

# California And Nevada Increases Ratified

## ENGINEERS NEWS

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

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

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SAN FRANCISCO, CALIFORNIA

40

February, 1974



FLOOD DAMAGE along the Eel River was only a small part of the overall destruction brought about by recent torrential rainfall

in Northern California. For stories and more pictures see pages 9, 10, 12 and 14 of this month's Engineers News.

168-0

## Nevada Increases Ratified Unanimously

In an unanimous 168-0 vote, operating engineers from Nevada ratified wage and fringe increases approved by the Construction Industry Stabilization Committee in its Decision 7651-3.

Ratification of the Nevada contract took place in one meeting, held in Reno on Feb. 2.

The C.I.S.C. decision, handed down on Jan. 28, provides for wage and fringe increases totaling from 35 to 40 cents, depending on the classification.

In the construction agreement, for groups 1-9 the C.I.S.C. approved a 32 cent wage increase, a 5 cent pensioned health and welfare increase and a 3 cent pension increase. A 32 cent wage increase and a 3 cent pension increase was approved for groups 10 and above.

Wage increases approved for steel fabricators & erectors and piledrivers were the same as for

Northern California, or 30 cents per hour. All members in these classifications will also receive a 3 cent increase in pension. In addition, for all classifications monetarily comparable to construction groups 1-9 a 5 cent increase in pensioned health and welfare was approved.

The ratified construction agree-

ment is retroactive to July 1, 1973 as are fringes for steel fabricators & erectors and piledriving. However, steel fabricators & erectors and piledriving classifications follow wage rates for Northern California. The 30 cent wage increase for those classifications is, therefore, retroactive to June 16, 1973 as in California.

## Brothers Choose 15 Incumbents For Grievance Committee Seats

Operating engineers in districts holding district or sub-district meetings in January and early February elected 21 brothers to serve on their respective grievance committees.

Engineers assembling in Eureka, Redding, Oroville, Honolulu, Hilo, San Francisco and Stockton, chose 15 incumbents for the 21 seats.

On Jan. 15 incumbents Harry Dillon, Otto Sheraske and Pete Childers were elected from District 40.

The following day members from District 70 elected Lou Barnes, John DeJong and Vernon Schuette.

On Jan. 17 District 60 broth-

ers elected incumbents Bob Christy, Robie Robinson and Cy Sheppard.

James N. Rowland and incumbents Richard C. Lacar, Jr., and John K. Hoopii, Jr., were elected from Honolulu on Jan. 23 followed by the election of Clifford Britto, Faustino Hernandez and incumbent Ichiro Matsui the next day in Hilo.

On Jan. 30 incumbents Jim O'Brien, Bob Gilman and Willis Bennett were chosen from District 1.

In the first February meeting, held on the fifth of the month, incumbents Laurence Chapman, Boyd Hughes and Ed Hayes were elected in Stockton.

## Week-Long Round Of Meetings Produces Only 39 'No' Votes

Operating engineers from 10 California districts overwhelmingly ratified Construction Industry Stabilization Committee-approved wage and fringe increases in a week-long series of meetings held at the end of January.

The C.I.S.C. decision, covering construction, dredging, crane association and technical engineers agreements, was handed down on Jan. 21 and authorized 30 cent wage increases and 5 cent pension increases in all categories. It also authorized 5 cent increases to pensioned health and welfare in AGC wage groups 1-9 and in equivalent groups in other agreements.

Of 1,657 votes cast only 39 were against ratification of the contracts. The closest district count was in Oakland where brothers covered by the dredging agreement voted seven to five for ratification. The largest district mandate came in Sacramento, where brothers covered by the construction agreement voted 208 to 1 in favor of ratification. In the Fresno, Marysville and Redding districts brothers voted unanimously in favor of ratification for all agreements.

Overall totals showed that the crane association agreement was ratified unanimously, 52-0. Other totals were: construction, 1,427 yes, 32 no; dredging, 30 yes, 5 no; and technical engineers, 109 yes, 2 no.

The C.I.S.C. ruled that the wage increases should be paid retroactively to June 16, 1973 for the construction and technical engineers agreements and to July 1, 1973 for the dredging and crane owners association agreements. Based on an average of 123 work-hours per month at 30 cents per hour this could mean retroactive pay of about \$258 for the seven-month period.

Wage and fringe increases for the master construction agreement, retroactive to June 16, 1973 are as follows:

### CONSTRUCTION, GROUPS 1-9 INCLUSIVE

Wages	\$ .30 increase
Pensioned Health & Welfare	\$ .05 increase
Pension	\$ .05 increase

### CONSTRUCTION GROUPS 10 AND ABOVE

Wages	\$ .30 increase
Pension	\$ .05 increase

### STEEL ERECTORS, GROUPS 1-4 INCLUSIVE

Wages	\$ .30 increase
Pensioned Health & Welfare	\$ .05 increase
Pension	\$ .05 increase

### STEEL ERECTORS, GROUPS 4A, 5, 6 & 7

Wages	\$ .30 increase
Pension	\$ .05 increase

### PILEDIVING, GROUPS 1-3A INCLUSIVE

Wages	\$ .30 increase
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At this writing seven meetings remain. They will be held in Oakland, Fresno, Sacramento, Salt Lake City, Reno, Ukiah and San Jose. For times and locations see the article on election rules elsewhere in this newspaper.

Pensioned Health & Welfare	\$ .05 increase
Pension	\$ .05 increase

### PILEDIVING, GROUPS 4, 5 & 6

Wages	\$ .30 increase
Pension	\$ .05 increase

Wage and fringe increases for the dredging agreement, retroactive to July 1, 1973 are as follows:

### CLAMSHELL & DIPPER DREDGE, GROUPS 1-3 INCLUSIVE

Wages	\$ .30 increase
Pensioned Health & Welfare	\$ .05 increase
Pension	\$ .05 increase

### CLAMSHELL & DIPPER, GROUPS 4 & 4A

Wages	\$ .30 increase
Pension	\$ .05 increase

### CLAMSHELL & DIPPER DREDGE, GROUPS A5 & A6

Wages	\$ .30 increase
Pension	\$ .05 increase

### HYDRAULIC SUCTION, GROUPS A1-A4 INCLUSIVE

Wages	\$ .30 increase
Pensioned Health & Welfare	\$ .05 increase
Pension	\$ .05 increase

### HYDRAULIC SUCTION, GROUPS A5 & A6

Wages	\$ .30 increase
Pension	\$ .05 increase

Wage and fringe increases for the technical engineers agreement, retroactive to June 16, 1973 are as follows:

### GROUPS 3 & 7

Wages	\$ .30 increase
Pensioned Health & Welfare	\$ .05 increase
Pension	\$ .05 increase

### GROUP 10

Wages	\$ .30 increase
Pension	\$ .05 increase

Wage and fringe increases for the crane owners association agreement, retroactive to July 1, 1973 are as follows:

### GROUPS 1-4 INCLUSIVE

Wages	\$ .30 increase
Pensioned Health & Welfare	\$ .05 increase
Pension	\$ .05 increase

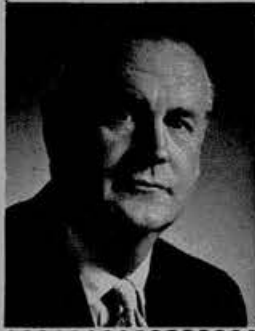
### GROUPS 5-9 INCLUSIVE

Wages	\$ .30 increase
Pension	\$ .05 increase

**Business Manager and Editor Dale Marr announced that, as a service to the rank and file membership, a column answering members' questions will appear in Engineer News. All questions of interest to the general membership will be welcomed. Personal questions will be answered on a personal basis and should be addressed to the department in question. Send questions to QUESTIONS, Dale Marr, Editor, 474 Valencia St., San Francisco, Calif., 94103.**

March 1 is the deadline for the return of applications for 1974 college scholarships. For details see the article on page 5 of this issue of "Engineers News."





## LOOKING AT LABOR

By DALE MARR, Business Manager

It seems that every time we talk to anyone in our industry these days they are feeling the economic pinch and are worried about the future of the country. They talk a lot about "good news and bad news" and it always seems that their pessimism outweighs their optimism. We've always been the kind of people that believed that our fellow Americans can rise to meet any crisis with the right leadership and a real understanding of what needs to be done to turn our nation away from concentrating on the bad and toward the kind of dedication and hard work that produces "good news."

Well, this report to the general membership won't dwell too long on the "bad news." We can find all the "bad news" we need in our daily mass media. The energy crisis, inflation, crime in the streets, anarchy, revolution, wage controls without profit and price controls and still diminishing credibility with the political leaders of our nation. We will write more to the "good news" as it affects you, the Local 3 member.

First, the overwhelming ratification of the California-Nevada wage and fringe package, see page one, strongly indicated your understanding of the limitation placed on the industry wage rates by the C.I.S.C. and your confidence that your officers and negotiating team put forth their best efforts to gain the maximum available benefits. We hope the retroactive pay will take some of the sting out of the inflationary spiral that has hit all of us.

Second, all the indications are that the energy crisis will alert our country to the dire necessity for self-sufficiency in energy production and that this, without a doubt, will lead to greater job activity in our industry in the areas of nuclear power plant construction, strip mining and conversion of coal and oil shale deposits, site coal power plant construction, thermal power drilling and construction and dam construction throughout our jurisdiction. Of course, this massive activity in construction will bring problems of jurisdiction, non-union contractors, organizing, safety and contract enforcement. We believe we are organizing and staffing to meet these needs.

In this connection, I am pleased that General President Hunter Wharton has named me to the new Mining Agreement Negotiation Committee, along with Frank Hanley, Chairman, James Twombly, Kenneth Jennings and Russell Conlon. We will hold our first meeting in Phoenix, Arizona on February 21 and 22.

Meanwhile, closer to home, we are taking a hard look at a Service Pension Plan that will allow our members earlier retirement and I have asked our pension people to give me an early report on the costs and restrictions involved in such a program.

At the same time, we are checking out the possible costs of a Supplementary Unemployment Benefits Program and will give you details of this effort.

Our bread and butter, contract negotiations, will be coming up in June of this year and though I gained a distinct impression during my attendance at the General Executive Board meeting in Miami recently, that wage controls would be coming off our industry, the steel hand in the velvet glove lies in the possibility of a continuing "government watch-dog committee." We will keep you informed.

The February meeting of your Executive Board was very profitable and there was a distinct feeling of working together to make your union more responsible to the general membership in all areas. Progress reports on all new programs were made and were well received.

We have jumped back with both feet into the Labor Movement and will be active throughout our jurisdiction in labor activities. New appointments to and renewed affiliation with Building Trades, Central Labor Councils and other labor groups have been made and we will give you a district by district breakdown in the March issue of *Engineers News*.

