice to the Dispatcher confirming the telephone request.

FAILURE TO COMPLY WITH THESE RULES OR THE DIRECTIONS OF THE COORDINATOR MAY MEAN SUSPENSION FROM EMPLOYMENT OR ELIGIBILITY TO BE EMPLOYED OR REMOVAL FROM THE PROGRAM.

By ROBERT BEALL
Coordinator

This past Sept. 2, 1974, we as working people celebrated Labor Day, a day very dear to all of us.

We read in books and papers and hear a lot about management obligations—things like a living wage, fringe benefits, vacation pay, safety devices, grievance procedure and committees, etc. We would be the first to admit that this is great and we can be deeply grateful that the days of gouging the worker are gradually and finally disappearing, thanks to the hard work of the union and its dedicated members.

Let's look at the other side of the coin. Let us take a look at the word "contract." Normally you might think of contracts as having to do only with manufacturing corporations, government projects, finance contracts, and so forth. The regular day-in, day-out worker has a real contract with his employer, signed or not. The working apprentice or journeyman promises to give his skill to the employer for so many hours a day, and the employer has a positive right to expect this. The apprentice is out there to learn and he doesn't necessarily have to know a true skill but he must put forth effort and he must try to make a dollar for his employer.

If a man is going to insist upon a paycheck for working so many hours a day, he has to take a hard look at himself. You can't be continually coming to work late and/or knocking off the job early. Maybe in some cases, the employer doesn't mind. This is his business. You will have to

agree this is the exception to the rule though.

Apart from the things demanded by him by "the contract," the boss can be quite a "sitting duck." Look around you and see all the people that take care of their private business on company time or for that matter don't bother to work that one day a week and don't even take the time to call in. Or, the guy who does careless work that must be done over again, or turning the 10 minute coffee break into a Roman feast.

When a company gives an apprentice or journeyman a job he is not normally throwing in (as a present) a piece of rebar, a sheet of steel, a bundle of lathes, a pneumatic wrench, or whatever else is lying loose around the shop or jobsite. We human beings are funny that way. Normally, we would not think of entering a man's house or garage and taking home his hammer and nails, or a few lengths of wood, but we seem to think nothing at all of going to that man's shop and taking whatever we think we can use.

Work is by no means undignified. Jesus Christ was a carpenter. May we wish all of you a happy coming Holiday Season.

See all of you at the November 12th Safety Meeting.

The U.S. Department of Labor's Occupational Outlook Handbook says college graduates are likely to face stiff competition against workers with vocational training for paraprofessional and technical jobs.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

The Engineers News has been furnished the following comments by the chairman of the Northern California Surveyors JAC.

Robert Heid, one-time tech engineer member of Local Union No. 3, together with his brother, Frank, engage in the professional practice of engineering and land surveying as the firm of Heid & Heid in Napa, California.

Mr. Heid has been instrumental in technical engineer training since 1960 and is currently the chairman of the NCSJAC.

There seems to be some uncomfortable feelings lately about what is happening with the NCSJAC Apprenticeship and Journeyman Training Program.

We are hearing that the employers are doing something to the union's members, the union membership is doing something to the employer's members, and the JAC is doing something to everybody.

Apparently a lot of people have conveniently forgotten that this is November 1974 and that since February 1972 a judge presiding over a Federal Court has been observing with great interest the employment activities concerning Field and Construction Surveyor personnel in Northern California.

It was brought to the attention of the Federal Judge that there were few ethnic minority persons employed in the occupation of Field and Construction Surveyor. The Judge caused a head count to take place and from these statistics determined that indeed the percentages did not match the percentages of ethnic population in Northern California.

The NCSJAC has been dealing with the problem of how best to remedy the situation in some reasonable fashion which would enter minority individuals into the occupation and at the same time not destroy the productivity of either the profession or the individuals who for many years have invested their lives in the excellence of their work.

One alternative available to the judge would be to simply decree that from a certain date forward minority individuals would be hired as journeymen in direct proportion to the population census. This would, of course, necessarily have to overlook the obvious fact that the occupation demands specialized skills.

Very early in the court activities JAC representatives discussed the complexity of the problem with the government attorneys. Those discussions did not revolve around the rightness or wrongness of the judge's conclusion, that is the purview of the court, but the "how" of complying with the court order with the smallest amount of disruption possible to the conduct of the employers' responsibilities to their clients, and the lifelong investment of the union member in his career occupation.

Thus far two attitudes have come through: The judge's mandate that minority individuals shall enter the occupation and that room will be made in that decision for training minority individuals so long as progress is noticeable. The JAC has been operating with these two attitudes in mind.

Neither the three employer associations, Bay, North, and Western Counties, nor the individual employers of those associations have as yet been named defendants in the now famous lawsuit aimed at alleged employment discrimination as it concerns ethnic minorities.

The Northern California Surveyors Joint Apprenticeship Committee is a named defendant. The NCSJAC is under mandate by a Federal Court and has no intention of violating the intent of that permanent injunction or being prosecuted for contempt of the Federal Court order.

The NCSJAC has not only been authorized, but ordered, by the collective bargaining agreement to collect data concerning the ratio of "journeymen" employees to registered 1st through 4th period apprentices.

The NCSJAC has been ORDERED, not just authorized, to report statistically to the Federal Court. The NCSJAC has every intention of fulfilling its obligations by ORDER of both the Collective Bargaining Agreement and the ORDER of the Federal Court.

As of this writing, the statistics gathered on the compliance situation of some individual employers are staggering. Our only argument to the orderers at this time can be that to change any long-term on-going system, made up of literally hundreds of human entities, takes a while to coalesce.

Because of the carefully-developed rapport built up between the NCSJAC and the plaintiff attorneys over the period of this difficulty, we believe that a short "getting used to" term can be managed. Very soon, however, the question will be asked and answered, "Are they, or aren't they?"

The newer statistical data now on hand (August and September hours worked) indicates that some individual employers are extending every effort to comply with the Federal Court mandate while some individual employers apparently are attempting to avoid their individual obligation toward compliance.

Records are available for the first time which indicate to the three associations which individual employers are making the good faith effort and which are consistently NOT attempting at all.

Each individual employer is now a statistic and will be building his own individual record of achievement. So far the reporting to the government and Court is based on the three association averages. These averages so far are reasonable. When the averages fail then rest assured someone will be interested in the cause of that failure and the individual employer record will prevail.

In the very beginning, from both the union and the employer views, it was surmised that knowing the problem and the obligation, See More TEACHING TECHS, Page 12

More Santa Rosa...

(Continued from Page 10)

him doing it forever. Still the journeyman or foreman has another responsibility, that of teacher. As we all know about our responsibilities, just having them doesn't always mean that we will do them willingly. The thing which usually decides the quality of our efforts is our real interest and turn-on toward whatever it is, in this case, training you, the apprentice. Most of you know that when you like someone, you will do most anything within reason to help them out and it seems that it works every time with your training. So treat your teacher as you would an older friend whom you both like and respect. We guarantee that the results will surprise everyone concerned.

In closing, let me remind you all that the rains are coming so as soon as you are laid off for the weather, come in to your dispatcher and get him to sign you up on the out-of-work list.

At its meeting on the 20th the Executive Board approved honorary memberships for the following:

Ray Addison Reg. #0280392 initiated November 4, 1939 by Local 3A.

Lynn E. Drennon, Reg. #264046, initiated July 26, 1938 by Local 45.

Clarence White, Reg. #278026, initiated September 1939 by Local 3.

Ernest E. Frost, Reg. #0253903, initiated October 6, 1937 by Local 523B.

George Rickett, Reg. #0185768 initiated June 1928 by Local 59.

Wilfred Rist, Reg. #270144 initiated January 1939 by Local 45.

Work In San Rafael Holding Up Very Well

By W. A. "LUCKY" SPRINKLE
Business Representative

Work in the area is still holding up very well, although we are still going out of area for men in some classifications. The work load has been very good and looks like we will have a backlog for next year.

The big push is on now, trying to beat the coming rains.

Freeman - Soudgroth freeway job in Novato opened the north-bound lanes on October 15th for traffic. If they can get six weeks of good weather, they can open the southbound lanes, but we always have a good rain before Thanksgiving, so we will have to wait and see.

By the time you read this article the elections will be over and we hope the people we have endorsed will be elected. We have a couple of seats open here in Marin County that are very important to all of the working people in the building trades. One is the seat we need against Peter Behr. The one we want is Ernie Banker. He has not only been endorsed by the Operating Engineers, but by all of the building trades in the areas he will represent.

One other seat we are after is the one that Michael Wornum is running for. His opposition is A. Alan Hill. And Hill is against everything; he doesn't want growth of any kind. Michael Wornum said that the door will always be open, and we can al-

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO



Mike Womack

During the last few years tech engineers working within the surveying industry have experienced catch-as-catch-can representation by business agents chosen from the ranks of the surveyors. These agents took a personal interest in the problems of tech engineers, but much of their time was directed toward other important duties.

Soon after the present administration took office, the new business manager established a special department within the structure of Local Union No. 3 to handle the affairs of technical engineer members.

In order to make a sensible approach toward relieving long-time inadequacies, it was necessary to start from ground zero and carefully produce a viable structure of representation compatible with unionism as a philosophy with the specific needs of technical engineers as the goal of operations. Some very basic structural changes in methods, in systems, attitude and understanding had to take place as adjustments were made.

To be effective some unique precepts were attempted. During the last few short months, January through October, time has been spent putting together the base from which essential representation can evolve. Without the careful structuring of that base, only an image could be produced. It takes effort, time and trained people who really care about the outcome to make things work.

In the past 10 months, the entire administration of Local Union No. 3 has made the investment for tech engineers. The business manager, officers, Executive Board members, district representatives, regular representatives, dispatchers and the union resource staff have all recognized that an experiment in a different base of representation was taking place. Some individuals have been more tentative about change than others, but on a whole, cooperation has been the rule. All are looking at the reaction of the individual tech engineer. Are the changes going to just produce disruption or is the potential of the changes understood by the tech engineer, and is he going to overtly support and add to the advantages of those changes? Is he willing to make the personal investment of support?

