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 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.

Governor-elect Edmund G. Brown, Jr., was elected governor over Houston McQuinn. Other Local 3 endorsed candidates for statewide office include Lieutenant Governor Mervyn Dymally, Secretary of State March Fong, Controller Ken Cory, Treasurer Jessee Unruh and Attorney General candidate William Norris suffered defeat.

Californians also saved the New Melones Dam project by solidly rejecting Proposition 17. With the defeat of Proposition 17, a new Credit Union telephone center, Local 3's Credit Union, which will also be relocated.

A major political success for organized labor in California was the defeat of Proposition 17. With the defeat of Proposition 17, Local 3's Credit Union, which will also be relocated.

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., 94568. All other business should be addressed to Operating Engineers Local Union No. 3 Credit Union, 7001 Dublin Blvd., Ca., 94568. The new Credit Union telephone number is 415/620-4400.

The new loan program is a telephone 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 the same day.

According to the survey taken by the Credit Union, members in the geographical center of Northern California for members of Local 3. It is located 20 miles from Oakland, 85 miles from San Jose, 60 from San Francisco, 90 miles from Sacramento, 45 miles from Stockton, 120 miles from Marysville and 140 miles from Fresno. It is estimated that 15,000 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 existing structure.

**WHAT'S INSIDE**

Credit Union Map, Pg 2

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.
I know the best thing the Engineers Local 3 could do is to build up our end of the agreement we have with the contractors covering the City of Fresno, Surveys. How about it?

One of the main functions of the new Technical Engineering Division is to organize and train new 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 some excellent successes.

We are especially proud of our efforts in Utah and in Sonoma County, a new employers association known as the Western Coun- selers Surveyors Association. These are fine professionals in every sense of the rotaP:°3

Ed. Note. In reply to the many requests from Operating Engineers and their families for special reading material, we include recom- mendations as a regular feature in your Engineers News.

By DALE MARR, Business Manager

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Marr Awarded Highest Honor
By National Safety Council

John E. Smith
George Halsted

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. Our crews have 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 Chennecox Canal at Richvale. This job will be running for 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 Sunbelt Pavement. 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 busy after the harvest is finished and the crops are all in. We expect to be starting a couple of jobs this in the paper we will have more information on the sewer job west of Chico. This job cost approximately $10 million. Also by press time, we will probably have had our pre-job conference with Ladd Construction Company on the Highway 99 job at Pentz Road. The job is rated from 149 from 99 to Highway 70.

H. M. Byars is working nine to 10 hours a day here at Willos trying to beat the rain. The Johns-Manville Plant in Willos is shipping some 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 planned plus good bid jobs. Gates and Fox has about 28 engineers working on the Colgate Tunnel near Dublin, doing repair work caused by a cave-in. This job is lasting considerably longer than anticipated, as the damage was more than expected when they entered the tunnel. The Dayton-Miller Water Agency wants to line and grade this portion of the tunnel when

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

The Iron Rod Memorial Award of Honor was bestowed upon Marr at the Chicago conference on October 9. The 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, and enforcement and all other efforts to promote safety.

Marr, long a nationally recognized expert in the field of safety, has been closely associated with the Local 3 Safety program in 1960 and worked as its director until he was elected vice president of Local 3 in 1962. He was especially at home working with the keynote speakers. Marr was surprised and equally honored to receive the award.

The Hunt Corporation job at Beale Air Force Base is coming along well. Teichert Construction Co. has just started work on their job in Yuba City. This job will be starting this job shortly for various locations. Teichert has started work at the Pacific Coast Highway and will be another job which was not expected and will keep the brothers busy for over a month.

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

The supply in the Marysville area is pretty good, as we have completed our job with the brothers voted to accept the proposed agreement and 66 for the proposed agreement. Will Baker's Mar's is in agreement on the pre-negotiation meeting. We believe it's our responsibility to negotiate the best agreements possible in the interests of our members. We expect to have the members accept or in some cases many new agreements.

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

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

First, we do our best to follow the members' instructions during the negotiations.

Second, we do our best to follow the members' instructions during the negotiations.

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 accept or reject.

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Fifteen
By BOB MYFIELD

It has been a couple of months since I last submitted an article for publication, due to the busy times of the road construction trade. During this period I have spent almost all of my time on the road in contract negotiations, attending the Western Conference of Engineers in Hills, Montana, and the International Foundation Trustees' Meeting in Toronto, Canada.

Several months ago in this column I discussed a new type of agreement that has come about in several states and 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. But, the federal government is insisting on the White House contract. It is the purpose of this article to tell you about some of the projects in this area and what they are doing.