We are, of course, extremely busy these days on the political fronts throughout our jurisdiction and would hope that whenever and wherever possible you would join us in supporting candidates who best represent our community

See More LOOKING AT LABOR, Column 4

## February Good Month For Used Cars

By SIDNEY MARGOLIUS,  
Consumer Expert for Engineers  
News

February is a month of home sales with buying opportunities in furniture, rugs, mattresses, linens and curtains. This is also a good month to shop for a used car since prices are at relatively low winter levels.

But the new rise in food costs, even more relentless if less spectacular than last summer's big jump, is a cruel blow to working families this winter. Our estimate is that food bills went up about 5 per cent since early December. Many working families will be forced again to reduce use of meat and poultry until at least early spring when supplies increase—temporarily.

The high cost of fuel oil this winter has created another critical situation for many families. A leading supplier reports that some of his moderate-income customers now phone before an expected delivery to find out how much it will cost. At his current price of 36 cents a gallon, almost double last year's tag, a delivery for the typical 250-gallon tank costs in the neighborhood of \$70—a bill that many working people cannot cope with.

The only individual solution, other than caulking and insulating fully, and keeping temperatures at the lowest feasible level, is to get on the oil company's budget plan. This doesn't reduce the cost but spreads the pain over 12 months.

Another possible solution is to shop for lowest prices. Even in the same area there now may be a difference of six to 12 cents a gallon among various suppliers depending on whether they use mostly imported oil, which costs the most, or domestically-produced oil. The big domestic oil companies now have the independents who deal in imported oil in a squeeze and are making the most of it by taking away their customers while still making huge profits.

Here are pointers that may help you minimize some of the cost-of-living dilemmas immediately ahead:

**USED CARS:** Tags on second-hand cars are about 5 per cent lower this winter than last summer and probably about 8 to 10 per cent lower than they may be this coming summer. February usually is the low point for used-car prices; July, the high point. This year, small used cars are commanding a premium. Big models which consume gas heavily are selling at distress prices.

The traditional risk in buying a used car is that "you inherit somebody else's headache." But it need be no more than a normal automotive headache if you choose and inspect it carefully, buy at the right time and finance it reasonably.

Most of the problems occur because buyers fail to insist on a test drive. A reliable dealer will not refuse to let you try out the car. Just be sure that any paper you may sign before the test is not a sales contract, and that your receipt for any test-drive deposit provides for a refund if you decide not to buy.

It's also worth having an independent mechanic inspect the car before you buy it. He'll put it up on the jack and scrutinize it underneath. Before shopping, get an idea of current market values for models in which you are interested. You can check current prices at various dealers and in classified ads by private sellers.

**WHITE SALES:** Textile products are in for a sharp increase this spring. Current midwinter White Sales offer an opportunity to anticipate your needs.

Most sheets and cases now are polyester and cotton. The usefulness of this blend is not only in saving ironing but in its greater durability over all-cotton. The thickness of the threads and the thread count are also important to know. In muslin

sheets, a thread count of 130 is considered medium weight; 140, heavyweight. More than 160 is called a fine-count muslin. This is the point at which a higher thread count means not a more durable sheet, but a lighter, finer one. A count of 180 or over is considered percale.

While percale now is almost as cheap as muslin, heavyweight muslin usually is more durable. Percale feels softer, and in use does not wrinkle as much as muslin. It also is less bulky, and so reduces laundering and saves hot water, an advantage in this period of inflated fuel prices.

In towels, look for thick, long loops, preferably of double threads, for absorbency, and a closely woven under-weave. Examine edges to be sure they are thickly and strongly woven.

Blankets are another useful White Sale shopping opportunity, especially in this year of low thermostats.

Acrylic blankets (Orlon, Creslan, and Acrilan) are widely sold because they are machine washable and also less expensive than wool. All-wool blankets now are hard to find. A blanket containing 75% wool is virtually as warm as an all-wool.

Inexpensive blankets often are blends of rayon, cotton, polyester, or acrylic. Usually, the more rayon, the less serviceable. Rayon blankets also have been criticized for their flammability. Copyright 1974, by Sidney Margolius

Idleness due to strikes declined in 1973 to 1.4 working days per thousand, according to preliminary estimates of the U. S. Department of Labor's Bureau of Labor Statistics.

The decline was due to an increase in employment resulting in more man-days worked. But, at the same time, two other major measures of strike intensity—number of strikes and workers involved in disputes—increased in 1973 over 1972.

## More Looking At Labor...

(Continued from Column 2)

of interest in the upcoming elections. *Vote Views* will be giving you a review of the issues and candidates very soon.

In closing, let me commend to you a close reading of the January issue of your *International Magazine*. There is an excellent policy article by our International President and special articles on the construction outlook and the energy crisis as well as the nuclear power plant program.

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**Operating Engineers, together with Teamsters Local 291 and the Alameda Concerned Citizens Coalition, have set Feb. 25 as the day to start the campaign to obtain the necessary approval for the expansion of Interstate 580. A coffee and donuts reception will be held at the Howard Johnson Motor Lodge in Dublin from 7 to 10 p.m. on Monday, Feb. 25.**

The reception will be key-noted by Dale Marr, Business Manager. Marr is expected to discuss the real need for the expansion of the freeway connecting Hayward and Dublin. Petitions will be handed out to be circulated in the Hayward, Dublin and Livermore Valley areas. These petitions will be presented to the Division of Highways, requesting immediate action on the proposal. All interested parties are invited to attend to voice their opinions on the project.

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## Sacramento Scene

# Two Crucial Bills To Come Out Of AB161

By EDWARD P. PARK, Legislative Advocate

The Legislature came back to Sacramento for a week during December. They were called back by the governor for a Special Session which was convened, then promptly adjourned and then reconvened as a part of the regular session, a ploy made possible under the new two-year plan. While in session they did unravel some of the welfare mess and enacted a 55 m.p.h. state speed limit. Then back home for the holidays.

On January 7 they were back in the Capitol and in regular session again, scheduled to run until April 3, 1974 before an Easter recess. Unlike previous years, when they used to have at least 30 days to look things over, they went right to work and debated and acted on bills the first day.

All officers, with the exception of the State Treasurer have been moved out of the old Capitol Building, which no less than four teams of architects have declared to be unsafe in the event of a major earthquake. This has closed the galleries in both chambers and proceedings are now followed by closed-circuit television.

We have been appearing in support or in opposition to numerous bills and will report on those of any consequence as they move along and seem to have a chance of enactment. All bills had to be out of the house of origin by Jan. 29, 1974 if they were to stay alive. The two public employee bills we are most interested in, S.B. 32 and A.B. 1243, are both out of their house of origin and will be up for further hearings sometime this year. Many bills will fall by the wayside, either in committee or on the floor, and then there is always a possibility of a veto.

Due mostly to reapportionment, it is predicted there may be as many as 40 new faces among the 120 legislators, after the November elections. All 80 assembly seats and 20 senate seats are up for grabs. Also the constitutional officers, from the governor on down.

There will be at least five propositions on the ballot in June. Two will be of considerable significance to the Operating Engineers. Neither have been numbered as yet, but they are the result of the passage of Assembly Bill 161, by Leo McCarthy and Senate Constitutional Amendment No. 15 by Senator Mills. Assemblyman McCarthy has called two meetings to date to consolidate support for this ballot measure, the passage of which is all important to all branches of engineers.

## OSHA Violators Now Get Fines

Californians who have not heeded the State's call to help make workplaces safe and healthful are leaving themselves open to stiff dollar penalties.

Richard Wilkins, Chief of the State Division of Industrial Safety, announced last month that these penalties are now being assessed, under the California Occupational Safety and Health Act (CAL-OSHA - AB 150) that became effective last October 2. Industrial Safety is one of the Divisions of the State Department of Industrial Relations.

Wilkins explained the procedures now being followed in assessing the dollar penalties.

In cases calling for civil penalties, Wilkins said his staff will serve employers with a formal notice or citation which will indicate violations of existing standards. For violation of State health and safety standards judged "nonserious" under the CAL/OSHA law, the employer may be assessed up to \$1,000. Employers cited for "serious" violations of safety and health standards under the law, however, must be assessed a civil

penalty of up to \$1,000 for the first citation.

A serious violation, as defined under CAL/OSHA, is "deemed to exist in a place of employment if there is a substantial probability that death or serious physical harm could result from a condition which exists or from one or more practices, means, methods, operations, or processes which have been adopted or are in use" in a workplace.

Wilkins said failure to abate or correct the hazard by the deadline, always noted in the citation will, almost without exception, add substantial penalties for each day the violation is not corrected.

On the other hand, employers who abate nonserious violations within the deadline period would be credited for that effort, and Wilkins said dollar penalties would be effectively reduced at half the rate usually levied for similar violations.

Wilkins warned that civil penalties are severe for repeated or willful violations of CAL/OSHA—assessments may be levied up to \$10,000 for each violation.

"In determining any assessment for civil penalties," Wil-

To refresh your memory, this is what A.B. 161 is all about: In 1970 the electorate approved a \$250 million general obligation bond issue entitled the Clean Water Bond Act of 1970. The funds obtained from the sale of the bonds were primarily for grants for the construction of public wastewater treatment facilities. Using data provided by the State Water Resources Control Board, it is estimated that the last of the 1970 bonds will probably be encumbered in the early months of the 1975-76 fiscal year. Thus if the State is to continue providing construction grants for wastewater treatment facilities without interruption, a new bond issue would need to be approved by the electorate in 1974.

This bill proposes, for ratification by the electorate in June 1974, a \$250 million general obligation bond issue to provide continued aid to public agencies (including State Agencies) in the planning, design, and construction of facilities for the treatment and disposal of sewage and wastes and for reclamation of wastewater in a manner similar to the 1970 bond act.

The passage of this bond issue should yield, through proportionate federal and local funding, in excess of \$2 billion dollars. It is hoped that all operating engineers will begin immediately to generate support for this measure.

In short here is what S.C.A. 15 does if approved by the voters. It will amend Article 26 of the California Constitution to permit highway users taxes to be used to build mass transit systems and control environmental pollution. As of the moment, the engineers have not taken a firm position on this measure, but there will be more concerning all the ballot propositions in future issues.

The proper management of aggregate resources, an area in which a large number of operating engineers are employed is a matter of concern statewide. Sacramento County by resolution has created an aggregate resource management technical advisory committee to which this writer has been appointed. The committee intends to perform the following tasks:

1. Assist in identifying sand and gravel resources in Sacramento County.
2. Assess the need for sand and gravel through the year 2000.
3. Assist in the preparation of regulations and policies for sand and gravel operations which will result in a minimum of environmental and operational conflicts.
4. Assist in the development of plans for the reclamation and re-use of mined lands.
5. Advise the Board of Supervisors and the Planning Commission in the updating of the conservation element of the county general plan.

ins said, "the law requires us to consider the following: gravity of the safety or health violation: Gravity is generally defined as the likelihood of injury or death that might result when employees are exposed to a health hazard or an unsafe condition; and the seriousness of the injury that might be caused by the hazard or condition; and the ratio of units or machines or work stations in violation compared with all similar units or stations at the site (that is, extent of employee exposure and the period of time of exposure). Size of the employer's business: Number of employees. Safety record of the employer: Experience of State safety and health compliance staffs with that employer since July 1, 1973, particularly evidence of standards violations and injuries or deaths of employees due to violations—Good faith of the employer—The employer's awareness of legal requirements under CAL/OSHA; and the evidences of his efforts to maintain a safe and healthful workplace, like in-plant safety programs and their effective implementation."