In building a base for the practicality of representation, several recent happenings are worth consideration: The training program was removed from administration by the Operators Joint Apprenticeship Committee and is now a separate entity devoting 100 per cent to tech engineer training. The training trust fund has been divided and now for the first time a tech engineers trust is provided for the sole purpose of training tech engineers.

Tech engineer out-of-work lists and dispatches are now, for the first time, handled by a centrally located Tech Engineers Center designed to serve the best interest of the tech engineer.

The front-line negotiations concerning the current Tech Engineers Master Agreement were turned over, exclusively, to the tech engineer representatives. During these difficult negotiations, virtually every resource of the in-depth staff potential provided by the administration of Local Union No. 3, together with the personal attention of Dale Marr and Bob Mayfield, were utilized and that technique paid off handsomely.

Organizing in areas outside the metropolitan areas has been a successful project. This means more latitude for tech engineers to choose the areas they want to work in. It means that competition between union and non-union firms is being erased, allowing wages in those areas to increase rapidly. These catch-up increases are reflected in the new Tech Engineers Master Agreement. Organizing in the peripheral areas has been so strong that in one area a new employer association was formed for the express purpose of negotiating with the Local Union No. 3 Tech Engineers Department.

In Hawaii and Utah, as well as California, the interest and involvement of regular representatives and other staff has been whetted by the successful Tech Engineers Department operation. With a place to go for right answers, technical advice, suggestions, significant historical facts and knowledgeable manpower, the regular representative is able to better serve the tech engineer.

The job of the Tech Engineers Department is not done—it has just started. The necessary consolidation of a base is nearing completion. Seasoning of new agents is taking place. Negotiations for the Tech Engineers Master Agreement are completed. The practical working relationship between regular representatives, Local No. 3 resource staff and the Tech Engineers Department is healthy and vigorous.

The officers and Executive Board can offer leadership, experience, know-how, back-up expertise and all the other good sounding words. But the department will accomplish little for the tech engineer without the complete support and personal involvement of individual tech engineers. We believe that the investment in this on-going experiment with a special Tech Engineers Department will be most productive in service to Operating Engineers techs.

ways get in to see him. At least, we can talk to him about our problems here in the county.

The other seat is on the water board. Betty Forry, whom we are supporting, is running against Richard Boylan for the seat. Betty Forry thinks like we do. We don't want every hill covered with concrete and buildings

either, and we also don't believe in no-growth. But we do think that there should be a middle road where we (the building trades) can work together with the environmentalist. After all, we live in this country and we should be able to work here and pay our taxes without going out of the area to make a living.

Auburn Dam Gets Green Light After Withdrawal Of Litigation

By CLEM HOOVER,
District Representative; and
AL DALTON, AL SWAN, DAVE
REA and WILBUR MARSHALL,
Business Representatives

For the first time in nearly a decade, there appears to be nothing to impede completion of the Auburn Dam Project.

This week's withdrawal by an environmentalist coalition of litigation aimed at halting construction of the multi-purpose development on the American River signaled the end of a series of factual and threatened delays that have plagued the project since legislation authorizing it was signed into law in August of 1965.

The current work on the project includes a \$62 million contract for construction on the dam's key way and cofferdam.

The contract for the 700-foot-high dam itself is expected to be awarded in 1977 and will involve the employment of approximately 1,800 workers.

The U.S. Bureau of Reclamation's latest plans call for completion of the dam and hydroelectric power in 1982.

The U.S.B.R. intends to call for bids early next year for construction of the dam-related ED route, the two-mile-plus stretch of the relocation of Highway 49 through the city of Auburn. The cost of this job is \$3 million, and one of its features is expected to be an elevated bridge, perhaps 75 to 100 feet in length, on the diagonal reach from Sacramento Street to College and Lincoln Ways.

Auburn City officials recently traveled to Washington, D.C., to discuss the necessity of the span with top ranking U.S.B.R. officials and Congressman Harold T. (Bizz) Johnson, a principal co-author of legislation authorizing the Auburn Dam.

Interstate 80, a main link for Sacramento motorists to Sierra ski resorts and Nevada gambling, will be widened from four to six lanes between Roseville and Auburn under an \$8.86 million, two-

year, construction project.

The project will link an existing six-lane section of the highway near the western city limit of Auburn.

The project includes the rebuilding of six overpasses and construction of a concrete rail in the median strip. The two additional lanes will be built in the existing divider strip. Work is expected to be completed in two years.

A.R.B. Pipeline, Inc. is moving along with their 10" and 8" pipeline crossing Yolo County, connecting into wells that have been dug and capped. In talking with Dean Churchill and Reid Smith, they are uncertain as to which direction they will be heading from here. At the present time they have about six brothers employed and are hoping to get out of the farmland before the rains.

Bechtel Corporation is completing their job at Rancho Seco and will be having their dedication ceremonies for the power plant on Saturday, October 19. This company has kept several brothers busy for the past few years.

Granite Construction Co. of Watsonville, A. Teichert & Son and Ball, Ball, & Brosamer are completing their last phase of Interstate 5, hoping to finish up before the rains shut things down.

Work is beginning to grind down in the Sacramento area although we have picked up some big jobs. These jobs will provide some work this season, but depending on the rains, it may be short until next season. As mentioned elsewhere in this article, I-80 will be widened above Roseville. Also Ernest Pestana has started their underground job out near the airport.

The first jobs on the \$350 million sewer project will be let in November. There will be two jobs let, however, they are small. This project consists of several jobs that will go until 1980. These will provide much-needed work for the brothers in this area.

Work Still Strong In Oakland District

By DICK BELL
District Representative
and

KEN ALLEN
BUFORD BARKS
RON BUTLER
BILL DORRESTEYN
CHUCK IVIE
JIM JOHNSTON
DEWITT MARKHAM
BOB MARR
HANK MUNROE
PAUL SCHISSLER
Business Representatives

Brothers, at this writing the work is still going good in Eastern Contra Costa County. We have had a couple of good jobs finish up, but the hands haven't had to stay on the out-of-work list long. Our dispatchers in Oakland have been working their tails off putting these hands back to work. Our thanks to Steve and Bud.

Peterson-Simpson at the disposal plant addition in Martinez is doing one hell of a job. They have almost all of the underground work done. They have worked hard to beat the rains. It goes to show what you can do when you get the qualified men to do the job. At this writing there is a bid out for the second phase of this job. This phase is going to cost around \$23 million, and ground will be broken around February, 1975. This will be a big help for the brother engineers getting started early next year.

The Guy F. Atkinson job has 35 members working at this writing and hiring more hands as soon as the equipment hits the job. It looks like they will run this winter also.

Our Blood Bank is getting low. If you have the time, please stop by any bank and give a pint.

The market and work for rock producers has been steady to increasing for the past month. Almost all of these plants and sand pumpers are going overtime. We don't hear any complaints about the extra hours. Some of the producers could use more rail cars from W.P. Railroad.

Every plant seems to have a good portion of P.G.&E. with fill sand for this company the main order.

With vacations mostly over, and the deer and pheasant season upon us, get the old dusty shooting arms out and shoot a few rounds and sharpen up your eye, since the price of meat keeps going up.

The membership in a majority are well pleased with the new contract, however, be sure that you attend the pension meeting in your area so that the service pension can be reviewed.

The crane operators in the Steel Mill scrap yard, open hearth and other departments of the Mill have had a good productive summer season including vacation, and now its deer season and the big game hunters are talking about Modoc County, Nevada, Idaho, Wyoming and Canada, so look out for the trophy hunters.

Sorry to report that Walt Thacker is under the doctor's care. Hang in there Walt, you're tougher than any problem.

Our condolences go out to the family of Karl Kaiser, long-time operator in the mills and shipping. Karl retired in 1969.

Ran into Troy Taylor, another retiree from the Mill. Troy looks good and just resting.

We held a pre-negotiations meeting and everybody has some strong thoughts for the new contract, including fringe benefit. The pension increase seems a must.

If you have any further suggestions for the negotiating committee, please see your stewards or Pat Luna, Bill Carmichael or Louis Manuel, the three guys named by the membership to help with negotiations.

The Forge is in better hands now that Vince Karp (head steward) is back on the job. Vince just returned from a serious operation on his back. Glad you're back on the job Vince.

The big hammers stilled—it doesn't seem the same.

The Ball Department seems to have a high production quota, most of the ball machines are running full capacity.

We had one steward, Bob Rump, who resigned and Klaus Hirartz being made the replacement. This contract is also open for negotiations. Karp and Rich Ulibarri will help on the negotiations.

Sorry to hear about Frank Corey being sick. Corey was an original employee when the Forge operated in Berkeley.

Pension is the main talk around most shops including the Forge. The service pension will be explained by experts at district meetings throughout the jurisdiction of Local 3. Plan to attend and ask questions if you don't understand the pension plan.

Dredging around the Bay Area is doing very well and looks good through winter. Shellmaker received the job on Sacramento River, still waiting for job to let. West Coast is still up at Black Rock out of Fresno, and will be there through the winter. Great Lakes is still in Estuary and is back on shift work. Smith-Rice got Standard Oil re-dredging job at end of long wharf. This job will go approximately four to five months. P.K.S. still has not started their job because of environmentalist problems.

Quimby Island project still going strong and may go for a couple of years, looks good. Healy Tibbits did pipe job with the Rig Monarch which they leased from Quimby Island Dredge Company. They have plans for this dredge on the Delta. Dutra still working everywhere in Delta. Umpqua working Hunter's Point and also out at Alcatraz Island. This job has been a good one for the brothers. Dredging looking very good.

Scrap yards are back to full swing all over, except at Schnitzer. It seems that during our strike they tried using management and a few 1088 scabs, and the cranes now need repair and things done to them. Parr Terminals was out on strike two days and now have a tentative agreement, and at this writing are in process of wrapping up this agreement.