At the Western Conference in Hills, held half past this month, a good portion of our drilling agreements, and Local No. 12 agreements, were endorsed and adopted as a part of the new policy. At 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. But, the federal government is insisting on the White House contract. It is the purpose of this article to tell you about some of the projects in this area and what they are doing.

The open shop and double-breasted contracts are constantly on the move to make inroads in our jurisdiction. This past month in an effort of working closely with our business associates in Nevada, we helped thwart such an attempt and we are working hard to get a contract signed with others. A pair of different Idaho companies were low bidders on recent projects in Nevada. These companies are both signatory to the A.G.C. agreement in Idaho, but with low-priced bidders on remote jobs in Northeastern Nevada. These are only a few things we now enjoy under a union contract, and we appreciate them.

The fruits of this realistic situation and contract have finally come to the surface. These brothers are indeed also have a firm agreement 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. But, the federal government is insisting on the White House contract. It is the purpose of this article to tell you about some of the projects in this area and what they are doing.

Contract negotiations are the most time consuming part of our progress. The price and conditions negotiations can't help but worry about this job. Anyone can put any group of men working for a company out on strike by extravagant and foolish demands being made. A company as well as a union has to 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 appreciate all the things that make our job will be done under this agreement in the not-too-distant future.

Also this past month we reached an agreement with the Usich 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, and negotiations had to be held by the board of directors of the company. After many rounds, the agreement was ratified by the rank and file of the company to our contract and dispatched around 15 Local No. 3 members to represent the company and be the stewards.

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There are several new projects in the Southern California area that are now in progress. Granite's job on the 5.2-mile stretch of Highway 1 between Aptos and Cambria has been underway for several months, and the job continues to be very successful. Another link in the Guadalupe Expressway is a proposed free-way that will extend to Santa Teresa Boulevard in southern San Jose. This first contract will include grading to accommodate the Guadalupe Expressway. The second stage of the project which will come up for bid in 1978 will include the paving plus another few miles of additional work.

A lot of brothers in the Santa Cruz Area have been wondering about brother Albert Sam, a longtime employee on several projects. For their information Albert is doing fine and should be back to work in the near future. The pre-job for the $61.5 million contract for construction of the East Cliff sewer transmission line will be held on Oct. 31, 1971. An Oron, Public Relations Administrator for Granite Construction Co. in San Jose, has been working hard to keep the matters out of the newspaper and media, and will be held in accordance with the project's schedule.

ATTENTION OPERATING ENGINEERS IN THE SAN JOSE AREA

Central California Red Cross Blood Center
333 Mongard Street
San Jose, Ca.
292-6424

BLOOD DONATING HOURS
8 A M - 4 P M Monday
8 A M - 6 P M Tuesday, Wednesday, Thursday
8 A M - 4 P M Friday
8 A M - 5 P M Saturday, Atlantic (Closing)

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

More Rigging Lines...

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(Continued from Column 2)
**Nevada Work To Last Through Winter**

By DALE BEACH

District Representatives and PAUL CHRONER

RONALD RHODES
Barely Two Months Old

The leaves are starting to turn and there's a little nip in the air as we start into the fall season. A cool, strong wind is blowing some of the whelming work load in Nevada, but one thing we do have going which will carry us through the winter months, which is some encouraging news.

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. This has also portended a cut in Federal Government's expenditures for construction purposes.

We disagree with this theory, the reason being that we think the A.C.E., Inc. is working hand-in-hand with your union so as we can acquire all the needed funds for our already approved federal funded projects that have been monied appropriated, but the government is still slow.

Yelland Airport in Ely has gone out to bid for the much needed and much needed project of ups and downs, but in a rather running one this time.

E. E. Ferretto is not losing any time in starting construction work on the site preparations and underground work. McKenzie Construction is the prime contractor on this job at a cost of $2.5 million.

Sage Construction is well ahead of schedule on the Industrial Park project south of Carson City. The construction of the new parking lot at Stewell has out its ups and downs, and is finally starting to show signs of completion.

J. A. Timeth Construction has been awarded the $2.28 million dollar contract for the State of Nevada at El Dorado. This is a new firm in the area, but we are happy to see them in agreement with an agreement they have. They also have been out in the field in the running one this time.

Ray O. Seward is now paving the site at Lovelock, but we are hearing of the problems building a fill due to it settling as fast as the dirt is being delivered.

J. C. Compton is now paving at Lovelock on I-80 and soon will proceed to Brady's Hot Springs I-80 bypass. Unfortunately this project is in Area No. 1. Stan Olson of U.S. Bureau of Reclamation, reports the department was more than 50 percent physical.

