

# Service Pension Meetings Scheduled

## Meetings, Newspaper Article To Explain Provisions Of Plan

A round of special call meetings on the subject of a service pension for members of Operating Engineers Local Union No. 3 will be held in January, followed by a ballot which will allow Operating Engineers to vote on whether or not they would like the service pension adopted.

The dates of the special call meetings are shown in the box below.

The ballot cards will be mailed out to participating members of the plan at their last known home address on Feb. 7, 1975, and the cards must be returned by Feb. 28, 1975 in order to be counted. Results of the balloting will be announced in the Engineers News and will be available from the office of the Recording-Corresponding Secretary.

The question of service pension is a very complex one. For this reason a decision to vote either for or against the plan must be based on the facts as presented in this newspaper article and in the special call meetings. Read this article carefully and attend the special call meeting in your district. Be prepared to ask questions.

The question of service pension was first introduced in May of 1974 when a survey card was sent out asking members to indicate their preferences for negotiation of wages and fringe benefits. At that time Business Manager Dale Marr asked Trust Fund Actuary Consultant Martin E. Segal to investigate a service pension for Operating Engineers. The following is an explanation of the proposed plan.

The plan, although complex, can best be understood by answering three basic questions: What is a service pension?; How does it work?; and, What are the advantages and disadvantages?

### WHAT IS A SERVICE PENSION?

Of all the difficult questions to

answer concerning service pensions perhaps the easiest is "what is it?" The service pension originated and was for many years limited to the Federal Armed Forces. The logic behind this pension was that a young and vigorous military could be assured by making it advantageous for people in their 40's to leave the service. Of course, the thinking behind a service pension for Operating Engineers is quite different, but the basic form is the same.

A service pension for operating engineers, as proposed by Pension Trust Fund Actuary Consultant Martin E. Segal, would require 30 pension credits attaining age 55 or more, and a minimum of 2,000 hours worked at a contribution rate of at least \$1.25 per hour.

Like all proposals made by the actuary consultant, this one is based on economic feasibility. According to the consultants this service pension plan proposal is the one that is most practical with regards to cost, benefits, inflation and the other factors which must be taken into consideration in making the actuarial calculations.

### HOW DOES IT WORK?

As soon as one begins to turn to the question of the workings of a service pension, the picture immediately becomes more complex. There are, however, several aspects of the service pension which should be familiar to all Operating Engineers.

Every pension form in the Operating Engineers Local 3 Pension Trust Fund has qualification

## ENGINEERS



## NEWS

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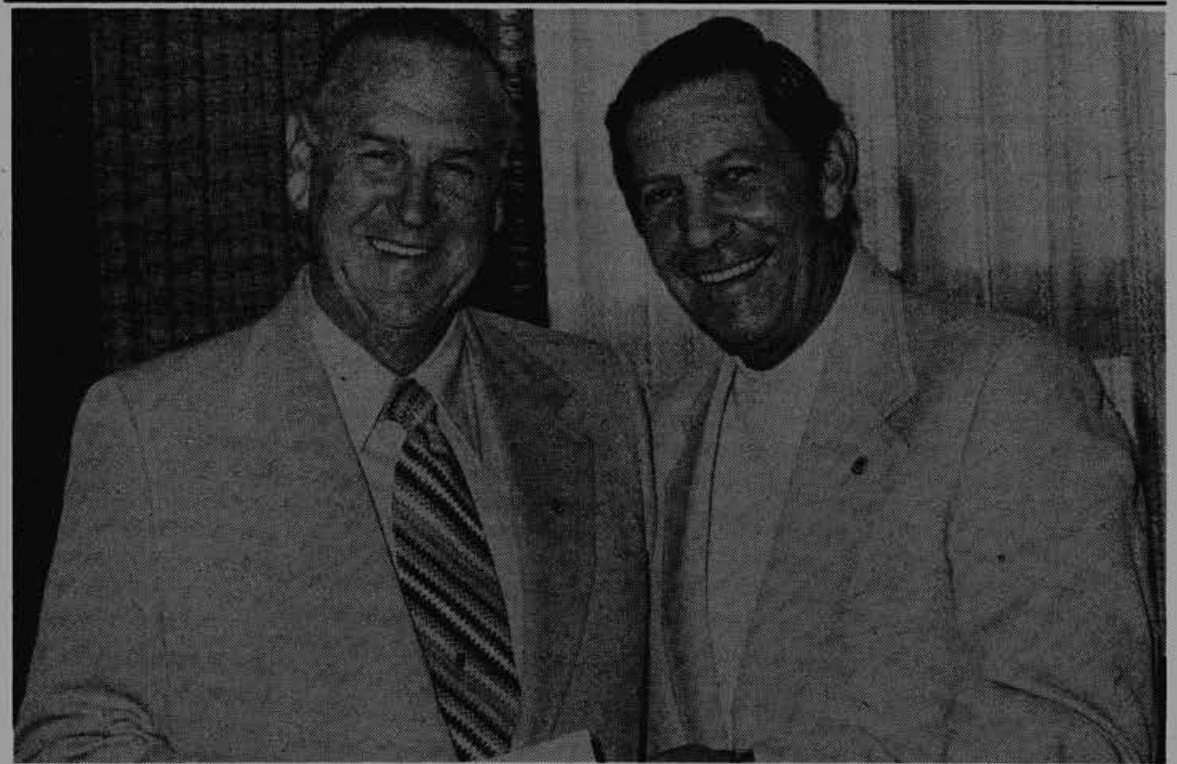


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40 DECEMBER, 1974



A CHRISTMAS PRESENT TO LOCAL 3 from the estate of deceased engineer Ferdinand "Frenchy" Carpentier was presented to Business Manager Dale Marr by retired

San Rafael District Representative Al Hansen, a long-time friend of Carpentier. Carpentier, a San Rafael engineer, left the union over \$10,000.

requirements and the service pension would be no different. Like the other pensions, the requirements for qualification for the service pension would be tailor-made to the particular financing needs of the plan. The most noteworthy need of a service pension is the need for more money—a service pension is always more expensive to provide because benefit payments must be made over a longer period of time.

The qualification requirements for the service pension are 30 pension credits, attaining age 55 or more, and a minimum of 2,000 hours worked at a contribution rate of at least \$1.25 per hour.

### SIMILARITIES TO OTHER PENSION TYPES

As in other Local 3 pension types, pension credit is not the same as years of union membership or years in the industry. The fact that an engineer has been a member of Local 3 for 30 years does not mean that he would qualify for a service pension. He would have to accumulate 30 pension credits at the rate of from 1/4 to 1 1/4 credits per year, depending on the number of hours he worked. Accumulation of these 30 credits would also be subject to all the other rules and regulations governing pension credit in the other plans.

All pension credits earned towards a service pension would

have to be accumulated within Local 3 jurisdiction.

Related credit or credit earned under a reciprocal agreement with another union would not be considered towards a service pension. The pro-rata pension is the only Local 3 pension type which allows related credit.

Another similarity between the service pension and other pension types is that a person retired on a service pension would not be allowed to return to the industry. And it is probable the

plan would also require those on service pension to submit a W2 form each year as proof that any additional earnings were not made as an operating engineer.

### MAJOR DIFFERENCES

An important difference between qualification requirements for the service pension, as proposed by the actuary consultant, and presently existing pension types is that, in order to qualify for the service pension an engineer must have attained age 55. See More SERVICE PENSION, Page 5

## Annual Scholarship Competition To Officially Begin On January 1

Operating Engineers Local Union No. 3 will again award two college scholarships to children of Local 3 members for use in the 1975-1976 academic year.

The 12th annual scholarship will officially begin January 1 when applications will become available from the district and subdistrict offices and from James R. Ivy, Recording-Corresponding Secretary, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, Ca. 94103. The deadline for submitting applications is March 1, 1975.

As in previous years one scholarship will be awarded to a son and one to a daughter of members of Local 3. To qualify, the parent of the applicant must have been a member of Local 3 for at least one year prior to the date of application. Also, the applicant must be a senior high school student who will graduate at the end of the fall 1974 semester or

the spring 1975 semester and who plans to attend a college in the United States.

Also as in previous years determination of the scholarship winners will be made by a university scholarship selection committee, an independent, outside group composed entirely of professional educators. Local 3 will not exercise any choice in selection of the winners apart from verifying that the applicants are eligible.

Complete rules governing scholarship competition will be printed in next month's Engineers News.

### WHAT'S INSIDE

Union Political Activity ..... Pg. 4  
Servicing members on the job is only part of Local 3's many activities. Another is making sure that work is available. For two examples of how this is being done, see page 4.

### LOCAL 3 PENSION MEETINGS

#### JANUARY

- |  |            |    |               |
|--|------------|----|---------------|
| 13 — Monday  | 8:00 p.m.  | 2  | Oakland       |
| Scottish Rite Temple, 1547 Lakeside Drive, Oakland         |            |    |               |
| 14 — Tuesday   | *6:30 p.m. | 4  | Eureka*       |
| Veterans Memorial Hall, 10th & H Sts. Eureka               |            |    |               |
| 15 — Wednesday   | *6:30 p.m. | 7  | Redding       |
| Redding Civic Auditorium, 700 Auditorium Drive, Redding    |            |    |               |
| 16 — Thursday  | *6:30 p.m. | 6  | Oroville*     |
| Prospectors Village, Oroville Dam Blvd., Oroville          |            |    |               |
| 18 — Saturday  | 8:00 p.m.  | 11 | Reno          |
| Ponderosa Room, Sparks Nugget Convention Center, Sparks    |            |    |               |
| 20 — Monday  | 8:00 p.m.  | 10 | Santa Rosa    |
| Veterans Memorial Bldg., 1351 Maple, Santa Rosa            |            |    |               |
| 21 — Tuesday   | 8:00 p.m.  | 1  | San Francisco |
| Apostleship of the Sea, 399 Fremont, San Francisco         |            |    |               |
| 22 — Wednesday   | 7:00 p.m.  | 17 | Honolulu      |
| Regular quarterly membership meeting                       |            |    |               |
| Special order of business                                  |            |    |               |
| Washington School (Cafetorium), 1633 S. King St., Honolulu |            |    |               |
| 23 — Thursday  | 7:30 p.m.  | 17 | Hilo          |
| Regular quarterly membership meeting                       |            |    |               |
| Special order of business                                  |            |    |               |
| Kapiolani School, 966 Kilauea Ave., Hilo                   |            |    |               |
| 27 — Monday  | 8:00 p.m.  | 9  | San Jose      |
| Montgomery Theater, 145 W. San Carlos, San Jose            |            |    |               |
| 28 — Tuesday   | 8:00 p.m.  | 3  | Stockton      |
| Labor Center, 2626 N. California St., Stockton             |            |    |               |
| 30 — Thursday  | 8:00 p.m.  | 8  | Sacramento    |
| C. E. L. & T. Bldg., 2525 Stockton Blvd., Sacramento       |            |    |               |
| 31 — Friday  | 8:00 p.m.  | 5  | Fresno        |
| Smugglers Inn, Blackstone at Dakota, Fresno                |            |    |               |

#### FEBRUARY

- |  |           |    |      |
|--|-----------|----|------|
| 1 — Saturday   | 1:00 p.m. | 12 | Utah |
| Utah Trade Tech. Auditorium, 4600 S. Redwood Road, Salt Lake City      |           |    |      |
| *Regular quarterly district membership meeting to be held at 8:00 p.m. |           |    |      |

### GRIEVANCE COMMITTEE ELECTIONS

In accordance with the Local Union By-Laws, District Grievance Committee elections will be held at the first regular quarterly district and subdistrict meetings of 1975.





## LOOKING AT LABOR

By DALE MARR, Business Manager

First, allow me to take this opportunity to wish each and every one of you a Merry Christmas and a very Happy New Year. This past year has been one of huge successes and gratification for the officers and staff of Local 3. It is my hope that the next year will be even more successful in serving you, the members of Operating Engineers.

One of the most important matters that must be settled in the new year is the question of a service pension. As outlined in the lead story on page one, a round of special call meetings on the subject of a service pension will be held in January. It is very important that all members attend these meetings in order to obtain a working knowledge of the service pension plan. The special call meetings will be followed by a mail referendum ballot on the matter. The ballots will be mailed to participating members of the plan on February 7, 1975 and must be returned by February 28, 1975. Results of the balloting will be announced in the March issue of Engineers News.

The question of a service pension is a very complex one that should not be taken lightly. For this reason, I urge you to attend the special call meeting in your district and make your decision based on the facts.

With the completion of the general election held throughout the nation this past November, we have been able to analyze the results of our efforts in protecting the continued employment of brother members throughout the jurisdiction. In Northern California alone, your votes helped assure the completion of over \$1.44 billion of construction projects. The successful campaign against Proposition 17, which allows completion of the New Melones Dam, was only one of many attempts by narrow-minded no-growth advocates to halt needed construction projects. By rejecting the measure, Californians have expressed a desire to complete the \$300 million project. This means close to 1300 Operating Engineer jobs over a six year period.

Other projects, successfully defended by your union, include the \$977 million Rancho Seco No. 2 nuclear power plant in Sacramento. This nine-year project will provide over 427,000 hours of employment for Local 3 members. In Sonoma County, the \$113 million Warm Springs Dam was approved once again by the voters of that county. While the project is still tied up by litigation, the approval by the voters will help to obtain the necessary go-ahead from the courts.

Another project that is close to final approval is the expansion of Interstate 580 in southern Alameda County. After years of work by the officers and staff of your union, the final go-ahead is expected soon. We have appeared before countless public hearings, the most recent on December 9, to once again voice our support for this vital freeway. In addition to the dozens of speeches we made, we were also involved in a petition drive through the Livermore Valley, obtaining local support from the citizens of the area. Literally thousands of letters have been written by fellow members to Congressmen, Legislators and local transportation commissions, urging immediate start in construction. It now appears that our efforts will pay off.

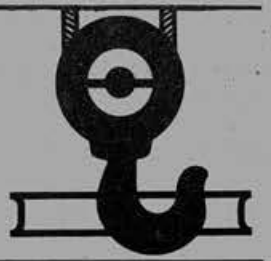
The last bridge to cross in this long campaign comes as this edition of Engineers News goes to press. An approval from the Metropolitan Transportation Commission is expected to come before Christmas. The current cost estimate of this project is over \$150 million. Spread out over an eight year period, the expansion of Interstate 580 will provide over 4.2 trillion hours of direct on-site employment by building trades union members in the Oakland area. As we see this project nearing its final approval, I cannot adequately express my appreciation for the support and co-operation shown by your fellow members in urging all the concerned public agencies to act on this measure.

I would like to thank you and your families for your wonderful cooperation and support and on behalf of the officers and staff of Operating Engineers, I would like to wish you a very Merry Christmas and safety-conscious New Year.



## QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Dear Dale,

**I am now working towards my 10th year in the industry. Could you tell me in the question and answer section of the Engineers News what the requirements are for me to get a 10-year letter?**

The requirements for a 10-year letter are spelled out in section 04.10.26 of the Job Placement Regulations.

Basically, the requirements are these:

1. An individual employer or a senior representative of an individual employer must state in writing three things. First, he

must state that he desires to employ you based on your past satisfactory service in the industry or with his company. An example of "service in the industry" would be that if the individual employer is in the construction industry the satisfactory service would have to be in the construction industry.

Second, the individual employer must state that you are a Class "A" employee.

Third, he must state that you have for the 10 years immediately preceding that time been employed or available for employment in any one or more classifications set forth in the agreement on the type or kind of craft work

covered by the Agreement in Northern California, Northern Nevada, Utah or Hawaii.

(You are required to prove that you have had 10 years of this kind of employment in some way other than union membership record. This may be by pension credits, letters from individual employers, or other ways.)

2. You must be registered in the Job Placement Center and must be available for work and willing to accept a dispatch at the time the written request is received.

3. No employee may be laid off or discharged to make room for you, if you receive a 10-year letter.



## Season's Greetings

\*\*\* from the Officers and Staff of Operating Engineers Local 3 \*\*\*

## Year End Planning Can Save You Money

By SIDNEY MARGOLIS  
Consumer Expert for  
Engineers News

You have a few weeks left to do any "year-end tax planning" that you can. "Tax planning" is a device often used by well-to-do taxpayers. They arrange to pay various deductible expenses before the end of the year if they want to reduce their taxes for the current year. Or if they expect their taxes may be higher next year because of higher income they postpone certain deductible payments until the new year.

Of any year, this year of big inflation certainly is one to try to figure out how to reduce your tax liability any legal way you can. Inflation has a pyramidal effect on your taxes. Even if your income merely keeps up with advancing prices, so that your purchasing power remains the same, your taxes go up further because you keep going into a higher bracket. For example, if prices went up 10 per cent last year, and your income also went up 10 per cent, your taxes may very likely go up 16 per cent.

Large taxpayers and self-employed people also often can advance or delay receipt of some of their income. Wage-earners usually are not able to juggle income but may be able to advance or postpone payment of deductible items.

All this is legal. When you pay a tax-deductible expense determines when you take the deduc-

tion, not when you incurred the expense. For tax purposes, an expenditure occurs the day you mail the check.

To use year-end tax planning most effectively you need first to estimate whether you will itemize your deductions or take a standard deduction. If you do not have enough deductible expenses to itemize deductions this year, it would be wiser to postpone until the beginning of next year the payment of whatever deductible expenses can be postponed.

That way you may be able to take a standard deduction this year and have enough to itemize next year, or vice-versa.

Even if you usually itemize deductions anyway, pay special attention to your medical deduction. You can deduct only that portion over 3 per cent of your income. If your medical expenses already are approaching

that level, you may want to pay any outstanding bills before January 1, to include them in this year's deductions.

Sometimes it may be worth borrowing to pay a deductible expense before year's end. Say you owe a \$500 medical or dental bill, and are in a 22 per cent tax bracket. You'd save \$110 in taxes. In contrast, the interest on a bank or credit union loan for, say, a ten-month loan of \$500 would be only about \$50 (Even that interest would be deductible the year you pay it.)

On the other hand, if you see that your health-care expenses this year will not reach 3 per cent of adjusted gross income, it would save taxes to postpone whatever payments you can until after January 1 to build up a medical deduction for next year.

It even might be worth incurring various deductible expenses

See more TAX PLANNING Page 5

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## Sacramento Scene

# Freshman Assemblymen Get Orientation

By EDWARD P. PARK, Director,  
Education & Research, Calif. State Conference of  
Operating Engineers.

On November 18, the freshman assemblymen came to Sacramento for a day of orientation. That's not a bad idea, as there are 23 of them and it should help to smooth the opening of the 1975-76 session, which officially begins on Dec. 2, 1974, at which time they will be sworn in and both houses will spend the week organizing themselves. It will be old hat to a couple of the newly-elected assemblymen, Tom Bane and William Campbell, who have been here before. There will be three new faces in the Senate, although John Dunlap, successful candidate in the Fourth District will just move over from the Assembly.



Edward P. Park

All in all, it was quite an election, and in addition to most of labor's endorsed candidates winning, Proposition 17 was defeated and the Warm Springs Dam in Sonoma County won approval. Here in the Sacramento area, bond issues for sewage treatment plants were authorized, as well as bonds to construct a 970,000 megawatt nuclear plant by the Sacramento Municipal Utility District.

It's anyone's guess as to what will come out of the new Legislature when it gets down to business on Jan. 6, 1975, but it looks favorable. We do know now the final results of the 1973-74 session and as usual some good and some bad.

Assemblymen Leon Ralph, Willie Brown, John Burton, William Lockyer, Wadie Deddeh and Senator Nejedly all carried bills in the area of social legislation which were signed by the Governor. Collectively, these bills provide for an increase in the amount of wages that can be earned by an individual eligible for unemployment insurance without a reduction in weekly benefits, provide for a rehabilitation program under the State Workmen's Compensation Act, extend workmen's compensation to news vendors, provide for voluntary election for disability insurance by less than a full group unit, and extend unemployment insurance benefits beyond the 26-week period to a maximum of 39 weeks.