Ship yards are booming and are always in need of operators. They will go all year as lots of ship repair is in store.

Back to scrap, it goes to show you, and this goes for all our work, it's very hard to replace our skilled operators on the job with scab management and scab union help.

The work situation in the Oakland District has been at its best

this summer. For the past two years, July, August and September took the out-of-work list to a point where we have found it difficult to supply orders for blades, scrapers, gradecheckers, oilers and a few others.

Gallagher & Burk started the dirt work on the widening of Hegenberger overpass. AFB Contractors and Scott & Buttner are still going full steam ahead at the Alameda Naval Station. Pentaco Construction Company is doing the finish work on the Winton Street overpass. They have one lane open and will be opening the other side for two-way traffic soon.

The East Bay Municipal District Sewage Plant adjacent to the Oakland Army Base has much activity going on. Santa Fe Construction Company is still doing the pile driving with two-thirds of their work completed. Tutor-Saliba-Potashnick, a joint venture from Los Angeles has started pouring concrete with their new Creta Crane. More on this to follow next month.

Peck & Hiller is wasting no time on their oriental building on 8th & Broadway. Pacific Excavators is now starting to make progress on their distilling of Cull Canyon Reservoir.

Brothers, there are many small jobs going all over the district and this makes for potential problems, jurisdictional, manning, hiring and working violations. If you see any of this going on contact your representative.

With the rainy weather looking us in the eye, a lot of the contractors will be in a big rush, so for God's sake think safe and act safe.

Work in Western Contra Costa is going well in the dirt field with Rodoni on Hilltop and off Appian Way in Pinole, Duffel Development in El Sobrante, Bay Cities Excavators at Bulk Mail, Richmond, and Syar Industries at Standard Oil, Richmond all raring to get their respective jobs buttoned up before the heavy rains start.

At the time of this writing, all of our work in the refineries is shut down due to picketing by the Boilermakers who are trying to catch up to the rest of building trades in wages and fringes. Hopefully this strike will soon be settled, as over 200 engineers have been put out of work in a year when we have been plagued by a succession of strikes which has drastically cut down our income while cost of living has never been higher.

We were glad to see a large turnout of stewards at the stewards meeting held at the Concord Inn. The brothers who attended heard a very informative presentation by Bob Skidgel, Job Steward Coordinator for Local 3.

We were particularly glad to welcome Brother Jesse Alexander, our new steward from Pacific Resins Corporation in Richmond.

Meetings were also held in Fremont and Oakland.

We would like to take this opportunity to thank all the brothers who gave up watching the World Series game or whatever to show an interest and take an active part in their union.

More Teaching Techs...

(Continued from Page 11)

the Professional and Ethical Standards of Engineers both employers and employees would produce the demanded results. From the record it would appear that this only partially exists.

Training employees under the direction of the Collective Bargaining Agreement, training in accordance with the court order and now the in-depth reporting are the responsibilities imposed on the representatives serving on the JAC. Each of the employer and union members is seriously attempting to carry out those responsibilities in the best professional and understanding manner possible and each is insisting that the reporting be both accurate and reasonable.

When YOU, the individual employer and YOU, the union member, are inconvenienced by the happenings of today, remember that the alternatives to the current procedures could be extremely damaging in terms of profit margin and pay checks.

Your JAC has involved itself in a very delicately balanced matter and with your support will provide the direction to cope with the complexities of the problem. Ultimately, statistics will determine the outcome of the future and those statistics will represent the personal effort of each individual employer and each union member.

Either the individual employer, the union member and the JAC will show a good faith effort or the judge will, with the stroke of a pen, do it his way!

Because of the declining job market the occupation is becoming more and more competitive for both the employer and his tech engineer employees. The JAC can't change that but it can offer a method of improving skills and adding knowledge of the work to be performed.

Applications are still open for journeymen desiring to upgrade their position in the competitive job market.

Write to: NCSJAC

1446 Webster Street
Oakland, California 94612

Or call: (415) 465-7878

Obituaries

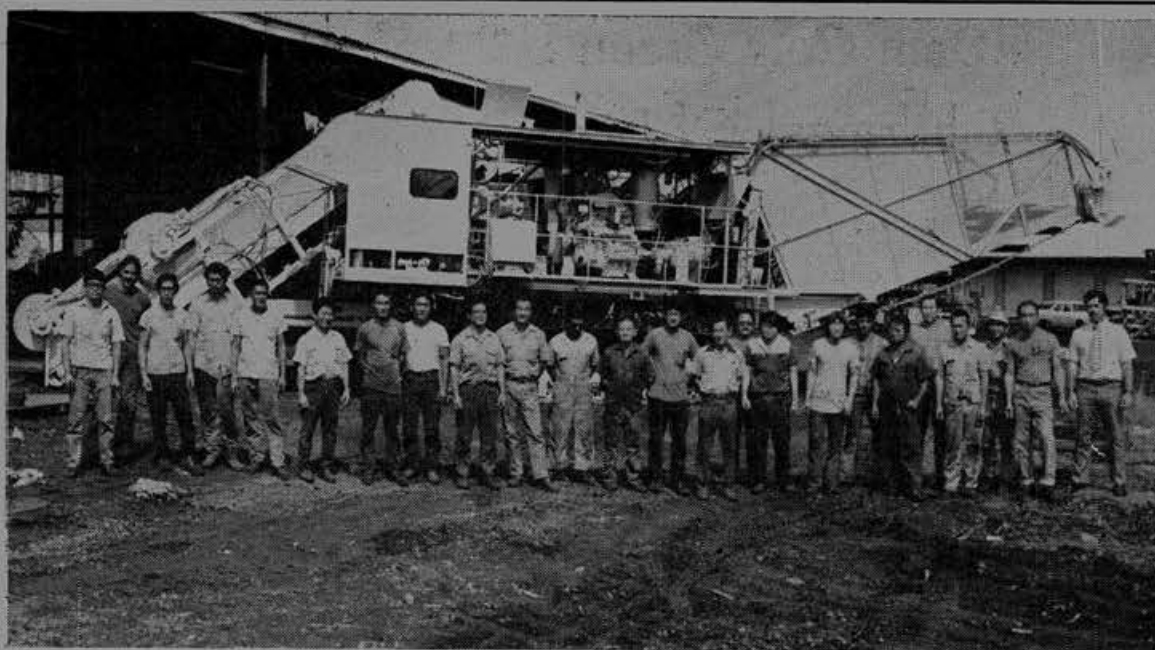
Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Auld, Orlando (Jeanette, Wife) 1545 Linapuni, No. 1004, Honolulu, Hawaii	9-27-74
Avery, Kenneth (Maude, Wife) 1120 4th Street, Lincoln, Ca.	9-25-74
Barton, Loyal (Frances, Wife) Route 2, Box 59, Hazelton, Idaho	9-27-74
Booker, Albert (Rosetta, Wife) 1709 Baker Street, San Francisco, Ca.	10-10-74
Boyack, Al (Jean, Wife) 212 Calle Marquerita, Los Gatos, Ca.	9-27-74
Bryant, Floyd 1841 Bradford, Stockton, Ca.	10-1-74
Cockayne, Charles P.O. Box 999, Yuba City, Ca	10-9-74
Colombo, Mario (Dorothy, Wife) 6200 Santa Cruz Ave., Richmond, Ca.	9-30-74
Dellfous, Harold (Ora, Wife) 133 Russell Dr., Antioch, Ca.	9-17-74
Delphia, John (Virginia, Wife) P.O. Box 607, Patterson, Ca.	9-26-74
Derrington, Glen (Helen, Wife) 24131 Eden Ave., Hayward, Ca.	9-20-74
Eakle, Howard (Gladys, Wife) 622 Bridge St., Yuba City, Ca.	9-25-74
Ede, Warren (Dorothy Thomas, Daughter) 9352 Central Ave., Orangevale, Ca.	8-23-74
Edner, E. F. P.O. Box 277, San Gabriel, Ca.	7-4-74
Fitzgibbons, Leonard (Annabell, Wife) 1333 Munroe street, Campbell, Ca.	9-23-74
George, Thomas (Birdie, Wife) 332 East 850 North, Ogden, Utah	10-10-74
Harris, Weldon (Marie, Wife) 1325 Pine St., Selma, Ca	10-3-74
Jessee, Loren (Doris, Wife) 1724 Minnewawa, Clovis, Ca.	9-18-74
Jose, Edward 1441 Mokuna Pl., Honolulu, Hawaii	10-7-74
Leifer, Carl (Frances, Wife) 4315 Pioneer Way, Dunsmuir, Ca.	10-1-74
Leopoldo, Raymond (Edith, Wife) 1646-2B Ahiahi Pl., Honolulu, Hawaii	10-10-74
Kern, Harold (Genevieve, Wife) 481 Twin View Sp. 71, Redding, Ca.	9-17-74
Killough, Weldon (Barbara, Wife) P.O. Box 904, Newhall, Ca.	9-13-74
Marrs, Ralph (Gladys, Wife) 1638 Glazier Dr., Concord, Ca.	10-16-74
McGinn, Cecil (Esther, Wife) 10520 Mt. Vernon Rd., Auburn, Ca.	10-15-74
Munro, John (Marketa, Wife) 16401 San Pablo No. 126, San Pablo, Ca.	9-12-74
Nelson, Vernon 3507 Spring St., Redwood City, Ca.	10-16-74
Nichols, Wm. (Florence, Wife) 3828 S. Edmunds No. 3, Seattle, Washington	9-20-74
Phillips, George (Nellie, Wife) 5748 Holly Lane, Paradise, Ca.	9-14-74
Rodgers, Ralph (Wilda, Wife) 3924 E. Linwood, Turlock, Ca.	10-14-74
Ruff, Willis (Marcella, Wife) 3800 Foothill Blvd., Oroville, Ca.	9-25-74
Smith, William (Audrey, Wife) 2444 Wurth Ct., Sacramento, Ca.	10-13-74
Springer, James (Lois, Wife) 508 Downing Lane, Santa Maria, Ca.	10-2-74
Stone, Harold (Blanche, Wife) 530 Clark, Sterling, Colo.	9-17-74
Welch, Craig (Sandi, Wife) 951 Prosperity Dr., Salt Lake City, Utah	9-25-74
Wing, Morley (Nellie, Wife) P.O. Box 222, Rescue, Ca.	10-12-74