Olson Construction at Nixon is still working on the Modular Bluff 10. This job is going along very well and will be completed in February.

Bar Ferretto has dirt work for traffic terminal facilities on Industrial Way in Sparks for Delco.

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

Proctor & Cogswell is now working on their middle school project at Stude but have had their difficulties and some delays in the area who have tried to destroy their Del co division.

Martin Iron has been busy at the new Sparks Post Office on an extension project. This job is critical due to the recent Carpenter's strike.

Bob L. Helms has had a large lay off on their 395 North project at Red Rock Road and have started their current with a batch of work.

Nevada paving has been going along at a good pace in the rural districts throughout Washoe Valley.

We now have a new contract with Galey Construction, but not before having to take a great deal of effort and picking to accomplish this. There are now approximately 13 Local 3 brothers on the payroll in an area of "Little Humboldt" which will damn up a minimum of 35,000 acre-feet of water for recreation purposes.

Herkess Corporation has been awarded a $4.111 contract by the State Highway Department in Stewell to build the new Bridge and Pecos lanes in Reno.

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

Another new plant, Hamilton Brothers Contracting Company, has had some bad luck with the dozers that they rent; at 17 months, one dozer and 25 hours it blew a piston.

Our new job steward, Lynn Mem- morable, will be doing a very good job at Parsons.

We have some bad news; after approaching Bergrett Construction at Owhey Reservation for a contract and being refused, we placed the job with another contractor in Reservation. Took off, to this and removed us from the list of a few firms interested in re-group and proceed again.

Carson Construction at I-80 project at Lovelock has been having their problems building a fill due to it settling as fast as the dirt is being delivered.

Jim Bartlett has been doing very well on his own in the area and is right on schedule and looking for top out, barning rain, before Halloween.

Huntington & Belling also has another job at Fisherman's Wharf under way from Syar-Facco on re-locating five miles of Bartlett Springs Rd. for the City of Reno. This is a good job in the 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 the area, with many new contracts from the Valley.

**Business Representatives**

By RALPH WILSON

District Representative

and

CHARLES SNYDER

Business Representatives

The winter work area is very good at the present time.

Herkess Corporation has moved onto Dinwiddie's job at Spear and Mission streets, putting up the steel with a two guy crew and a 3900 manlift from San Jose Crane & Rigging. Dinwiddie stated that Helms had three plus three or four elevators on the job.

Jim Olsen on their Market Street job is slowly coming to an end, as all the concrete is being placed. Work is now in the process of back filling. Their other job at Fisherman's Wharf is also in process of back filling. A number of brothers working for them.

Henry C. Beck has started to move on the Emberville Bridge job in the lower part of the excavation at this time, Santa Fe Pomeroy is driving the piles and Spencer White and Prentice is doing the tie back and shoring.

The following contractors are new:

**late Rains Allow Work Past Scheduled October Slowdowns**

By RUS SWANSON,

District Representative and BILL PARKER

STAN RAGGETT

Business Representatives

A majority of employees in District #10 took Harry Geier's long-range forecast for a wet October very seriously and scheduled work for October, which delayed the slowdown. So far the clouds drifting through haven't had such much moisture as was forecast. But at Geyersville, it is rapidly covering up as much as we could have hoped for and is is still operating the rock plant two shifts in order to stockpile as much as possible before the Russian River rises.

Plombo Corp. has completed their erosion control work at the Warm Springs Dam and is 85 per cent completed on their contract for it, which 'will run through the end of the month. Plombo'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 but we hope a compromise will be reached by the time the paper goes to press.

Brother Jim Morrison is extremely grateful for roll-over credits and sales tax credits. Jim was operating on the Covelo job rolled down the mountain, and was laying on the road from the top of his head to his toes, Jim is in good shape.

Indian Valley is proceeding with both, their site preparation and looking for top out, baring rain, before Halloween.

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A lot of happy faces around the area, with many new contracts from the Valley.
The Caputo bid was low, bidder at $140,000 to make improvements on the San Joaquin County for $126,000. freeway and expressway on Route 120 to a four-lane expressway commencing at the Stuartsia-Tuolumne County line and extending east for more than seven miles. The estimated cost of this project for the first stage in construction was $12 million. A group of Tuolumne County officials gathered on October 5 on the top of Tuolumne Dam for the dedication ceremony for the official start of the first step in construction of the regional sewer project. State agencies are cutting red tape to speed up the conversion of Route 4 from San Joaquin River bridge to Argonaut Street and in Sacramento for this four-lane expressway on Route 99 as the first stage in construction of 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 cost of $9 million. Agency testifies that any activity will take place on the project before next spring.