## A Personal Note from The President's Pen

By HAROLD HUSTON  
President



Your officers deeply appreciate the warm reception given to us at each district meeting held during the months of January and February. The good brothers in Honolulu and Hilo send a big "Aloha" and want us to relay their strong support to all the members of this great organization.

The wage and fringe benefit package which was approved by the Construction Industry Stabilization Committee was overwhelmingly approved by our brothers in the "specially called" meetings in each district. I appreciate each brother who attended these meetings and expressed his feelings in these vital bread and butter issues.

As your business manager, brother Dale Marr has stated many times that we want to present to the membership detailed information on the many benefits that can be presented to the employers for their consideration in our forthcoming negotiations. However, we want to be guided by the wishes of the majority of the members. We hope all controls will be taken off when the Economic Stabilization Act expires on April 30, 1974. It is rumored that some controls will be kept in the construction, health, and petroleum industry. We must close up our ranks and keep a real strong union, which means every member must give their 100 per cent effort. When we do this the employers and rest of the labor movement will respect us and know Local No. 3 will not be second to any other union.

I was privileged to have the opportunity to attend the International Union of Operating Engineers General Executive Board Meeting in Miami, Florida during the first week in February. Your general president, Brother Hunter Wharton, gave us a full report on where the labor movement has been, where we are at the present time, and what direction we will be moving during 1974. His excellent choice of speakers and staff members from the International Headquarters were most interesting.

In addition to chairing the district meetings, specially called meetings, and semi-annual meetings, as your President, I serve as an employee trustee on all the trust funds in California, Nevada, and Utah. I also have been appointed as a delegate to the following councils in San Francisco:

- Bay Cities Metal Trades & Industrial Union Council
- Pacific Coast Metal Trades
- San Francisco Building & Construction Trades Council
- San Francisco Labor Council
- San Francisco Maritime Trades Port Council
- Union Label Section of San Francisco
- Union Labor Party.

We hope to take a real active part in all of these councils, which is very important when resolving jurisdictional disputes with other unions. We must keep all the jurisdictions we now have and continue to add to it, thus making more jobs available to the members.

The economy is probably more shaky today than any other time since the depression in 1929. The increase in the cost of living and meeting our every day necessities of life is rising faster and faster with no end in sight. This condition is worse for the retired brother engineers and their families who have worked all their lives to save a few dollars only to see it fade away with inflation.

One thing for certain is that operating engineers and their families have always rallied to meet any challenge that has faced us. We will meet this challenge and go forward keeping Local Union No. 3 the strongest and the best union in the world. Remember brothers, true democracy is every member taking an active part and carrying their share of the load and responsibility.

The proportion of high school graduates who went on to college in 1972 was about the same for blacks as for whites, and the Bureau of Labor Statistics reports the high school dropout rate for blacks has dropped from 33 per cent in 1963 to 19 per cent in 1972.

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# RIGGING LINES

By BOB MAYFIELD  
Vice-President

The beginning of this year has been a very busy one for myself and the other officers.

We began the first of the quarterly meetings in Eureka and are now about half complete. These meetings have been well attended and we have received many congratulations on the election from the brothers. I have found this quite gratifying.

At the time we were traveling through Eureka we found ourselves in a very severe storm and, as it turned out, by the next morning the only route open out of this town was 299 toward Redding, where we happened to be headed for that night's meeting. At this time it entered my mind that I wished that the environmentalists and opponents of dams on the Eel, Mad and Trinity rivers could be present as the run-off of waters was washing out the roads, bridges and towns in its path. I wonder what they would have to say if their family was the one washed away or one of the hundreds of others flooded out.

The area downstream from the Oroville Dam would have been equally bad except that this dam made control of such potentially disastrous rains seem easy. Many other such dams in the state did likewise. The benefits of flood control, irrigation and recreation seem to me to far outweigh arguments by those opposing groups who say that our only real interest is the construction jobs such work creates.

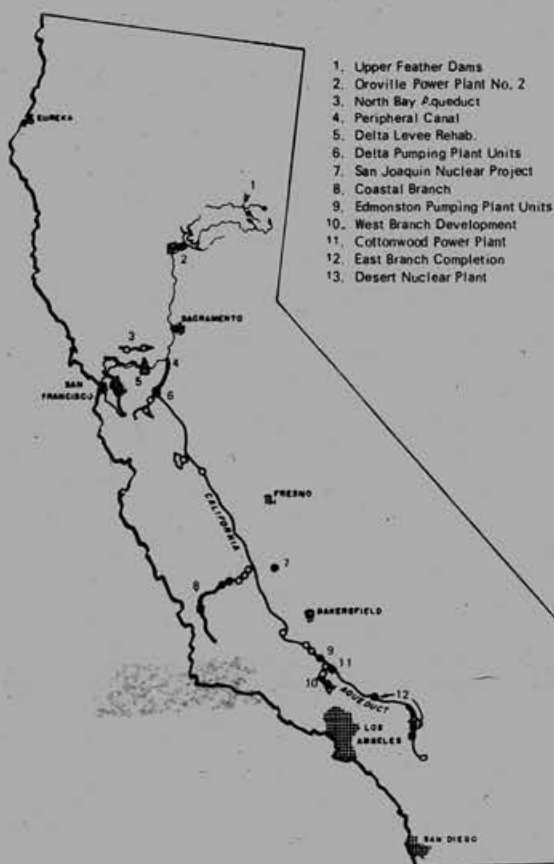
The specially called meetings on the C.I.S.C. wages for construction, dredging, crane and tech engineers were also held this past month. Once again I would like to thank the brothers who attended these meetings in California and Nevada for the courtesy, interest and constructive questions asked at this time. I would hope that by the time this article reaches the press the retroactive checks will have been received by all as it has been a very wet winter and I'm certain this money is badly needed by most families.

Another item of great interest to most brothers is the results of a meeting between officials of the California Department of Water Resources, ourselves, and many representatives of the various building trades groups. At this meeting an outline of a potential construction schedule of various dams, power and pumping plants and canals was outlined. The budget total would be \$600 million to \$1 billion.

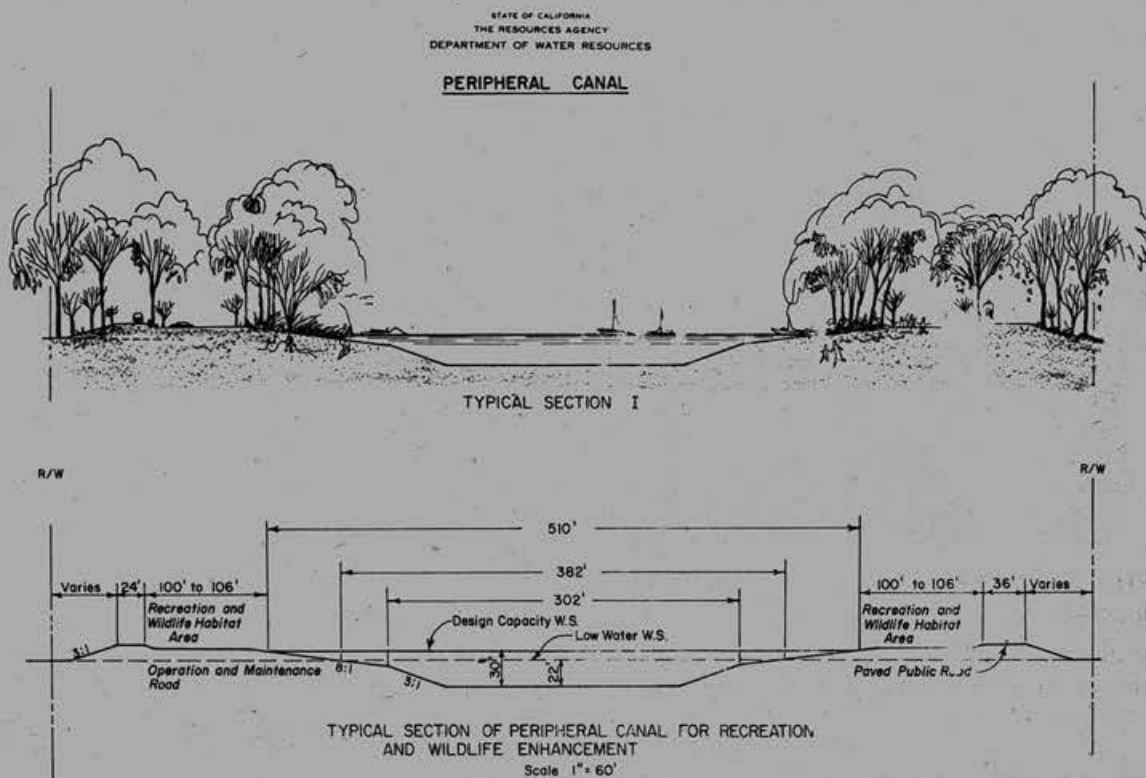
Most notable and immediate would be construction of the peripheral canal. This canal would be almost equally divided between Sacramento and San Joaquin Counties, covering a length of 43 miles. Total excavation would be 51 million cubic yards for the canal, over 4 million yards in embankment and, beginning in September of 1975, roadway relocation excavation for a total of around 60 million yards. Additionally there would be many plants, pumping stations and other structures with a cost package of over \$200 million. These are huge and badly needed projects for, as you know, a great deal of this work is in our jurisdiction.

See MORE RIGGING LINES, Column 4

Projected Construction DMR



○ PUMPING PLANTS  
○ POWERPLANTS



## \$32 Million Construction To Go To Bid In April '74

About \$32 million worth of Northern California highway projects have been tentatively scheduled for bid advertising before April 1.

The State Dept. of Transportation recently released a list of budgeted major construction work tentatively slated to go out to bid during the first quarter of the year.

The listing is "not to be construed as a commitment," the department emphasized, explaining "there are many factors which may delay or possibly advance project advertising."

The department also stresses: "Plans and proposals are not available until the project is advertised."

For District I, the following jobs are being considered for advertising in February:

Humboldt County, Route 101, 1.7 miles of four-lane freeway in Arcata from 0.1 mile north of 7th St. undercrossing to Arcata overhead, \$7,050,000 with a portion to be financed in fiscal 75-76.

Humboldt County, Route 502, .34 mile bridge replacement on Mattole Road from 0.2 mile south to 0.2 mile north of Bear River about 14 miles south of Ferndale, \$500,000.

Lake County, Route 20, 2.5 miles truck passing lane from 8.2 miles east to 10.7 miles east of Route 53, \$854,000.