The State Building and Construction Trades Council sponsored a lot of good legislation and we are pleased to have worked in cooperation with this organization and see some very worthwhile bills enacted and signed by the Governor.

SB 1581 by Senator Zenovich requires the general prevailing wage rate in a particular geographic area be paid when contracts are let for maintenance work. AB 3335 by Assemblyman Dunlap provides for the payment of prevailing wages on construction work done under private contract, where the property is to be leased to the state or a political subdivision. AB 2932 by Assemblyman Bill Greene, provides that a specialty sub-contractor not bidding work through a general or prime contractor and performing work in excess of \$2,000 and more than five working days shall have the proper ratio of apprentices to journeymen. Finally, a very important piece of legislation by Assemblymen Leo McCarthy and Howard Berman, AB 3328, which provides that a violation of the provisions regarding failure of an employer, with intent to defraud, to make certain fringe benefit payments is punishable by imprisonment of not more than five years, a fine of not more than \$1,000, or both, where the amount not paid exceeds \$500. It is estimated the funds lose millions from some unscrupulous employers who knowingly do not make the proper payments.

The Governor signed SB 1641 by Senator Marks. This measure, introduced at the request of the Operating Engineers, provides for the appointment of a member of a labor union which represents waste water treatment plant operators to

the advisory committee appointed by the State Water Resources Control Board. The California State Conference of Operating Engineers has endorsed Art Viat, Business Manager of Local #39, as its candidate for this appointment.

The Governor vetoed two bills in which we had a deep interest. Senate Bill 1539 which we opposed throughout its journey through the Legislature, and we are pleased with his action in vetoing it. In his veto message to the Senate the Governor said, "This measure would put the State Department of Transportation in the business of planning, designing, building and operating local transit systems." He went on to say that it would put the "Department of Transportation in direct competition with private enterprise." We couldn't agree with him more.

On the negative side, he vetoed AB 4281 by Assemblyman Berman. This measure was strongly supported by the Engineers. However, here is what the Governor had to say in his veto message: "The bill would revise the provisions of the labor code relating to the Uninsured Employers' Fund and would appropriate \$1 million from the General Fund to the Uninsured Employers' Fund."

"The Uninsured Employers' Fund was created by Chapter 1598, statutes of 1971, for the purpose of making payment of Workmen's Compensation Benefits to employees whose employers are uninsured and failed to make benefit payments requested under the labor code. The Legislature passed and I signed the Uninsured Employers' Fund into law with the understanding and assurance that it would be entirely self-supporting from recoveries of awards from uninsured employers through civil action, plus a penalty equivalent to a year's premium cost for Workmen's Compensation Insurance."

"I find no reason to provide general fund support at this time. The 1974-75 budget contains additional positions to monitor new employers for Workmen's Compensation coverage. This should help to reduce the number of claims by materially reducing the number of uninsured employers."

"Accordingly, I am returning the bill unsigned."

One of our first priorities in the 1975-76 session will be to try to work something out on the Uninsured Employers Fund. We have several members who have received awards under the Workmen's Compensation Act, but no money.

The public outcry over the pension benefits that the Legislature voted for those members who were reapportioned out, did not choose to run or were defeated, resulted in the Governor calling an extraordinary session of the Legislature on September 25 to deal with this matter. The Legislature promptly called itself into regular session and as it worked out, the two sessions were running simultaneously. The Administration bill AB 5 by Assemblyman Bob McLennan, to repeal the special pension benefits, was immediately referred to committee and then they took up and finally passed their own bill, AB 7 by Assemblyman Bob Wilson. As long as they were now in regular session, it struck them as a good time to consider the Governor's vetoes. The Assembly voted to override on nine measures, but the Senate couldn't muster the votes to go along and so the 1973-74 session became history on Oct. 1, 1974.

The ARMTAC (Aggregate Resources Management Technical Advisory Committee) committee which was appointed by the Sacramento Board of Supervisors to conduct a study of the county's valuable aggregate resources and make recommendations as how to best manage them and protect the communities' social and economic interests, and safeguard the physical environment, will submit its final report to the Board on Nov. 27, 1974. The writer feels honored to have been appointed to this committee and is confident that the committee has performed a sincere and valuable service for the people of Sacramento County. The Engineers in particular have a vital stake in the orderly harvesting of this resource.

## A Personal Note from The President's Pen

By HAROLD HUSTON  
President



We appreciate the way the retired brother-engineers and their lovely ladies responded to our invitation to attend the Operating Engineers Retiree Meetings held recently. This gave us the opportunity to explain in detail the many benefits available, and answer all questions where problems have been existing for the retiree.

The most serious problem we found was that many of the brothers were not aware of or using all the benefits that have been negotiated for them over the years, thus costing them money out of their own pockets which could have been better spent for enjoyment of the various things we all want and need when we retire. It is our responsibility to see to it that you know which benefits are available to you, and also that we keep informed of all changes in these benefits and also new benefits that have been negotiated for you.

Please let me take a moment of your time to give you a few examples we discovered in our recent round of meetings:

- 1—One of our brothers had been retired for several years and had never submitted an application for his pension or any other of the retiree benefits.
- 2—Many of the brothers and their spouses, age 65 and over, who have Medicare Eligibility Cards from the Social Security Administration, have never submitted a Semi-Annual Medicare Reimbursement Claim Form to reimburse them in the amount of contributions paid to the Federal Government for Part B of Medicare.
- 3—Some of the brothers and their wives are not submitting claims on all the benefits covered in the Pensioned Operating Engineers Health & Welfare Trust Fund booklet.

These are only a few. There are many more that were brought to our attention at these meetings. This is why we have formed the Retirees' Association Operating Engineers Local Union No. 3, with a local chapter of Retirees' Association being established in each district. We want every retired member and his wife to be active in the Local Chapter in your district, and volunteer to serve on the various committees as needed, and attend all meeting when scheduled. By doing this, everyone will be aware of all your benefits and how to use them where you can get the most out of the "golden years of your life."

There are over 4,200 retirees on the pension rolls at the present time with many pension application being submitted continuously. We are very proud of all of you and know the tremendous effort you gave to make our organization the greatest union in the world. We must have your help to keep it this way!

We want to thank those who served as temporary chairmen, temporary co-chairmen, and temporary recording secretary at the meeting held in your district. Also, congratulate those that were elected as chapter chairmen, co-chairmen, and recording secretary.

### GENERAL INFORMATION — PENSION PLAN

In the calendar year 1974, over \$12 million in benefits will be paid. In addition, there are over 300 beneficiaries receiving Pre- and Post-Retirement Death Benefits. There have been seven increases to retirees on the rolls since 1960 so that the recipient of a \$60 check in 1960 is receiving over \$240 today. The highest pension checks in 1960 were \$60. In 1974 they are approximately \$540.

**The plan has been substantially liberalized during the years.**

1. Pro-Rata pensions (1969).
2. The 60-month guarantee feature was extended to disability retirees (1973).
3. The age restriction for disability pensions was eliminated (1970).
4. Age requirements for an early retirement were reduced to 55 (1970).
5. Pro-Rata Pensioners were extended a 3-year guarantee (1970) and later (1973) a five-year guarantee.
6. Vesting requirements were lowered to age 45 and 10 years of audit. (1972)
7. The maximum pension credit recognized by the plan was increased to 35 years (1973).
8. All types of pensions were extended a five-year guarantee, and joint and survivor option was added.
9. In January 1975, the age limit of 45 for vesting will be eliminated and the only requirement will be 10 years of pension credit.

Many Pension Plans will be required to make substantial changes to meet the requirements of the new Federal pension legislation. This plan will only need minor revisions to comply with the law. It exceeds the requirements in many ways.

### Security of the Plan.

1. Benefit changes are carefully reviewed before adoption. Benefits are not offered and then pulled away because of lack of funds as in many cases described in recent news articles.
2. When an engineer retires, an annuity is purchased through New York Life. New York Life guarantees that the full benefits will be paid.

### 1975 Plan Improvements.

- A. In addition to the revision in the vesting rule, two supplemental payments will be made to retirees. One on January 1, 1975, the other on July 1, 1975.

See MORE PRESIDENT'S PEN, Page 4

On September 22, 1974, the Executive Board approved Honorary Memberships for the following members:

Calvin Hogg, initiated May 19, 1936 by Local No. 842.

Jack Bolt, initiated October 21, 1939 by Local No. 3.

At its meeting on the 10th the Executive Board approved Honorary Memberships for the following:

James Arnold, initiated May 13, 1939 by Local No. 3.

Claude Brown, initiated February 1928 by Local No. 59.

Clarence Byers, initiated July 26, 1937 by Local No. 59A.

Curt Collett, initiated June 6, 1936 by Local No. 45.

Trinidad Hernandez, initiated October 26, 1938 by Local No. 208A.

Alfred Huntington, initiated August 1936 by Local No. 59.

William Lake, initiated September 1930 by Local 45.

Leland Larsen, initiated February 1939, by Local No. 3A.

Harvey Lopez, initiated November 1939, by Local No. 3.

Paul Muck, initiated November 1939 by Local No. 3.





## RIGGING LINES

By BOB MAYFIELD  
Vice-President

In the November issue I mentioned that along with many of the trustees of both management and other unions represented, I had attended the International Foundation of Trustees meeting in Toronto, Canada. In these sessions we were updated on many subjects pertaining to the various trusts and also on many new laws, and some of the effects of the Pension Reform Act recently passed by Congress.

One of the work sessions dealt with delinquent employers regarding fringe benefits collections. I attended this session and sat with Mr. Leo Westwater, vice-president of Granite Construction Company, who works quite closely with me in a joint effort to arrive at an equitable solution to delinquent accounts throughout our entire jurisdiction. We came to the conclusion that we thoroughly agreed on at least two things that came out of this work session: 1) the duties of all trustees and fiduciaries, whether management or labor, under present laws makes this job almost not worth serving as a trustee; and 2) practically every method the attorney experts suggested at this session presented towards legal collection of benefits in our members' behalf, Local No. 3 is already doing and practicing daily. In fact, we are doing things towards this goal that they are not yet doing—which gives me a satisfied feeling that we are earning our money and doing the job the members of this union elected us to do.

Hopefully, a new law recently signed by the outgoing governor will also aid us in this serious job of collections of fringe benefits. The cold hard facts of Assembly Bill No. 3328, Chapter 1033 (an act to amend Section 227 of the Labor Code, relating to employment regulations), are that employers who don't make payments as they are supposed to under the contract may now, under this law, for failure to do so, be subject to fine and imprisonment. In some cases for non-payment this would be handled and deemed a felony. Brother Fran Walker, working closely with me in the collection of these delinquent benefits, had an outstanding total due as of December 1973 throughout the local of about \$2 million. Today, I'm proud to say, even though contribution amounts as negotiated in recent contracts have risen sharply, making the job of keeping employers current more difficult, the uncollected monies have been reduced to less than \$200,000 and the rest, for the most part, has been put in the hands of the attorneys for collection.

This past month I also completed negotiations for two more major employers, both in the state of Utah. Substantial gains were obtained for our members working at the Wheeler Machinery Shop in Salt Lake City and the United Concrete Pipe & Foundry Company of Utah. Both of these were ratified by a substantial margin and I certainly think and hope these contracts will be more than adequate in these difficult and inflated times we are all facing daily, and are likely to continue to have to face in the next few years.

Several more contracts have now been opened for negotiation. One of the larger of these companies is the Duval Mining Company located at Battle Mountain, Nevada, where something over 250 brother and sister members are quite anxious to get a new and honorable contract.

Also, at the last writing I mentioned we were going to have a N.L.R.B. election with another of the large oil, gas and geothermal companies which are working in California. I'm proud to say we were the winners in this vote by a 2-to-1 margin. The word is certainly spreading around throughout what before has been a large, and non-union industry—which has to be a tribute to what the Union stands for and what it is now doing to better the wages, fringes and working conditions of this tough and hard working breed of men. On behalf of the union, myself and Ray Morgan (the business representative and organizer of the oil patch) we would like to extend our thanks.

Beginning in January a series of service pension meetings are to begin in every district in Local 3 to discuss all aspects of this possible change. Both members and their wives are welcome to attend and discuss this subject. I intend to be at as many of these open sessions as possible and to express my honest opinion. In talking to many of our brother engineers throughout the local union for the past several years, and especially prior to the last union election, many brothers expressed to me their desire to have this feature incorporated into our pension structure (which isn't now) even if the costs are a little higher than are now in effect. I'm certainly in favor of the service pension in some form or another, as I feel you get only what you pay for. And, if you are dead or too old to enjoy a pension, then really what good is it?

In closing I certainly would like to extend to all our members and their families a most joyous Christmas and a Happy New Year!

The U.S. Department of Labor expects the number of college graduates to increase by one-half between 1972 and 1985.

The U.S. Department of Labor's Bureau of Labor Statistics predicts 60 million jobs will open up between 1972 and 1985.

## Union Support Of Sacramento Prop. H Results In Many Jobs For Engineers

One of the most striking examples of the effect union political activity can have in terms of jobs for operating engineers is the case of Proposition H on the Sacramento County ballot.

The passage of this proposition means well over a half million man-hours of work for operating engineers, spread over a nine-year period.

Proposition H was, from the first, a controversial measure. Essentially the proposition asked Sacramento County voters to give approval to \$650 million worth of bonds for construction of Sacramento Municipal Utility District (SMUD) facilities. The controversial aspect of the measure was the prime facility to be built with the funds raised from the bonds—a 1.1 million kilowatt nuclear power plant called Rancho Seco No. 2. This installation would sit next to an already-existing nuclear plant, aptly labeled Rancho Seco No. 1.

As was expected the major opposition to the bond measure came from ecological interests, primarily from a group called Stop Rancho Seco. This group and other opposition claimed that the proposed plant was potentially unsafe. Worse than that, they said, it would stimulate rapid population growth.

A preliminary environmental impact statement disagreed with the ecologists, saying that plans for the facility were sound and that the completed power plant would be safe. Local 3's Executive Board concurred with the environmental impact statement and voted to endorse the bond measure, thus paving the way for the tremendous support the union gave the proposition. Union support was obviously instrumental in passing the proposition and it won easily.

With the bond measure a winner the monetary questions surrounding the proposed facilities are answered. Six hundred and fifty million dollars from the bonds will be combined with \$327 million from profits of the Municipal Utility District to finance construction. Although Rancho Seco No. 2 will be the prime facility, other related projects such as transmission and distribution facilities and peak load generating facilities will account for a sizeable part of the nearly-\$1 billion total price tag. Other possible projects which might be financed by the SMUD bonds are facilities on the Stanislaus River and in the geothermal fields of Sonoma County.

The victory of Proposition H, however, only provided the financing. Formal approval of the nuclear plant has not yet been given, although the green light is expected to come in January of next year.

The Rancho Seco project enjoys a special privilege in this regard. Whereas other nuclear projects, both now and in the future, are required to get approval from the California Energy Conservation and Development Commission before construction can begin, Rancho Seco No. 2 has been spared this ordeal. A bill passed by the legislature last year, AB-1575, gives Rancho Seco exemption from this clearance and the final decision on the project

therefore rests with the Board of Directors of SMUD. Although a final environmental impact statement must be prepared and comments must be heard on this statement the SMUD directors will almost certainly vote to give the project the go-ahead.

In terms of jobs the construction of SMUD facilities will provide many. According to SMUD spokesman Ken Mellor, at the peak of construction over 1,200 construction jobs will be created by the power plant alone. Estimates are that the power plant will provide over 400,000 man-hours of work for operating engineers and over 6 million man-hours of work for building and construction trades members as a whole.

Unfortunately, construction of the first SMUD facilities will not begin until 1975, when \$24 million

will be spent on transmission and distribution systems. This section of the work will be completed in 1984 and will have a total cost of \$383 million.

Also scheduled for completion in 1984 is the Rancho Seco No. 2 power plant. Construction on this facility is scheduled to begin in 1977 with an initial expenditure of \$12 million. As presently planned construction will peak in 1980 and about \$9 million will be spent in each year after that until completion in 1984.

In addition to the above work another certainty is that approximately \$167 million will be spent in related projects of one kind or another throughout these years.

All in all, the passage of Proposition H spells work for operating engineers and political victory for workingmen at the grassroots level.

## Marr Blasts Further I-580 Delay At Public Hearing In November

A decision on the proposed widening of Interstate 580 should be reached immediately, Business Manager Dale Marr told a crowd of over 300 people at a public hearing on the proposal held last month in Castro Valley, Calif.

Marr was one of approximately 65 Local 3 members, agents and staff who attended the meeting of the Metropolitan Transportation Commission, the final California State agency with authority over the project. Since the freeway is an interstate road the ultimate decision on the widening rests with the United States Department of Transportation. It is expected, however, that this department will concur with the decision of the MTC.

MTC has delayed final action on the huge project for several years, but a favorable decision is

now expected this month. When approved this project will mean approximately 4.2 trillion man-hours of on-site work for members of the building and construction trades, with an overall price tag of \$150 million.

Marr scored MTC's request for a further study of the growth and air quality impacts of the proposed widening.

"We have seen this project studied and approved by every concerned agency all the way up the line," Marr told MTC supervisors and the crowd. "Finally, after months of delay and inaction, the U.S. Department of Transportation has approved fund allocation by the MTC. And now with the advertisement for bids ready to start, this commission wants yet another study. We believe that this project has been studied long enough."

The original proposal for widening of I-580 was made in 1964 by the California Division of High-

See MORE I-580, Page 5

## More President's Pen...

(Continued from Page 3)

- (1) Benefits will be paid to all retirees who retired June 30, 1974 or before, or if deceased to the beneficiary, provided the beneficiary is receiving benefits on January 1, 1975 and/or July 1, 1975.
- (2) The amount paid will be equal to ½ months' benefit each time for a total of one supplemental months' benefit.
- (3) This amounts to an 8 percent supplemental benefit in calendar year 1975.
- (4) The total cost of the benefit is \$1 million.

### Retiree Welfare.

In 1963, the retiree welfare program was established and is presently costing \$51 per eligible per month. It was the first to provide substantial medical coverage to the retiree and his wife.

Medicare was established in 1967. Since then, those Medicare benefits have been reduced four times and a further reduction is planned for January 1975.

The Engineers Plan is paying more in dollars than it did before Medicare.

Ten years ago, the average hospital bill ran to about \$40 a day. Since then, hospital costs have soared nearly three times as fast as the overall cost of living. Charges now average about \$102 for one day of patient care for those who share a two-bed room. For those requiring intensive care, after major surgery or a heart attack, bills may pile up at the staggering rate of \$350 a day or more.

The Medicare premium a person over 65 must pay has increased each year. The Engineers plan continues to pay this premium in the form of Medicare reimbursements.

The drug benefits alone will average \$6.50 per retiree each month, up from \$3 just a few years ago. Vision care benefits and hearing aid benefits are provided.

May I take this opportunity to personally wish you and your loved ones a Merry Christmas, and a Happy New Year.



# More Tax Planning ... More On The Service Pension ...

(Continued from Page 2)

before the end of the year if you plan to itemize this year. For example, you may be planning to buy tools or safety clothing needed for your job, or expensive dental care. Or you may be able to advance a health-insurance payment due early next year.

In addition to charitable contributions of both cash and goods, and medical expenses, other deductible payments which can be advanced or postponed include:

**Deductible work expenses** such as purchase and repair of tools, equipment, safety clothing, distinctive uniforms and technical literature.

#### Property taxes.

**Interest prepaid** on loans, mortgages and installment purchases. (Up to 12 months prepaid interest usually can qualify for a tax deduction.)

**Employee education expenses** if your employer required you to take the course or you had to, in order to improve your skills in your present job. (Be sure you know the rules governing this deduction.)