Dan Caputo of San Jose was low bidder on the tertiary bridge deck across Old River, estimated cost of $300,000. Replaces Route 4 Bridge deck across Middle River for $180,000. Projects in Stanislaus County converting the existing four-lane freeway and expressway on Route 99, with $164,233. The project is $500 feet of pipeline a day, Project contractor for the interactor is a two-inch thick asphalt concrete overlay work. They recently paved the Grouse Mountain road from old Highway 399 to the ski lift turn off. This project was many years overdue. Even though the road is still steep and narrow it is now in a pleasure to drive.

The David R. Wilkins Company has picked up several more contracts throughout the area. Their current projects are inching ground, road repair, vista sites, sewer replacement, and the road is always coming along. Dave will bid and usually he is successful. Contractors are beginning the widening of El River levee repair project east of Ferndale. He kept four crews working six days a week, now he is looking at more of the same type of work. 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 other problems facing the County it will be a dozen engineers busy. Lew Jones of the Highway 199 Construction Company at Rio Dell.

Nally Enterprises has had its hand in several projects. It is busy bypassing the road this year. In spite of the water and other problems he has managed to keep a core of a dozen engineers busy. Lew Jones of the Highway 199 Construction Company at Rio Dell.

At Orleans O'Hair Construction Co. they are breaking ground on the G-to-Road. Portions of this project will be at an elevation of 4,500 feet. This is expected to be the first time a road will come this high. This project is just under $1 million.

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Fringe Benefits Forum

Nearly A Million A Month

By ART GAROFALO, Director of Fringe Benefits

The Employment Retirement Income Security Act of 1974 P.L. 93-406 was signed by President Ford on Sept. 2, 1974, Labor Day. The text of the bill takes up 247 pages, and the House-Senate con

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Here are some examples:

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Art Garofalo
Director of Fringe Benefits

VOL. 1 - NO. 9
SAN FRANCISCO, CALIFORNIA
NOVEMBER, 1974

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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 the apprentices or companies. In the hope that we can put some of these problems to rest, I think it would be well to outline the roles of the coordinators and also how that affects the apprentices and the employers.

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 you.

The employer is employed by the Joint Apprenticeship Committee and as such does not perform the duties of a business agent; however, should any questions arise, or whenever the coordinator deems it necessary, 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 duties 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 job and talk to the people the apprentice works with in order that his progress can be evaluated through the apprenticeship program.

The employer 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 assure 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 of a fund 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 more than his payroll. In the event you have completed all the required training hours in a category, but you would like to continue employment, he can absolutely settle that you coordinate your training and educate your employer in 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 try to take the job away by staying on a job where you cannot be credited with the work training hours that 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 assure 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 the employer. In the event that you are not performing your work properly or not showing up on time, he has the responsibility to outline the duties of the coordinators and also to emphasize the responsibilities of those people to rest, I think it would be well arranged through the employer to change you to another piece of equipment. He is trying to help you, the apprentice, to become part of the team 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 a 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 those projects because he must work with all trades and all crafts to hoist, place, set, move and otherwise shape a project. The need is great. All other crafts depend on the operating engineer to do his job well and to do it safely. Because he is very much, it is very important that he show up on the job ready to go to work and not show up on the job because he is too busy or because 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 you are building a very 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, electricity, plumbing, etc. An accident that stops the 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 is for $600 every hour and 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, meaning, 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 four hours and if everything goes perfectly...

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

JAC News

JOINT APPRENTICESHIP COMMITTEE ANNOUNCEMENT

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.

Hawaii Construction Slow At Present Time

By BERT H. NAKANO
Coordinator

With construction on the Island of Hawaii at a low ebb 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 RTMC on October 1, five of them are from the Big Island. They are Theodore Bell, Lawrence Sarett, Bay Fukumitsu, Dennis Henrigues and William Lawrence Jr. Except for Theodore Bell, who comes from Kauai, 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 DePietro and Howard Kiel.

JAC ADMINISTRATIVE OFFICE MOVES

The California Joint Apprenticeship Committee administrative offices are now located at Rancho Marinela Training Center, Nort Pointe, California 94958.

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

The telephone numbers for the California JAC administrative office are 391-311-4058; 391-311-4055; 391-311-4057.
The apprenticeship exhibit at the State Fair was a success again this year. The fair underway this year was 782,556, and the apprenticeship exhibit was located where it received maximum exposure. The four young men participating in 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 District, and Larry Udde 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 (915) 546-5966. 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, C.P., and David Sheldon, H.D.R., have both graduated from the apprenticeship program to journeyman. 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. Sheldon report 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 Trumbull Construction and Sierra-Pacific for supplying the training opportunities.