District II:  
February — Trinity County, Route 3, 11.6 miles of surfacing and bridge deck repair and seals at various locations from Coffee Creek Bridge to 0.2 mile north of Tangle Blue Creek, \$950,000.

District III:  
March—Colusa County, Route 45, 4.4 miles of surfacing and widening of base from Yolo County line to 4.4 miles north, \$530,000.

District IV:  
February—Santa Clara County, Route 17, 1.9 mile pavement widening from 0.1 mile south of Madrone Drive undercrossing to 0.2 mile north of Hebard Road, \$750,000.

February — Contra Costa County, Route 4, four miles of six-lane freeway in and near Concord from Route 242 to Port Chicago Highway East, \$18 million, with a portion to be financed in fiscal 75-76.

February — Sonoma County, County Route 777, grading, pav-

## More Rigging Lines...

(Continued from Column 2)

As I stated in last month's paper, Mr. Average Operating Engineer is going to have to become more involved in the public hearings on projects such as the peripheral canal if the projects are going to become a reality. At this same meeting I talked with Mr. Robin Reynolds, District Engineer for the State Water Resources Department, Central District. He said that it was very disappointing to have public hearings and be a one-man gang in favor of this project. He also stated that at earlier hearings, almost without exception, the audience and participants consisted of environmentalists, wealthy farmers and even congressmen, all of whom seemed to be against the project. No hard hat or construction company representative were present to help support his position. These are the important meetings you must attend and if your business rep calls you or you are contacted to attend any such meeting please go and voice your opinion.

I would like to close this article by saying thanks to the many well-wishers. I hope to see you at your respective district meetings.

## PERIPHERAL CANAL CONSTRUCTION COST ESTIMATE

FEATURES	DOLLAR VALUE
<b>Bridges</b>	7,720,000
15 concrete bridges, which consist of 13 vehicular and 2 railroad bridges	
<b>Siphons</b>	30,240,000
4 canal siphons which are about 575 ft. long and with 4—25 ft. concrete conduits	
<b>Turnouts</b>	7,760,000
There are 9 gravity and 3 pump turnouts for water quality control plus 3 irrigation turnouts	
<b>Canal Excavation</b>	30,795,000
Approximately 51 million cu. yds. of excavation	
<b>Canal Embankment</b>	4,200,000
6.5 million cu. yds. of embankment	
<b>Roads</b>	11,480,000
84 miles of roads along the canal and 10 miles of state, county and private roads	
<b>Pumping Plant</b>	33,950,000
The plant is 124 ft. wide by 588 ft. long and will house 9 units rated at 2725 CFS each	
<b>Fish Facility</b>	22,850,000
Cost based on a louvered fish screen and return system	
<b>Miscellaneous Structures</b>	10,750,000
A steel trashrack structure, radial gate, flood gate, cross-drainage structure and Mokelumne aqueduct crossing	

Note: Construction costs are based on 1973 estimated cost with no increase for construction contingencies.

### Peripheral Canal Cost Breakdown

ing and structures on Valley Ford Road and Bodega Ave. from 1.3 miles west of Walker Road to 0.5 mile east of Middle Two Rock Road, \$912,000.

March — San Mateo County, Route 101, six-lane overcrossing in San Mateo County, Route 101, six-lane overcrossing in San Mateo at East Hillsdale Blvd. interchange, \$1,050,000.

District V:  
March — Monterey County, Route 198, reconstruction and widen 0.5 mile near Mustang Summit about 7.2 miles to 6.7 miles west of San Benito County line, \$595,000.

District X:  
Merced County, Route 1307, grading, paving and structures on Minturn Road from Madera County line to LeGrand Road about 1.2 miles west of LeGrand, \$812,000.

Copies of "Index to Publications of the Manpower Administration, January 1969 through June 1973" may be obtained free from the Information Office, Manpower Administration, U.S. Department of Labor, Washington, D.C. 20210.





THE FIRST GRADUATING CLASS of the Business Agents Training Program receives diplomas from Local 3 Economist John Hendricks. From left are Paul Schissler, Wilbur

Marshall, Harvey Pahel, Bob Marr, Hendricks, Dewitt Markham, Wayne "Lucky" Sprinkle and Phillip Pruett.

## Environmentalist Appeals Yerba Case

An environmentalist who recently lost a court decision in his bid to stop construction of San Francisco's Yerba Buena Center appealed his case to the California Supreme Court early this month.

The environmentalist, Alvin Duskin, had claimed that the California Environmental Quality Act prohibited spending public funds on such a project until an adequate environmental impact report had been adopted. However, both the Superior Court and the State Court of Appeals ruled last year that the law did not require an environmental impact report for the period prior to 1971 when the contract for the Yerba Buena Center was signed.

Duskin's petition to the Su-

preme Court, which said that some \$6.9 million in public funds has been spent on architects' designs for the facilities, claims that the environmental impact report adopted by the San Fran-

cisco Redevelopment Agency last September is inadequate.

The petition requests an injunction against expenditure of public funds until a trial on the merits of the report can be held.

## Grievance Committee Rules On Election Are Announced

### 1974 ELECTION OF GRIEVANCE COMMITTEEMEN

Local 3's Recording-Corresponding Secretary has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district and subdistrict meetings of 1974. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

All meetings at 8:00 p.m. except where time is indicated.

#### DISTRICT AND SUB-DISTRICT MEETINGS:

Dist. No.	Meeting Location
5 Fresno	Engineers Bldg., 3121 E. Olive St., Fresno ..... Tues., Feb. 19—8:00 p.m.
8 Sacramento	C.E.L.&T. Bldg., 2525 Stockton Blvd., Sacramento .... Tues., Feb. 26—8:00 p.m.
12 Salt Lake City	1958 W. North Temple, Salt Lake City ..... Fri., Mar. 15—8:00 p.m.
11 Reno	124 West Taylor, Reno ..... Sat., Mar. 15—8:00 p.m.
10 Ukiah	Grange Hall (opposite 101 Motel) State St., Ukiah ..... Thurs., Mar. 21—8:00 p.m.
9 San Jose	Labor Temple, 2102 Almaden Rd., San Jose ..... Thurs., Mar. 23—8:00 p.m.

#### Article X GRIEVANCE COMMITTEES

##### Section 1—District and Sub-district Grievance Committee

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district, one (1) District Representative or Sub-district Representative, and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

##### Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No Members shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

##### Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

## Scholarship Award Rules Announced For 1973-1974

Two college scholarships of \$500 each will be awarded for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

#### Who May Apply:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a member of Local 3 for at least one (1) year immediately preceding the date of the application.

The applicants must be senior high school students who have, or will be, graduated at the end of either (1) the Fall Semester (beginning in 1973), or (2) the Spring Semester (beginning in 1974), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between December 1, 1973 and March 1, 1974.

#### Awarding Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, and independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and a check for \$500 will be deposited in each winning student's name at the college or university he plans to attend.

#### Instructions:

All of the following items must be received by MARCH 1, 1974.

1. **The Application** — to be filled out and returned by the Applicant. For applications write James "Red" Ivy at the address at the end of this article.

2. **Report on Applicant and Transcript** — to be filled out by the high school principal or person he designates and returned directly to the Local No. 3 by the officer completing it.

3. **Letters of Recommendation** — every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.

4. **Photograph** — A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the *Engineers News*.)

It is the responsibility of the applicant to see to it that all the above items are received on time and that they are sent to:

James "Red" Ivy,  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103,  
or to College Scholarships at the address shown above.



THE BIG ONE—Credit Union General Manager Dale Hanan, right, presents the first check for the new maximum loan to Don Long, a 48-year-old operating engineer from Oakland. The loan ceiling was raised from \$15,000 to \$20,000 by state statute on Jan 1, 1974.

## Fed Safety Organization Recruiting From Unions

The federal job safety agency has launched a drive to recruit safety inspectors from the ranks of union members.

Assistant Labor Secretary John H. Stender said in announcing the recruiting campaign that the Occupational Safety & Health Administration feels "the practical experience and training in safety many union members receive could be valuable qualifying experience for our compliance officers."

OSHA has alerted the Civil Service Commission in a memorandum outlining the union related activities applicable for qualifying applicants. These include safety training in apprenticeship programs, participation in safety workshops, membership in safety committees, safety investigations from assignments as job stewards, and active participation in safety meetings.

OSHA said that applicants for the position of compliance officer should complete mid-level qualification briefs available at offices of the Civil Service Commission. The original copies should be returned to the commission and duplicate copies to regional offices of OSHA.

OSHA regional offices most likely to be hiring compliance officers during the next several months are at Atlanta, Dallas and Philadelphia. The Kansas City and Boston offices also will have probable openings, OSHA reported.



## Dist. 50 No-Work List Smaller For Winter '74

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

Although we have had some rain in the area, the work is going on. Our out-of-work list has not grown as it has in past years during the winter months.

Perini Corp. did shut their scraper spread down at Hidden Dam, however, the ripper cats and crusher spread have been getting in 40 hours a week. They still have two shifts of mechanics working five nines.

A contract has been awarded for expansion of Fresno City College. Tri-Central Construction Co. bid \$700,000 to construct a 17,000-square-foot structure that will house the District Administration offices, computer center and other support offices. The building will be located on the northeast corner of Weldon and Blackstone Avenues on land purchased by the State Center Community College District.

Carl J. Limata has been awarded a contract of \$201,032 to remove 200,000 cubic yards of dirt from the Fresno County Fairground race track infield. The dirt will be moved to make more room for parking.

Bids are being sought by the State Transportation Department for improvements for state routes in Fresno, Madera and Tulare Counties.

About \$27,000 is available for widening Highway 180 at the intersection of Reed Avenue near Minkler and construction of channelization.

Lee's Paving Co. of Goshen has moved in on their new project on Central Avenue south of Fresno. The contract calls for widening, grading and paving from Highway 99 to Highway 41 and should keep several engineers busy until early summer.

Granite Construction Co. is getting ready to start their \$8 million Westlands Water District Project, Laterals 16, 18 and 20 in the Huron area. The project calls for installing approximately 46 miles of 12-inch through 72-inch transite and concrete pipe for irrigation water from three recirculation structures

## Jobs In District 1 Moving

By **RALPH WILSON**,  
District Representative and  
**CHARLES SNYDER**,  
Business Representative

In spite of the rains, some jobs are still going strong in the San Francisco area.

Williams and Burrows have three jobs, Guy F. Atkinson is working and William Simpson has three hospital jobs in the area. Bay City Excavators Inc. are still working at Hunters Point and Chet Smith has slowed down, but still has some work going.

Islais Creek Corp. has just put a three-shift operation to work in Hunters Point. Valley Crest Landscape Inc., Mitchell Plumbing Co., Swinerton and Walberg Co., Flora Crane, Atlas Roofing, Elert & Smith Construction, L. J. Krzich Pipeline and Williams and Burrows are all working at Lake Merced.

We just had a pre-job conference with G. M. Shupe Inc., out of Spokane, Washington. They will have a \$1 million track reconstruction on the Twin Peaks Tunnel.