You also may want to evaluate whether you should advance or delay cashing any E bonds (if you are planning to do so) or

which bonds to cash. You may have sizable tax liability on the increase in value of older bonds. It's also well to prepare yourself before year's end to prove claims for dependents such as elderly relatives or a child at college.

**CAR DEDUCTIONS INCREASED:** One small good from the big ill wind of jumping car costs is that you may be able to take a larger deduction for allowable car expenses.

For example, many families use their cars to get health care, and also for charitable purposes or while doing unpaid work for nonprofit organizations and schools. If you itemize your deductions, you now can deduct for car expenses at the rate of 7 cents a mile plus any parking fees and tolls. You can, of course, also deduct other transportation expenses other than for a car, for qualified purposes.

The 7-cent rate also now is permitted for certain allowable moving expenses.

If you use your car partly or wholly in your work (not for commuting), the Internal Revenue Service has increased the standard mileage rate to 15 cents a mile for the first 15,000 miles and 10 cents above that.

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or more, accumulated 30 pension credits, and have a minimum of at least 2,000 hour at a pension contribution rate of at least \$1.25 per hour.

These qualification requirements would exclude any member who is working for an employer in a bargaining group whose contribution rate is less than \$1.25 per hour from qualifying immediately. However, this means that anyone whose contribution rate reaches \$1.25 per hour in the future would be eligible for a service pension once he worked 2,000 hours at the \$1.25 rate, attained age 55 or more and has 30 pension credits.

Although the minimum pension contribution which will qualify an engineer for a service pension is \$1.25 per hour, the actual cost of the service pension to the individual engineer is 25 cents per hour.

In other words, while an engineer is working he will contribute any amount in excess of \$1.00 up to 25 cents towards the service pension even if he eventually retires on a normal, pro-rata, disability or early pension. This amount over \$1.00 up to 25 cents will not be credited to him when pension benefits are calculated as the cost of having the service pension option.

Many of the collective bargaining agreements between Local 3 and the employers have Pension Trust Fund contributions in excess of \$1.25 per hour. In the case where the top contribution rate is \$1.48 per hour, the amount in excess of \$1.25 is handled in the following manner. Of this 23 cents the first 13 cents will be for

(Continued from Page 1)

increased funding and improvement of the vesting rights as provided by the new Federal legislation. (Employee Retirement Income Security Act of 1974) This 13 cents, then, is a fixed cost paid by the Pension Trust Fund. The remaining 10 cents is an actuarial margin that will provide future improvements to the plan. The allocation of the 23 cents as set out above has no bearing on the service pension. This allocation must be made whether or not the service pension is adopted.

At the present time as the proposal is made by the consultants, the first \$1.00 goes for the pension plan, the next 25 cents for the service pension, the next 13 cents for funding changes as required by Federal legislation, and the final 10 cents for future improvements to the plan.

Regardless of whether a service pension is adopted or not adopted the first \$1.25 per hour is retroactive to July 1, 1974. The question that remains is whether it is applied to the existing pension types and the service pension, or just to the existing pension types.

#### ADVANTAGE OF SERVICE PENSION

The advantage of a service pension for the engineer is that he can retire at age 55 or older without any reduction of earned pension (actuarial adjustment) provided he has 30 pension credits and a minimum of 2,000 hours with at least a \$1.25 contribution rate.

#### DISADVANTAGE OF SERVICE PENSION

The disadvantage of a service

pension is that it requires the engineer to pay the cost of providing the service pension option even if it is not taken. The Martin E. Segal Company, actuarial consultants, for the pension plan, based upon their projections of the engineer's records, estimate that not more than 15 per cent of the Operating Engineers will be awarded a service pension.

The best way to illustrate the possibilities of a service pension is for each engineer to apply it to himself. In that way each individual can decide whether the service pension offers him advantages or disadvantages.

The qualification requirements for a service pension are attaining age 55, or more with 30 pension credits and 2,000 hours worked at a contribution rate of at least \$1.25 per hour.

It must be remembered that under the early retirement type pension an engineer may retire at age 55 with 45 per cent actuarial adjustment reduction, or at age 60 with 15 per cent actuarial reduction. All of the rules and regulations of the Pension Trust Fund apply towards meeting the eligibility qualifications.

As outlined above, a round of special call meetings has been scheduled so that engineers may discuss details of the service pension with Local 3 officers and others knowledgeable on the subject. Following the round of meetings a ballot will be mailed to all participating members. It is essential that each engineer fully understand the proposed plan so that he can make his decision.

\*\*\*\*\*  
**HAPPY  
 HOLIDAYS**  
 \*\*\*\*\*

## More I-580 ...

(Continued from Page 4)

ways, now called CALTRANS. This proposal called for the widening of 10 miles of four-lane freeway running through Dublin Canyon to eight lanes. Actual planning of the freeway was begun but before construction could begin CALTRANS amended the proposal to include a median wide enough to accommodate other modes of transportation, such as Bay Area Rapid Transit (BART) or bus lanes.

This amendment to the original proposal made an environmental impact statement necessary and the first statement was submitted in 1972. Since then the statement has been revised, amended, studied and resubmitted and the project has been studied and approved by numerous agencies including the U.S. Department of Transportation, CALTRANS, the Bay Conservation and Development Commission, the Association of Bay Area Governments, the Alameda County Planning Commission, the Alameda County Board of Supervisors, the U.S. Council on Environmental Quality, the Bay Area Air Quality Control Board, the State Air Resources Board and the Environmental Protection Agency.

CALTRANS has told MTC that they must make a decision on the freeway by the end of January and a decision is expected on December 18. On that date a general meeting of the

MTC is scheduled and a favorable decision is expected.

Last month's public hearing brought out a crowd almost entirely in favor of widening the highway.

Marr told the crowd that Operating Engineers favors the project for more than employment and economic reasons.

"The existing freeway serves a high percentage of truck traffic, about 14 per cent of total traffic," he said. "This is nearly twice the amount of truck traffic as on the average California freeway. Because this corridor provides a prime agricultural and commercial trucking link between the Bay Area and the central and southern portion of California, a safe and efficient freeway must be provided.

"We have heard a lot of talk about rapid transit, either by bus or by BART, but these types of rapid transit will never be able to provide for the agricultural and commercial needs of our cities. The heavy use of I-580 by commercial trucking lines effectively limits this antiquated two-lane freeway to a single-lane mountain road. Traffic tie-ups and delays are common, both in peak commute hours and off-peak hours as well."

Marr said that construction of the additional lanes would reduce congestion and provide improved safety.

## Warm Weather Keeps Utah Dist. Going

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

The construction work in Northern Utah has held up very well due to the continuation of a long Indian fall, mild temperatures and little precipitation.

James Reed Construction Company has started on a small State road project at Logan, Utah. Most of the material will be imported borrow.

Gibbons & Reed Company will have most of the site preparation completed for American Greeting Company by the middle of November. Acme Crane will do the steel erection and possibly the tilt ups.

Tempest Construction Company's utility job in downtown Ogden will be suspended this fall due to the Christmas holidays. This project should resume sometime after the first of the year. Tempest Construction project on Wall Avenue will go on until completion sometime in January.

L. A. Young Construction Company at Carle Rock has moved their scraper spread to St. George, leaving the crushing and pipe crew. This project should go all winter in spite of the extreme cold temperatures and snow.

Secco Construction Company has the contract on the Echo Slide on I-80. Due to the number of working days in the contract, the company has been working two 12-hour shifts. Secco has approximately 20 operating engineers employed.

State Inc. at Park City is right on schedule on a \$5 million mill. They should be able to work all winter by getting most of the mill erected and enclosed.

W. W. Clyde Construction at Parleys Canyon will have completed their \$8 million project by the end of November. This is the final link of I-80 going over Parleys Canyon. It took three and a half years to build on a two- and three-shift operation employing approximately 80 operating engineers at the peak of the project.

As can be expected at this time of year, Old Man Winter is really fouling up the work picture in Southern Utah.

Cox Construction expects to get most of their asphalt laid on the Mona job except for the approaches and access roads. Its doubtful if this section of I-15 will be opened this year.

It looks like Cox Construction will be able to keep a few of their hands busy on the new sewer line project in the town of Gunnison. This job is moving along very well with Johansen Fence Co. from Mt. Pleasant putting in a new water system at the same time.

Industrial jobs at Scipio and Beaver on I-15 are progressing well. The brushing and pioneering is finished at Scipio and the bulk of men and equipment will be moving up from Beaver as this job progresses. There is quite a bit of rock on the Scipio job so with a little cooperation from the weather man there should be activity here all winter. Rock is about all you can see on the Beaver job. There is a lot of drilling and blasting going

on there but the crew is moving it out at a rapid pace. This job should also be working this winter.

W. W. Clyde has completed his road job on the Huntington side of Airview Canyon and moved over the hill to the project on the west side of the canyon. The elevation up there is close to 9,000 feet so we don't expect too much activity there this year. Their stripping job for Brush Wellman at Topaz Mountain is going full blast with about 35 hands working a two-shift operation and more people are expected to be on this job soon.

L. A. Young's job in Salina Canyon is about finished except for some cleanup and guard rail. Most of the asphalt crew moved to Hanksville and will have this job paved and moved out again at the time of this publication. They have a bridge to build on the same project so a few of the hands will be there part of the winter.

The Strong job on I-70 at Thompson, Utah, is real close to being completed. If the weather had not fouled them up it would probably have been finished this year. About another four weeks would see the end of this project. They have a small road job going through the Canyonlands which should keep a handful of people working this winter. They have just completed one job going into the Canyonland and another on Highway 95 out of Blanding.

There has been 27 miles of Highway 95 out of Blanding advertised and about 10 miles of I-15 at Holden.



## Eight Days

## Engineers Do Fast Job On SP Trestle

By A. A. CELLINI,  
District Representative, and  
JOHN E. SMITH and  
GEORGE HALSTED,  
Business Representatives  
Operating Engineers come  
through again.

On Friday, Oct. 18, 1974, steel pilings and pre-cast concrete began to be pounded into place on a 1,100-foot gap in the Southern Pacific railroad trestle north of Yuba City which had been destroyed by fire the previous day. Crews began working around the clock using three massive pile-drivers to drive the pilings into place. The piledriving made a hammer-like sound which could be heard throughout the Marysville-Yuba City area.

The trestle was rebuilt on the same site as the old wooden structure. The burned wooden structure was replaced by steel pilings with a bed of concrete for the tracks. Some of the concrete structures came from as far away as Texas while some were robbed from other S. P. job sites. The contractor for this job was H. Earl Parker. There were crews from Bigge Crane and Duncan-Haroldson also working on this extremely large project.

Southern Pacific had to reroute as many as twenty to twenty-five trains a day while the work progressed on the new trestle. The line across the Feather River is one of two large north-south routes operated by the S.P. north of Sacramento and carries only

freight. Railroad officials estimated the cost to replace the trestle would run as high as \$500,000 or more. The officials also estimated that it would take two months to replace the burned trestle.

As soon as the brother engineers could get in they began a 24-hour around-the-clock work schedule in very cold and dreary weather. Because of the challenge put before them the brothers really out-did themselves and in-

stead of two months, the trestle was rebuilt in only eight days. These eight days were spent working very hard and without complaint. It was with pride that as they were putting the final touches on the trestle the first train passed overhead. This only goes to show when duty calls our brother engineers are there, ready and willing to do their job. We are very proud of our men in Local 3—we say "brother engineers, job well done."



IT TOOK ONLY eight days for operating engineers from the Marysville district to rebuild this burned Southern Pacific trestle. Engineers worked around-the-clock schedules to complete the work.

RON CAIN PUBLICATIONS  
P.O. Box 3100  
Pismo Beach, California 93449

Dear Brother:

I hope you have read the story about me in your issue of the Engineer's News, Local 3, for October, 1974.

I am starting my own publishing company, Ron Cain Publications, and at this time I am offering exclusively to the membership of the Operating Engineers, my first record, "Dirt Movin' Man," and the flip side song, "Shoot Low Sheriff." I wrote both these songs and along with my partner, Dave Keeney, and our back-up band, The Moonshiners, I perform them on the record. I think you will enjoy this record (45 RPM mono) and you can help insure my success in my new life by ordering one or more copies. I am also offering a bumper sticker which says, I'M A DIRT MOVIN' MAN. (See order blank, Below.)

I am sure you will enjoy the songs and have fun with the bumper stickers. I am looking forward to hearing from you. Thank you.

Sincerely,

Ron Cain

I am sending \*\$2.00 plus 50¢ postage and handling for each record.

I am sending \*50¢ for each bumper sticker.

\*California residents add 6% state sales tax

Enclosed is \$\_\_\_\_\_ check or money order\*\*

Please send me \_\_\_\_\_ records; \_\_\_\_\_ bumper stickers

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Send this form along with remittance to:

RON CAIN PUBLICATIONS  
P.O. Box 3100  
Pismo Beach, CA 93449

\*\*Make check payable to: RON CAIN PUBLICATIONS

NOTE: In order to assist Brother Ron Cain the Engineers News is printing, at his request, the above order form. Operating Engineers Local Union No. 3 has no financial interest in the offering and is only providing space in Engineers News as a service.

## Highway 395 Gets Big Boost With Allocation Of \$6 Million

By KEN GREEN,  
District Representative and  
BOB HAVENHILL  
Business Representative

Six million dollars has been allocated to continue the financing for constructing a four-lane expressway on Route 395 between the Nevada State line in Sierra County and about 1.5 miles north of Route 70 at Hallelujah Junction in Lassen County, a distance of about 9.5 miles, including an interchange with Route 70. Specially designed fences will be installed to channel deer under the highway, and access will be controlled on Route 70 on the west half of the Route 70/395 interchange. The state currently plans to call for bids in early 1975. The cost of the project will be spread over three fiscal years starting in 1974-75 (last year) as following: total cost \$6.2 million; 1974-75, \$1 million; 1975-76 \$4.2 million; and 1976-77 \$950,000.

Shasta County has been allocated \$700,000 for repairing damage to bridge decks on the Interstate 5 freeway, caused by deicing salts and snow removal equipment for about eight miles, just north of the Pit River Bridge. Also, for repairing the damage to the Route 299 freeway bridge across the Sacramento River in Redding, caused by deicing salts and snow removal equipment.

The project will include sealing the decks against further

moisture penetration and placing a protective layer of asphalt concrete on the decks' surfaces. Various methods and materials will be tested for evaluation before repairs are made to the deck of the large Pit River Bridge itself.

Shasta and Siskiyou counties have received some \$6 million from the California Highway Commission for major construction projects during the 1974-75 fiscal year.

One and one-half million dollars will be to begin financing the widening of Highway 299 from two to four lanes from Iron Mountain Road west of Redding and Walnut Avenue in Redding.

An additional \$4.5 million will be spent on the right-of-way acquisition and smaller projects.

In Siskiyou, \$2.5 million will be for reconstruction of a two-lane expressway from about 8.7 miles north of Weed to a mile north of Deer Mountain Road.

A \$246,250 contract has been awarded by the U.S. Army Corps of Engineers to the Chandler-Newman Construction Company of Santa Rosa for repair of flood-damaged banks and levees along a mile stretch of Coffee Creek about 43 miles north of Weaver-ville. Coffee Creek overflowed its banks Jan. 15-18, 1974, and washed out sections of levees put in earlier by the Corps. The restoration project basically calls for the distribution of 18,000 tons of inch riprap along the levees.

W. Jaxon Baker, Inc. was the successful bidder on the Duns-muir Sewage Treatment Plant and is going full bore trying to beat the heavy snows and rains that hit that area in the winter. Grievance Committeeman Brother Vern Schuette is the Poclaim Operator on the job and what he can do with one of those French machines is something to see.

J. F. Shea Company hopes to keep most of the operators employed on their Lake Shastina Project going most of the time this winter. They will shut down during the storms, but because of the nature of the material on the job, lava-rock and sand, they will be able to go back to work without a dry-out period.

O'Hair Construction Company, Inc., is going full blast at the crushing and screening plant site near Edgewood, California, in an effort to have the material ready next spring for Piombo's I-5 job at Dunsmuir. O'Hair was the successful low-bidder on the base rock and paving sub-contract with Piombo. Nate Hammond Construction is hauling the river run rock to O'Hair's plant and should be able to keep several brothers going through the winter.

Leo Davis Construction has completed the new concrete bridge over Edgewood Creek and is just about ready to pave.

Most of the brothers in the Redding district tell us they have received their retroactive pay from the contractors but a few have not. If you are one of those who have not or if you have not received all of it, please contact the Redding office and we will see if we can prevail on the contractor to pay what should have been paid three months ago.

We in the Redding office wish you and yours a Very Merry Xmas and a Very Happy New Year.

## December Opening Of Bypass Dependent On Clear Weather

By W. A. "Lucky" SPRINKLE,  
Assistant District Representative

Freeman-Sondgroth Construction is shooting for the second or third week in December for opening of the southbound lane of the Novato bypass, weather permitting.

Williams & Burrows have recently been awarded the river and harbor work for construction of the Larkspur Ferry Terminal. A pre-job conference will be held on this \$13 million job.

The "no-growth" movement to restrict new housing has a significant impact on the overall problem of providing decent shelter. This was pointed out by Federal Judge Lloyd H. Burke in the landmark Petaluma case now being appealed.

The City of Petaluma in Sonoma County doubled its population during the sixties. In 1971, the City decided to limit growth to 500 new homes each year. Every application was to be judged as to whether development would over-burden the city, existing water systems, sewers, schools and other public facilities. Developers took the City to court, claiming that the growth policy violated the basic constitutional right to travel and live anywhere.

Judge Burke of the United States District Court for the Northern District of California heard the case of the Construction Industry Association of Sonoma County versus the City of Petaluma. In deciding in favor of the Construction Industry Association, Judge Burke concluded that persons excluded from one suburb do not leave the region,

but seek housing elsewhere in the area. Limited housing in the face of a static or rising demand increases the cost of private housing, and the rent structure of tenant housing.

According to Judge Burke, a reasonable forecast of the total increase in the numbers of households in the San Francisco region for the decade 1970 to 1980 is 274,500, and the number of housing units needed for replacement of substandard or obsolete housing is 155,280 units.

The significant conclusion of law in the Petaluma case is that the court made it clear that the freedom to travel, which includes the right to enter and live in any state or municipality in the nation, has long been recognized as a "fundamental right" under the Constitution.

Richard Boylan defeated Betty Forry by some 600 votes in the November 5th elections. If Boylan's campaign rhetoric reflects his true thinking, he will do everything he can do to maintain the water moratorium.

This forces us to look to the courts for a solution. We have won a favorable decision in Superior Court and must now press on with the appeal. Our chances for a favorable appellate decision look good. In the meantime we will keep the pressure on the directors of the water board in every way possible. When we ask for your help, lend a hand.

All of us at the San Rafael office hope this Thanksgiving was a happy one for all, and we send our best wishes to you for a very merry Christmas.



## OPERATING ENGINEERS TRUST FUNDS:

## OUTLOOK

VOL. 1—NO. 10

SAN FRANCISCO, CALIFORNIA

DECEMBER, 1974

NEW CLAIM FORMS for medical and dental claims for Northern California were introduced on November 1, at the same time

that the new comprehensive medical plan was instituted. For details see Fringe Benefits Forum.

## Fringe Benefits: What Are They?

What is a fringe benefit? Basically, a fringe benefit is a negotiated benefit provided to members of a labor organization through employer contributions in addition to the hourly wage based on a particular job classification that an employee is entitled. Fringe benefits are founded in the collective bargaining agreement and are subject to the same types of negotiation as any other section of the agreement.

Recently, the Master Agreement for Northern California 1974-1977 between Local No. 3 of the International Union of the Operating Engineers and the Associated General Contractors of California and Engineering and Grading Contractors Association was completed. Section 12.00.00 Fringe Benefits serves as an excellent example of a fringe benefit provision of a collective bargaining agreement.