DECEASED DEPENDENTS

October, 1974

Bowerman, Juleta—Deceased August 18, 1974 Deceased Wife of G. S. Bowerman	
Cooke, Carlyn—Deceased October 4, 1974 Deceased Wife of Wayne Cooke	
Grimm, Alva—Deceased July 23, 1974 Deceased Wife of Eldon Grimm	
Sandner, Zella—Deceased September 8, 1974 Deceased Wife of Herman Sandner	
Sharp, Bonnie—Deceased September 27, 1974 Deceased Wife of Roy Sharp	
Wheeler, Ruth—Deceased September 8, 1974 Deceased Wife of Roland Wheeler	



MEMBERS OF LOCAL 3 employed by Hawaiian Equipment Company stand beside the "pickup, cleaner and harvester" they fabricated for harvesting sugar cane. From left to right are Nobuyuki Fukushima, John Roback, Raymond Rodrigues, Karl Wersing, Richard Kualii, Masaichi Arakaki, Ralph Nishimura, Roy Nagata, Susumi Kaji-

wara, Evarist Sakai, Douglas Tsutsui, Yasuo Ogawa, Lloyd Kinoshita, Kenichi Yasukawa, Samson Hamamoto (steward), Harvey Miyaji, Alvin Kobayashi, Keith Enanoria, Jerry Nago (steward), Asaji Miyazono, Edward Shirota, Shigemi Ogata, Douglas Tsuda and William Crozier, business representative.

Two More Requested

Hawaiian Engineers Build Harvesters

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

The Island of Hawaii is proud to introduce the brother members of Local 3 who are employed by Hawaiian Equipment Company's Hilo branch.

Hawaiian Equipment Company is the distributor of International Harvester Equipment here in Hawaii and they are well known for their repair work. However, the area in which they are considered to be head and shoulders above all of their competitors is the fabrication work. In this segment of production no other shop can come close to their productivity and workmanship, which explains why they get so many major products like the "pickup, cleaner and harvester." This machine, which has no formal name, may best be called by what it actually does, picks up sugar cane, cleans the dirt from it and then loads it into a buggy mounted on tracks.

In the last four years anti-pollution laws have been much stricter than they used to be all over the nation and Hawaii was no exception. So to comply with these laws the sugar plantations had to get the sugar cane to the mills with as little dirt on them as possible. To get the cane harvested and transported to the mills clean and also to comply with anti-pollution laws a completely new concept had to be created and this pick-up cleaner and harvester is the key unit in the entire process.

Before proceeding any further let us describe the terrain that this machine works on. Almost every acre of cane land here of the coast of Hawaii is hilly, anywhere from a gentle slope to steep gulches. For a good part of the year this area is also wet. The cane in Hawaii is normally harvested every two years which leaves the fields a very dense tangled mass of long cane stalks

which becomes impenetrable. For these two main reasons all of the equipment used in the fields are crawlers. When the sugar cane is ready for harvesting the first machine into the fields is a "V" cutter. This rig cuts a path through the tangled cane and forms windrows. Next comes the pick-up cleaner and loader which follows these windrows and actually picks this cane up from the ground and cuts it into two-foot lengths, then gets rid of as much dirt as possible, then finally it loads it into large buggies that are mounted on tracks which in turn will haul the cane across the fields to waiting trucks that will transport it to the mill. With this very brief explanation of the process it is easy to see which is the key machine in the entire operation.

Not only does this rig do a better job of cleaning cane but it also does a more complete job by getting just about every cane stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields. This rig is approximately 50 feet long, 17 feet wide and 13 feet 6 inches high. It is completely hydraulically operated and its tracks can be independently operated letting it rotate in complete circle. It is powered by two 300 horsepower diesel engines.

Our brothers at Hawaiian Equipment Company have done an outstanding job of building this pick-up, cleaner and harvester. This rig was built from the tracks up here on the Island of Hawaii and all of the fabrication and machine work done right in Hawaiian Equipment shop by brother engineers. This was the second rig of this type to be built and both were done by Hawaiian Equipment in Hilo. The good working relationship between management and labor in this shop coupled with the craftsmanship and productivity of our brothers has produced a product that is highly satisfactory to C. Brewer and Company Sugar Plantations, so much so, that they have contracted Hawaiian Equipment to produce two more of these pick-up, cleaner and harvesters. This is another feather

in the caps of Hawaii Operating Engineers. Good show gang.

A brief description of the work picture of the Island of Hawaii and Maui is as follows:

Constructors Hawaii is presently working on the Public Safety Building in Hilo with a \$2.5 million contract. They are also doing Hoolulu Park Improvement project for \$1 million.

Isemoto Contracting Company has just started on the Waimea Police Station with a \$5 million contract, and have recently started three new projects. The largest of which is the Hilo Sewer System—\$1.6 million, then the Kau High School Science Building—\$300,000 and finally the Honokaa Health Laboratory—\$185,000.

Harrison-Schulze, J.V. has started the Water Development Shaft in Keauhou, Kona which is called the Kona Water Project, for \$1.7 million. This is the first tunnel project that we have seen in this area for quite some time. Hawaiian Bitumuls and Allied Aggregates JV has just started to pave the Queen Kaahumanu Highway which is an 18-mile stretch from Anaehoomalu Bay to Keahole Airport in Kona for \$2.3 million. This will keep a few of our brothers working to the end of the year.

Kona Construction Company is keeping busy on small jobs scattered from the Kohala mountains through the Kona district. Morrison-Knudsen is winding down on their water line job in Kamuela and also the site preparation for the observatory that is being put up on Mauna Kea Mountain by joint venture of United States, Canada and France. By the time that this article is published, this project should be shut down for the winter. J. M. Tanaka is almost done with the Kaloko Agriculture Subdivision. They are still being kept busy in several small projects and paving jobs in the Kona area.

As far as Maui, the work picture has not changed. Work is still plentiful. Boecon-Hood is still going strong on their sewer treatment plant in Kihei, Maui.

With Safety In Mind

AFL-CIO Safety School

Your safety department, as you know, is involved with countless aspects of industrial safety, from investigation of accidents which involve Local 3 members to assisting in the development of safety legislation, policy and guidelines on a local, state and national level. Of course, our primary effort is to stop accidents before they happen — we are firm believers in the adage, "forwarned is forearmed," and education is the best way to implement this.

In conjunction with this the International Union of Operating Engineers is participating in a Safety Training Program put on by the Building and Construction Trades Department of the AFL-CIO. I am proud to announce that General President Hunter P. Wharton, the third vice-president of the Department, has asked me to represent operating engineers in the opening session of the program, to be held at the AFL-CIO Labor Studies Center in Silver Springs, Maryland.

My participation in the program consists of assistance in setting up the curriculum and will consist of parts in various presentations. One of the first presentations I will be involved with is "Mechanics For Safety Problem Solving." The purpose of this is to enable the participant to understand and apply basic scientific and mathematical principles to the solution of construction safety and health problems.

The other presentations with which I will be involved are: "Construction Hazard Analysis." The scope is to introduce the participant to the practical application of the concepts and techniques of hazard analysis currently being successfully utilized to identify and evaluate hazards in the workplace;

"Industrial Hygiene and Occupational Health in the Construction Industry." The scope is to introduce the participant to the problem of damage to the human organism which results from exposure to various physical and chemical agents in the workplace. Emphasis is also placed on providing the participant with the facility to accurately measure health hazards in the working environment;

"Human Factors Considerations in Construction Safety." The scope is to provide the participant with an understanding of the capacity, capabilities, and limitations of machine systems as they relate to the accident process; and

"Construction Safety Technical Areas." The scope is to provide the participant with the knowledge to interpret and apply Federal construction safety and health standards to the construction work site.

We feel that all these topics will have a very positive, and practical, effect on the participants and we are very proud to be a part of the program.

Another bit of important news, which is covered in greater detail elsewhere in the newspaper, is the Harry Reed Memorial Award of Honor received last month by Business Manager Dale Marr. This is the highest personal award given by the National Safety Council, awarded for outstanding achievements in all aspects of safety work. We feel it was bestowed on a very deserving recipient.

SAFETY COMMITTEEMEN ACTIVATED

Week Ending October 18, 1974			
Dist	Name	Agent	
01	Phillip F. Munson	R. Wilson	
04	Eugene Davis	A. Smith	
20	Robert Butler	J. Johnston	
30	James Johannaber	W. Talbot	
40	Malvin Coffey	R. Wagon	
40	Robert G. Wagon	R. Wagon	
60	Gene Scarberry	J. Smith	
60	David Cone	J. Smith	
60	Doug Colburn	J. Smith	

WORK HISTORY SURVEY

1. Are you currently working in the construction industry? ☐ yes ☐ no.
If you are not working in the construction industry now, when did you last do so?

2. Below is a list of job classes. For the jobs you have worked on, please mark, to the best of your recollection, how many weeks you spent on each job. The total number of weeks you worked during each time period should not add up to more than 13.