We also have Lummus Construction working on the Southern Pacific tracks. Strauss Construction is working at Hunters Point, Pacific Paving has a little work going, Westate Construction is working in downtown San Francisco and Sheedy Crane has enough work to keep some of our good members happy.

and appurtenance. The project is scheduled to be completed in December 1974.

Syblon & Reid, Inc. two-shifted part of the equipment on their Friant-Kern Canal project in eastern Tulare County. The company must have the east bank lime treated and compacted before February 1 when the water is scheduled to be turned into the canal.

Ball, Ball & Brosamer has the same problem on their canal project south of Woodlake. The project does not call for lime treat, but must be relined with concrete. The company will try to finish half of the job this year and come back next winter to complete the project.

All of us in District 01 offer our congratulations to our newly elected officers and their staffs, and want them to know that we stand behind them 100 per cent.

Many of the brother engineers are still working despite a recent labor problem and a Christmas holiday shut down of several projects on Market Street.

Fruin & Colnon on the Muni Railway system on upper Market are again back on the job with approximately 14 engineers on the project.

Gordon Ball has recently completed its contract on the Muni track project under Market St.

McGuire & Hester and Westate Engineering are working on two separate contracts of the Market Street beautification project. Homer J. Olsen Co. with 10 engineers is still progressing on its lower Market Street BART station project.

Rothschild & Raffin on the Metropolitan Life Building and Cahill Construction Company on the Tishman Building are in the final stages with a total of five engineers on the two jobs.

Henry C. Beck Co. on the Levy Strauss Building (Embarcadero No. 2) is now working overtime with four engineers on the job. Hopefully Embarcadero No. 3 will be under way in the near future.

A dark shadow lies ahead in regards to the fuel crises, as a few of the projects have already felt the pinch.

## Two Calif. Projects To Get Huge Allocations

Both the New Melones and Warm Springs dams will receive huge allocations of federal funds if the Army Corps of Engineers' budget request for California is approved.

Over half of the \$47.3 million request is earmarked for flood control projects, the largest of which is a \$13.5 million line-item for improvement of the Warm Springs lake and channel. The largest request overall is \$15.5 million for a multipurpose project at New Melones Lake.

In the Interior Department's Bureau of Reclamation's budget, \$39.7 million was allotted to continue the Central Valley project. This would allow the continuation of construction of the Westlands irrigation distribution system, the Tehama-Colusa Canal and the Pleasant Oaks distribution system.

According to a Department of the Interior spokesman the excavation and foundation of the Auburn dam would be completed under the requested budget. In addition, a second contract would be let for Auburn dam.

Funds were not requested, however, for the Buttonwillow Improvement District, the Nevada Irrigation District, the Valley Center Improvement Municipal Water District, or the Pioneer Water Company, all of which were included in the budget for this fiscal year.

The Bureau did request \$8.7 million for the San Luis Water District and \$392,000 for Yolo County flood control.

## Oakland Work The Same

By **DICK BELL**, District Representative and **RAY MORGAN**, **HERMAN F. EPPLER**, **RON BUTLER**, **BILL DORRESTEYN**, **DeWITT MARKHAM**, **KEN ALLEN**, **JIM JOHNSTON**, **BUFFORD BARKS**, **PAUL SCHISLER**, **BOB MARR**, and **TOM ECK**, Business Representatives.

The work picture is about the same as the last writing and what is expected for this time of year. Some of the equipment dealers in the East Bay Area have had to cut down to a four-day work week due to the weather conditions and lack of work.

William and Lane in Berkeley have hired about six men in the last couple of weeks. Williams and Lane is one of the shops which employs a number of brother engineers, most of whom are mechanics.

The gravel plants have been down in all the areas due to rain and the slowdown in the building and construction industry.

Now that the sun has come over the horizon we think the plants are about to get under production again, with one exception—the Centerville Plant for Lone Star Industries will be discontinued and the equipment moved out to another location.

The rumor mill has it that Niles, Sand and Gravel will hold a large equipment auction in February, nothing official on this, just wait and see!

The Steel Mill & American Forge have just about completed their annual shut down for major repairs and orders are strong in both plants. It looks like a strong year in spite of the environmentalists who are continually critical of this operation.

We would hope that these companies and their employees can reach an understanding that we can all live and work together as we build and meet the demands of a strong economy with the industrial, commercial and residential development.

Oakland, Richmond and Alameda area work is down because of the weather conditions.

Oakland work is slow, some jobs are beginning to pick up but how long this will last cannot be predicted. There is a small job going on 7th street and on Middle Harbor Road, pile-driving for container crane facilities. There is still some demolitions work in progress and it will probably go strong all year.

There is work going on at the Alameda Naval Air Station, A.F.B. contractors and Scott Buttner. Bigge Crane is doing some repair hoisting on aircraft carriers while they are in. Santa Fe Pomeroy is doing finish up work on the pier for fuel dock.

In the Richmond area, work is still underway at the mail bulk plant. They have about five brothers working inside out of the weather. Work at Standard Oil has started with some dirt moving and some piledriving going on.

Work is starting on the Long Wharf. Brogden Crane is doing the loading of pipe for this part of the job. C.B. & I is building two storage tanks in the hills by the refinery.

Albay Construction is doing pipe work on Canal Boulevard in Richmond and some work at the Union Oil bulk plant on Canal Boulevard. Parsons will be start-

ing a job at Union Oil in a few weeks—a new plant construction and remodeling. Freethy Construction is putting up two pumping and water treatment plants in Richmond and El Sobrante.

Highway and street work is down because of the weather but all in all things look good for '74 in Oakland, Alameda and Richmond, with new construction and repair of plants, etc.

The work picture for the surveys and testing laboratories is virtually at a standstill due to the recent heavy rains.

This would be an excellent time to go to the Rancho Murieta Training Center in Sacramento to upgrade old skills or to acquire new ones.

You are eligible for up to six weeks of training per year, with room and board provided.

In addition you retain your place on the out-of-work list and are eligible for unemployment compensation benefits.

McGuire & Hester just finished adding 35,000 tons of rip rap along shoreline at the toll station on the San Mateo bridge and will add another toll lane later in the spring.

West Valley on Fremont Boulevard and Jarvis Avenue in Fremont is putting in street valves and is of short duration.

Freeman and Sondgroth on Hesperian and Jackson Street in Hayward are shut down due to wet weather. Quite a few of the contractors, Galbraith, Gallagher & Burk, Silvas Pipeline, East Bay Excavators, to name just a few, are faced with the same problem.

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

The blood bank provides blood to those member and dependents who are in need due to an emergency. It is supported wholly by contributions from healthier members. With the recent rain and some of us out of work, let's put this spare time to good use. We strongly urge that you come in and give a pint. Donations from you are helpful and very much appreciated.

In Eastern Contra Costa County dirt work is rolling right along, although the rains slowed everything down. As soon as the sun shows its face for an extended length of time we are sure that a number of brothers will be put back to work. However, while you have a little time out from work, take time to attend some of the ecology meeting in your area as they are important to the construction industry and your voice is a vote in our behalf.

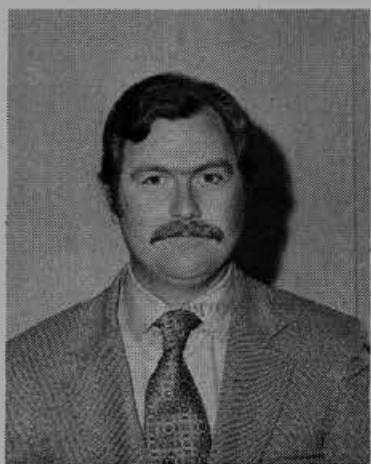
We would like to see all the brothers at the next scheduled district meeting.

The U.S. Department of Labor's Occupational Safety and Health Administration awarded \$3,762,347 in grants to 40 jurisdictions for developing plans for their own job safety and health programs during the 1973 fiscal year.

## Helmick New Exec Bd. Member

The new Executive Board member from District 1 is Ray Helmick.

Helmick, a 30-year-old crane and derrick operator, has been an operating engineer for 13 years. He was elected to the Executive Board in November of last year.



Ray Helmick

An employee of American Bridge, Helmick is currently working on the California Automobile Association Building on Van Ness Avenue in San Francisco.

From 1963 to 1967 he worked on the San Luis Dam, from 1967 to 1970 he worked on the Bay Area Rapid Transit system and since 1970 he has worked on various construction projects in the Bay Area, primarily in steel erection.

Helmick was a job steward on many jobs, including the BART project.

An avid aviator, Helmick has a commercial pilot's license with multiengine and instrument ratings. He is a mission pilot with the Civil Air Patrol and participates in searches for downed aircraft.

Helmick lives in Foster City, California with his wife, Linda.





# Joint Apprenticeship News

VOL. 4—NO. 2

SAN FRANCISCO, CALIFORNIA

FEBRUARY, 1974

## Atkinson New Coordinator

By **JIM ATKINSON**,  
Coordinator

It may be hard to believe, but Harley Davidson called it quits the 1st of January.

However, even though retired, Harley says he will remain active with Local 3. We know Harley has made many friends over the years of service he gave in the San Jose area. Harley served as a business agent and



Harley Davidson

an apprentice coordinator, and has been interested and active in training programs through the years. He was the project manager at the Camp Roberts Journeyman Retraining Program. Then, in the past few

years he worked with apprentices as a training coordinator. We have found as we have met and talked with apprentices in the San Jose area that they had much respect for Harley. He is well liked by both apprentices and employers. Harley will be missed by many. However, you may see Harley occasionally on some of the jobs as he is still interested in the work and apprentices. He intends to spend some of his time traveling with his wife in their motor home. We want to wish Harley a happy retirement and hope he can find much relaxation and enjoyment during his retirement years, and we know this is the desire of all engineers who know him.

Jim Atkinson is replacing Harley as coordinator. He has set as his goal to try to equal the accomplishments that Harley has made and try to gain the respect that he has from the employers and apprentices. As Atkinson looks ahead he believes our apprenticeship program will continue to improve and grow. It is one of the finest programs in this country and we intend to do all we can to keep it the finest. Atkinson urges all apprentices in the San Jose area to call him anytime, even if you do not

have a specific problem, so he can get acquainted with you. He can serve you better if he knows you.

One problem we have been working on is informing apprentices that they are obligated to send in a time card by the 5th of each month. This includes all apprentices, employed or unemployed, in all branches, court group or non-court group.

If unemployed, indicate so on card, fill in all information except information on employer, grade, hours worked. It is important that the card is completely filled out. On the court group time card be sure the information goes through all copies as the last copy is the one that records your hours in San Francisco.

You will not get credit for time cards which: 1) are not legible; 2) not completely filled out (grade missing, signatures missing, employer or employer number missing, etc.); 3) not mailed in. Don Incardona and Atkinson are finding many apprentices who have lost hours due to time card problems. This means prolonged apprenticeship, and lost money due to delayed advancement. We urge you to pay close attention to your time cards.