**12.00.00 FRINGE BENEFITS**  
**12.01.00 General Provisions.** The Individual Employer will make the following payments for each hour worked or paid each Employee by an Individual Employer covered by this Agreement. All such payments shall be made at the time and in the manner provided for by the applicable Employer-Union Trust Agreement

creating a Trust or, if not a Trust, at the time and in the manner provided for in this Agreement. Each Individual Employer is bound by all the terms and conditions of each Trust Agreement and any amendment or amendments thereto.

**12.02.00 Health and Welfare and Sick Benefits.** Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Health and Welfare Trust Fund for Northern California according to the following schedule:

.72 cents per hour  
 Effective 6/16/74  
 .82 cents per hour  
 Effective 1/1/75

**12.03.00 Pensioned Health and Welfare.** Each Individual Employer covered by this Agreement shall pay into the Pensioned Operating Engineers' Health and Welfare Trust Fund according to the following schedule:

.13 cents per hour  
 Effective 5/1/74  
 .15 cents per hour  
 Effective 1/1/75

**12.04.00 Pensions.** Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Pension Trust Fund according to the following schedule:

1.05 per hour—Effective 6/16/74  
 1.37 per hour—Effective 7/1/74  
 1.48 per hour—Effective 10/1/74  
**12.05.00 Affirmative Action.** Each Individual Employer covered by this Agreement shall pay into the Operating Engineers and Participating Employers Pre-Apprentice, Apprentice, and Journeyman Affirmative Action Training Fund according to the following schedule:

.24 cents per hour  
 Effective 6/16/74

**12.06.00 Vacation and Holiday Pay Plan.** Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Vacation and Holiday Pay Plan according to the following schedule:

.60 cents per hour  
 Effective 6/16/74

**12.07.00** Such payments shall be made in accordance with and in the manner as provided in the Vacation and Holiday Pay Plan, Section 23.00.00.

While, as evident, the fringe benefit section makes up but a small part of the total agreement, it does represent a significant portion of the total "wage-fringe" package. Translated, this means the total dollar amount that is payable either to the employee directly or to a Taft-Hartley Trust in the employee's behalf. For an employer, this means his total cost of labor per hour.

The fringe benefits when combined with the other provisions of the collective bargaining agreement represents the diligence and foresight that is essential to the success of any labor organization, and which is so characteristic of Local No. 3.

## Fringe Benefits Forum

### Simplified Claim Forms

Along with the Nov. 1, 1974 adoption of the comprehensive medical plan, the Operating Engineers Health and Welfare Trust Fund has introduced a new series of claim forms. The new claim forms, one for medical claims and the other for dental claims, will eventually be used by Local 3 members in Northern California in filing for their claims payments.



Art Garofalo

Normally, new claim forms are not a great cause of excitement. They are a necessity, however, and vital to the administration of a well-run health and welfare program. Therefore, it is important to note that your board of trustees has made every effort to simplify their use.

The new forms have been designed to facilitate the filing of claims both for the eligible member and the attending physician or hospital. The result of the combination of "ease of claim filing" with a comprehensive insurance plan will greatly expedite the payment of claims and contribute significantly to the overall program of providing security and well-being to you and your family.

One of the unique features of the new claim forms is that they contain a complete summary of benefits to which participating members and their dependents are entitled. This will enable your doctor or hospital to determine the extent of your coverage at the outset of an illness and to also be in a position to explain their own fee schedules in relation to whatever personal expense you may incur. It is important that you understand whatever limitations that your plan may impose and the expense of any treatment that may be prescribed by your doctor.

The first of the new claim forms is the "orange-colored" medical claim form that will replace the "yellow-colored" form that most of us have become so familiar with over the past several years. The Trust Fund Office has informed us that they will accept either form, so if you have a supply of the old forms, please feel free to use them until you get a chance to pick up a few of the new forms. The new medical claim form, to be used **only** by those participating in the comprehensive program, is of course available at all district offices, the Trust Fund Office and the Fringe Benefit Service Center.

Perhaps a word or two about the filing of a medical claim is in order. We have found in the past that one of the major problems in the delay of payment on a claim is the failure of either the claimant or attending physician to complete fully the information required. The Trust Fund Office is held to very strict standards in this regard by your board of trustees and cannot issue payment on a claim until they have all the necessary information to process it correctly. This necessary information can range from something as simple as a member's social security number to the complex diagnosis of the illness by the attending physician. Make certain that you complete each medical claim form that you submit **fully** and **accurately** and that you enlist the assistance of your doctor in completing his portion also.

You are only required to file one medical claim form per illness. The itemized bills for that illness must accompany your claim for hospital, surgical and medical expenses. If your illness is continuing in nature rather than a single procedure, it is not necessary that you submit a new claim form each time that you incur an additional expense. Just forward a copy of the additional bills to the Trust Fund Office and they will continue to make the appropriate payment based on the initial claim that you filed. For example, if you have filed a claim on let's say a "cold" and then you unfortunately "break a leg," you now have two separate and distinct illnesses and must file individual claim form on each illness.

You can if you wish have the Trust Fund Office make payment directly to your hospital, physician, surgeon or supplier of covered medical devices by checking the "assignment of payments" boxes on the claim form. This is entirely at your option and for your convenience. If this section is left blank then payment of your claim will be made directly to you.

Lastly, and perhaps most important, each claim form must be signed and dated by the participating member. The Trust Fund Office cannot accept the signature of a spouse or dependent in place of a member, except in extreme situations.

The new dental claim form is "blue" in color and **must** be used for the filing of all dental claims where service is initiated after Jan. 1, 1975. As before, payment will be made directly to your dentist who will then bill you for non-covered expenses. The dental plan has been improved by the board of trustees and will cover 85 per cent of basic dental service and 60 per cent of prosthetic dental services for members and dependents as of Jan. 1, 1975. In addition, the processing of claims will be handled directly by the Trust Fund Office which will greatly improve the service of your dental program.

We think you are going to like the new forms. If you should need any assistance in completing either the medical or dental, just contact the Fringe Benefit Service Center and we would be more than glad to help you out.

The board of trustees, the trust fund office and entire staff of the fringe benefits office wishes each of you a very Merry Christmas and a healthy and prosperous New Year.

Merry Christmas

Fringe Benefits Service Center

Phone: (415) 431-1568

Trust Fund Administration Office

Phone: (415) 863-3235





VOL. 4—NO. 12

SAN FRANCISCO, CALIFORNIA

DECEMBER, 1974

## Many Changes In Utah Apprenticeship

By **RICKIE G. BRYAN**,  
Coordinator

Apprenticeship in Utah is moving at a fast pace. Many changes have come about in the last month and some of these changes have caused a few problems for the apprentice, i.e. by not knowing where to send your change of address, hour card, correspondence, etc.

This (listed below) is a copy of a letter sent out to Utah Apprentices explaining the changes. It is reprinted here for your information:

"Dear Mr. Apprentice:

It will no longer be necessary for indentured apprentices in Utah to send **time cards and/or other correspondence** to the Administrative Office in San Francisco. You will send your material to the Assistant Administrators' Office located at **1958 West North Temple, Salt Lake City, Utah 84116**.

All apprentices indentured in

Utah will send time cards and other materials to this office.

You will find enclosed copies of the revised Apprentice and Applicant Rules and Regulations which is an update from any previous Rules and Regulation you might have in your possession. Please retain this letter and the enclosures for your reference.—**REPEAT: DO NOT SEND MATERIALS AND CORRESPONDENCE TO THE SAN FRANCISCO OFFICE.**"

Remember the Rules and Regulations have not changed very much. **READ THEM!** Make sure you mail your hour card in on time or you will lose those hours. If you don't understand any of these rules, please ask your coordinator when he makes the next contact or call his office and it will be explained.

The Dual Enrollment Program is still in process of being established. If any of you apprentices are interested in this, please let

us know and we will explain the program to you.

Dual Enrollment is intended to provide a means by which a working person can obtain an associate degree and thus attain broader career options than those previously available at the end of apprenticeship. This program is also aimed to establish recognition of the academic value of the apprenticeship curriculum and supervised work experience.

Successful completion of a Dual Enrollment Program prepares the individual to be a skilled operating engineer and also gives you credit for academic achievements in the form of an associate degree. Beyond this, the graduate/journeyman operating engineer can expand his career opportunities at his own pace by applying associate degree credit toward a higher degree. Thus, your development is encouraged and rewarded. Plan ahead: the rewards are yours.

## Engineers Booth At Fair Unique

By **HUGH BODAM**

The California Joint Apprenticeship Committee participated at the California State Fair held in Sacramento at Cal Expo. Our booth was unique and an important part of this year's activities and was seen by many visitors, due to the closed circuit television which most people found appealing, and the slide show which was most informative.

The fair had an official attendance of 782,636 and the people stayed on the fair grounds longer than they have in past years. The Operating Engineer's Joint Apprenticeship booth was manned by VICA which means Vocational Industrial Clubs of America.

The young men who manned the booth did an excellent job of informing the public on the advantages of the Apprentice Operating Engineer's program. The booth was well situated in the building and had a good flow of traffic. Many mothers were asking questions in behalf of their

sons, many people wished to be informed as to the benefits of Local No. 3's Health, Welfare and Pension plan.

The boys from VICA made a tour of Rancho Murieta which gave them a better understanding of the equipment the Operating Engineer's operate and the miniature equipment displayed at the booth enabled the boys to

better explain what each piece of equipment does.

It is our opinion that this is a necessary function to better inform the general public what Operating Engineers Local No. 3 is doing to better train the youth of today so they will be better able to support themselves and their families and also meet the growing needs of the construction industry.

### CLIP AND SAVE

#### 1975 SCHEDULE FOR FIRST AID (4 hours per day for 2 days)

January .....	13 - 27
February .....	10 - 24
March .....	10 - 24
April .....	7 - 21
May .....	5 - 19
June .....	2 - 16 - 30
July .....	14 - 28
August .....	11 - 25
September ...	8 - 22
October .....	6 - 20
November .....	3 - 17
December .....	1 - 15

**Rancho Murieta Training Center**  
Star Route, Box 118  
Sloughhouse, Calif. 95683

#### 1975 SCHEDULE FOR DRIVER'S EDUCATION (Class I License)

January .....	6 - 20
February .....	3 - 17
March .....	3 - 17 - 31
April .....	14 - 28
May .....	12 - 26
June .....	9 - 23
July .....	7 - 21
August .....	4 - 18
September ...	1 - 15 - 29
October .....	13 - 27
November .....	10 - 24
December .....	8

**Rancho Murieta Training Center**  
Star Route, Box 118  
Sloughhouse, Calif. 95683

### 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.

## Apprentice Systems Notebook

By **JACK H. McMANUS**  
Administrator

Now that we have determined that turkeys are not extinct, I think the first order of business for the apprenticeship program is to wish everyone a very Merry Christmas and the most prosperous of new years. We won't try to predict that this will be an exceptionally good year but, hopefully, it will be one of the best for you and yours. Maybe we can regain some of the employment that we have lost in the past two years due to our national economic problems.

Recent developments in the apprenticeship training program have been fast and furious. One very important meeting took place and I would like to tell you of its results. Labor and management from each of the four states covered by Local Union No. 3 met at Rancho Murieta Training Center on November 4th and 5th for the purpose of review of the training center and all phases of the related supplemental training. I certainly would like to extend the thanks of the apprenticeship program to those people who gave their valuable time to attend this meeting and for their very very pertinent observations and information.

Representing Utah was Mr. Grant Richins and Mr. Vance Abbott; for the state of Nevada, Mr. Leo Tuccori, Mr. Gail Bishop and Mr. Paul Wise; from California, the Chairman of the J.A.C., Mr. Frank Pozar, Mr. Robert Mounce of the A.G.C., Mr. Ralph Wilson and Mr. Ray Cooper; and from the state of Hawaii, Chairman of the Hawaii J.A.C., Mr. Ed Hulihee. Those people devoted two days to talking with the apprentices and the instructors, the journeymen and the staff at R.M.T.C., and they were properly impressed. However, each of those men had some definite ideas on improvement of the training center and we certainly appreciate those ideas. Further, we can assure that committee that we often stand too close to the forest and can't see the trees and now that some of the trees have been spotted for us they will be corrected, improved and implemented just as soon as possible. We may think that we have the finest training facility in the world for our type of training and yet there is always room for improvement and there are always civic-minded people as well as construction-minded people to give us better ideas to help improve the training site itself.

In view of the recommendations and as a further requirement to upgrade the training site and the program we would like to announce a new crewman on board the training ship. His name is John Carstensen, and he has an impressive record in the industry as well as in education. He is a graduate of Stanford and thoroughly understands the construction business, having worked for many years in supervision for the C. K. Moseman Company. Our immediate apologies to Dick Moseman for his loss and our gain.

It is a welcome sight indeed to see a well-qualified management man become involved in such a labor of love as training. John is the Director of Education at the training center and will be deeply involved in revising the present curriculum as well as the implementation of greater use of audio visual equipment and will certainly be a welcome asset for the related instructional material. For those of you attending Rancho Murieta Training Center, make sure you meet John Carstensen. I'm sure he will help you as much as he has helped the industry in the many years he has served it.

The National Joint Apprenticeship and Training Committee for Operating Engineers held its annual conference in Orlando, Florida, on November 18th, 19th, 20th and 21st and it only reaffirms our belief that many, many apprentice programs are benefiting from the mistakes we made in our formative years. The time spent at the conferences is some of the most productive time spent in the apprenticeship training program for the many things that we learn and the things we can teach others. Further, it gives us many points of view, from minorities to majorities, from labor to management, from trainer to apprentice and it increases our knowledge of the needs of training programs throughout the United States so that we, in turn, can improve upon our training program covering our local areas.

Some of the highlights of that conference relate to the equal rights for women and equal rights for minorities and ethnic groups. The speakers selected for the National Conference are outstanding as well as very very informed on their subjects. The time spent by some committee members attending the National Conference takes away the time they may normally spend with their families and/or their companies and it is with deep appreciation that their attendance is acknowledged; not only the appreciation of those people taking their time but their families permitting them to take that time and, in many instances, the employer permitting the employee to represent the industry in the help of training people better.

From time to time a very interesting letter may come across our desk from an apprentice and, quite often does. The apprentice complains that this is wrong or that is fine or something can be improved upon. We read and understand each and every letter and we would welcome more of those kinds of letters, congratulatory or critical, because this again is your training program and some things we may be able to change and other things we cannot change; but, believe me, fellows, this is your program and you help us make it better and that will help make you better journeymen. We may oftentimes congratulate or otherwise commend people for doing an excellent job but I would like to take this opportunity of not commending a certain group of people identified primarily as apprentices. At a union meeting held November 14th in Oakland several apprentices entered the union meeting after it had begun. Through no fault of their own they were attending a safety meeting in another part of the building but they came into the meeting with beer cans

See More NOTEBOOK Page 9

## JAS News

VOL. 4—NO. 12 DECEMBER, 1974

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



## A Journeyman's Reply

The following letter was received recently from operating engineer A. J. Vercruyssen in response to a letter from an apprentice published in last month's Joint Apprenticeship News. Mr. Vercruyssen's letter addresses itself to the apprentice's views paragraph by paragraph. For those who do not have a copy of last month's Joint Apprenticeship News to refer to, paragraph summaries of that letter have been printed here in bold face.

★ ★ ★

Dear Mr. Apprentice:

In a recent issue of the Engineers News, you aired your views on the Apprenticeship Program, I feel this is good and commendable and shows interest as you took the time and trouble to do it. I will go over this with you paragraph by paragraph and see if we can sift the wheat from the chaff.

(In paragraphs 1 and 2 the apprentice says that he has some complaints that he would like to air. He has waited patiently to get into the apprenticeship program and has had to take other jobs to support himself while he waited. Now he has been admitted to the program and has been given some rules and regulations which seem restrictive and childish.)

Paragraphs No. 1 and No. 2:

You never had it so good. The opportunity is there, take it! The equipment is available, "it was not in my day," the class room instruction is there, this is invaluable. You will see this more clearly as you go along. You have waited patiently, you will need more patience and it will all pull together ultimately. The rules all have purpose. Even the journeymen, the bosses, and the contractors have to live by rules.

(In paragraph 3 the apprentice says that he tries to follow the rules but sometimes he discovers that he has unwittingly broken a rule. Perhaps, he suggests, the program should make more of an effort to inform him of the rules, since he is inexperienced.)

Paragraph No. 3:

You appear to be suffering from the impetuosity of youth and seem to be the type of person who chafes under the yoke of rules and regulations. Patience again is the word. After a period of time you will know all of the rules and regulations to a point where they (the rules) become second nature and you will, in time, look back and say to yourself "that does not seem so hard now".

(In paragraph 4 the apprentice says that, now that he is in the program, he is having difficulties getting on a piece of equipment. The boss tells him it is very expensive to let an apprentice run a rig and he agrees. However, he says, how is he going to learn to run a piece of equipment without actually doing it?)

Paragraph No. 4:

You agree that everybody is trying to help and believe me that is so, but you also have to help yourself by not feeling that unless you are on a piece of equipment you are not learning anything. This feeling is shared by all apprentices but believe me I have personally trained any number of men, now journeymen, long before there was an apprentice program and am continuing to teach new skills to operators but these are the people that are:

A. Naturally capable, psychologically and physically equipped. This means an eye like an eagle, instant reflexes like a computer, and a good feel in the seat of the pants.

★ ★ ★

B. Willing to stay on the ground and learn to know what a grade stake says. This piece of wood tells you a whole story if you can read it. If you can't read the story you don't know whether you are to build a mountain or dig a hole, no matter how skillful you might become in the actual handling of any rig you would not be very valuable.

(In paragraph 5 the apprentice says that the boss won't let him run equipment because he is not skilled. But, he asks, how will he become skilled if he can't run the equipment. He says that at this rate he will never become fully trained.)

Paragraph No. 5:

We are getting to the meat in the nut. When training a carpenter, bricklayer, pipefitter, electrician and any of the innumerable crafts we are talking of tools that can be carried in a box or a bag by one hand. In training you we are dealing with tools that cost say from \$50,000 to \$500,000 with a potential earning power of thousands of dollars per day. You and you alone will be responsible for this investment so you can readily see why the contractor is and must perforce be very careful about when and how he lets you assume command. This is the crux of the matter—economics—and this you will have to learn to live with until such time as you have gathered enough skill piecemeal that you are no longer a hazard but gradually are becoming an asset both to yourself and the industry. After you have become a journeyman, you are just really beginning to learn and we hope that you will learn all your life, availing yourself of the unprecedented opportunity of upgrading your skills at Rancho Murieta, this instead of hanging your chin on the nearest bar and talking about the problem as against working on it.

(In paragraph 6 the apprentice complains about the bind created by time cards. He says that he can't always get the correct number of hours but if he doesn't say that he has the required hours he gets into trouble with the coordinator or the Sub-JAC. If he doesn't tell them that he didn't get the correct hours he is cheating himself.)

Paragraph No. 6:

Don't lie, that only causes grief and serves no useful purpose. Your coordinators have a tough row to hoe and they need help in a practical sense and not a lot of griping about how things are done. Theirs may not always be the best way but the program is young and it, too, is learning and is basically, I feel, very good. Your coordinators are asked to be all things to all people, that is just too much to ask.

(In paragraph 7 the apprentice says that he doesn't understand having to drive so far to safety meetings, especially when some of them don't apply to him. He says that more communication is needed and that he is afraid of becoming a half-trained journeyman and not being able to com-

## District Needs Many New Homes

# Housing Situation Critical In San Jose

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

Now that the election is out of the way we are looking forward hopefully to some positive progress from the Democrats. Governor-elect, Edmund G. Brown Jr. promises to instill "a new spirit" in the Capitol. The Assembly now boasts a magic two-thirds majority of Democrats for the first time in 91 years. Local voters also generally followed an "off with the old and on with the new" bringing strong young leaders to office. Let's hope they can get us out of his big jump.