Job Class	1973				1974			
	April	July	Oct.	Jan.	April	July	Oct.	Jan.
	May	Aug.	Nov.	Feb.	May	Aug.	Nov.	Feb.
	June	Sept.	Dec.	March	June	Sept.	Dec.	March
2361 Operator - Dozer								
3221 Grader/Setter Grade Checker								
3311 Heavy Duty Repairman								
3373 Heavy Duty Repairman Helper								
3401 Heavy Duty Repairman and/or welder								
3731 Inspector Tech.								
3761 Instrument Man								
3771 Instrument Man Tech.								
5051 Operator-Multi-Engine Earth Machine								
5173 Oiler								
5383 Partisan Heavy Duty Repair Shop								
5501 Operator - Pavement Breaker								
5531 Operator - Pavement Breaker Truck Mounted								
5801 Operator - Power Blade - Single Engine								
5821 Operator - Power Blade - Multi-Engine								
6081 Operator - Push Trace-Type Dozer								
6471 Operator-Rubber Tired Scraper Self Loading								
6481 Operator - Rubber Tired Earth Moving								
6491 Operator - Rubber Tired Earth Moving 2 (up to & including 75 cubic yds)								
6501 Operator - Rubber Tired Dozer								
6521 Operator - Rubber Tired Earth Moving 2 (over 75 cubic yds)								
6911 Operator - Self Propelled Compactor Single Engine								
6941 Operator - Self Propelled Compactor								
7011 Operator - Self Propelled Compactor with Dozer								
7123 Signaler (equipment)								
7491 Soil Tester								
7501 Soil Tester Tech.								
Total:	13 wks	13 wks	13 wks	13 wks	13 wks	13 wks	13 wks	13 wks

THE ABOVE QUESTIONNAIRE will be sent to selected operating engineers in the near future, as part of a study on whole body vibration. The cooperation of those who receive this questionnaire is essential to the study, which will benefit operating engineers nation wide.

Utah Moving To Beat Winter

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

The number of jobs in Central Utah is holding about the same. However, some of the bigger jobs are working extra hours in a race with winter. The dry fall weather has provided extra hours for the brother engineers.

American Bridge Construction at the Geneva Plant is starting with some of the prefabrication work and the crew size is finally on the increase. Talboe Construction is doing the foundation work and is moving in more equipment from time to time. Raymond Concrete Pile has a rig working on the sheet piling and other than too little room, the job seems to be progressing. State Inc. has some pipe work to be done but their crew size is still small.

The work load at Heckett Engineering is still high and it looks as though the two shifts will stay in operation for some time. With the new equipment in operation the production has increased and at the same time, so has the demand.

Western Pipe Coaters and United Concrete Pipe yards are slow. Both of these employers intend to stay at a reduced crew size for the next few months.

Geneva Rock Products is working a shift operation on the crushers and the hot plant is working long hours. The Point-of-the-Mountain plant is increasing production and the asphalt plant will start operation soon. The stock piles are down at present.

Operating Engineers working for S. J. Groves Construction at Currant Creek Dam are working long hours and more equipment is expected on the job in the near future. One of the problems will be the access road into the jobsite. If the road will stand up, and the Brothers can get to the equipment, they hope to work well into the winter.

SEECO is paving on the Roosevelt Airport job and hope to get as much as possible completed this season. However, the employer expects to finish and sell this job next spring. Some of the equipment from the Roosevelt project is to be sent to other jobs.

Peter Kiewit Construction is pushing rock around the bridge piers over the Starvation Dam, trying to stop the movement, and the biggest problem is the traffic. They have to move about 18 feet of dirt to get the rock and are using a new 983 track loader. The water in the dam is low now and they are attempting to move as much material as they can before the wet season gets here.

Stauffer Chemical at Vernal has added a new rubber tired loader to the mining operation and some of our brothers are moving to new job classifications.

Southern Utah is a beehive of activity. Most of the jobs have hit the peak on the number of men on the payroll.

Jelco's Huntington Power Plant job will be closing down for about 60 to 90 days this winter as they are not able to get the delivery of material. However, Jelco plans to keep a skeleton crew to receive what material does come in.

STEWARD'S NEWS

by Bob Skidgel, Job Steward Director

JOB STEWARDS ACTIVATED

Week Ending September 27, 1974			
Dist	Name	Agent	
11	Lynn E. Messman	D. Young	
11	Kenneth Nelson	P. Wise	
20	Felix Zucker	J. Johnson	
20	Jack VanLandingham	C. Ivie	
20	Eugene Roberts	H. Munroe	
20	T. W. Dodd	C. Ivie	
Week Ending October 11, 1974			
Dist	Name	Agent	
01	Young Davis	P. Schissler	
10	Fred L. Vincent	S. McNulty	
12	Paul Bazzell	D. Strate	
12	Nick Chavez	W. Markus	
12	Paul Hansen	L. Austin	
12	David R. Henrie	D. Strate	
12	Richard H. Larsen	W. Markus	
12	Andrew E. Lundin	W. Markus	
12	Elden Shurtz	D. Strate	
12	Vernon Kent Turner	W. Markus	
12	Burke Whitney	D. Strate	
Week Ending October 18, 1974			
Dist	Name	Agent	
11	Tom Hopper	R. Rhodes	
Week Ending October 25, 1974			
Dist	Name	Agent	
01	Leonard L. Valdivia	H. Pahel	
01	Fred Williams	H. Pahel	
20	John Prendible	D. Bell	
20	Carl Johnson	C. Ivie	
20	Gary R. Freitas	P. Schissler	
20	Mike Clarkin	P. Schissler	
20	T. J. Browning	J. Johnston	
Week Ending October 25, 1974			
Dist	Name	Agent	
20	Edward H. Brooks	J. Johnston	
20	E. A. Bishop	C. Ivie	
20	Atha Beam	H. Munroe	
20	Edward Bayne	H. Munroe	
60	Marina E. Sharp	R. Criddle	
80	John C. Steger	M. Womack	
80	Eugene E. Follansbee	M. Womack	
90	Anthony J. Silva	N. Davidson	
90	Paul Pecoraro	J. Bullard	
90	Ivan Leroy Hall	J. Bullard	
90	Lloyd Pierce	N. Davidson	

JOB STEWARDS INACTIVATED

Week Ending October 18, 1974			
Dist	Name	Agent	
01	Peter A. Conde	H. Pahel	
12	Larry Markel	R. Daugherty	
12	Raymond Shepard	W. Markus	
Week Ending October 25, 1974			
Dist	Name	Agent	
02	Tom Palmer	W. Sprinkle	
90	Homer Jones	J. Bullard	

etion crew to receive what material does come in.

W. W. Clyde's job in Fairview Canyon is working two shifts. There is about six miles of road to be built, but unless they can get down to the rock before snow flies it will be slim pickens this winter. Their stripping job for Brush William at Topaz Mountain should keep some of the hands going this winter. There are close to 3 million yards of overburden to be stripped by next June.

Cox Construction has two shifts on their I-15 job at Mona with most of the grade in and progressing well with the asphalt. They hope to get this job completed before winter.

Industrial Construction's Interstate job at Beaver is purring along very smoothly. Work on this job should be able to go on all winter. Industrial's freeway job at Scipio is just getting started with all the clearing done and the scraper spread getting a good start.

Sumsion & Sons was awarded a paving job in Payson Canyon. They were about out of work so we are pleased to see them get it.

L. A. Young Sons job in Salina Canyon is about completed. This job has employed up to 50 operators at its peak. Their road job on Highway 24 at Hanksville is moving along with two shifts going. The job should be completed by the end of the year if they can get the material for the structure spanning the Dirty Devil river.

Strong Company is working a lot of hours on their I-70 job at Thompson in an attempt to get all of the oil down before the cold weather hits. Strong Company also has a job starting up in the Canyonlands National Park. This job begins at the end of the one they just completed on Highway 211. This contractor's job on Highway 95, west of Blanding, should be completed by the time of this edition.

We hear some very promising reports on the Kaiparowits Power Plant and hope by next year to see a lot of activity in this area.

James Reed Construction Company has started on a collector road west of Logan. This

will be primarily a truck job as it is all imported borrow.

Cox Construction has completed the project on I-15 between Hot Springs and Perry. The concrete structures for this section will be bid in the near future.

Okland Construction is the apparent low bidder on a \$5 million hospital in Layton.

Christiansen Brothers Company of Salt Lake City is still planning to start construction on a \$40 million shopping mall at 12th West Street in Ogden.

Penkins and Bond Construction, from Little Rock, Arkansas, has started a \$5 million building for the American Greeting Card Company in Ogden. Gibbons and Reed has the sub-contract for all the excavation, approximately 125,000 cubic yards.

L. A. Young Sons Company has brought in six 651 scrapers to the Castle Rock job from Southern Utah. They now have approximately 50 engineers working on this project on a two-shift basis.

SEECO has started on their project at Echo repairing the portion of I-80 that slid into the Echo reservoir.

State Inc. is in full production on the erection of the mill at Park City. They are trying to complete most of the excavation and to close off the buildings before the cold weather and snow hits this mountainous area.

Kellogg Construction, a division of Pullman, has made good progress on the chimney at Kennecott Copper Corporation's new smelter. Already they are over 700 feet high, better than half done. On completion the stack will be 1,200 feet. There will only be one stack higher in the United States, 1,210 feet at Homer Pennsylvania. The scaffold that is used to work from is centrally monitored or individually operated. The design is from Kellogg on jack double action piston and the chimney and the computations on thickness and taper come from Cologne, Germany. The rate of speed at which the chimney is poured depends on a number of things. The best rate Kellogg has poured on any job is 53 feet in 24 hours. At the Kennecott Smelter they have poured 28 feet in 24 hours.

Personal Notes

FRESNO

We would like to send a "get well quick" wish to Brothers Loren Crabtree, Charles Dobrinin, Andrew Bodine, Joe Schiedel, John McCracken, L. H. Cope and Frank Jackson.

Our deepest sympathies are extended to the family and friends of Brother Weldon A. Harris who recently passed away.

Many thanks to Brother Harold C. Smith for his donation to our blood bank!

SACRAMENTO

Our deepest sympathies and sincerest condolences go out to the families of the following brothers who died in October: Walter M. Gibson, William Charles Smith, Cecil McGinn, and Morley T. Wing. They will be deeply missed by their friends and families.

STOCKTON

The following brothers were either hospitalized or under a doctor's care during the past month: Jack Pauley, Alton Dills, Alvin Thomas, Paul Cawelti and Don Vigil. A speedy recovery is wished for all.