There will be a Safety Meeting at 7 p.m., Nov. 26, 1974, 2325 Stockton Boulevard. We expect 100 per cent turnout.

Twelve Apprentices From Fresno Advance Order at JIM FAGENDEN Coordinator

Twelve apprentices in the Fresno area have been advanced, Roger Nugrus from 1st to 2nd is employed by Allied Paving Co. Lewis Beach from 1st to 2nd is employed by Wilcox Construction Co. Thomas Garcia from 1st 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 Telle advanced from 3rd to 4th and is employed by Great Valley Construction Co. Joe Yim employed by BAI, Ball & Brosamer, Ron Nelson employed by L. D. Polcom and Steve Pugenson employed by W. M. Lyle, 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. 6 oz. Congratulations also to Frank Artiga and his wife Rosemary on the arrival of a daughter, Curie Andrea Artiaga, an "early riser" born at 1:27 a.m. on August 21. Corine weighed in at 7 lbs. 11 oz.

The next safety meeting in Fresno will be held Nov. 15, 1974, at the local hall.

Converse with many for listening to you will do anything with this gripe that I have.
Standing Committee Accelerates
Two Apprentices From San Jose

By JIM ATKINSON
Coordinator

As most apprentices know, the JAC has a Committee to
review an apprentice who has met all the requirements in
the program that he is in. This committee can grant to the
apprentice an additional number of hours of training credit that they feel he is qualified for. Even though most apprentices feel they have earned extra credit, or an extension rather than an acceleration, some do request an acceleration. All too often, these apprentices have more training hours than they have credit for, or they have excep-
tional 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 has been an apprentice, a good one, with the company, Gordon Ball at the be-
ginning of his apprenticeship and Minnis & Witt the last six years. He has been trained on varied equipment and he is proficient on loaders, dozers, paver and scrapers, and excavators. He has done some demolition work, and has had some training on blades, backhoes, dragline, crane, truck, and so forth. Rudy is very conscientious and takes a service on projects includes free-
way, railroad construction, sewer construction, and some demolition. Rudy won the cooperation of the journeymen
because he was always at-
tive and interested in their help. He learned to read plans and was even used to help estimate the last job Minnis & Witt.

The other apprentice is Joe Corral. Joe is also very adept at this work and last some of his training hours; many hours were saved which he did not get credit for. However, he values all the training he has received. His program should last 6,000 hours which is what the program required when he made up his mind to work in 1967. He completed his related training at Hartnell College before Rancho Murieta Technical Institute. His em-
ployees include Maddonna Construction, Jasper Construction, Lew Jones, Barenth & Hunnic-
ton Bros., Jackson/Baker and Paul Beek. His training included various truck cranes, wheel trac-
tors, rollers, compactors, dozers, scrapers, loaders, regular and paving machine. Paul Beek says he is natural on a paving ma-
tine, and he will be a good as a paving operator now. Joe's apprenticeship was interrupted when he was drafted. He spend time 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 see new jour-
neymen and know they will be an asset to the Operating En-
geers as well as the contractors.
The Engineers News has been furnished the following comment by the chairman of the Northern California Surveyors JAC.

Frank, one-time member of Local Union No. 3, together with his brother, Frank, engage in the professional practice of engineering and land surveying. Frank heads the firm in Los Angeles.

Mr. Heid has been instrumental in technical engineering training since 1949 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 employers, 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 pointed out that the surveyor takes 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 field keeping in mind that we don't want to do anything which will destroy the productivity of either the professional or the individuals who for many years have invested their lives in the fields of science.

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

Another alternative available to the judge is different employers JAC representatives described the complexity of the problem with the government attorneys. Those discussions did not revolve around the rightness or wrongness of the judges' mandate, but did point out the necessity of complying with the court order with the smallest amount of disruption. These discussions were among the employers' responsibilities to their clients, and the lifelong involvement of the employer in his career occupation.

Each individual employer has 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 employers who have been represented have as yet been named defendants in the now famous lawsuit aimed at changing the composition of the judiciary.

At its meeting on the 50th anniversary of the NCSJAC, there was a special program to honor the work of tech engineers throughout the country. The program included speeches, songs, and a special presentation to the audience by one of the local tech engineers. The highlight of the program was a speech by Michael Wornum, who was a former tech engineer and later became the president of the NCSJAC.