First of all, something has to be done to ease the housing situation in this area. Santa Clara County alone will need 200,000

new homes in the next 10 years. We are not only looking at the number of people moving in, but at the newly formed families who want homes of their own, not rentals. It is now apparent that the nationwide mood in this decade evolves around "curtailment," "limiting," "control," and "regulation" of growth. We have the space and the need so let's promote growth.

Our newest and biggest prospect is the IBM "Think Tank" in Coyote Valley. It was recently given the go-ahead by the City Planning Commission and the City Council. The 1,200-acre IBM plant site is the only industrial facility in the 17,000-acre area covered by the interim plan. We're keeping our fingers crossed on an early start to this one!

Another link in the Guadalupe Freeway that eventually will connect Interstate 280 and High-

way 101 north of San Jose via downtown has moved a step nearer reality. This phase of the Guadalupe Freeway will include ground preparation and the building of structures for interchange between West St. John and West San Carlos St. The California Highway Commission plans to ask for bids on this stage in the fall of 1975. The second stage of the project will be the paving of the freeway from Taylor Street to Highway 101. It is planned for the 1976-1977 budget.

The major political football continues to be showdown on the San Felipe Water Project. Let's hope 1975 sees this under construction.

In Monterey County, the boys at Salinas Valley Pump & Drilling hit a real gusher the other day—water, that is. Brother Jim Stokes was supervising while Lee Melville and Terry Melville drilled a 'small domestic well' for Ms. Christine DeBerdt at Corra de Tierra. Stokes was going to put in a pump, but it wasn't necessary, as the well gushed at 300 gallons per minute. Can't even cap it, the water forces itself through the concrete lining. Right now it runs through irrigation lines to the creek bed, where it flows away unused. Ms. DeBerdt feels bad, she'd like to give it to neighbors who need more water badly. Engineers and geologists in the area state that hitting an artesian well like that in the Corral de Tierra area is about the same odds as finding gold there.

Dale Holbrook may or may not be home for Christmas, recovering from construction accident leg amputation. No more fever, he's definitely on the mend. Wife Maxine has spent way over eight hours daily at

See More SAN JOSE Page 10

## '74 Good Year For Apprentices

By NELSON UMIAMAKA, Assistant Administrator

As the year 1974 totals out to become a part of history, we look back upon this year as one of achievement, enlightenment, and a partial fulfillment of ultimate goals soon to be realized through continued effort and dedication.

January saw us with a total of 141 apprentices as compared to the present 204. Apprentices completing their supplemental related training at R.M.T.C. totaled 74 for the year. Journeymen sent to retrain at R.M.T.C. numbered 12. Advancements to journeyman status during 1974 gave us the following figures for each classification: heavy duty repairman, 5; grading and paving operator, 11; universal equipment

operator, 15; and chairman, 1.

Removals from the program for 1974 were 39 registered apprentices and 63 applicants. The year 1974 has been a year in which significant changes were made to improve the apprenticeship program. Mr. Jack McManus, our program administrator and his staff, Mr. Edwin Hulihee, J.A.C. chairman, Mr. Harold Lewis Sr., J.A.C. co-chairman, as well as the rest of the Hawaii J.A.C. members, alternates, and advisors have all worked hard this year in making this a truly cooperative training effort. We look forward to 1975 and stand ready to welcome all challenges.

On behalf of our staff and the Hawaii J.A.C., we would like to wish you all a blessed Christmas and a happy and prosperous New Year!

## Reno Has New JAC Office

By GAYLE BISHOP, Coordinator

This month's Silver State report comes to you from our new office in Reno. We are now located at 100 West Grove Street, Suite No. 195, Reno, Nevada 89502. Our new telephone number is (702) 826-3900. We are still in the process of getting settled in, but it is business as usual, regardless.

This time of the year finds our apprentice out-of-work list growing. At this time nine apprentices are unemployed.

We attended the 5th Annual Rocky Mountain Apprenticeship Conference in Las Vegas this past month. It was an excellent con-

ference, with solid, meaningful workshops. This was the first time Nevada was the host state and we're sure everyone enjoyed themselves.

We are in the process of re-writing the apprenticeship standards and the apprentice and applicant rules and regulations. These will be submitted to the Joint Apprenticeship Committee for their approval. We hope to have these revised items published early next year.

The Nevada trustees, Joint Apprenticeship Committee, and staff wish all of you and your families health and happiness for the holiday season and the coming year.

## MORE NOTEBOOK

(Continued From Page 8)

and I presume they had partially emptied them. Their conduct was not becoming to any apprentice or, for that matter, any Operating Engineer. A union meeting is precisely that and you, as apprentices in this industry, are part of that organization and it is incumbent upon you to conduct yourself as a gentleman and to conduct your business in a gentlemanly manner.

I am sure that those of you who were out of order can read this column with no pride whatsoever in your accomplishment. A meeting is for the benefit of all concerned and profanity has no place in that type of a meeting nor does it have any place in your conduct as well as the actions that were apparent at that meeting. I don't believe that this speaks well at all for the results of a training program and, further, I can only say I am happy that it was only a very small number of apprentices who were involved in that incident. So count your blessings and take a little time to admonish yourself and hope this does not occur again.

Fraternally yours,  
A. J. Vercruyssen





## TEACHING TECHS

By ART PENNEBAKER  
Administrator, Surveyors' JAC

Hooray! Hooray! There will be NO related training classes the week of Christmas and the week of New Year's!

Classes will resume on Jan. 6th and 7th, 1975.

Two new classes have been established for the convenience of tech engineers in the Fresno and Santa Rosa areas bringing the total to seven throughout Northern California.

### New Schedule

All Classes are from 7 - 10 p.m.

San Jose 760 Emory Street

5th - 8th period—Monday

1st - 4th period—Tuesday

Oakland 1446 Webster Street

Each Tuesday

Sacramento Rancho Murieta Training Center

Each Tuesday

Fresno 3121 East Olive Street

Each Monday

Santa Rosa 3900 Mayette

Each Tuesday

San Francisco 474 Valencia Street

Each Tuesday

On Nov. 12, 1974, Local Union No. 3 and the three employer associations signed the trust agreement creating the Operating Engineers and Northern California Surveyors Pre-Apprentice, Apprentice and Journeyman Affirmative Action Training Fund.

"Purpose of the Fund. The purpose of the Fund shall be to provide for the education and training of persons as Operating Engineers in all classifications covered by this Agreement with the Union, including education and training in safety, to the end that there shall be an adequate supply of educated and skilled Journeymen available to man the jobs of Individual Employers."

Trustees for the union include the three major officers and the three Tech Engineers Department representatives.

Trustees for the employers include representatives of the Bay Counties, Northern Counties and Western Counties Association.

Leo Ruth and Mike Womack were elected Chairman and Co-Chairman.



### Employer Trustees

Leo Ruth, Chairman

William Monsen

Jack Kuzia

Dick Nystrom

William Race

Ed Gillum

### Local Union No. 3 Trustees

Mike Womack, Co-Chairman

Dale Marr

Harold Huston

James Ivy

Paul Schissler

Gene Machado

We call your particular attention to the NCSJAC revised Training Program in **Talking to Techs**.

Happy Holidays!

## More San Jose...

(Continued From Page 9)

his side every day these past three months.

Brother Thad Conn retires on his birthday, December 27, from Kaiser Natividad. He runs primary crusher.

Pringle Tractor negotiations proved to be really hairy but things have now settled down and an agreement ratified by 10 votes yes to one vote no.

Gabilan Iron Salinas has a new three-year agreement. Mike Kraynick, Dist. Rep. and Jack Bullard, Bus. Rep. were the negotiators. The agreement has two features patterned after the Master Construction Agreement negotiated by Brother Dale

Marr, our business manager. First feature was a "front end load," with all wages for each year commencing with the first day of the year. That alone adds hundreds of dollars in wages to each brother.

The second feature is most important, and that is a true cost-of-living clause, with no top limit. September '74 is the base month for the entire agreement. It's most interesting to note that the cost of living figures increased by 2.3 per cent in the immediately following month of October '74! Some of the brothers at Gabilan sat in on the negotiations. They found it most enlightening.

We've held pre-contract negotiations with Roy Alsop Pump, Chapin and Clark, and Dougherty Pump & Drilling. These meetings preparatory to negotiating the contract that begins 1 January 1975.

Santa Cruz County is booming. Most of the contractors are trying to wrap up their projects or get them ready for the rains.

Williams & Burrows' excavation of College No. 7 is well underway. They are also moving right along with the underground and foundation work.

Bogard Construction's project of remodification of the library at UCSC is starting this week. These two projects should be good winter work for the brother engineers involved.

The sewer transmission line started this month. Granite Construction is using lightweight aggregate through the slough just south of the water treatment plant, this will allow the pipe to lie stable through the slough and have a very low weight factor to keep the joints from separating.

Granite Construction Company's job on Highway 1 between Rob Roy Junction and Airport Boulevard is almost completed. The finishing touches should be completed by the middle of December.

George Davis' project of the reconstruction of the Watsonville Library, broke ground the second week of November. Floyd Fleeman and Henningsen Construction Co. are doing the sub work of excavation and grading and paving.

The rock, sand and gravel industry is quite busy at the present time. Granite Rock, Lone Star, Kaiser, Felton Quarry and Olive Springs Quarry haven't seen any daylight for quite some time. Hope it continues.

In order to give you a general idea of the work picture in the Santa Clara Valley and west of Highway 17 we're naming several projects that are going on now or that are just about to be started.

Vallco Park finally was given the go-ahead. Aadco Construction Co., along with various subcontractors, are doing the clearing in this project. Aadco Const. Co. is well underway with the excavation work and they are quite busy hauling material to their job on Highway 101 Bayshore Freeway for the Bowers Avenue overcrossing.

This is another phase to the park that is being built on Coffin Road and Agnew Sta. Road in Santa Clara. There are quite a few of the local contractors doing work for the park or in connection with it. Ebert Spanton is doing all the underground work for water and sewers. Lew Jones is doing a realignment job just up the road with Aadco Const. moving the dirt.

The shops in the area are quite busy too. They are putting in 40 plus hours a week. Speaking of shops, glad to report that the brothers working for Warner Yates Co. moved into their new location last month and seem to be real happy about it. They have everything under one roof now and a more modern shop to work in.

All the concrete plants are going full bore right now and putting in 40 hours plus a little overtime.

There are three projects in design for the 12 miles of Route 101 from Cochran Road in Morgan Hill to Ford Road just south

## TALKING TO TECHS

MIKE WOMACK, Dir.  
PAUL SCHISSLER  
GENE MACHADO

On January 1, 1975, some extremely important changes in the certification processes will become effective.

To best understand the full scope of the changes we suggest that you quickly read through the entire program and then refer back to those points that seem to fit your particular situation.



Mike Womack

Procedures for implementation will be described in the January issue of *Engineer News*.

### NCS-JAC REVISED TRAINING PROGRAM

A. Beginning January 1, 1975, Employees not then enrolled as a 5th through 8th period Registered Apprentice shall be eligible for the designation "Certified Chief of Party" in one or more of several individual specialties to be determined by the NCS-JAC, as hereinafter set forth.

1. To be eligible for such specialty certification, an Applicant shall:

- Be "Qualified" as a Chief of Party under Sections 02.15.00 through 02.15.05 of the Technical Engineers Master Agreement and,
- Have been employed 4500 hours as a Chief of Party as verified by approved NCS-JAC Employers and,
- Been employed 1000 hours as a Chief of Party in the specific specialty applied for as verified by approved NCS-JAC Employers, and,

d. Have passed whatever tests as may be provided by the NCS-JAC covering the specific specialty applied for.

1. The NCS-JAC shall provide educational opportunities leading toward the successful completion of such tests.

2. Each period of Apprenticeship (5th through 8th period) shall continue to require 1000 hours of field survey employment as accumulated from the Operating Engineers Trust Fund Monthly Report of Contributions.

3. 5th through 8th period Apprentices shall be dispatched in Journeyman classifications from the regular Tech Engineers Out of Work Lists.

4. 5th through 8th period Apprentices shall be paid the same wage scale as Journeymen for the classification of work performed based on the proper Wage Schedule for the county of performance.

5. Upon completion of all the requirements of 5th through 8th periods of Apprenticeship, the Apprentice will be "Qualified" under Section 02.15.00 through 02.15.05 as a Journeyman Chief of Party. (Not a Certified Chief of Party.)

B. An Individual Employer shall employ only Chief of Parties who have been "Qualified" under Section 02.15.00 through 02.15.05 of the Technical Engineers Master Agreement or are then Registered 5th through 8th period Apprentices.

C. Any person who is "Qualified" as Chief of Party under Section 02.15.00 through 02.15.05 of the Technical Engineers Master Agreement before January 1, 1975, shall retain his Chief of Party "Qualification".

D. An employee of an Individual Employer, who has for the first time signed a Collective Bargaining Agreement with the Operating Engineers, Local Union No. 3 before July 15, 1977, shall on the effective date of that agreement be "Qualified" under Section 02.15.00 through 02.15.05 of the Technical Engineers Master Agreement as Chairman/Rodman, Senior Tech or Chief of Party as appropriate.

E. Chiefs of Parties who have been "Certified" by the NCS-JAC before January 1, 1975, shall retain their Certified Chief of Party "Qualification".

F. Registered Apprentices who are in the 5th through 8th period of training before January 1, 1975 shall upon completion of the 8th period of Apprenticeship training, be "Qualified" as Certified Chief of Party as in "E" above.

G. A Chief of Party "Qualified" under Section 02.15.00 through 02.15.05 of the Technical Engineers Master Agreement before January 1, 1975, and who has been employed 6000 hours as a Chief of Party prior to January 1, 1975 as verified by Individual Employers approved by the NCS-JAC shall be Certified in each specialty in which he has been employed for 1000 hours as a Chief of Party prior to January 1, 1975.

Applications for such specialty certification pursuant to this section G must be filed on or before July 1, 1975 or in the event the Employee is out of the Northern California jurisdictional area of the Technical Engineers Master Agreement during such time, then, NCS-JAC approval must be obtained for late filing, but in no event shall such application be accepted later than July 15, 1977.

H. An employee of an Individual Employer who has, for the first time, signed a Collective Bargaining Agreement with the Operating Engineers, Local No. 3 before July 15, 1977, shall be certified under the rule of number G above, except, that "Qualification" experience shall be counted up to the effective date of that Agreement.

I. As in the past, the NCS-JAC shall recognize on a reciprocal basis training and certifications obtained from the SCS-JAC.

of the city. An environmental impact report is presently being prepared and a public hearing is planned for early 1975.

The first project involves grading and drainage work in preparation for the future freeway and a new alignment just east and parallel to existing Route 101. The \$22 million project is tentatively scheduled to begin in the fall of 1975.

The remaining work which involves building bridges and paving on this freeway will be handled in two contracts estimated to cost \$11 million a piece.

By the time this article reaches the press Christmas will be close, so we would like to wish all the brother engineers and their families happy holidays and the best wishes for the new year 1975.



# Rain Shuts Down Most Eureka Projects Nevada Engineers Involved

## In Near-Deadly Accidents

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

The fall rains have once again hit the North Coast. Though the rainfall so far this year has been light compared to last season, most of the construction projects are down.

The only activity on the Guy F. Atkinson freeway job in Arcata is an effort to complete the detour and finish the abutment fills so that work on the structures can proceed this winter.

W. Jaxon Baker Company has winterized their Benbow project. The equipment is being moved to their Redding shop for repairs and maintenance. The brothers employed on this job should have another full season on the dirt.

The Mercer Fraser Company is still busy on their many paving and gravel-crushing operations throughout Humboldt County. Next year promises to be even better for Mercer Fraser.

Across the bay at the Louisiana Pacific Saw Mill, work has begun on the power boiler. Mercer Fraser has the excavation which is being done with their Koehring 666 backhoe. Target Dredging and Piledriving from Portland, Oregon, whom we recently signed to an agreement, is driving the piles.

At Rio Dell Earl Nally has just about completed the dirt work on the Rio Dell by-pass. The delayed fall rains have permitted this job to go beyond what would have normally been done by this time. Once again Mercer Fraser is right on Earl's heels with the paving.

Glenn W. Shook, Inc. is also taking advantage of the dry weather we are having. A couple of weeks should wrap up their Blue Lake water project. The Cutten sewer job is moving along well. This one is in the early stages so there should be another full season for the brothers.

Rumors are that the McKinleyville sewer project is not very far away now. Approximately \$12 million are available for this much-needed project, however, it will be next spring before any actual work could get underway.

Bids will be opened on a water system project in the Fairhaven area in a couple of weeks. This will not be a big job but the nature of the soil (almost pure sand) will permit some work to be done during the winter months.

The state highway projects for next year in this district will include: in Del Norte County—widen Route 199 from a two-lane conventional highway to a four-lane expressway between 2.2 and about 5.5 miles north of Gasquet. The work, which will include widening two bridges across the Middle Fork of the Smith River and two sidehill viaducts, will make it easier to pass slower vehicles in the Smith River Canyon.

In Humboldt County—reconstruct and widen Route 36 from 20 to 28 feet to eliminate numerous curves between the bridge across the South Fork and the Van Duzen River, nearly eight miles west of the Six Rivers National Forest Boundary, and about .7 mile easterly. Widen Route 36 from 20 to 26 feet and improve drainage facilities between about 1½ and three miles east of Bridgeville. This project had been included in the state highway budget for the fiscal year which began last July, but was moved to the budget for the coming fiscal year because of a shortage in anticipated highway revenues. Continue the financing for conversion already in progress of the four-lane Route 101 Expressway in Arcata to a four-lane freeway between just north of Seventh Street and the overhead across the Northwestern Pacific Railroad's tracks north of the city, a distance of 1.7 miles.

Another Humboldt County project is construction of a two-

lane road on Jacobs Avenue in Eureka to handle local traffic between P Street and .3 mile northeast of Eureka Slough as the first stage of construction of the future Route 101 freeway in that city. The project includes a bridge across Eureka Slough on Jacobs Avenue and provision for bicycle travel on each side of the road. Jacobs Avenue, which will serve as a frontage road for the future freeway, connects with already constructed roads on each end. You will notice no dollar figures have been mentioned with these proposed projects.

Humboldt and Del Norte Counties have not released their construction schedules for next year at this time.

At the present time the work outlook for next season appears very good. Brothers, in looking back at 1974 we had a much better season than we anticipated last spring. We were able to keep

See MORE EUREKA, Page 16

By **LENNY FAGG**,  
Safety Representative

Over the last couple of months in Nevada we have had a series of accidents that could have cost members their lives.

The first one was a cave-in of a trench which caught an apprentice and a laborer. This trench was about 20 feet deep and four feet wide at the bottom. We felt, at the time of this accident, that neither man should have been in the trench and that the company was in direct violation of Nevada OSHA standards. Local No. 3 filed a complaint against the company with the State of Nevada and, to our disbelief, the Nevada OSHA representative said there was no violation of their standards. We took issue with their decision and are presently pursuing the matter.

Another potentially serious accident at Cortez Gold Mine was avoided when a high wall in the

Gold Acres pit came down and covered a Model 88-B shovel. The only reason the operator wasn't hurt was that his 30 years experience told him to keep the operators seat away from the high wall. Our hats are off to Roy McQueen, the operator of the shovel.

Another potential killer was a 45-ton crane turned over at the Weed Heights (Anaconda Co.). The crane was lifting a light load without the outriggers in proper position when it turned over. In defense of the operator, he was just learning to operate the crane, and we are sure his lesson of the day will not be forgotten.

At this time, the Nevada OSHA program is of great concern to the staff of Local No. 3. We have noticed some neglect that threatens the welfare of our members. The meetings we have held in the

See MORE NEVADA, Page 14



EXPERIENCE told engineer Roy McQueen to keep the seat of his shovel away from the high wall in the Cortez Gold Mine. The

result was that he was not injured when the wall collapsed.