Our deepest sympathies are extended to the families and friends of departed Brothers Floyd "Curly" Bryant, William Stoner, Norval and John Delphia.

SAN RAFAEL

Best wishes for a happy retirement to Brother "Bill" Mounovan. Congratulations to Apprentice Charles Gollaher on becoming a father recently. Brother Pete Thompson is out of commission—has a broken leg and will be laid up for about six months. Best wishes for a fast recovery.

OAKLAND

Brother Tom Silva has been a member of Local 3 for five years, and has been working for Oliver DeSilva for a little over five years as a grader setter and foreman.

Brother Silva has been very sick and has been off work since May 15, 1974. He has been in and out of Washington Hospital and been traveling to Stanford Medical Center three times a week.

Brother Silva's address is 2116 Gomes Road, Fremont, California 94538, and his telephone number is (415) 656-6305. He sure would like to hear from some of the brothers. If you can't stop by and see him, please call and say "hi."

We sure would like to see Tom get back to work.

Brother Hershel Johnson recently had back surgery at Alta Bates Hospital and is now convalescing at home until the first of the year. Good luck and speedy recovery to Brother Johnson.

SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Al B. Boyack; Leonard Fitzgibbons.

Our most sincere thanks to Brother William Grossi for his blood donation.

The San Jose Office's staff wishes all the brother engineers and families a very happy Thanksgiving Day!

To all members in Santa Clara County:

Blood donations are desperately needed for brother engineer's son. If you wish to donate blood, tell the nurse or clerk that you are donating for Steven Gunter, Kaiser Hosiptal, Santa Clara.

Most Grateful,

Mr., Mrs. & Steven Gunter.

MARYSVILLE

We are happy to report that one of our retired Brothers, Francis

See More PERSONALS, Column 4

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

P. O. Box 689

San Francisco, California 94101

Telephone: 415/431-5885

Please send me information and documents as indicated:

- ☐ Membership and Dividend Information.
- ☐ Send Loan information for:
 - ☐ Signature loan.
 - ☐ Share Secured loan.
 - ☐ New/Used Automobile loan.
 - ☐ New/Used Mobile Home loan.
 - ☐ New/Used Boat & Equipment loan.
 - ☐ Travel Trailer/Camper loan.
 - ☐ Aircraft loan.
 - ☐ Construction Equipment loan.
 - ☐ First Mortgage loan.
 - ☐ Second Mortgage loan.
 - ☐ Unimproved Property loan.
- ☐ Assistance in refinancing present automobile loan.
- ☐ Information on Accident and Health Insurance.
- ☐ Information on Life Savings Insurance.
- ☐ Information on Loan Protection Insurance.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO. _____ TELEPHONE _____

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 1970 AMERICAN MOBILE HOME 12x65 w/4x12 tip on liv. rm. 2 BR, extras. Call Don Rogers, 415/829-4074. Reg. No. 0707359. 9-1.

FOR SALE: 1957 JEEP 4 W.D. sta. wagon. 260 Ford eng. New L60-15 tires & chrome whls & std. jeep whls. Phone 209/862-2282. Reg. No. 0824688. 9-1.

FOR SALE: IN PLACERVILLE 73 Silver crest mobile home 12x60, 2 br., frt. liv. rm., carpeted, awnings, skirting, shed, cooler, in adult pk. Ph. 916/622-8793. Reg. No. 0351468. 9-1.

FOR SALE: 1969 TRAVELEZE h.s. trlr, 36x8 w/tilt out, refrigeration, awning, carpet, rotary tv ant. \$4,000. J. F. Johnson, 381 E. Pepper, Farmersville, Cal. 93223. Ph. 209/594-4138. Reg. No. 0594271. 9-1.

FOR SALE: TWO 6 FT. UTILITY FENDER top tool boxes \$110 or offer. One Vacationer CST insulated cab high camper shell for SWB \$165 or offer. P. W. Beardslee, 1132 Fountain St., Alameda, Cal. Reg. No. 1420286. 9-1.

FOR SALE: DRAGSTER front motor 130 lb. set up for any comb. Less motor, trans. & 3rd number. Roadster & dragster leadies. Single axle tr. \$400. Call 209/732-0986 aft. 6. Reg. No. 0775427. 9-1.

WANTED: PORTABLE BELT LOADER w/shaker screen. Mel Williams, P.O. Box 1552, Gilroy, Cal. 95020. Reg. No. 1414682. 9-1.

FOR SALE: 1953 INT. R210 4-71 GMC diesel log racks, 5 sp. main 3 sp. aux. Timken tandem dr. Eng. has 2,000 mi. since overhaul. Ph. 209/862-2282. Reg. No. 0824688. 9-1.

FOR SALE OR TRADE: 11-ROOM HOUSE; 3-rm house, 3,000 gal. undergrd gas tk w/pump, platforms & sheds; 1 acre, nr Sacramento. Call 916/455-3324. Reg. No. 0515910. 9-1.

FOR SALE: 2460 GRADALL 3", 4", 5" buckets. 371 GMC diesel up & Cummings diesel in carrier w/parts. \$7,500. Ph. 916/922-0532. Reg. No. 0970365. 9-1.

FOR SALE: APPROX. HALF ACRE CORNER LOT Redding, Ca. Util. & paved sts. Can be divided. Also 2 smaller parcels. 275-41st St. Apt. 115, Oakland, Ca. 94611. Reg. No. 865537. 9-1.

FOR SALE: TWO AIRESEARCH T-3030 turbochargers. Trade for tools, air compressor, valve grinder, drill press, lathe, etc. J. Bowlin, 2466 Aptos Ct., Union City, Ca. 94587. Call 415/471-7738. Reg. No. 1228753. 9-1.

FOR SALE: 73 EL CAMINO, power brakes, steer., 4-spd., mags, new tires, 19,000 mi., exc. cond. \$2,900. Call 916/421-0155. Reg. No. 1595030. 9-1.

FOR SALE: 1972 TRAVELEZE 30', air, blt-in vacuum jacks, refrig., awning, spare, like new. \$5,500. L. T. Engel, Ph. 916/273-7976. Reg. No. 553019. 9-1.

FOR SALE: HARLEY DAVIDSON SPORTSTER, 1973, stock, like new, 3,000 mi. \$2,100 firm. Call Paul Farmer, 415/865-3715. Reg. No. 1166505. 9-1.

FOR SALE: 9 1/2 ACRES nr Oroville Oak & Pine, covered 600' city rd frontage w/well, elec. nr. ask \$9,500 or best offer, will finance. 415/589-4314. Reg. No. 1411491. 9-1.

FOR SALE: GMC 41 PASSENGER BUS, 471 diesel \$2,250. Malsbury 300 port. steam cleaner \$925. 12-yr Appaloosa mare, reg., very gentle \$250. J. Corbett, 2606 Carpenter Rd., Stockton, Ca. 95206. 209/463-7305. Reg. No. 1208766. 9-1.

FOR SALE: CONSTRUCTION TRAILER, tilt bed, 18' bed, 7 1/2' tongue, single axle, dual whls. \$900. K. Prenger, 6036 Lean Ave., San Jose, Cal. 95123. Call 408/225-1865. Reg. No. 1528272. 9-1.

FOR SALE: MOBILE HOME 8x45, furn. 1 1/2 BR, wash/dryer, a/c, cent. heat. 8x40 awning. \$3,800. F. Martinez, 27499 Patrick Ave., Hayward, CA 94544. Reg. No. 1136308. 10-1.

FOR SALE: NEAR LAYTONVILLE, 40 acres w/2 story cabin, stocked pond, fruit trees & timber. Good hunting. Access all yr. Int. at 7%. \$36,000. Ph. 209/748-2498. Reg. No. 1117589. 10-1.

WANTED: SHOP BLDG. to move, prefer all metal 40x60 or larger, will consider other. Shop/stor. usage. L. Fiolera, 2665 Plaza Claveles, San Jose, Ca. 95132. Ph. 408/263-1198. Reg. No. 1427813. 10-1.

WANTED: UPPER & LOWER COWL for Cessna 172A. Also a McCauley EM7653 Propeller + other parts. L. Fiolera, 2665 Plaza Claveles, San Jose, Ca. 95132. h. 408/263-1198. Reg. No. 1427813. 10-1.

FOR SALE: MASEY FERGUSON BACKHOE ATTACHMENT 220 & buckets, 45' Sparton Trailer. Exc. 3 BR home w/30x36 shop. B. Goekler, P. O. Box 984, Chico, CA 95926. Ph. 916/342-5489. Reg. No. 1178096. 10-1.

FOR SALE: 1969 FORD CAMPER. Spec. 3/4 ton & Boles Aero Travel trailer. Self cont. w/air. Or Trade for 4 place airplane. J. Deffley, 1702 Miller Ave., Modesto, Ca. 95351. Reg. No. 1142933. 10-1.

FOR SALE OR TRADE: INTER'L 10 WHEEL DUMP TRUCKS. Dump boxes & Garwood Hoists for 10 whlr dump trucks. \$350. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 10-1.

FOR SALE: CASE 1964 ANGLE DOZER w/rippers. Diesel, new running gear \$4,200. 1965 Field & Stream 15' trailer \$650. B. Ormans, 2575 Morgan Terr. Rd., Clayton, CA 94517. Ph. 415/689-5638. Reg. No. 0892706. 10-1.

FOR SALE: 1955 JEWEL HOUSE TRAILER, 25', good cond. Modern, shower, wash basin, flush toilet, lrg. bed, closet space, hot water htr., dbl sink, butane stove, elec. refrig. Incl. trailer hitch & hook up. New tires. \$1,250. 1825 E. Shepherd St., Fresno, CA 93710. Ph. 209/299-8774 or 209/466-9089. Reg. No. 509762. 10-1.

FOR SALE: CLASSIC 1948 STUDEBAKER CHAMPION. Comp. restored. Runs like a dream. New eng., upholst. & tires. \$1,500. 6370 N. Temperance, Clovis, CA 93612. Ph. 209/299-4295. Reg. No. 0998883. 10-1.