## New Safety Meeting Schedule Posted In Apprentice Offices

By **DON INCARDONA**,  
Coordinator

Now that the new year is upon us we have a new schedule for safety meetings. The schedule is posted on the apprentices' bulletin board in each apprentice office. It is each apprentice's obligation to check the bulletin board and to get a copy of the safety meeting in his area.

The schedule on the bulletin board is the official notice of the meeting. The letter sent to the apprentices prior to the meeting is just a reminder of the meeting, sent as a courtesy, it is not an official notice. So, if you don't

Reno, Ray Marshall, 4th period apprentice from Reno, Roy Rainwater, of Sun Valley, and finally, Mike Callahan, 3rd period apprentice from Zephyr Cove, Nevada.

Although this list seems lengthy, there are still openings for Nevada operating engineers, whether they be journeymen or apprentices, and this office urges everyone to take advantage of the first class training at the Ranch.

receive this letter it is not considered an excuse for missing the meeting. Again, the only official notice is the one posted on the bulletin board. You can find out when there is a Safety Meeting by checking your bulletin board, asking your area coordinator when you see him or calling the hall. Your coordinator will be glad to talk with you and let you know the meeting date.

The apprentices in the San Jose area are doing a fine job at Rancho Murieta Training Center. We have 24 apprentices attending the training center for their related training. I would like to encourage all apprentices to go to the Training Center in their off time. We have some of the finest instructors in the country. This is the opportunity for you to get a lot of the questions answered that have been bothering you from last season.

Your safety meetings for this year will be held on February 7, May 2, August 22 and December 12. All meetings will begin at 7 p.m. and be held at the San Jose Labor Temple, 2102 Almaden Road.

## Scanning The System

By **ART PENNEBAKER**  
Administrator, Surveyors' JAC

From its very beginning, the Northern California Surveyors Apprenticeship Training Program has been serviced under the administration of the Operators' Program and, therefore, restricted by the operators' budget in carrying out the policies of the Northern California Surveyors Joint Apprenticeship Committee.



Art Pennebaker

Soon after being established, Dale Marr met with representatives of the Bay counties and North Counties Associations to work out the details of removing the Surveyors' Training Program from the administration of the Operators' Program.

In order to complete the change and to insure on autonomous operation, Business Manager Dale Marr and Bay Counties representative, Leo Ruth, both members of the Joint Trust Fund, proposed a specific budget to finance the Northern California Surveyors' Joint Apprenticeship Committee Programs. The Budget was passed by the Trust and the Northern California Surveyors' Joint Apprenticeship Committee Training Program is now a separate entity.

The administrative office of the Northern California Surveyors' Joint Apprenticeship Committee has been moved to a new location in the East Bay.

**PLEASE NOTE**  
Change of Address:  
**NORTHERN CALIFORNIA**

**SURVEYORS JOINT APPRENTICESHIP COMMITTEE**  
1446 WEBSTER STREET  
OAKLAND, CALIFORNIA 94612  
TELEPHONE: (415) 465-7878

The administrator did his best to come up with numbers which would produce distinctive letters such as NCS JAC3 or JAC SURV but "Ma Bell" just couldn't find a combination available other than 465-SURV.

We are certain that the tech engineers who have been around for a year or two understand the historical significance of Dale Marr's actions to departmentalize the tech engineers' unit.

We can expect some policy changes from the Joint Apprenticeship Committee and you should expect from the administrator some requests for participation of both journeymen tech engineers and apprentices. We have made such requests in the past and have always been encouraged by the individual tech engineers' responses.

In his first few weeks as business manager, Dale Marr has demonstrated his understanding, concern and confidence that the tech engineer shall be assured his full place is this Local Union No. 3 made up of many members with diversified needs and interests. There is no need to doubt the good judgment of his actions.

Mike Womack, Paul Schissler, Art Pennebaker are familiar names to most Tech Engineers. It appears that there is now a new member of the family—DALE MARR.

## Accidents Claim 117,000

By **JACK SHORT**,  
Safety Representative

Are you expecting to have an accident?

Probably you're not.

But 117,000 people were killed in various types of accidents in 1972 and they probably didn't expect it would happen to them either.

If you are going to be on the lookout for accidents, in hopes you can avoid one, the best place to be on the lookout is in your car.

The National Safety Council says 56,600 people died in auto accidents in 1972. That is almost half of the total death count for all types of accidents.

Don't clown around on your friend's fifth floor balcony or you may fall to your death like 17,400 people did last year.

Don't clown around in your friend's swimming pool, either. Safety Council statistics show 7,600 people drowned last year.

Watch that cigarette. If lung cancer doesn't get you, the fire you might start with the careless flick of an ash just might do you in. Fires killed 6,800 people last year.

If you gulp down dinner like a starved polecat, you might con-

sider slowing down and taking smaller bites. Otherwise you may be a number in the "suffocation-ingested object" category at the Safety Council.

There were 3,900 people last year who choked to death after putting something in their mouths that was too big to go down their throats.

When you're slowing up your eating habits you can be more careful about the drugs, medicines, mushrooms and shellfish you might gulp down. About 3,700 people died from poisoned food and bad medicine as well as other common poisons.

Another 1,600 died from poison gases and vapors. Most of these were caused by poor ventilation in houses and cars.

Are you going to be showing off your Wyatt Earp quick draw when George comes over to see your new antique pistol? Watch out. If the gun goes off when you pull it out of the holster you may blow off George's head.

People, mostly in recreational areas or at home, accidentally shot 2,400 people last year.

The Safety Council lumps all other accident deaths for 1972 into a column labeled "all other types."

## Almost All Apprentices Out Of Work In Nevada

By **IAN CRINKLAW**,  
Coordinator

The work picture in Northern Nevada is still pretty bad. Almost all apprentices and journeymen are out of work at this writing. The situation in the Silver State is general optimism, providing the fuel becomes available when the weather becomes more agreeable.

The Marble Bluff Dam project will be moving full bore by the time you read this article. The Olsen Company plans to employ approximately 35 operating engineers. This will make a fair dent in both the journeyman and apprentice out-of-work list.

Winter seems to be the time for related training and Nevada is no exception. A few of the many Nevada brothers who have taken advantage of the Rancho Murieta opportunity are Gary Smith, a graduate apprentice of Reno, Ed White, 3rd Period Apprentice of Reno, Allen Weibers, a journeyman from Gardnerville, Bob Pickens of Reno, Bruce Coombs, 2nd period apprentice from Lake Tahoe, Ed Gnadig, 2nd period, second generation operating engineer, John Ruiz, 1st period apprentice from



## Districts Sign PG&E Pact

By **ROBERT W. BEALL**,  
Coordinator

The Modesto and Turlock Irrigation Districts signed a letter of intent binding them to cooperate with Pacific Gas and Electric Company in exploring the possibility of building a jointly-owned nuclear generating plant in eastern Stanislaus County.

PG & E has proposed as a minimum two 11,000-megawatt atomic units at a cost of about \$1.3 billion. So far there have been no discussions on the share of ownership.

PG & E estimates its geological study will be completed about July, 74. At that time the districts and the private utility will have to decide whether to go forward with the mammoth project. If the project goes forward PG & E said it would like to bring the generators into operation by 1985. This sounds like a long time away but, according to PG & E, it takes about 10 years to obtain permits and build a nuclear generating plant.

Rancho Seco, located in the Sacramento area, started construction on a similar project in 1969. It has taken them six years to complete. They will be done this fall. Peak employment of that project was 1,200 men. The new project proposed for Stanislaus County will consist of twice as many generators, therefore it will take much longer to

complete and employ many more men.

Let's get behind this job. If there are any public meetings let's get out there and let the people know we are behind this project.

Lots of the Stockton and Modesto apprentices are at Rancho Murieta. If you are in need of related training lets get those dispatches now before work starts up this spring. If you are in doubt as to whether you need this training call your coordinator. One other thing—make sure you have your address and phone number up to date with me and the dispatch hall. It won't be long before the dispatcher will be calling YOU for work.

We want to thank the apprentices for Stockton and Modesto who took the time to make the semi-annual meeting in San Francisco. Hunter Wharton, president of our International was there to address the membership. He had many words of wisdom for us all. It was too bad all our apprentices were not there to hear this great leader.

One last thing, your time cards still have to be made out whether you are working or not. If you are not working, write "not working" across the time card and send it in. This way we know what you are doing.



**NEW JOURNEYMEN** Frank Graham (left) and Andy Peterson (right) after receiving their diplomas and apprentice termination and training checks from Dale Beach, district representative from District 11.

## Rotation Is Necessary

By **LOUIS J. BRADY**,  
Coordinator

Rotation of apprentices is essential. The Northern California Joint Apprenticeship Committee has an obligation to provide related training on equal basis to all registered apprentices in every part of Northern California.

We get many complaints from apprentices when they are informed that they must rotate from time to time, or when it is time for them to spend required training at Rancho Murieta. To put things into prospective order, the Apprenticeship Program is more than just getting a pay check. Take a few minutes and read the apprenticeship agreement you signed upon entering the program.

To prepare oneself for journeyman status it is necessary to move from one job or job site to another in order to acquire the proper training in the branch of

engineering which you signed up for.

It is really hard for some apprentices to visualize the unbelievable amount of training a journeyman operating engineer must have in order to skillfully pursue his craft, safely and efficiently.

There have been times when employers have been reluctant to release an apprentice for rotation. But when the coordinator explains to the employer the necessities of rotation in order for an apprentice to advance his training, he can then see the advantage of rotation.

If your understanding of what rotation is all about is not clear, have your area coordinator explain the Joint Apprenticeship Committee policy.

It is important for all apprentices to work in a safe manner, have a willingness to learn and make use of all your time and diversified training.

## Efficient Teachers Run Murieta First Aid Class

By **CLIFF MARTIN**,  
Coordinator

There are a number of first aid classes scheduled for the surveyors at various locations and we took the opportunity to attend the first aid class at R.M.T.C. on Jan. 19. It was very well organized and run by three very efficient instructors. The class was orderly with very little disturbance which gave everyone an opportunity to concentrate and absorb the information presented.

We would like to bring your attention the fact that all coordinators now have a first aid kit in their cars as well as fire extinguishers.

While servicing the Eastco Construction road project at Grenada we were told that apprentice Joe McGowan is doing an outstanding job on a D-9 dozer. Supervisor Paul Easley feels that Joe will turn out to be a pretty good operator.

Richard Harlson, a 3rd period heavy duty repair apprentice is working for Underground Construction on their underground telephone line and the foreman is well satisfied with his progress in becoming a mechanic.

Congratulations to Mr. and Mrs. Terry Porter on the birth of their 6 lb. 9 oz. baby daughter.

Our sympathy to those living on the Sacramento River who have endured the hardship of the recent flood.

## Training Time Limited; Use Related Training

By **NELSON UMIAMAKA**,  
Coordinator

If an apprentice tells us that he is not receiving the proper on-the-job training that he feels he is entitled to, discussions with the apprentice and the journeyman with whom he is working usually follow.