# Most Nevada Engineers Busy But Winter Coming Soon

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

The weather in Nevada is holding up fairly well for November but the early morning frost is a sure indicator that winter is just around the corner.

While we have been able to keep most of the local engineers busy we haven't called out of area over five or six times all year. Normally, we work around 150 operators from the surrounding districts.

1974 will have to be recorded as the worst year that Nevada has had to date. With the economy getting nothing but worse, 1975 doesn't look too bright.

A tour around the Reno Sparks area finds I. Christensen still pumping concrete on a few small jobs, Harker & Harker doing underground work for the power company, Frontier General doing site preparation on a couple of school jobs and Shamrock Engineering still struggling to keep their heads above water.

Congratulations to H. K. M. Corp. on their downtown project. This job has run smoothly, and let's hope their job northwest of town will have the same results.

Western Crane & Rigging has slacked off somewhat but are still alive and kicking. Martin Iron Works has been fairly busy as they have picked up their share of work. Earl Games' work picture is spotty at present but still they are fairly busy with a few projects around town.

Shaver Construction seems to be having good luck with most of their projects of mainly warehouses and storage sites. Their job at Carson City for the National Guard is one example of their fine work.

Savage Construction has a number of small jobs going in the Carson City area, and Al's Plumbing and Excavation is not hurting at this time.

Tiberti Construction's six-story state building in Carson is moving good with Sierra Steel, the sub-contractor, doing the structural part of the job. Boyce Miller and Son is doing some of the excavation and concrete work.

McKenzie's Douglas County High School job in Minden is keeping to schedule with R. E. Ferretto, Westco, and Brandenburg doing the sub-work on underground foundations, site preparation, etc.

Comconex can be seen any-

where from Carson City to Topaz Lake laying power cables for the utilities company.

The Hawthorne area is still busy as the weather is not bothering some of the following companies: Helms Construction is doing site preparations and roads for the Navy, Gerhardt & Berry is on schedule on their underground work, Sierra Rock, Sand and Gravel is still producing material.

In the near future there is going to be some work in the eastern area, and just to name a few of the larger ones, they are Yelland Airport Expansion at Ely and the \$20 million mill at McGill.

Max Riggs in Carlin Canyon has about three weeks left on the dirt and then plans to shut down and wait for spring to start the base rock and paving operation.

Jack Parsons' silver zone job is just now getting a good start and they plan to keep it going all winter. Rumor is they are talking to Max Riggs about moving his 641 spread onto the job to help move the 800,000 yards of borrow.

M. M. Sundt from Arizona has replaced Torkelson on the mill at the Victoria Mine project. They have been working five 10's

and 8 on Saturdays. It should wind up about the 15th of January.

Several pre-negotiation meetings with the employers of Duval Corporation have been held in Battle Mountain over the last few months. Duval is a copper mine near Battle Mountain with two hundred employees covered under the collective bargaining agreement. All the local issues have been discussed and we are now preparing a draft a set of proposals. The contract expires Jan. 31, 1975.

Due to the high inflation rate and the fact that National Lead's

agreement does not have a cost-of-living clause in it, we are attempting to convince management to open negotiations for wages now instead of waiting until the expiration of their agreement.

The Victoria Mine (Anaconda Co.) employees are not receiving their negotiated wage increases and their retroactive checks should be coming shortly. We recently were successful in organizing this new Anaconda property and the employees on the job have shown much good unionism and patience through their tedious negotiations.

## Willesen Dist. 80 Exec. Board

Henry M. Willesen, a 64-year-old blade operator, is the Executive Board member from District 80.

Willesen, who lives in Rancho Cordova, California was first elected to the Executive Board in August of 1973 after being appointed to fill an unexpired term in July of 1973. He was then re-elected in November of 1973.

Willesen's special interest lies in freeway construction. He has worked on freeways in Califor-

nia, Nevada and Utah and has been foreman and superintendent on various freeway projects in Southern California.

Aside from union activities Willesen is very interested in politics. He was Democratic Party County Chairman in Utah and served on the State Central Committee for the Utah Democratic Party.

He is also interested in outdoor sports, especially fishing.

Willesen and his wife, Ruby, have one daughter, Joan.



## Local 3-Supported Candidates Win

# Union Fares Well In Dist. 80 Elections

By CLEM A. HOOVER,  
District Representative,  
TOM ECK, Assistant District  
Representative and AL DALTON,  
AL SWAN, BILL BEST and  
BILL MARSHALL,  
Business Representatives

The votes are in. Some happy candidates, some sad. That's the way it goes in an election. We came out in good shape in the Sacramento area so far as candidates that were sponsored by your local union. Some of the candidates in the Sacramento area that made it are Harold "Bizz" Johnson, U.S. Congressman, John Garamendi, Assemblyman 7th District, Ed Z'berg, Assemblyman 9th District, Leroy Greene, Assemblyman 3rd District, Gene Gualco, Assembly District 8, and Sheriff of El Dorado County, Richard Pacileo.

The two issues that were very important to the members of Local 3 were the defeat of Proposition 17 and the passage of the SMUD bond issue. The \$650 million SMUD bond issue will naturally affect the members of the Sacramento area more so than Proposition 17. The bond issue could mean another Rancho Seco which would mean many jobs for the brothers in this area. We in the Sacramento office would like to thank those that worked to get this bond issue passed. It is the kind of help from the members that enables us to get things done.

Turning to another subject, we are finding that there are still a few of the contractors who have not paid the retroactive pay. We would appreciate very much a call from any of the brothers that have not received their retro pay. We only know by the members calling it to our attention.

We were really pleased at the turnout at the two retirees meetings held in the Sacramento area, one in Auburn and one in Sacramento. Brother Harold Houston, President of Local 3 presided as temporary chairman at both of these meetings and did an excellent job in answering all the many questions from the retirees and their wives. John Sweeney and John Husser from the Trust Fund office were both of great help in answering questions regarding the benefits enjoyed by the retirees. It is very rewarding to see so many "Old Timers" still interested in their union.

The City of Auburn is well on its way toward obtaining a Federal grant to pay the bulk of the cost of installing road, water and sewer facilities at its planned industrial park, which will be developed on 40 acres south of the Auburn airport.

Work has started on the new Auburn Ravine Shopping Center. This will be the largest center for the Auburn area, and is expected to be opened early next summer.

The Placer County Board of Supervisors gave support to highway projects recommended by the Roads and Highways Committee of the Placer County Chamber of Commerce for construction at the earliest possible time. Projects included in this plan are: I-80 from railroad bridge to Auburn Ravine overcrossing, Route 65 from I-80 to Route 65 North of Roseville, Route 193 from Newcastle to Lincoln and Route 49 from Joerger Road to Bear River.

On Auburn Dam, at the pres-

ent time the excavation work is still on a single shift. The 657 scraper spread is really running in high gear under the watchful eyes of Leonard Turner and Rod Roderick. Jim Chalmers, the Master Mechanic for Auburn Constructors is running a two-shift operation with about 20 mechanics.

Don Alexander, Auburn Dam project engineer reported that of the seven million yards of material to be removed from the American River Canyon, a good portion of it will be used to the cofferdam, boat ramps, an electrical switchyard and a batch plant and aggregate storage area for the main dam.

Mr. Alexander thinks the aggregate to be taken from gravel bars five miles upstream will be transported to the dam site by a conveyor. He also said cement for the project may be piped to the site by the use of compressed air.

Work in the northern extremities of Sacramento, covering downtown to the International Airport and up Highway 65 to the Bear River has been fairly consistent. The Ernest Pestana Company has been doing a very successful job of diverting the heavy underground flow of water that runs through that area, by means of drilling some 21 well points along the right of way of their \$6.1 million, 8" to 96" sewer and drain pipeline job. To date the well points have done a very efficient job of keeping the 23-foot deep ditchline dry enough to lay pipe. A specially designed shield is being used to keep the sides from caving in and protecting the pipe crew while they are laying pipe.

## Big Outfall Pipe Being Layed On Ocean Floor Off Honolulu

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

Morrison-Knudsen Company, Inc. has commenced laying precast concrete pipe for the City and County of Honolulu as part of its \$13.6 million contract to install 2.6 miles of ocean floor outfall to serve a future sewage treatment plant. The 84-inch reinforced concrete pipeline will carry treated effluent from the Sand Island plant to a point offshore which is 242 feet deep. The pipeline is to be buried in a trench from the stop gate structure on Sand Island to 7,000 feet out into Mamala Bay where the water is 90 feet deep.

After investigating the use of other available marine equipment, Morrison-Knudsen Company, Inc. elected to use the "Davy Crockett," a converted Liberty ship with an American 305 crane mounted amidships, for setting the pipe sections offshore. This rig can handle up to 110 tons at a radius of over 60 feet and is more than sufficient to handle the 33-ton pipe sections and the setting frame.

Morrison-Knudsen's Boise industrial shop fabricated a hydraulically operated pipe setting

Mastelotto Enterprises has been making the dirt fly on their job on Highway 65 above Lincoln. They have about 10 engineers working at present. Their job consists of a 10-mile section of badly needed widening and overlay of what was sometimes known as a two-lane death trap. This has always been a very narrow and treacherous stretch of Highway 65. They did manage to get some of the paving done before the first rains came. Hopefully they can get enough done before heavy rains come that the traffic can be diverted so that some of the existing two lanes can be ripped up this winter... which will keep a few of the brothers busy a while longer.

Work on the massive San Juan Suburban Water District Contract, which was let in three separate portions, is coming to a close. J & W Pipeline completed their portion about a month ago. Burdick just completed their portion that runs from Baldwin Dam to Folsom Dam and ties into an existing line there.

Mission Pipeline, on still another portion of that same project, has been doing very well so far. They all ran into some blasting work, but nothing that was any large problem. Mission has kept five or six brothers going steady. They are approximately three-quarters finished.

Teichert tied into a few subdivision jobs as well as some highway work. They were successful bidder on a 12-15 mile section of widening and overlay on Highway 70 going from Sacramento to Marysville and Yuba City. Teichert always keeps a fairly good number of brothers busy throughout the season.

device, commonly referred to as a "horse," for installing the pipe sections seaward of where the trestle terminates. The square-shaped frame was designed to straddle the trench with legs at 40-foot centers. Remote controls onboard the Davy Crockett allow the operator to move the pipe section along the trench centerline after positioning the frame on the ocean floor. A trolley-mounted carriage, equipped with a clamping device to hold the pipe sections, is rolled forward or backwards, as required, using hydraulically actuated rams. Rams also position the pipe laterally, vertically, or on a skew, all as may be necessary to join the bell and spigots together. The frame can be adjusted for level by elevating any one of its four legs by as much as eight feet. The setting frame also includes a U-shaped diving bell which can travel along the pipeline and allow inspectors to observe the installation from the top or from either side. The diving bell is a requirement for setting pipe in deep water where a diver's time on bottom is severely restricted.

The offshore trench was excavated through the coral by "bulldozing," or laying 70 per cent dynamite on the ocean floor and setting it off with Primacord.

Mele Kalikimaka and Hauoli Makahiki Hou. When translated it means Merry Christmas and a Happy New Year. Aloha!

## Stockton Good In 1975

By WALT TALBOT  
District Representative  
and  
AL McNAMARA  
Business Representative

This, our last report for 1974, gives us the opportunity to reflect on the year just passing and to look forward to what should be a better year for construction projects for this district in the ensuing year.

During 1974 the largest project in the district to commence was New Melones Dam. This project was scheduled to start two years earlier. However, due to continuous law suits by various environmentalists groups the project was delayed until April 1974 and even then an attempt was made by "Friends of the River" to prevent or limit the construction of the dam which was defeated by the electorate in November.

The housing developments and commercial building projects, although somewhat affected by rising interest costs and material shortages in some areas, were not adversely affected in this district. In fact, more engineers were employed in this phase of construction work than any previous year. This was attributed in a large part to the Quail Lakes development north of Stockton that necessitated the moving of a million yards of earth.

In addition to the major construction agreements that were renewed in 1974 we also had many shops, plants, scrap yards and miscellaneous agreements that had to be negotiated. This was accomplished to the satisfaction of the members involved by

only one strike. This was in the scrap yards and amounted to four weeks of lost time by the employees of Levin Metals and Learners here in Stockton.

Looking forward now to 1975 we find numerous projects that will account for the optimistic forecast that was made at the beginning of this report.

First, New Melones Dam, which now has approximately 100 engineers employed, will only be in the second year of the five-year project.

Utility services and street construction will be required in the Quail Lakes housing projects. G. H. B. and Kirst Const., low bidders on three miles of six-lane divided freeway from Hammer Lane to the Eight Mile Road. Kasler Const. on Highway 99 from Salda to Modesto.

Madonna Const. of San Luis Obispo, low bidder on Highway 108 for approximately 7.5 miles of four-lane expressway in Tuolumne County, Umpqua Const. has a three month project on Union Island to construct a 500-foot section of the Peripheral Canal for the State Department of Water Resources for testing purposes. We do not predict the Canal will be let for bid next year but do feel that it will eventually be bid. If and when it does, the cost to construct will be about \$850 million and will provide employment for operating engineers for several years.

This, our last report for '74, also provides us, the business representatives, dispatchers and office staff, the opportunity to wish each of you and yours a very Merry Christmas and a most prosperous New Year.



BIG IS THE WORD for the 12-yard loader on which Herbert "Red" Denning is standing in the top photo and the 84-inch pipe which surrounds apprentice Samuel Wong in the bottom photo. Both men are working on the Honolulu outfall line project.



## 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:

Anderson, Kent (Sarah, Wife)	11-11-74
Gen. Delivery, Moroni, Utah	
Ansani, Vincent (Olga, Wife)	11-16-74
2290 Corby, Santa Rosa, Ca.	
Bateman, John (Doris, Wife)	11-1-74
144 Palisades Ave., Santa Cruz, Ca.	
Berryessa, Albert (Neva Wehner, Sister)	11-10-74
1087 Bismarck Dr., Campbell, Ca.	
Bjorkman, Walter (Elouise, Wife)	10-24-74
3998 Castro, Valley, Ca.	
Budd, William (Pearl, Wife)	11-8-74
Rt. 1, Box 791, Lincoln, Ca.	
Chandler, Ralph (Teresa, Wife)	10-20-74
2111 Nees, Clovis, Ca.	
Comer, Arnold (Helen, Wife)	11-17-74
137 Canyon Highland Dr., Oroville, Ca.	
Cornutt, Eugene (Loretta, Wife)	5-7-74
213 Marshall Ave., Woodland, Ca.	
Haase, Johnny (Margie, Wife)	11-7-74
1802 Hammon Rd., Apt. 0, Marysville, Ca.	
Hernandez, Frank (Maria, Wife)	10-19-74
236 Bradford Dr., Sunnyvale, Ca.	
Hood, Frank (Marjorie, Wife)	11-13-74
P.O. Box 155, Rough & Ready, Ca.	
Hooton, Willard	11-8-74
c/o Cuval Trailer Ct., Battle Mtn., Nevada	
Huntziker, John (Mary, Wife)	10-19-74
2390 Goodwin Ave., Petaluma, Ca.	
Johnson, Leon (Doris, Wife)	11-8-74
832 Washington St., Colma, Ca.	
Jones, Arthur B. (Elsie, Wife)	11-11-74
42646 Queens Pk., Fremont, Ca.	
Klein, Ephraim (Helen, Wife)	10-13-74
1523 Monterey, No. 25, Seal Beach, Ca.	
LaPointe, Edgar (Roberta, Wife)	11-2-74
4564 Tilbury, San Jose, Ca.	
Lau, James (Patricia Rawlin, Daughter; Samuel, Son)	11-5-74
3815 Anuhua St., Honolulu, Hawaii	
Matt, George (Ethel Thelma, Wife)	10-22-74
402 Smithridge Pk., Reno, Nevada	
Moniz, Tommy (Agnes, Wife)	11-21-74
1448 Whitton Ave., San Jose, Ca.	
Namaui, Raymond (Flora, Wife)	10-16-74
146 King Ave., Hilo, Hawaii	
Payne, Forrest (Viola, Wife)	10-23-74
282 S. Sierra Way, San Bernardino, Ca.	
Pendergraft, Ruben (Kathy, Wife)	10-11-74
P.O. Box 1273, Carson City, Nevada	
Richins, Earl (Myrla Sanders, Sister)	10-20-74
P.O. Box 8, Echo, Utah	
Seabury, Joe M. (Mary, Wife)	11-6-74
5 Circle Dr., Fort Collins, Colo.	
Sooter, Ernest	11-21-74
9484 N. Highway 99, No. 43, Stockton, Ca.	
Stoner, William (Mary, Wife)	10-18-74
3110 W. Christina, Stockton, Ca.	
Tobler, Irvin (Chloe, Wife)	10-17-74
3120 Otha Way, Carson City, Nevada	
Valdivia, Juan (Felipe, Father; Maide, Mother)	8-24-74
Box 504, Bowawe, Nevada	
Villalobos, Antonio	11-11-74
35872 Adobe Dr., Fremont, Ca.	
Warren, Loring (Ida, Wife)	10-25-74
247 Bailey Rd., No. 61, Pittsburg, Ca.	
Wheeler, Gary (William, Father)	10-13-74
1501 Donald Ave., Martinez, Ca.	
Williams, Irwin (Helen Leavitt, Sister)	10-23-74
3526 Webster St., San Francisco, Ca.	
Yeager, Berwyn (Truman, Brother)	11-11-74
539 Gerard St., San Francisco, Ca.	

### DECEASED DEPENDENTS

Abila, Minerva — Deceased November 5, 1974	
Deceased wife of Buddy Abila, S.S. No. 459-32-9105	
Basile, Marie — Deceased August 4, 1974	
Deceased Daughter of Guy Basile, S.S. No. 156-07-4291	
Cartmill, Alice — Deceased October 16, 1974	
Deceased Wife of Charles Cartmill, S.S. No. 550-18-7584	
Cockburn, Teri — Deceased November 9, 1974	
Deceased wife of Andy Cockburn, S.S. No. 151-22-1673	
Epperheimer, Ethel — Deceased October 26, 1974	
Deceased wife of Tobey Epperheimer, S.S. No. 528-05-7197	
Flick, Elsie — Deceased August 27, 1974	
Deceased wife of Clarence Flick, S.S. No. 558-14-7936	
Jones, Helen — Deceased October 25, 1974	
Deceased wife of Al Jones, S.S. No. 500-28-9840	
Marrash, Maxine — Deceased October 21, 1974	
Deceased wife of Tony Marrash, S.S. No. 190-01-6734	
Spilman, Marilyn Sue — Deceased October 13, 1974	
Deceased wife of Jack Spilman, S.S. No. 556-56-1614	
Stephan, Caroline — Deceased November 11, 1974	
Deceased wife of Henry Stephan, S.S. No. 394-20-2377	
Williams, Darnell — Deceased October 23, 1974	
Deceased Son of Charles Williams, S.S. No. 569-76-5275	

## Work In Oakland District Holding Up

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

The Steel Mill and Forge operations are slowed down somewhat pending a stronger market for steel products.

The economy, of course, has this operation down somewhat along with many others. We are told by the company people that they expect a good year in 1975.

We are now in the process of negotiating a new agreement. It seems that we may come out with a new agreement with some real improvement in this contract, both in the Mill and Forge. If you have any problems, contact your steward or call your agent at the office or at home.

The rock, sand and gravel operations are still going strong with only a couple of days slowdown.

This slowdown allowed the repair crews to catch up a little on the badly-needed screens, conveyor belts and some chute repair. However, the trucks only slowed down for two or three days.

It has been a very good year in this industry, let's hope without hesitation for a better one next year.

At this writing, the work in Eastern Contra Costa County is holding out fairly well due to the nice weather we have been having. We have had a few jobs close down for the winter, but some contractors are in there still bidding and getting a few jobs.

Central Contra Costa has dropped it down a hole or two. Most contractors looking for a place to park the iron.