FOR SALE: LINCOLN WELDER, 400 amp., 6 cyl., Continental, KW's. 15' wheels \$950. Exc. cond. L. Herrick, 2747 Peartree Ln., San Jose, CA 95121. Ph. 408/274-7595. Reg. No. 1137643. 10-1.

FOR SALE: SMALL 2 BR HOME on 1/2 acre, walnut & fruit trees in Live Oak, CA. \$12,500. W. Martin, 130 East O

St., Benicia, CA 94510. Reg. No. 0939968. 10-1.

FOR SALE: VIEW LOT NE TWAIN HARTE. Very reas. Paved road, water & elec. in to edge of lot. Terms. F. Meacham, Rt. 1, Box 125, Soulsbyville, CA 95372. Ph. 209/532-5005. Reg. No. 0469307. 10-1.

FOR SALE: 3/4 DRIVE SET 3/4 to 1 1/4 ratchet & extensions. Box & open wrenches 1 1/4 to 1 1/16. 0 to 4" mike. D. Mansfield, 9980 Fernwood Rd., Stockton, CA 95205. Ph. 209/931-1853. Reg. No. 0486182. 10-1.

FOR SALE: FALCON RANCHERO, 144 Eng. in fair cond., good tires \$300. 1969 Honda 950 miles-like new. \$200. D. Mansfield, 9980 Fernwood Rd., Stockton, CA 95205. Ph. 209/931-1853. Reg. No. 0486182. 10-1.

FOR SALE: 1955 DIAMOND T TRUCK TRACTOR Recently overhauled, 501 eng. \$1,200. Catapillar 28 w/good trac & rails \$350. 2,500 gal. oval water tank \$800. Dbl. hoist for dump box \$100. 415/967-3943 Evenings. Reg. No. 1067423. 10-1.

FOR SALE: OREGON, 1.2 ACRE, septic, water, elec. avail. on road. \$4,500. TD-24 14' angle blade, logging winch, cracked block \$4,000 or trade smaller Ph. 415/862-2955. Reg. No. 0899473. 10-1.

FOR SALE: 1973 OVERLAND MOTOR HOME, 28', 10,000 miles, fully self-cont., low equity, balance \$12,000.—take over pymts. C. Freeman, 30394 Richland Ave., Shafter, CA 93263. Ph. 805/748-4512. Reg. No. 1469596. 10-1.

FOR SALE: TWO LOTS, fenced, landscaped, Budget mobile home 18x26', garage w/laund., wkshp, stor. shed, 2430 Snively Ave., Kingman, Ariz. 86401. Reg. No. 0688904. 10-1.

FOR SALE: 1958 BEE GEE WHEEL TRENCHER CASE TRACTOR \$400. 1964 Case Crawler Tractor Loader Backhoe, 1964 Case Rubber tired Tractor-Loader-Backhoe. J. Cuddy, 2584 Grant Ave., San Lorenzo, CA 94580. Ph. 415/276-4996 or 537-4709. Reg. No. 1281264. 10-1.

FOR SALE: 1960 REO 5 YD DUMP, 1960 8x20' tilt trailer, Buckeye 407 Trencher. \$5,000. J. Cuddy, 2584 Grant Ave., San Lorenzo, CA 94580. Ph. 415/276-4996 or 537-4709. Reg. No. 1281234. 10-1.

FOR SALE: COMB. WELDING SHOP EQPD, Auto Repair, Body Shop. 50'x 55' Mtl. Bldg. 50-110' lot \$18,000 plus smt parts inv. Terms—low int. Ph. 916/824-5736 or 824-3856. Reg. No. 0307920. 10-1.

FOR SALE: TRUCK, WHITE COMPACT COE w/354 Perkins diesel eng. & 5 spd. Clark trans. Never used 15' flat bed dump w/24" stakes. V. Behlen, 1368 Arleen Ave., Sunnyvale, CA 94087. Ph. 408/739-1941. Reg. No. 1590560. 10-1.

FOR SALE: TD9 INT'L DOZER, Model B, Farmall Tractor & Disc, Ferguson Tractor w/pow, chisel, W. Maddox, Box 58, Los Banos, CA 93635. Ph. 209/826-0684. Reg. No. 1043556. 11-1.

FOR SALE: 45'x8' SPARTON TRAILER, on 1/2 acre mobile lot, nr Paradise Pines, paved street, util. driveway, nice trees. \$9,500. Call 408/243-0640. Reg. No. 0366038. 11-1.

FOR SALE: 3/4" SOCKET SET, Hvy duty wrenches, taps, punches, chisels, & other. Reasonable. Call 408/243-0640. Reg. No. 0366038. 11-1.

FOR SALE: ALHSTREAM 1965, 17', self-cont. \$2,600. firm. W. McElroy, 1260 Tofts Dr., San Jose, CA 95131. Reg. No. 1082358. 11-1.

FOR SALE: VIEW LOT, 2 1/2 acres. Calif. Valley—east of Paso Robles, CA. \$2,000 or trade for travel trailer of equal value. L. Walker, 5747 Pearl Dr., Paradise, CA 95969. Reg. No. 181352. 11-1.

FOR SALE: COLLECTORS DOLLS, Kerr & Hinz Bisque Baby 4", dolls \$30 per doz. plus \$2 ins. & postage. Also German dolls. Write for list. C. Hollars, 7131 Parish Way, Citrus Heights, CA 95610. Reg. No. 1058704. 11-1.

FOR SALE: 1941 CHEVY ARMY 4 by, 2 ton truck, 4 spd, 4 whl drive, running cond., make offer. G. Boyle, 575 South Center, Los Molinos, CA 96055. Ph. 916/394-2277. Reg. No. 0671365. 11-1.

FOR SALE: 1955 BARBER-GREEN PAVES, Model 879A-4855, good cond. \$2,000. N. Madsen, P.O. Box 598, Napa, CA 94558. Ph. 707/255-0106. Reg. No. 1284779. 11-1.

FOR SALE: 10' TELESCOPIC TUCK-AWAY CAMPER, ice bx, stove, tw. beds, good cond. \$800. E. Warren, 1549 Dale Ave., San Mateo, CA 94401. Ph. 415/344-1886. Reg. No. 1086579. 11-1.

FOR SALE: POWER LIFT GATE, 3,000 lb. Dbl cylinder, also aluminum van 8x8x16. \$1,000 for both or \$800 for gate alone. G. Boyle, 575 South Center, Los Molinos, CA. Ph. 916/394-2277. Reg. No. 0671365. 11-1.

WANTED: ENGLISH 12 BORE SHOT-GUNS, Royal, Boss, Purdey, Churchill, any cond. L. Reeve, 302 E 39 Ave., San Mateo, CA 94403. Ph. No. 415/345-0868. Reg. No. 1051351. 11-1.

FOR SALE: MOBILE HOME LOT, nr New Melones Dam on beautiful Lake Tulloch. Septic, elec. & well. Owner financed. K. McRae, 238 Esther Ct., Hayward, CA 94544. Ph. 415/537-9933. Reg. No. 0664957. 11-1.

FOR SALE: 580 CASE BACKHOE LOADER, 3 buckets, ext. boom, new rear tires, exc. cond. Metal lathe 12" swing, loft bed, misc. parts. 12,000 lb. Tulsa Winch & cable spl. H. Sand, Ph. 209/239-2242. Reg. No. 1101963. 11-1.

FOR SALE: EXCAVATION BUSINESS, est. 14 yrs. 680C Case Backhoe, all buckets, 12"-48"; semi-trk & lowbed; 2 dump trks-5 yd. & semi 10 yd. end dump. Call 916/473-5729, after 6 p.m. Tucker, Rt. 1, Box 39, Williams, CA 95987. Reg. No. 1273393. 11-1.

FOR SALE: TERRY TRAILER, late '73, fully self-cont., butane elec. refrig., forced air heat, sleeps 3. \$3,600. C. Gilstrap, P.O. Box 122, Goshen, CA 93227. Ph. 209/734-3846. Reg. No. 0595199. 11-1.

FOR SALE: CAT D8 w/25 C.C. & 88 DOZER, ser. No. 2U1193. Also Cat D8 w/25 C.C. 88 dozer, legal mtd, canopy, newly majored, ser. No. 13A562. W. Alexander, 3217 Monmouth Ct., Pleasanton, CA 94566. Ph. 415/846-8224. Reg. No. 1231292. 11-1.

FOR SALE: 10 acres SISKIYOU AREA, nr Ft. Jones in Quartz Valley, \$6,750. Also 14 acres w/pond \$12,500. Terms. W. Alexander, 3217 Monmouth Ct., Pleasanton, CA 94566. Ph. 415/846-8224. Reg. No. 1231292. 11-1.

FOR SALE: 1973 SIESTA CAMPING TRAILER 16', like new—used only once. See to appreciate, San Jose area. Ph. 408/274-7114. Reg. No. 1054983. 11-1.

FOR SALE: TRENCHING BUSINESS, OCA w/Univ. Trencher, Ford Tractor w/Auger, Ford Tractor w-deep hole drilling. Will sell separately. Ph. 408/736-6902. Reg. No. 1121881. 11-1.

FOR SALE: MOBILE HOME, Marlette, 12x55 w/19x7 expando, fr. porch, skirtings. G. Sanchez, 13429 Yosemite Blvd., Waterford, CA 95386. Ph. 209/874-9718. Reg. No. 1415022. 11-1.

FOR SALE: RADIAL ARM SAW 12", SEARS Craftsman w/steel stand, plus 3 extra blades, perf. cond. \$200. Ph. 415/828-0276. Reg. No. 1113067. 11-1.

FOR SALE: GOOD BRICK BUILDING, which now is laundromat & second hand store, inventory incl. \$8,000. cash. C. Criss, Box 664, Mullan, Idaho 83846. Reg. No. 0798176. 11-1.

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)

Wyman, is out of the hospital and doing well. Brother Charles Shipley was recently in Rideout Hospital for surgery but was into the district office last week and is anticipating getting back to work soon.