When the apprentice says he should be learning about something else instead of doing routine work since his training time is limited, "Hold on pardner!" is our reply. Along with job interest, initiative, and responsibility, a basic knowledge of job requirements is a must. It is true that your training time in the program is limited. Hence, the role of related training. A concentrated effort should be made to acquire the maximum amount of knowledge that can be gained through our related training course. When this knowledge is applied to on-the-job training, a shorter time is needed to understand a particular situation and to complete the job. Efficiency will multiply production to the betterment of everyone concerned.

As to the training techniques of the journeyman towards the apprentice, it is at this point that an understanding of human personalities become relative. A lot of these journeyman have come up the hard way through trial and error. When they look at the opportunity being given the apprentices of today, one can understand their feelings. They are not going to teach someone who is not intent on learning. So all you apprentices out there, make that second effort and score!

## 119 Apprentices Attend

## RM Moving After Holidays

By **HUGH BODAM**,  
Coordinator

After having been shut down for the holidays, Rancho Murieta is now back in the business of training apprentices and some journeymen. As of early February we had 119 apprentices there for training. Due to the weather conditions most of it was conducted in the classroom. Of course, for the first step apprentices the first two weeks is spent learning first aid and drivers' education to qualify for their class one license.

Work in the shop is progressing very well for the mechanic and welding trainees. The equipment that needs repair to be available for the next working season is being put into good operating condition and some very valuable experience is being gained under the supervision of some of the best mechanics and welders in the business. Instructors are supervised by Doc Ford, the master mechanic and Daryl Lives, the shop foreman.

Bert Ferrarini is the instructor and Marty Baston is assisting in instructing the first aid classes. There were 34 in the last first aid class and 22 in the last drivers' education class plus the four hours a day of related instruction of each apprentice in his chosen category.

There is plenty of planned work with the equipment as soon as the weather permits with Logan Stewart directing this operation and able assistants to carry out the instructions. Training in the field, our members should acquire lots of knowledge

and experience in some phase of the construction industry that can't be gained on some jobs and should be very beneficial to some.

We want to congratulate our newly elected officers—wish them well and ask your help and cooperation in the coming year as they have difficult negotiations coming soon and they can't go it alone. They do need the membership's support.

We are sure bigger and better things are in the future of Local 3, and they will be difficult to attain, but we have the leaders to get it done.

## Off-Season Perfect Time To Upgrade Work Skills

By **PAUL RAMEY**,  
Coordinator

Since the work load has slowed in the Fresno area due to weather and some of the apprentices aren't working, this would be an opportune time to take advantage of Rancho Murieta to receive the required training and upgrade work skills.

There still seems to be some confusion about filling out and submitting monthly time cards. These must be correctly filled out and mailed to the area coordinator by the fifth of the month. This is very important so they can be credited with the proper hours worked. If any apprentice has any questions or needs any help filling these out don't hesitate in contacting the area coordinator.

While working around the type of equipment that we're using, stay alert especially when you're on the ground.

## Take Advantage Of R.M. Now And Avoid Being Taken Off Job

By **FRED LOYA**,  
Coordinator

At this time of year there are quite a few apprentices signed on the out-of-work lists in the job placement centers. For those who are not working this is an ideal time to take advantage of Rancho Murieta Training Center.

From time to time the coordinators will contact an apprentice to inform him he must come off the job and go to R.M.T.C. for his related training hours required. In most cases the apprentice is not too happy about coming off his job. If the apprentices would only realize that this is done to meet the compliance of the Federal Court Order, maybe more apprentices would take advantage when work is slow and they will be off for a while.

We as coordinators are working very hard to implement the Court Order. The Affirmative Action Section of the JAC has spent a great deal of time working to resolve different problems in the field between contractors and apprentices. We follow the directives of the Court Order in doing so. Many apprentices are not able to solve all their problems by themselves and call on the area coordinator for assistance. When the area coordinator feels there is a need for someone from the Affirmative Action Section to look in to the

problem, he will in turn notify Bill Gaines, the Affirmative Action Director. Bill will then dispatch Lou Brady, Fred Loya or look into the situation himself. In all cases we are working to minimize problems that apprentices may have.

It's most important that apprentices make an effort to contact their area coordinator from time to time for counseling. Many apprentices forget to notify the coordinator and job placement center when they have a change of address or telephone number. This is very important and it is also stated in the rules and regulations. Apprentices at times will quit a job and leave the contractor out of compliance. The rules and regulations state "an apprentice must not quit a job." Rather than walking off your job and possibly being suspended for doing so, contact the area coordinator and explain the problems you're having and hopefully these situations can be resolved and you will not wind up explaining his actions to the Sub-JAC.

## JAS News

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## 45 Technical Engineers Attend First Aid Course At Murieta

By PAUL SCHISSLER,  
Business Representative

About 45 technical engineers are now qualified to administer first aid after having participated in the first aid course held at Rancho Murieta on Saturday, Jan. 19.

In attendance were Director of Safety and Training Jerry Martin and his staff.

Tech engineers came from as far away as Redding and Tahoe, and Brother Gene Machado, returning from Tahoe with his wife, stopped in to take the course.

Comments from the brothers about the course were, "it was informative," "it was enjoyable," "it was a day well spent." Our thanks to the instructors, Ed Middleton, Bert Ferrarini and Marty Baston.

Just a reminder — Rancho Murieta is available to those who wish to take advantage of the facilities during this raining slow-work season.

A welcome to Mel Gee & Co. L.L.S. who recently became signatory to the tech engineers agreement.

### TECH ENGINEERS IMPORTANT NOTICE

Virtually every technical engineer is affected by the new OSHA law which requires a person or persons adequately trained in first aid near the job site in the absence of an infirmary, clinic or hospital.

In compliance with this, Local 3 set up a program of first aid courses beginning in January. At the present time only two courses remain. It is imperative that any tech engineers who have not taken this course do so.

The two remaining courses are: Feb. 23, 1974 at 8 a.m., 1444 Webster St. in Oakland and March 2, 1974 at 8 a.m., 474 Valencia St. in San Francisco.

## High Unemployment In '74

## Officials Predict A More Restive Year

By MIKE KRAYNICK,  
District Representative, and  
JACK CURTIS, TOM CARTER,  
JACK BULLARD and  
ROBERT FLECKENSTEIN,  
Business Representatives

1973 labor news was generally low-key. It was marked by modest wage settlements and short strikes. Now organized labor is girding for a big push in 1974 to keep pace with the continuing price upsurge expected to accompany the energy crisis. It is predicted that an edgy rank-and-file mood has been building up in response to the steady decline in the buying power of take-home pay. During 1973's period of labor restraint, consumer prices were rising at an annual rate of 9.7 per cent and spendable income was slashed by increases in federal taxes and Social Security deductions.

Union officials predict unemployment levels reaching 7 to 8 per cent by the end of 1974. If the same breath they talk about the restive mood that could burst open in strikes if management fails to give enough ground or the Cost of Living Council seeks to block wage settlements.

A deepening energy crisis could trigger a construction slow down for two main reasons. Workmen may be short of fuel to commute to their jobs, and contractors may not have enough to run their equipment.

Work has begun on the long job of repairing San Jose's ill-fated Community Theater after the ceiling collapsed 620 days before. Employees of San Jose Crane and Rigging Co. started drilling holes in the roof of the theater to study its structural conditions. The firm is expected to soon start clearing away the movable ceiling, which crashed to the floor, May 9, 1972. San Jose Crane and Rigging is working under a \$31,750 contract to check the roof and clear away the movable ceiling. The contract for the remainder of the \$2.7 million job will go to bid in March. City officials estimate that the theater will be open in a year if everything goes smoothly.

The work picture looks good for 1974! Although it is slow at this time, due to the weather element, we surely hope it will pick up in spring and early summer. We had a pre-job conference with Fred J. Early Construction Co. in San Francisco, who was awarded a \$2.8 million contract to construct the Santa Cruz Sewage Plant on Bay and California Streets. The sub-contractors are Peter Kiewit and Sons, who will do the pile driving and Gene Austin, who will do the paving and grading. This project just started on January 15 and its termination is expected on May 1, 1975.

Underground construction is good in Santa Cruz and Monterey Counties at the present time.

We will be meeting with the California Highway Commission on January 24 to fight for highway improvements on Highway No. 1 and Halton Canyon. We will also be discussing on Route No. 68 and Toro Regional Park. We will be glad to report the outcome of these meetings to you in our next issue of Engineers News.

Once again, brothers, we urge you to attend our meetings, if they are regular union meetings or if they are meetings concern-

ing environmental issues, wages, etc., not only to show our strength but most of all because we are dealing with issues of vital importance which affect all of us directly. We realize that sometimes the notices for these meetings are not given far enough in advance, but if you call the San Jose office or any of the business agents, you can get the information regarding time, place and issues to be discussed.

With the coming of good weather in the last part of January, some brothers of the grading and paving crews have been able to start back to work after a long wet period.

Freeman Sondgroth has started back to work placing C.T.B. on Highway 280 here in San Jose.

C. K. Moseman Construction, working on the same job, has lost very little time this winter and, as a result, they have only one overhead bridge structure to complete.

A. J. Raisch Construction, who is building the Northern section of 280, has been making good progress this winter considering all the bad weather we have experienced. At this time they are paving the on- and off-ramps plus placing C.T.B. on the main line.

Leo Piazza Paving Co. was the low bidder for the resurfacing of North Blaney Avenue, McKean Road and Uvas Road. Their bid for this work was about \$200,000. The same company is working on the Almaden Expressway plus the re-alignment of Almaden Creek as weather permits.

San Jose Crane and Rigging Co. has finished erecting the iron on the 15-story office building at First and Hedding Streets.

Kaiser Steel started erecting the steel for the P. G. & E. building here in town. This will be an eight-story building located on the Almaden Expressway.

Brother Brad Smith of Ellert and Smith is back home with a serious problem. Friends wanting to visit him should call our office at 295-8788 first. He likes a card signed by friends.

To those members who met to support Rancho San Jose at the San Jose Planning Commission Wednesday night, 16 January—we're sorry you made the trip for nothing. At the last moment, developers withdrew their petition for the meeting. The last-minute cancellation was necessary for certain reasons.

Linn Whitson, Kaiser Natividad, will be disabled several months yet. Friends should call him or drop by—he appreciates it. He has worked with Noland Young and others for years there.

We've met with Kaiser Natividad, Cupertino, and Moss Landing brothers these past weeks, putting together remands for the Master Agreement which expires June 30 this year. We'll combine our demands with more than 15 other locals of various crafts in Santa Clara, San Benito, and Monterey Counties. We'll present these combined demands to Kaiser in early March. Two agents are elected to negotiate and record the negotiations. Irv Duncan of Teamsters is negotiator, and Jack Bullard is recording secretary. You'll have more information as it develops.

We recently had a problem getting holiday pay for members

available but not provided with work the day before and after a holiday. The problem was with one employer only, and it was resolved in our favor in friendly fashion. We appreciate the pay we deserved, and more, we appreciate the spirit in which the employer met with us.