On Highway 680 Ball has cut the crew to the bone. They've finished most of their ramps with one or two left yet.

Syar on Highway 4 is going hours to get that C.T.B. down. Tennessee and Lloyd Miller are the blade hands working those bellies into place.

Gallagher & Burk is just messing around at the Moraga Country Club, waiting to go on that next unit. They moved some iron in on the Bishop Ranch job. They are starting on the high side in hopes of cheating the rain. As usual, Jake Davis is chasing the doggies in his black and yellow thoroughbred. A little caution with those Black Angus bulls, cowboy.

Independent is going at it on their Rudgear Road job. Across the field Syar has all but finished their tract here, just a few details to do.

Old Smoking Joe Foster has picked up a couple of small dirt jobs. They've cut back for winter here too.

Looking to next year fellas, it's good, damn good. As you know, Dale Marr has been pushing hard and going after everybody on this work slowdown. We might take a look at some of the projects our manager has opened up. The dams are going now, Highway 580 will go the first of next year. Highway 4 has just started, Blackhawk Ranch looks good to go, and Devil Mountain is a go. There might be some language problems on the housing, but it looks like we're winning here. A

hell of a never-ending fight here fellas, so when you get the call for meetings, be there.

Williams & Lane has just completed a 300-hour test on the first 2,000 K.W. generator for the Navy. Their contract calls for 12 of these units to be delivered this year, and has kept several brothers busy in the production shop this last year.

The R. H. Gorman Company has had a good workload this fall with the rebuilding of Atkinson's Equipment for the New Melones Dam, and Highway 4. Unfortunately, that work is just about done, and a few brothers have been laid off.

George Claire of Bacon Western was injured on the job in October and the resulting injury cost him his left leg below the knee. The stewards at Peterson Tractor heard about this and passed the hat and delivered a couple of nice envelopes to George in the hospital. A special thanks to Stewards Harold Hansen, Tom Westoby and Robbie Robinson.

Dredging in this area is off to a good start and will go for a good while. We have around \$10 million in work... all dredging. Great Lakes received a job at Alameda Naval Air. This job is \$1 to \$5 million and will go six to eight months.

Umpqua received a job at Vallejo Kaiser's new fabrication yard. This is a long job and is \$1.5 million and will go approximately five to seven months and three shifts.

Shellmaker received a job on the Sacramento River for \$474,000. This job will go six days, three shifts, and will go to March, 1975.

Susuin Bay job now being let. Will write on this in next month's newspaper.

Larkspur Ferry job is still being held up by the ecologists and we don't know how long this will go on. This is a \$13 million job and will be a long one. Williams and Burrows received this job, but P.K.S. will do dredging as soon as it is settled.

A job was cancelled on Concord Weapons station maintenance dredging for tug basin. This job would have been \$100,000 to \$500,000.

A few jobs are coming to an end, but lots of work for dredging is coming up. West Coast is still up at Batch Camp out of Fresno and are in the process of moving a dredge down from the jobsite to the batch camp. West Coast will also do a job at Mono Lake in Nevada. They are mobilizing for this job now.

Scrap yards are still fairly busy and will be for awhile. The price of steel and other metals are on the way down and this may affect this a little. Most yards have ships to dismantle and are committed to a few more. Shipyards are going strong and will continue through 1975, as they are committed heavy to ships of all countries for repair and modernization. Work looks good in this area up to and through 1975.

We are facing a number of critical decisions by various governmental agencies. The Contra Costa Planning Commission will be considering a building moratorium in the San Ramon Valley and a new scope density ordinance, both of which are of vital

interest to Operating Engineers.

The Alameda County Board of Supervisors will be holding hearings on the proposed Las Positas Planned Community of 45,000 north of Livermore.

By the time this appears, the question of whether or not to build Freeway 580 will have been decided by the Metropolitan Transportation Commission.

Urich Oil in Martinez has applied to the Bay Area Pollution Control District for a refinery permit. This is the first of 27 governmental agencies which must give their approval in order for this refinery to be built.

So brothers, when the business agent calls and asks you to attend one of these meetings, it's your job he's trying to protect.

The biggest thing in the South Alameda County area is the upcoming I-580 job. We still have somewhat of a fight, but hopes are running high that the project will go to bid in January.

I-580 is scheduled for eight lanes of freeway with an 80-foot median (to be used for BART). If this job goes it will be at least two years of steady work.

The rest of the county is very slow right now, but that's to be expected at this time of year.

Brothers, if you hear of any jobs that are being discussed at any meetings (i.e. town council, planning commission, etc.), please let us know as soon as possible.

The good news this month is that the month-long strike of the Boilermakers is over. This one hurt about 250 of our engineers at Standard Oil and Union Oil. Hopefully, this will be the last one for the season and the brothers can make a good showing before Thanksgiving and Christmas.

There is really a tremendous amount of work going on in the refineries. For example, in Standard Oil there are approximately 40 contractors with 28 employing from one to 25 engineers.

Lloyd Rodoni & Son are just about finished with their Hilltop job in Richmond, having moved over 3.5 million yards during a short summer. This has been a good job for about 28 engineers with quite a bit of overtime available.

Duffel Development has closed their El Sobrante dirt job down for the winter due to lack of money for housing. Maybe the Federal government can see fit to ease up the "tight money" and pump some badly-needed help into the home building industry.

Morrison-Knudsen has just about completed their Bulk Mail Facility on the Richmond mud flats, still keeping about six engineers going. This huge building is just crammed full of bins, chutes, and miles of conveyors, all designed to expedite the handling and distribution of mail. Sure hope it works.

The work situation in Central Alameda County at the time of this writing is still at its best.

Turner Trans-Bay at 12th & Broadway on the 25-story Clorox building have Herrick Iron Works doing the steel erection. They are now on the eighth floor. The overall cost on this project is \$22 million. Peck & Hiller at 8th & Broadway on their 15-story Oriental building are wasting no time now, they are now on the 12th floor.



## With Safety In Mind

# Home Safety At Christmas

This Christmas, don't let the "jingle bells" heard in your driveway be those of a fire engine!

**Failure to pay attention to fire safety in regard to Christmas trees, lights, and other decorations can inject tragedy into this traditionally joyful season, as the busy holiday season nears.**



Jerry Martin

**Trees**—natural trees should be fresh-looking and firm-needed when selected. Saw off the butt an inch above the original cut, stand the tree in water, and keep it in water until it is disposed of—soon after Christmas day. Don't rely on do-it-yourself flame-proofing treatment, as none are truly effective. Set the tree away from heat and where it won't block doorways or stairs . . . artificial trees should be clearly marked as made of slowburning materials. Look for the Underwriters' Laboratories (UL) label on trees with built-in electrical systems. With metal trees, use only indirect lighting to avoid the possibility of electric shock.

**Lighting**—check lighting strings for frayed and cracked wires, loose connections, and broken sockets. Replace only with UL-labeled sets. Bulbs made in the U.S. are generally the safest; imported bulbs may have dangerous hot spots. Electric cord sets with built-in fuses are strongly recommended. Always turn off tree and other indoor holiday lighting when leaving the house or retiring for the night. For outdoor lighting, use only sets UL-listed for this purpose.

**Decorations**—noncombustible materials, such as metal, glass, and asbestos, should be used for decorations as much as possible. Make sure cotton batting, flock, and decorating paper are flame-proofed. Natural evergreen decorations dry quickly and burn readily, so keep them well removed from candles, the fireplace, and other heat sources. Don't use polystyrene foam for table or mantel decorations where there are lighted candles.

Dispose of gift wrappings promptly and safely, not in the fireplace. Also, be especially careful during the Christmas season to keep matches and cigarette lighters out of the reach of children, and try to keep the youngsters from playing beneath or near the Christmas tree.

Finally, it is especially important during this busy time of the year that children never be left alone or without proper supervision even for a short time, and that every family has a well-rehearsed escape plan for use in case of a fire emergency.

In recent weeks there have been several foot injuries investigated by your safety office, most of them happening in and around mechanical repair shop areas. All of these injuries could have been prevented had our members been wearing safety-toe shoes which can stand the crushing force of an object dropped on the foot.

The Federal law specifies: "When and where employees are exposed to the possibility of foot injury, they must use toe and/or foot protective equipment, which includes hard toe shoes."

There have been several court test cases to try to establish the employer's responsibility to provide protective foot wear. An argument of the employer has been that shoes are of a very personal nature and it would not be a healthy situation if a pair of shoes were worn by more than one person—which would be the case if the employer provided them. Another point of the employer's argument was that they would not pay for shoes since they would be worn off the jobsite as well as on. When the Federal O.S.H.A. Hearing Board ruled it was in the favor of the employer.

Our Business Manager, Dale Marr, and I have been deeply concerned about members who need foot protection but don't have safety toe shoes. Since the employers are not required to provide this protection, we have negotiated with several shoe dealers to make available the next best situation—a discount to Local No. 3 members. The discounts vary in percentages but are not less than 25 per cent under the regular retail list prices.

The brand names available are Chippewa, Santa Rosa, Bone Dry, Steel Strong and Hy-Test, to name a few. The dealers have extended the discount to include overshoes, rubber boots, dress shoes, casual and athletic shoes as well as work boots and shoes. In some areas women's shoes are included, as per the catalogs. This discount will cover a large portion of the family needs.

When you purchase shoes in person or by mail you will have to identify yourself with your social security number and union registration number off your dues I.D. card. If you order by mail and your foot size is questionable, a foot measurement can be taken by standing on a piece of paper or cardboard in your stocking feet and outlining the right foot with a pencil. Send this measurement along with your order.

Shoe catalogs will be located in all our district offices or you can write directly to the sales firms for your own catalog. Shoe sales locations are as follows:

**Daly City:** Shoe Fair, 2049 Junipero Serra Blvd., Daly City, California 94015, Telephone: (415) 755-0556.

**Campbell:** Shoe Fair, 515 E. Campbell Avenue, Campbell, California 95008, Telephone: (408) 374-7550.

**Utah:** Inventory Sales Co., 3200 South - 900 West, Salt Lake City, Utah 84120 (Have mobil truck for outlying areas)

**Nevada:** Order by mail or mobil truck.

**Cupertino:** Shoe Fair, 10171 Saratoga-Sunnyvale Road, Cupertino, California 95014, Telephone: (408) 996-1991 or 996-1992.

**San Jose:** Shoe Fair, 1120 S. King Road, San Jose, California 95122, Telephone: (408) 258-0353.

**Utah:** Mel Boley Co., 62 East - 700 South, Salt Lake City, Utah

See MORE SAFETY Column 4

## Smelter Stack Project Gets Safety Inspection

By VANCE ABBOTT,  
Safety Representative

Brother Jerry Martin, Safety Director for Local No. 3, was in Utah to attend the Annual Utah Safety Conference October 24 and 25 and while here arranged time to make some safety inspections of local projects. One of them was the M. W. Kellogg Company stack construction for the Kennecott Garfield Smelter.

An inspection of the ground level equipment and work area was made after which a ride up the inside of the stack on the specially designed four-man cable-guided man cage to the 840 foot work level was taken.

Production was temporarily suspended allowing for modification of the work platform which was necessary due to the diminishing diameter of the stack.

The Kellogg Company is using a semi-continuous slipform technique which consists of a concrete pour and work deck on a basket type suspension made up of a complex system of suspension cables and adjustable expansion members supported on a console-operated hydraulic jack system.

Concrete is supplied to the work level by two ground-level, outside-mounted, mine-type hoists and concrete buckets hoisted up the inside center of the stack and wheeled to perimeter pour areas. The concrete buckets are filled directly from ready-mix trucks at the base of the stack. Reinforcing bar and other materials are hoisted up the outside of the stack by two work platform mounted gantry cranes.

The pour is progressing on an average of one foot per hour on a 24-hour basis. Topping out is expected on approximately November 18 at the 1,227 foot level.

Safety conditions on this project, considering this type of construction, were generally good. However, some hazards and violations were observed by Jerry and the inspection team and recommendations for corrections were made to the company.

The accident record on this job has been low largely due to the concern and involvement by our members. Brother Jack White is the current safety committeeman.

Brother Jerry Martin also had the opportunity to make a limited inspection of Kennecott Bingham Pit and visit with some of our members at their work stations.

The 46th Annual Utah Safety Conference was held October 24 and 25 in Salt Lake City and was the most outstanding to date.

Business Manager, Brother Dale Marr, was one of the principle speakers. His topic was OSHA State plans. Comments indicate this was among the high-light talks of the session.

## More Nevada...

(Continued from Page 11)

past months with Nevada OSHA representatives have produced some good but, at this time, we feel that the State of Nevada is not living up to the contract they signed with the Federal Government. Our safety director, Jerry Martin, is fully aware of this problem and is in the process of making an investigation as to why some of our more serious problems are not responded to by the State.

# Stewards' NEWS

by Ray Cooper, Job Steward Director

The San Rafael area went all out for their job stewards' meeting on the 13th of November. "Lucky" Sprinkle and Terry Hagg made a special effort to let the job stewards and their wives know of the meeting and planned a banquet for them. It was a great evening and on behalf of everyone who attended, we thank you.



Ray Cooper

The third round of job stewards' meetings are on the contracts that cover Operating Engineers. So far, this topic has been one of the most interesting and useful to the stewards.

Besides listing the working rules of the job site, it's interesting to note that behind every contract is a whole history of unionism. One person alone can't tell his employer what wage he wants or what conditions should exist on the job, but many people in a union can bargain with the employer. This is the way that working people chose to have some say in the conditions of the work place, beginning in 1724 when the "Carpenter's Company of Philadelphia" joined together and drew up a "Book of Prices" which was the first contract. Contracts have changed a lot since then and will probably change in the future. The contracts we work under today are simply the latest agreements, in a series beginning in 1724, to provide the best living and working conditions for union members through collective bargaining.



SAN RAFAEL job stewards and their wives at a meeting and dinner held in November.

## JOB STEWARDS ACTIVATED

Job Stewards Activated			Week Ending November 1, 1974		
Dist.	Name	Agent	Dist.	Name	Agent
12	Deil Mortensen	L. Austin	10	Ed A. Switzer	P. Schissler
12	John W. Herndon	W. Markus	10	Thomas M. Patterson	P. Schissler
12	Joe Baker	D. Strate	10	Barry Noble	P. Schissler
20	Martin Radke	H. Monroe	12	Roy Larsen	R. Daughtery
20	John H. Kinslow	C. Ivie	12	Richard Kovatch	D. Strate
20	Garth M. Cross	P. Schissler	12	Eearl P. Hardinger	D. Strate
20	Woodie Cargile	C. Ivie	12	Gale Edwards	W. Lassiter
20	Bill Allinon	D. Bell	12	Virgil Albrecht	R. Daughtery
20	Jesse L. Alexander	R. Butler	20	Randy Reiter	P. Schissler
50	J. D. Whitford	A. Boyd	20	John Radzanowski	P. Schissler
50	James Watts	A. Boyd	20	Edward W. Poggensee	P. Schissler
50	Bill J. Wade	A. Boyd	30	Roger McCarthy	W. Talbot
50	Frank Trosi	A. Boyd	31	Johnny Barlow	W. Talbot
50	Richard R. Reed	A. Boyd	31	John T. Watts	J. Victor
50	Daniel McDivitt	A. Boyd	31	Bob Graham	J. Victor
50	Rod Latham	A. Boyd	40	Ronald LaPlace	R. Wagnon
50	Maurice E. Lambert	A. Boyd	Week Ending November 22, 1974		
50	Elton Wayne James	A. Boyd	Dist.	Name	Agent
50	Jorge Cormier	A. Boyd	10	John Chastain	S. McNulty
50	James Call	A. Boyd	11	Gary B. Noyes	R. Rhodes
50	Hugh T. Allen	A. Boyd	11	Lou Gates	P. Wise
50	Carman J. Ruggeri	A. Boyd	11	Bob Jackson	D. Young
50	William A. Peard	A. Boyd	20	Fred Wm. Pitschner	C. Ivie
50	Gary Goodman	W. Marshall	30	Robt Vander Schuur	S. Glick
20	Stephan Adams	R. Butler	30	Jess Thorstad	S. Glick
Week Ending November 8, 1974			30	Onesimo Acosta	S. Glick
Dist.	Name	Agent	30	Virgil Bonofoy	S. Glick
01	Lee Hunt	R. Wilson	30	Joe Bulawit	S. Glick
01	Lester C. Brandon	H. Pahel	50	Edward Dukes	H. Machado
02	Vincent Mossi	W. Sprinkle	60	Raymond Buege	R. Criddle
02	Fred O. Sollom	W. Sprinkle	60	Robert Bloom	R. Criddle
06	Cornelio Abarca	E. Funzalan	80	Donald Jorgensen	A. Swan
			90	Gordon Melton	T. Carter
			90	Edward Enfantino	N. Davidson

## JOB STEWARDS INACTIVATED

Dist.	Name	Agent	Dist.	Name	Agent
01	Lester Brandon	H. Pahel	12	Glen Roche	R. Daughtery
10	Fred Barber	W. Parker	12	Merrill Peterson	D. Strate
10	Ben Clark	W. Parker	12	Wynn Christensen	R. Daughtery
10	Med Dunham	S. McNulty	12	Maurice Briggs	T. Bills
10	Richard Evans	W. Parker	30	Mike Veltri	R. Daughtery
10	Jerry Lyon	W. Parker	30	Clarence Petterson	S. Glick
10	Hans Meier	S. McNulty	30	George McCray	W. Talbot
10	Tom Rich	S. McNulty	30	Millard Lebow	S. Glick
10	Richard Tucker	W. Parker	30	Dennis Haynie	W. Talbot
10	Robert Van Winkle	W. Parker	30	Fielden Harper	S. Glick
60	Anna Hopkins	R. Criddle	30	John Dorton	W. Talbot
01	Jess Gahagan	R. Wilson	30	Donnie Creach	S. Glick
01	Eugene Wayman	R. Wilson	30	Allen Chaffin	W. Talbot
01	Martin Nagel	R. Wilson	30	Robert Buck	A. McNamara
01	Wm. Husa	R. Wilson	31	Robt. A. Slater	J. Victor
02	Lorn Huddleston	W. Sprinkle	50	Carman Ruggeri	A. Boyd
11	Oscar Tuano	W. Sprinkle	50	James Myers	C. Odom
11	Dennis Ryan	P. Wise	80	Jack Scott	A. Swan
11	Charles Phenix	P. Wise	80	James Kennedy	A. Swan
11	William Deighton	P. Wise	80	John Hultsman	A. Swan
11	Jimmy Brock	P. Wise	80	Jose Gonzales	A. Swan
12	Arthur Walker	R. Daughtery	80	Harry Falisec	W. Marshall
12	Arnold Shields	T. Bills	80	David Dortch	W. Marshall

## More Safety...

(Continued from Column 2)

84111, Telephone: (801) 355-6946.

Hawaii & Guam: Order by mail.

The Shoe Fair Company sends literally hundreds of pairs of shoes each month to the Islands and the Near and Far East so this discount will apply to all our members who are located on overseas work. Any of the companies will ship C.O.D. or pre-paid.

I certainly want to wish all of you and your families a happy and safe holiday season, along with the safest of all New Years.



# Personal Notes

## SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Mrs. Helen Jones, Mrs. Minerva Abila, Albert Berryessa, John H. Bateman, Frank Hernandez and Edgar La Pointe.

Our most sincere appreciation to the following members for their blood donation: George H. Rogers, Joe T. Corrales, Eugene A. Thorne, Rudolph D. Rodriguez, Albert S. Tamez, Anthony M. Belardes and Joseph E. Franklin.

## EUREKA

We extend our sympathy to Brother Clarence Flick who lost his wife Elsie due to illness in September '74.

We wish a speedy recovery to Retired Brother Art Bradbury, who is convalescing at home after his recent hospital confinement. We also wish a speedy recovery to Brother John Schuchman, who is convalescing at home after his recent surgery.