Wornum said that the door will be open to all, and that we don't want every hill covered in order to have a fair representation of the population. He also said that we don't want every hill covered in order to have a fair representation of the population.
Auburn Dam Gets Green Light After Withdrawal Of Litigation

By CLEM HOOVER, District Representative, and AL DALTON, AL SWAN, DAVE SEVERSON, Business Representatives

For the first time in nearly a decade, the job market is showing promise of improving to completion of the Auburn Dam.

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 this major labor dispute.

The project includes the replacement of two old dams, the removal and construction of a concrete rail in existing deep trenches, and additional tunnels 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 slowly as 10th and 8th pipelines cross 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 they are just getting started as high dam itself is expected to be awarded in 1977 and will involve the employment of more than 1,800 workers.

The Bureau of Reclamation's latest plans call for completion of the dam and hydroelectric plant in the early 1980s.

The U.S.B.R. intends to call for bids early next year for construction of the two-mile-plus stretch of the relocation of Highway 49 through the Auburn area. This is expected to cost $3 million, and one of its features is expected to be an elevated bridge, perhaps 500 ft. high.

Douglas L. Williams, president of Roseville's company has expressed great optimism about the project which will be widened from four to six lanes between Roseville and Auburn, under an $8 million, two-year, construction project.

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

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

If you have any further suggestions you would like the JAC committee to consider, please see your stewards or Pat Luna, Bill Carmichael or Louis Marks. We are very much interested and named by the membership to help with negotiations.

The best place to find work now that Vince Karp (head steward) is back on the job. Vince will try to get you the best possible operation on his back. Glad you're back on the job Vince.

The big Dam project itself—it doesn't seem the same.

The Cal Bears football season is well underway. They have almost all of the underground work done. They have worked hard to beat the rains. It goes to show the fact that if you get the quality men to do the job. At this writing there is very little of the second phase of this job. This phase is in going to cost around $70 million, and another $4 million is being broken around December 1972. This will be a big help for the brother engineers and technicians getting started early next year.

The Guy F. Atkinson Job is huge. We are waiting around and hiring and hiring more hands as soon as the equipment hits the scene. The best we can do is run this winter also.

Our Blood Bank is getting low, and we do not yet have a donation drive by any bank and give a pint. The market and work for rock work has been poor and will not be creating for the past month. Almost all of these plants and sand yards are almost empty. We do not hear any complaints about the extra hours. Some of the most skilled of the longshore rail cars from W.P. Railroad. Every plant seems to have a good going and doing on sand for this company the main order.

When vacation spots mostly over, and the deer and pheasant season upon us, get the old dusty wrinkle from your arm, put away a few rounds and sharpen up your rifle, since the price of meat goes high.

The membership in majority are well pleased with the new contract we have on our hands, by the way that you attend the pension meeting in your area so that the service pension plan will be in a better shape.

The crane operators in the Steel Mill scrap yard, open hearth and other subdivisions of the Mill have had a good productive summer season including vacation, since the last meeting and the big game hunters are talking about Modoc County, Nevada, and Michigan, 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 too valuable to us.

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 retires from the Mill. Troy looks good and just resting.

More Teaching Techs...

(Continued from Page 11)

the Professional and Ethical Standards of Engineers both employers and employees would produce the following 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 need to be familiar with the court order. The court order makes the best professional and understanding manner possible and each is instructing that the reporting be accurate and reasonable.

Regardless of the employer and union member, are uninformed by the happenings of today, that the alternatives to the current procedures could be extremely damaging to the economy and pay checks are going down.

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

The unification of the union and a union of the JAC will show a good faith effort or the judge will, with the stroke of a pen, do it his way.

The declining job market the occupation is becoming more and more competitive for both the employer and his tech employee engineers. The JAC can't change that but it can offer a meet and improve their 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: NCSFCJ

1446 Webster Street
Oakland, California 94612

Or call (415) 480-1870

November 1974
MEBERS OF LOCAL 3 employed by Hawaii Equipment Company stand beside the "pick-up, cleaner and harvester" they fabricated for harvesting sugar cane. From left to right are Nobuuki Fukushima, John Sato, Reynold Rodrigues, Karl Wersing, Richard Kulai, Masahchi Arakaki, Ralph Nishimura, Roy Nagata, Susumi Kaii-woro, Evario Sakoi, Douglas Tsutsui, Yasuo Ogawa, Lloyd Kinoshita, Kenichi Yasukawa, Samson Hamamoto (steward), Hervor Miyaji, Akin Kobayashi, Keith Enamor, Jerry Nago (steward), Asaji Miyazono, Edward Shiroto, Shigemi Ogata, Douglas Toada and William Crozier, business representative.