Our condolences to the families and friends of our retired brothers Howard Eakle and Willis Ruff.

Happy Thanksgiving.

SAN RAFAEL

Brother M. E. "Red" Tavenner has pensioned out as of 10/1/74 and we wish him loads of success.

Our congratulations to Brother "Ozzie" Wilbor and his wife Emily on their 35th anniversary observance on November 4th.

We received the following letter from Brother Harry "Red" Hayes who is retired and now resides in Reedsport, Oregon:

"Fall is here and we are busy getting ready for winter—we have all of our jams and jellies made and all of the canning done. The wood pile is stacked high and here we are waiting for rain so we can go steelhead fishing and we have summer weather—no frost yet.

"I miss all of the people down there, but I'm very grateful I don't have to live there anymore. Hi to all the gang, and I hope you enjoy retirement as much as we do. Best of luck.

"Red" Hayes."

See More PERSONALS, Page 16

1974 MEETINGS SCHEDULE

1974 SCHEDULE OF SEMI-ANNUAL DISTRICT & SUB-DISTRICT MEETINGS SEMI-ANNUAL MEETINGS

Saturday, July 13, 1 p.m., Masonic Auditorium, 1111 California Street, between Taylor and Jones Streets, San Francisco

DISTRICT & SUB-DISTRICT MEETINGS

NOVEMBER

- 7 Watsonville, Thurs., 8 p.m.
12 Stockton, Tues., 8 p.m.
14 Oakland, Thurs., 8 p.m.
26 Sacramento, Tues., 8 p.m.

DECEMBER

- 3 Fresno, Tues., 8 p.m.
5 Santa Rosa, Thurs., 8 p.m.
6 Ogden, Fri., 8 p.m.
7 Reno, Sat., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

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

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Salt Lake City, 1958 W. No. Temple.
Reno, 124 West Taylor.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 E. Beach.
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Provo, Carpenters Hall, 600 South, 600 East
Ogden, Teamsters Hall, 2538 Washington Blvd.

Business Offices and Agents Phone Listing

DISTRICT 01—SAN FRANCISCO

Dispatch Office:

470 Valencia St., Office—415/431-5744
Ralph Wilson, Dist. Rep. * 355-8142
Charles Snyder * 479-2113
Harvey Pahel 415/359-2098
Guy Jones *415/525-5055
Ray Morgan *415/828-2624

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
Ray Cooper, Dist. Rep. *415/349-5664
Phillip Pruett *415/359-0385

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
Dick Bell, Dist. Rep. *415/656-3587

DISTRICT 20—OAKLAND

Ken Allen, Asst. Dist. Rep. 415/938-0951
Ron Butler *415/686-0653
Wm. Dorresteyn *415/223-1131
Dewitt Markham *415/939-7219
Jim Johnston *415/582-3305
Buford Barks *415/797-4819
Robert Marr *415/651-1633
Charles R. Ivie 415/933-3970
Henry F. Munroe 415/686-6016

DISTRICT 30—STOCKTON

2626 North California, 95204
Walter Talbot, Dist. Rep. 209/464-7687
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
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. *916/874-3927
John Smith *916/873-3583
George Halsted *916/743-1615

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
Clem Hoover, Dist. Rep. *916/428-1458
Al Dalton *916/622-7078
Al Swan *916/487-5491
Wilbur Marshall *916/687-6796
Wm. Best 916/988-5735

DISTRICT 80—SACRAMENTO

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

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
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 *702/322-0009
Ronald Rhodes *702/635-2737

UTAH

DISTRICT 12—SALT LAKE CITY
1958 W.N. Temple, 85103 ... 801/532-6081
Tom Bills, Dist. Rep. *801/255-6515
Wayne Lassiter *801/531-7084
Wm. Markus *801/255-5227

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

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(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

HILO—Lycurgia Bldg.

56 Waiuanue, 96720
Valentine Wessel, Asst. Dist. Rep. *808/933-6187
Wm. Crozier 808/949-0084

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 *746-6160
Moses Flores *745-2427
*Indicates Home Phone

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* 239-5697

SAFETY DEPARTMENT

Jerry Martin, Director
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443-5285

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*209/529-5838

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James Rowland, Jr. 808/536-8298

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*415/728-7431

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* 566-1194

Al Venning, Audio-Visual
*408/252-8929

Paul Ingalls, Engineers News
415/431-1568

John McMahon, OCC & Vote
415/431-1568

Wm. E. (Bill) Metz 916/961-8255

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Technical Engineering Center
415/893-2947

Mike Womack, Director
Office—916/383-8480

*916/933-0300

Paul Schissler ... Office—415/893-2120
* 829-5666

Harold (Gene) Machado ... 408/295-8788
*408/255-6096

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415/465-7878

A. A. Pennabaker, Adm. ... *415/254-8681

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Dan Senechal, Director
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*916/673-5736

Walt Norris, Special Representative
Office—415/893-2875
*415/447-5108

Stanley Glick Office—209/466-7141
*209/951-1999

Robert J. Criddle, Jr.
Office—916/743-7321

*916/743-6929

Allen Boyd Office—209/485-0611
*209/266-0154

Robert P. Langston
Office—408/295-8788

*707/745-4585

Ronald L. Ward *415/651-5531

Steven Dunkin *408/244-9686

Loran Rudder *209/478-5871

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San Francisco 94103 ... 415/431-1568

Art Garofalo * 582-6002

TRUST FUND SERVICE CENTER

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

APPRENTICESHIP

476 Valencia St., 94103 ... 415/431-3835

Jack McManus, Adm. ... *415/586-1727

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

In Fresno District

Construction Of Industrial Park To Begin

By **CLAUDE ODOM**
District Representative
and
BOB MERRIOTT
HAROLD C. SMITH
JERRY BENNETT
Business Representatives

Improvements in the Southgate Industrial Park should begin about the first part of November, to prepare about 80 acres zoned for industrial use.

The construction and site improvements contract for the area was awarded to American Paving Co. for the low bid of \$818,000.

The industrial park is bounded by Church, Fruit, West and California Avenues. The project also includes a pre-treatment sewage plant and odor control equipment will be installed in the near future.

Streets, curbs and gutters, storm and sewer lines and lighting are included in the American Paving contract and the job will take about 150 working days to complete.

Plans for the proposed Mid-Valley Canal as an alternative to the East Side project has been proposed by the Bureau of Reclamation and would be built by

the Bureau with water supplies coming from Northern California. Joint feasibility studies are being undertaken by Federal and State Governments.

The canal would begin at the Dos Amigos Pumping Plant on the California Aqueduct south of Los Banos and go 30 miles southeast to the Mendota pool. From there two canals would take off, one running through Madera and Merced Counties ending at Deadman Creek.

The second would run through Fresno County to the Kings River, then south through Tulare County and end at the White River north of Delano. A branch canal to be built later would go east of Tulare to the proposed Yokohl Reservoir which has an estimated storage capacity of 450,000 acre-feet and four pumping plants.

A feasibility report must show that the project is worth building, then Congress must authorize it. Congressman B. F. Sisk (D) said we will be very lucky to have the project finished by 1985. He also said that the Mid-Valley Canal should meet the water demands of the Valley for 25 or 30 years.

The State Department of Transportation has awarded two contracts to build two uphill passing lanes and resurface a section of Highway 41 in Madera County.

Two uphill passing lanes will be constructed on the Highway about 21 and 26 miles north of the Fresno-Madera County line by Delaview Construction Co. of Fresno, under a \$1 million contract.

The passing lanes represent the only alternative to the once proposed freeway from Fresno to Yosemite National Park and should be ready for use before the end of 1974.

Current highway building costs and other funding restrictions have eliminated the freeway from highway building plans.

L. D. Folsom Co. of Coalinga was awarded a \$163,000 contract to resurface five miles of Highway 41 at a point 4 miles north of the San Joaquin River.

C. R. Fedrick, Inc. has begun work on their project for Westlands Water District. Early construction on this project calls for

excavation and structural work for 12 pumping stations used to lift water from the San Luis Canal. All farmland west of the canal is uphill, requiring additional pump stations. The 64 miles of pipeline on this project will not start until next spring due to difficulty in pipe delivery. The company has 700 days to complete the job.

A. J. Construction has been busy working on forest service roads in Nine Mile Canyon, Southeastern Tulare County. The only access to this area is from Highway 395 north of Inyo-Kern. Nine engineers have been busy on this job and will be back to complete the project next year. Elevation is 9,000 feet.

Daleview Construction Co. of Fresno was the low bidder at \$350,000 on flood control work in the Huron Area.

Triangle Construction Co. of San Bernardino was low bidder for construction of Morton Avenue in the city of Porterville at \$664,550. The job is expected to start soon and be completed in February, 1975.

More Personals...

(Continued from Page 15)

REDDING

It is with deep sadness and regret that we report the death of the following brothers:

Brother Harold Kern who passed away after a long illness. Many of the brothers will remember Harold as he worked many years in and around Redding. Brother Kern worked most of the time as owner-operator.

It is also with deep regret that we report the loss of Brother Carl Leifer. Brother Leifer moved to Northern California from Los Angeles area, but due to illness never worked in Local No. 3 area. Brother Leifer and his wife operated the bar and grill in Dunsuir. Our most heartfelt sympathy to the family and many friends of Mrs. John Crump. The John Crumps were married 45 years, had one son, Joseph. Brother John Crump worked out of the Marysville hall before his retirement from Local No. 3.

Our wishes for a speedy recovery to Brother Alex Rodak who is back home recovering. Good luck Alex.

Also, best wishes for a speedy recovery to Brother James O'Neill who was hospitalized and now on his way to recovering.

Best wishes for a speedy recovery to Brother Rudy Wright—Rudy is hospitalized in the Veterans Hospital in Reno, Nevada. If any of the brothers should be in that area stop by and visit. I'm sure Rudy would appreciate hearing from you.

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Detailed completion of this form will not only assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

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