## SAN MATEO

Our deepest sympathies are extended to the families and friends of departed Brothers Leon Johnson and Vern Nelson.

We would like to thank the following members, who have made donations to our blood bank since July of this year: Richard Bell, Raymond Costa, Robert Lehman, Louis Lovisco, Phil Pruett, Peter Fogarty, Norman Gill, Thomas Shannon and James Vandiver.

## NEVADA

It is with sadness and regret that we report the death of the following brothers here in Nevada:

Brother Ruben Pendergraft, who had been ill for some time and had his own owner/operator business; Brother Irvin J. Tobler, who for many years operated Tobler Construction Company here in Nevada; Brother George Matt who most recently worked for Sierra Paving's Rock, Sand and Gravel operation . . . just one "last job" before he was going to retire his wife says; and Brother Willard Hooten, who worked for Duval Corporation in Battle Mountain.

Our deepest sympathies are extended to the family and many friends of these dear brothers.

## SACRAMENTO

We would like to extend our deepest sympathies to the families and friends of Brothers Walt Gibson, Morley T. Wing, Cecil McGinn, William C. Smith, and Frank Hood. Their demise is a loss to all of their many friends, as well as to their families and loved ones.

We also offer our sincerest condolences to Brother Victor Siders on the loss of his dear wife, Roberta and Brother Herman A. Sandner for his wife Zella.

Our heartfelt sympathies also go out to the friends and family of Brother William Budd who passed away in November. Brother Budd was a retired member.

## SAN RAFAEL

Best wishes for a speedy recovery to Brother Gary Ghilotti who  
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 Motor 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: MOBILE HOME** 8x45, furn. 1 1/2 BR, wash/dryer, a/c, cent. heat. 8x40 awnings. \$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. Fioltera, 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. Fioltera, 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' Spartan Trailer. Exc. 3 BR home w/30x38 shop. B. Goeckler, P. O. Box 984, Chico, CA 95926. Ph. 916/342-5489. Reg. No. 1178096. 10-1.

**FOR SALE: 1969 FORD CAMPER**, Spec. 1/4 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: INTERL 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 \$850. 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. 1925 E. Shepherd St., Fresno, CA 93710. Ph. 209/299-8774 or 209/465-9089. 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: 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 HART**, 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 1/2 ratchet & extensions. Box & open wrenches 1 1/2 to 1 1/2 to 1 1/2. 0 to 4" mikes. 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 tires & rails \$350. 2,500 gal. oval water tank \$800. Dbl. hoist for dump box \$100. 415/967-3242. Evenings. Reg. No. 1067423. 10-1.

**FOR SALE: OREGON, 1.2 ACRE**, septic, water, elec. avail. on road. \$4,500. TD-24 1 1/2' 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. 805/746-4512. Reg. No. 1469596. 10-1.

**FOR SALE: TWO LOTS**, fenced, land, seaped, Budget mobile home 18x26', garage w/laund., wkshp, stor. shed, low taxes, water, gas & elec. J. Morris, 2430 Snaveley 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 8'x20' 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'x55' Mtl. Bldg. 50-110' lot \$18,000 plus sm. parts inv. Terms—low int. Ph. 916/824-5736 or 824-3856. Reg. No. 0307920. 10-1.

**FOR SALE: TRUCK, WHITE COM-PACT 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/plow, 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. 0368038. 11-1.

**FOR SALE: 3/4" SOCKET SET**, Hvy duty wrenches, taps, punches, chisels, & other. Reasonable. Call 408/243-0640. Reg. No. 0368038. 11-1.

**FOR SALE: AIRSTREAM** 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. 916/384-2277. Reg. No. 0671365. 11-1.

**FOR SALE: 1955 BARBER-GREEN PAYER**, 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. 1098579. 11-1.

**FOR SALE: POWER LIFT GATE**, 3,000 lb. Dbl cylinder, also aluminum van 8x8x18, \$1,000 for both or \$800 for gate alone. G. Boyle, 575 South Center, Los Molinos, CA. Ph. 916/384-2277. 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. 0964957. 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. 1101983. 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, skirting. G. Sanchez, 13429 Yosemite Blvd., Waterford, CA 95386. Ph. 209/874-9718. Reg. No. 1415022. 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.

**WANTED: RIPPER**, Cat or Ateco, Hydraulic, for D6B or 977H. With or w/out valves. J. Craddock, P.O. Box 81, San Geronimo, CA 94963. Reg. No. 982927.

**FOR SALE: STADIA HAND LEVER & Case**, 1 Plumb Bob & Case, 1 Searles & Ives, 1 Bureau of Reclamation Concrete Manual. M. Neal, 27 Wightman Ct., Antioch, CA 94509. Ph. 415/757-3778. Reg. No. 0576382. 12-1.

**WANTED: U.S. & FOREIGN COINS**, G. Lambert, P.O. Box 21427, San Jose, CA 95151. Ph. 408/226-0729. Reg. No. 1225584. 12-1.

**FOR SALE: R-1 LOT**, appx. 1/2 acre, in Novato, CA. All util. in, oak trees, view. Surrounded by \$75,000-\$100,000 homes. \$20,000. Call 415/897-0174. Reg. No. 1597776. 12-1.

**WANTED: HAND METAL SHEAR** to cut 14x16 gauge steel. M. E. Ponte, 471 Almond Dr., Bx 3, Lodi, CA 95240. Reg. No. 0707461. 12-1.

**FOR SALE: In beautiful Monterey Bay Area**—11 secluded oak covered acres w/ocean view. J. Githens, 243 Chaparral St., Salinas, CA, 93901, Ph. 408/449-7050. Reg. No. 1359553. 12-1.

**FOR SALE: ONE ACRE, 2 BR Mobile Home**, util. underground. At Spelling, not far from Melones Dam. Will finance. E. Neilson, 8797 Merced Ave., Delhi, CA 95315. Reg. No. 1413901. 12-1.

**FOR SALE: 1970 WEEKENDER CAMPER**, self-cont. auto. trans., all power, a/c, conventional cab, 15,000 miles, like new, \$5,500. R. Piatti, 93 Shelley Ave., Campbell, CA 95008. Ph. 408/377-1097. Reg. No. 1036914. 12-1.

**FOR SALE: 1971 TRAVEL TRAILER**, "Road Ranger" 20' 6" self-cont., gas furnace heater-refrig., 7 gal. propane tanks, \$2,700. J. Cook, 111 Dina St., Cloverdale, CA 95425. Ph. 707/894-2821. Reg. No. 0515881. 12-1.

**FOR SALE: St. Bernard 14 mo. male dog**, \$100. Seals tadium floodlights, \$40 ea. Reg. 3/4 Arab-Apply Colt \$600. Antique, lrg. oak roll top desk, \$500. Chassis mount 10' camper, \$1,000. Sell or swap for tilt trailer or Norse trailer. M. Rose, 418 Horn Ave., Santa Rosa, CA 95404. Reg. No. 1059628. 12-1.

**FOR SALE: 1/4 ACRE LOT** in Mi-Wuk Village, on Hwy. 108. Pines, water, elec. & paved sts. Recreation nrby. \$4,750 or best offer. Terms. J. Higginbotham, 52 Camelot Ct., Daly City, CA 94015. Ph. 415/992-9277. Reg. 1219827. 12-1.

**FOR SALE: 1.25 ACRE MOBILE HOME LOT**, Exc. hunting & fishing. Only \$200 down, assume loan at 7.2% simple int. E. Warren, 1056 Court St., Elko, Nevada 89801. Ph. 702/738-8707. Reg. No. 1578784. 12-1.

**WANTED: R.D. 6 WIDE GAUGE** for parts or parts for same. Ser. No. 2H-2531—particularly Trans., gears, case bearings. G. Williams, P.O. Box 183, Weaverville, CA 96093. Reg. No. 1113007. 12-1.

**FOR SALE: 1956, 35 TON P & H CRANE** w/110' boom. Exc. cond. Cat motor w/torque upstairs, Waukesha gas below, \$18,000. Ph. 415/447-0477. Reg. No. 0782948. 12-1.

**FOR SALE: 933 CAT LOADER**, 4/1 bucket w/rear ripper. Excel., \$7,250. D8 Hensley ripper \$225. J. McGeehon, 2460 Warren Rd., Walnut Creek, CA 94596. Ph. 415/934-4772. Reg. No. 0535760. 12-1.

## 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 side-lines.

● 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)

was confined at Marin General Hospital—removal of bone chip from his knee.

There was a good turnout of retirees and their ladies at meeting held in Petaluma on October 30th. Brother A. M. Dewey was the chairman for this October meeting and did a very good job.

The job stewards meeting held on November 13th at Nave's in Ignacio turned out a number of stewards and their ladies. This was a very well attended meeting and was enjoyed by all. Brothers Bob Skidgel and Art Garofalo did an outstanding job of explaining benefits, etc.

## REDDING

It is with deep sadness and regret that we report the death of Brother Orvill Sargent who passed away suddenly after an operation November 16. Brother Sargent worked in and around Redding and the Bay Area for many years as a crane operator. Our heartfelt sympathy goes to the family—wife Evelyn and many friends.

Our wishes for a speedy recovery to Brother Fred Kirch who has been quite ill and is seriously thinking about open heart surgery. Hang in there Fred.

Brother Russell Burchett is back home recovering nicely after his operation, and he never looked better. Good Luck Russell.

Best wishes for a speedy recovery to Brother Floyd Wilson who has been on the sick list. Hurry and get well Floyd.

## STOCKTON

Brothers Paul Cawelti, Vern Mewhinney, Carl Jorgensen, Elbert Barker and William Ulm were either sick or under a doctor's care this past month.

See MORE PERSONALS, Page 16



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

Saturday, January 11, 1 p.m., Masonic Auditorium, 1111 California Street, between Taylor and Jones Streets, San Francisco

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

DISTRICT & SUB-DISTRICT MEETINGS

JANUARY

14 Eureka, Tues., 8 p.m.  
15 Redding, Wed., 8 p.m.  
16 Oroville, Thurs., 8 p.m.  
22 Honolulu, Wed., 7 p.m.  
23 Hilo, Thurs., 7:30 p.m.  
29 San Francisco, Wed., 8 p.m.

FEBRUARY

4 Sacramento, Tues., 8 p.m.  
13 Oakland, Thurs., 8 p.m.  
18 Fresno, Tues., 8 p.m.  
25 Stockton, Tues., 8 p.m.

MARCH

14 Salt Lake City, Fri., 8 p.m.  
15 Reno, Sat., 8 p.m.  
20 Santa Rosa, Thurs., 8 p.m.  
27 San Jose, Thurs., 8 p.m.

APRIL

1 Eureka, Tues., 8 p.m.  
2 Redding, Wed., 8 p.m.  
3 Marysville, Thurs., 8 p.m.  
9 Honolulu, Wed., 7 p.m.  
10 Hilo, Thurs., 7:30 p.m.  
23 San Francisco, Wed., 8 p.m.

MAY

6 Sacramento, Tues., 8 p.m.  
15 Oakland, Thurs., 8 p.m.  
20 Stockton, Tues., 8 p.m.  
27 Fresno, Tues., 8 p.m.

JUNE

12 Ukiah, Thurs., 8 p.m.  
13 Provo, Fri., 8 p.m.  
14 Reno, Sat., 8 p.m.  
19 Watsonville, Thurs., 8 p.m.

JULY

15 Eureka, Tues., 8 p.m.  
16 Redding, Wed., 8 p.m.  
17 Oroville, Thurs., 8 p.m.  
23 Honolulu, Wed., 7 p.m.  
24 Hilo, Thurs., 7:30 p.m.  
30 San Francisco, Wed., 8 p.m.

AUGUST

5 Sacramento, Tues., 8 p.m.  
12 Stockton, Tues., 8 p.m.  
14 Oakland, Thurs., 8 p.m.  
21 San Jose, Thurs., 8 p.m.  
26 Fresno, Tues., 8 p.m.

SEPTEMBER

11 Santa Rosa, Thurs., 8 p.m.  
12 Salt Lake City, Fri., 8 p.m.  
13 Reno, Sat., 8 p.m.

OCTOBER

7 Eureka, Tues., 8 p.m.  
8 Redding, Wed., 8 p.m.  
9 Marysville, Thurs., 8 p.m.  
15 San Francisco, Wed., 8 p.m.  
22 Honolulu, Wed., 7 p.m.  
23 Hilo, Thurs., 7:30 p.m.

NOVEMBER

6 Watsonville, Thurs., 8 p.m.  
11 Stockton, Tues., 8 p.m.  
13 Oakland, Thurs., 8 p.m.  
18 Fresno, Tues., 8 p.m.  
20 Ukiah, Thurs., 8 p.m.  
25 Sacramento, Tues., 8 p.m.

DECEMBER

12 Ogden, Fri., 8 p.m.  
13 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 Third.  
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.  
Provo, Carpenters Hall, 600 South, 600 East.  
Ogden, Teamsters Hall, 2538 Washington Blvd.

**DISTRICT NOS. 4 & 7 MEETING LOCATIONS CHANGED**  
Meeting places for the regular quarterly district membership meetings have been changed for Eureka District 4 and Redding District 7 as indicated:

Dist. No.	Meeting Location	JANUARY
4 Eureka	Veterans Memorial Hall, 10th & H Sts., Eureka, CA	14 Tuesday 8:00 p.m.
7 Redding	Redding Civic Auditorium, 700 Auditorium Drive, Redding, CA	15 Wednesday 8:00 p.m.

**IMPORTANT**

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.

REG. NO. \_\_\_\_\_  
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SOC. SECURITY NO. \_\_\_\_\_  
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CITY \_\_\_\_\_  
STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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Incomplete forms will not be processed.



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

**DISTRICT 01—SAN FRANCISCO**

Dispatch Office:  
470 Valencia St., Office—415/431-5744  
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Charles Snyder \* 479-2113  
Harvey Pahel \* 415/992-9898  
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**DISTRICT 02—SAN RAFAEL**

76 Belvedere St., 94901 ... 415/454-3565  
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**DISTRICT 03—SAN MATEO**

1527 South "B" 94402 ... 415/345-8237  
Dick Bell, Dist. Rep. \* 415/359-6867  
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  
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Charles R. Ivie \* 415/933-3970  
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**DISTRICT 30—STOCKTON**

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

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

**DISTRICT 60—MARYSVILLE**

1010 Eye Street, 95901 ... 916/743-7321  
Alex Cellini, Dist. Rep. \* 916/674-3927  
John Smith \* 916/673-3583  
George Halsted \* 916/673-6702

**DISTRICT 70—REDDING**

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

**DISTRICT 80—SACRAMENTO**

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916/383-8480  
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

**KINGS BEACH**

8645 N. Lake Blvd. Rm. 2,  
P.O. Box 1589,  
Kings Beach, Ca. 95719 ... 916/546-5968  
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  
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**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

**GREEN RIVER, UTAH**

(Area 801) 546-3658

**HAWAII**

**DISTRICT 17—HONOLULU**

2305 S. Beretania, 96814 ... 808/949-0084  
Wallace Lean, Dist. Rep. \* 808/941-3456  
Wilfred Brown \* 808/455-9466  
Gordon MacDonald \* 800/488-9876  
Richard Shuff \* 808/537-9847  
Allen Souza, Sr. \* 808/681-5027

**HILO—Lycurgia Bldg.**

56 Waiānue, 96720  
Valentine Wessel, Asst. Dist. Rep. \* 808/935-6187  
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  
Molises Flores \* 745-2427  
\*Indicates Home Phone

**PROPERTY MANAGEMENT**

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

**SAFETY DEPARTMENT**

Jerry Martin, Director  
Office—415/431-1568  
443-5285  
Samuel Coburn ... Office—209/522-0833  
\* 209/529-5838  
Jack Short ... Office—916/383-8480  
\* 916/878-1651  
Lenny Fagg ... Office—702/329-0236  
\* 702/635-2419  
Vance Abbott ... \* 801/798-7123  
James Rowland, Jr. ... 808/536-8298

**JOB STEWARD DIVISION**

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

**DELINQUENT EMPLOYERS**

F. Walker ... 415/431-1568  
\* 415/728-7431

**PUBLIC RELATIONS**

Ken Erwin, Director  
Office—415/431-1568  
\* 566-1194  
Al Venning, Audio-Visual \* 408/252-8929  
Paul Ingalls, Engineers News 415/431-1568  
John McMahon, CCC & Vote 415/431-1568  
Wm. E. (Bill) Metz ... 916/961-8255

**TECHNICAL ENGINEERING DIV.**

Technical Engineering Center 415/893-2947  
Mike Womack, Director  
Office—916/383-8480  
\* 916/933-0300  
Paul Schlusser ... Office—415/893-2120  
\* 829-5666  
Harold (Gene) Machado ... 408/295-8788  
\* 408/255-6096

**NO. CAL.-NEV. SURVEYOR'S JAC**

1446 Webster St., Oakland 94612  
415/465-7878  
A. A. Pennebaker, Adm. ... \* 415/254-8681

**PUBLIC EMPLOYEES DIVISION**

Dan Senechal, Director  
1446½ Webster St., 94612  
Office—415/893-2875  
\* 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  
Ronald L. Ward ... \* 415/651-5531  
Loran Rudder ... \* 209/478-5871

**SAN JOSE OFFICE**

510 N. 1st St., San Jose, Ca. 95110  
Office—408/295-0514  
Robert P. Langston ... \* 707/745-4585  
Steven Dunkin ... \* 408/244-9686  
**FRINGE BENEFITS SERVICE CENTER**  
474 Valencia St.,  
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  
916/351-0555  
Dave Rea, Asst. Adm. ... \* 916/624-3241

**More Eureka ...**

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everyone working, which was partly the result of some changes in the new master construction agreement. Needless to say we have many happy and appreciative older members here in District No. 40.

Last but not least we happily report the outcome of the recent local elections. All Operating Engineers Local Union No. 3 endorsed candidates were winners. Sheriff Gene Cox was re-elected to a third term and O. H. Bass defeated incumbent Ray Peart to claim the seat of County Supervisor from the 4th District. Pat Dorsey was elected to Board of Supervisor from the 5th District. Bass and Dorsey are more in tune with our way of thinking than are their opponents.

All races were very close—in

fact, too close for comfort. The important thing here is that it appears the political thinking in Humboldt County is changing. We are proud of having played a part in helping "our" candidates win a very important election. Also our sincere thanks go out to you brothers and your wives who supported them on election day.

In closing the staff at the Eureka Office would like to wish everyone a Merry Christmas and a prosperous New Year:

Bob Wagnon  
District Representative  
Gene Lake  
Business Representative  
Jim Johnson  
Dispatcher  
Hazel Swaner  
Secretary

**More Personals...**

(Continued from Page 15)

Our deepest sympathies are extended to Brother John Straus on the loss of his wife, Dorothy.

We have a retro-active pay check in the Stockton Office for Brother Alton Dills.

**OAKLAND**

Odell Campbell was in Mt. Diablo Hospital with a back injury, but is now home recuperating. We want to send our best wishes to Odell and his family. Brother Campbell's address 5510 Pennsylvania Blvd., Concord, and his telephone number is (415) 689-1188.

Orin George recently had surgery, and is now convalescing at home for approximately four more weeks. Brother George's address is 13401 San Pablo Avenue, Space No. 23, San Pablo, and his telephone number is (415) 233-9947. Good luck and a speedy recovery to Brother George.

**MARYSVILLE**

We are happy to report that even though Brother James Nichols is in Sutter General Hospital in Sacramento he is getting along very well. Brother Roscoe Gardiner is in the Intensive Care Unit at Fremont Hospital in Yuba City and we want him to know that we are thinking of him.

Our condolences to the family and friends of Brother Arnie Comer.

**SANTA ROSA**

With deep regret we report the recent deaths of Vincent Ansani, and also two pensioned engineers Wm. A. "Hi-Blade Bill" DeSpain and John Huntziker. Our sincerest condolences are extended to their families and friends.