Two More Requested

Hawaiian Engineers Build Harvesters

By HAROLD LEWIS, Financial Secretary
WALLACE LEACH, District Representative; VALERIE VESSEL, Assistant District Representative; and WILFRED BROWN, JORDON MacDonald, WILLIAM CROZIER and RICHARD SHIFTS, Business Representatives.

The Island of Hawaii is proud of the pick-up, the picks this case up from Local 3 of which are employed by Hawaiian Equipment Company. 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 their fabrication work. These men who are part of the team that is the highlight of the company's work is this machine into the fields is a "V" cutter. This rig cuts a path through the tangle and cane and forms windrows. Next comes the gang, which follows these windrows and actually process it is easy to see which is the key machine in the entire process. Not only does this rig do a major products like the "pickup, stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields. The rig is approximately 50 feet long, 17 feet wide and 13 feet inches high. It is completely hydraulic-ally operated and its tracks can be independently operated levetable 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 job of picking up cane by getting just about every cane stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields. The rig is approximately 50 feet long, 17 feet wide and 13 feet inches high. It is completely hydraulic-ally operated and its tracks can be independently operated levetable 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 job of picking up cane by getting just about every cane stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields.

December Dependents

October, 1974

Bowerman, Julieta—Decedent, died August 18, 1974

Deceased Wife of G. S. Bowerman

Cook, Carlyn—Decedent October 4, 1974

Deceased Wife of Wayne Cook

Dring, Alvred—Decedent July 22, 1974

Deceased Wife of Edith Dring

Sandner, Zella—Decedent September 8, 1974

Deceased Wife of Herman Sandner

Sharp, Donna—Decedent September 27, 1974

Deceased Wife of Roy Sharp

Wheeler, Ruth—Decedent September 8, 1974

Deceased Wife of Roland Wheeler

which becomes impenetrable. For the two main reasons all of the equipment used in the fields are cane cutters. These sugar cane cutters are readv for harvesting the first machine into the fields is a "V" cutter. This rig cuts a path through the tangle and cane and forms windrows. Next comes the gang, which follows these windrows and actually process it is easy to see which is the key machine in the entire process. Not only does this rig do a better job of cleaning cane but it also does a job of picking up cane by getting just about every cane stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields. The rig is approximately 50 feet long, 17 feet wide and 13 feet inches high. It is completely hydraulic-ally operated and its tracks can be independently operated levetable 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 job of picking up cane by getting just about every cane stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields. The rig is approximately 50 feet long, 17 feet wide and 13 feet inches high. It is completely hydraulic-ally operated and its tracks can be independently operated levetable 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 job of picking up cane by getting just about every cane stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields. The rig is approximately 50 feet long, 17 feet wide and 13 feet inches high. It is completely hydraulic-ally operated and its tracks can be independently operated levetable 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 job of picking up cane by getting just about every cane stalk harvested. Other methods of harvesting still leave quite a bit of waste in the fields.
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 monitoring 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, "forewarned is forearmed," and education is the best way to implement that.

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 B. Jackman, 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 of 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.

Another presentation with which I will be involved is: "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 placed on providing the participant the tools 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 Hazards in the Effect Areas." The scope is to provide the participant with a knowledge of and ability 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 Merr. This is the highest personal award given by the National Safety Council for outstanding achievements in all aspects of safety work. We feel it was bestowed on a very deserving recipient.

SAFETY COMMITTEE MEETINGS ACTIVATED

Week Ending Monday, September 14, 1976

Jessie and J. R. Smith

2. This is a list of 101 job titles. Please the job titles you want to use in your report on each page. The total number of words you want to read each section should not exceed 1,000 words.

Job Title

1. Operation Manager - Road Engineer
2. Owner - Owner Engineer
3. Public Relations Director - Public Relations Director
4. General Manager - General Manager
5. Executive Director - Executive Director
6. Treasurer Director - Treasurer Director
7. Financial Director - Financial Director
8. Manager Director - Manager Director
9. Assistant Director - Assistant Director
10. Director Director - Director Director

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.

With Safety In Mind

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10. Director Director - Director Director

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.

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 monitoring 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, "forewarned is forearmed," and education is the best way to implement that.

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 B. Jackman, 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 of 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.

Another presentation with which I will be involved is: "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 placed on providing the participant the tools 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 Hazards in the Effect Areas." The scope is to provide the participant with a knowledge of and ability 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 Merr. This is the highest personal award given by the National Safety Council for outstanding achievements in all aspects of safety work. We feel it was bestowed on a very deserving recipient.

SAFETY COMMITTEE MEETINGS ACTIVATED

Week Ending Monday, September 14, 1976

Jessie and J. R. Smith

2. This is a list of 101 job titles. Please the job titles you want to use in your report on each page. The total number of words you want to read each section should not exceed 1,000 words.

Job Title

1. Operation Manager - Road Engineer
2. Owner - Owner Engineer
3. Public Relations Director - Public Relations Director
4. General Manager - General Manager
5. Executive Director - Executive Director
6. Treasurer Director - Treasurer Director
7. Financial Director - Financial Director
8. Manager Director - Manager Director
9. Assistant Director - Assistant Director
10. Director Director - Director Director

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.
SALE: 750 AMERICAN MOBILE HOME (1968) w/31' tip on 1st yr., 1st yr. on the road 880$00.00. Call 415/109-5808.

FOR SALE: 1973 JEEP 4 W.D. w/31' tip on 1st yr., 1st yr. on the road 880.00. Call 415/109-5808.

FOR SALE IN PLACERVILLE 72' HOLIDAY HILTON RV, 1ST YR. ON THE ROAD 880.00. Call 415/109-5808.

FOR SALE: 1965 TRAVELEZE RV 24' w/4 FT. UTIL. TENDER, tip 880.00. Call 415/109-5808.


FOR SALE: 1959 FORD TRUCK 120, LIKE NEW - USED ONLY 880.00. Call 415/109-5808.


FOR SALE: 1941 CHEVY ARMY 4 by, LIKE NEW - USED ONLY 880.00. Call 415/109-5808.


FOR SALE: SMALL Z BE HOME on 460 acres. 880.00. Call 415/109-5808.

FOR SALE: NEAR LAYTONVILLE, 40 acres. 880.00. Call 415/109-5808.

FOR SALE: INTER'L 10 TRACTOR, LIKE NEW - USED ONLY 880.00. Call 415/109-5808.


FOR SALE: 1941 CHEVY ARMY 4 by, LIKE NEW - USED ONLY 880.00. Call 415/109-5808.


In Fresno District

Construction of Industrial Park To Begin

BY CLAUDE ODOM
District Representative
and ROB MERRITT
Herald Staff Writer

JERRY BENNETT
Business Representative

The improvements park is being

In Fresno District

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 Mendoza 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 Porterville. A branch canal built later would go east to Tulare to the proposed Yokohl Reservoir. Fresno 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 H. F. Suk (D) (2) 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 the Fresno-Madera County line by the end of 1975. The contract is for $1.1 million.

The passing lanes represent the only alternative to the once-proposed freeway from Fresno to Yosemite National Park in the Kings River District. The only access to this area is from Highway 385 north of Inyo-Kern. Nine engineers have been busy here, and the project will be back to the complete project next year. Evaluation will be made.

Daleview Construction Co. of Fresno was the low bidder at $500,000 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 $604,150. The job is expected to start soon and be completed in February, 1973.

More Personalities...

(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 us remember Harold as he worked many years in and around Redding. Brother Kern worked most of the time as an electrician.

It is also with deep regret that we report the loss of Brother Carl Leifer. Brother Leifer moved to Northern California from Los Angeles. His special social circle was packed with friends and everyone knew and loved Carl. Brother Leifer and his wife operated the bar and grill in Dunsmuir.

Our most heartfelt sympathy to the family and many friends of Mr. and Mrs. Leifer. The Leifer children were married to some of the Leifer family. Brother John Crump worked out of the Marysville office before his retirement from Local No. 4.

Our deepest sympathy goes to the family of John Earle Rodak who is back home recovering.

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

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Our deepest sympathy goes to the family of John Earle Rodak who is back home recovering. Good luck Alex.

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

(Jack Mckinnon, Adm. 415/384-1777

*707/643-9013

Hill Parker 916/384-4541

185 Martin Avenue, 90037

HAWAII

DERECKT

BELLOWS FALLS

PARK

Members of the North County Boys Club and the Junior Advisory Board met with the experts from the National Science Foundation at the San Jose Boys Club to learn about the new television astronomy program, the "Science for Young Americans," which is designed to encourage young people to learn more about science and math.

The boys club members, under the direction of their adviser, will be able to participate in activities related to the program.

The group discussed the importance of science and math in everyday life and how they can be used to solve problems. They also learned about the history of astronomy and the different types of telescopes used to observe the universe.

The boys club members were inspired by the presentation and plan to use the information they learned to engage their peers in discussions about science and math. They hope to encourage others to pursue these fields of study and contribute to the advancement of knowledge.

The "Science for Young Americans" program is designed to provide young people with the opportunity to explore science and math in a fun and interactive way. It is hoped that the program will inspire a generation of scientists and mathematicians who will help to shape the future of our world.