The Quinn Co. equipment dealer agreement was ratified. Quinn has Salinas and Fresno Shops. Ratification wasn't unanimous, but it was by majority. Ed Mayhew is steward in Salinas and a lot of good hands are working there.

We are resolving some problems at Gabilan Iron. The job is being done quietly, and in business-like fashion. Dwight Noggle is steward in fab shop, Homer Jones in the machine shop. Jimmie Johnson is senior in the warehouse and provides expertise there when needed. Noggle must be 6' 5". He and Johnson weigh around 550 lbs., and it ain't all beer and fat. Johnson lives on the mountain, hunts wild boar. I don't know if he takes a rifle.

J & J Steel Agreement expires April 14, 1974. We, the members, will have met the first time as you read this. Mario Chacon is steward. The other members there are Dave Salinas, Sal Dominguez, Victor Flores, and Pete Gallegos.

Work in the San Jose area has picked up some since our last issue, considering all the rain we've been having. At the time of this writing we are enjoying a few days of nice weather. Some contractors have gone back to work at least for a few days and quite a few brothers have been called back. Lloyd Rodoni is still able to keep a few men working on their job at Little America which in time will be somewhat like Disneyland down south. This is a five-year project with a proposed spending of \$50 million a year on the project.

Modular Pre-Cast is in the process of moving its operations from Mountain View to Santa Clara into the Pittsburg Des Moines Building. This, we believe, will be a good move because they will be under a roof and out of the weather. They plan on getting back into full production by February 15.

All the shops in the area are still going strong at this time and not missing any time. The concrete plants in the area are pretty slow but are able to keep their men working doing maintenance work to get the plants ready for the busy season.

This writer would like to remind you, brothers, of the great importance of attending our union meetings. It is disappointing to see that in an area as big as San Jose with 4,100 or more members only a few show up at our meetings. As an example of this, by the end of last month (December 1973) a meeting was held in Santa Clara regarding the Marriot Park, which the bird watchers have been trying to hold up. Several brothers were called up on the phone asking them to attend this meeting. How many brothers do you think showed up? Not a single one. We were not expecting a large crowd of 300 or 400 but maybe 10, 20 or 30 to show the bird watchers some strength and voice our opinions. Well that's the way it is.

## Much Rain In Marysville Dist.; Levee Break Floods Highway 32

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

In mid-January rains hit the Butte-Glenn Counties Area hard causing much flooding in the area of Hamilton City. The flooding on Highway 32 was caused by a levee break which should lead to some levee work during the coming summer months in that area.

Butte Creek Rock is maintaining a full crew at their plant in Chico doing maintenance work on the old plant and, also, fabricating shoots and bends and conveyor systems for their new plant which is being set up at the present time in the Pentz Area (the old Wheelock Pit).

Kaiser Sand & Gravel has their new hot plant in operation. Bradley Construction was the contractor on that job.

Granite-Ball, Joint Venture, on their Tehama-Colusa Canal Project, are starting to pull the slopes and will be seeding the area. Moulder Brothers will be the subcontractor on this phase of the work.

Work on the east side of the Feather River is very slow as of this writing, primarily because of the weather. We have had a very wet winter and the total rainfall is far above normal.

The permanent shops and plants have been working fairly steadily with Baldwin Contracting Company keeping their regular shop crews busy. At their Hallwood Plant, they have been working (as weather permits) building their new hot plant and running the old hot plant and screening plant. The pit crew has been working on the drag-line overhauling and getting it cleaned and painted. This has kept Local 3's steward, Sheridan Atkinson, and his oiler, Cecil Ramsey, fairly busy this winter. John Zercovich, plant superintendent, a Local 3 member, his screening plant engineer, John Trapp, and his hot plant engineer, Jim Cole, have been keep-

ing the fellows working as much as possible.

On the lighter side, a Baldwin Contracting Company sponsored flag football team won the Men's Recreational Flag Football Championship in the City of Marysville's Flag Football League, going undefeated in 10 games.

L. T. Anderson and American Sheet Metal have been working most of the winter on the Louisiana Pacific job at Oroville and are coming along very well at this time.

Cooks Brothers on Highway 49 near Calpine has a \$340,000 job, but are not able to work because of the weather.

Hunt Corporation out of Texas was awarded a contract for approximately \$4.5 million at Beale Air Force Base, but as of this time, no one has been out here from that company, nor has an office been established at Beale for the Hunt Corporation.

The job will entail curb, gutters, streets, paving, underground and construction of 200 four-bedroom duplex units. When this job gets started, it should put a number of the brothers to work. This job was awarded by the Army Corps of Engineers.

Hughes and Ladd have just gotten started on their job at the old Enterprise Bridge Area. They will be putting a road and boat ramp in at that location.

The New York Flat Dam near Brownsville has been brought to the forefront and there appears to be a good chance of construction of this dam in the very near future at a cost of approximately \$4 million. We are hopeful of several other projects along with this one to be put out to bid because of the vital need of work in this area. We need more jobs for the brothers and we need your support. Write your congressman and let him know your feelings in regard to all federal projects and, in this area especially, the Marysville Dam. This is a \$300 million project that we vitally need.



# Dist. 10 Floods Cause Much Damage

By RUSS SWANSON,  
District Representative  
and STAN McNULTY,  
Business Representative

The "killer" Eel and the partially-tamed Russian rivers have struck again, with damage in the tens of millions.

Preliminary estimates of road damage in Mendocino County alone exceed \$3.4 million, with another \$2 to \$3 million in damage to railroad beds and bridges. Siri, Baxman, Huntington, Baker, Mendocino Aggregates and others rushed small crews in to open state highways in the area.

There is no further information at this time as to the method of awarding the repair work, but if the 1964 flood repair was any indication, we would look for M & K on the railroads and bid advertisements from the state.

MGM Construction in Santa Rosa and JJJ Construction in Lower Lake are working between rains on their respective sewer projects. Lew Jones at Novato with a small crew is completing abutment drilling and readying for deck pours. Syar-Pacco is also working a small crew between rains at the Indian Valley Dam.

Judd Drilling, C. R. Fedrick and Christensen & Foster are working around the clock at The Geysers to control a slide threatening the power house currently under construction. Ecodyne has almost completed its portion of the cooling towers at the same

site; it appears the entire crew will be heading for Houston, Texas on a rush-rush project.

The City of Mendocino recently opened bids on a \$1.66 million sewer project located in this coastal community. Glanville Construction of San Lorenzo and Sub Terra of Tahoe City were the apparent low bidders. We would expect to see an award some time in February or March as the bid was under engineers estimate. We can really use the work as things looked pretty bleak for the coast area. Understand there should be some state work in the Westport area; Highway 1 is now an abalone bed in several places.

Three cheers for Judge Lloyd Burke of the U.S. District Court in San Francisco. Judge Burke recently ruled as unconstitutional Petaluma's law limiting growth to 500 units per year. The city currently has a backlog of 1,500 applications and is under court supervision not to use any delaying tactics. Petaluma apparently has a water shortage problem at present and all concerned are hard at work to find a speedy solution.

This is one more factor in favor of the Warm Springs Dam. We would appreciate all members (not only those in District No. 10) clipping the reprint of the Press Democrat editorial and mailing same to Representative Don Clausen. Currently letters are 50 to one against the dam due to efforts by conservationists to halt construction.

The first wild hog is in the

freezer, ready for the barbeque to be held June 23rd at the Sonoma County Fairgrounds. Any donations of hogs, clean, used sheets, help, etc., please contact Russ or Stan. The office number is (707) 546-2487, so anyone (with or without experience) let us hear from you to help us make the 2nd annual "Wild Hog" barbeque and picnic just as huge a success as the first one. You will be hearing a lot more about this because if everything goes well we will try to make this an annual affair. This is your picnic so, please, any ideas on activities, etc., etc., will be greatly appreciated.

The next District Meeting will be held March 21, 8:00 p.m., at the Grange Hall in Ukiah. Please make every effort to attend as you will see your new officers in action and they want to become better acquainted with all of you.

You probably are already aware (but should you have missed hearing about it) Bob Wagnon is now the district representative for the Eureka office and Bill Parker is his replacement as business representative for this area.

**IMPORTANT REMINDER!!!** — If you are currently registered on the out-of-work list be sure to check your re-registration date, as your name is automatically removed from the list if you fail to re-register between the 76th and 84th day. If you have any questions concerning this, be sure to contact the dispatcher.



**HOG WILD**—Santa Rosa Business Representative Stan McNulty with the wild hog he killed for the forthcoming second annual Santa Rosa Wild Hog Barbeque and Picnic to be held June 23, at the Sonoma County Fairgrounds.



**NEAR-RECORD KILL**—Brother Bob Tusi of Santa Rosa with the bull elk he killed last Oct. 17 in Idaho. The elk was taken on Hungry Ridge near Mill Creek, just out of Grangeville and was Tusi's first elk, although he has hunted in the area for the past four years. The head is what is known as a "seven point royal." The overall measurement of 349 1/8 points missed by only 19 7/8 points the distinction of being admitted to the Boone and Crockett record book. Only 175 kills have been logged into that record.

## Major Projects In Utah Keep Moving

By TOM BILLS,  
District Representative, and  
WAYNE LASSITER,  
LAKE AUSTIN and  
REX DAUGHERTY,  
Business Representatives

Most of the major projects have been able to keep going with very little time lost in the northern Utah area.

James Reed Company is 30 per cent completed on their \$2 million project at Collinston. The job should go well into next summer, employing about 25 operators.

Cox Construction Company has cut down to one shift hauling from under their conveyor system. This project is about 90 per cent complete. There is a good possibility that the Utah State Highway Department may award this contractor an additional one million tons of material for a surcharge due to the swampy terrain.

L. A. Young Company has suspended their operation at Castle Rock and moved to Salina Canyon. The State Department of Highways would not let the company disturb the oil on the existing highway. This will be an excellent job next summer, employing approximately 45 engineers on a two-shift operation.

Peter Kiewit & Sons Company has been able to keep on a two-shift basis despite the winter weather. The mechanics are working around the clock. Approximately 22 operators are employed by this contractor at this time.

The best news from central Utah is that the Currant Creek Dam project is supposed to be bid on February 5th. We are keeping our fingers crossed because of the possibility of an injunction to stop the Central Utah Project in its entirety. A number of brother engineers in the area have been attending the environmental meetings in support of the construction of the dam. With the excellent turnout at the meetings we have been able to out-number the "do good bird watchers" and we are hopeful the effort will result in getting the dam started and thereby provide some much needed jobs for operating engineers.

It is also possible that construction on Phase Two of the Huntington Power Plant complex will start as soon as the weather permits. We understand that all but the site preparation and concrete has been let. The balance of the project will be bid in the early spring.

W. W. Clyde's shop in Springville is still doing repair and rebuilding work. The present crew size is smaller than usual due to the reduced work load. A large part of their equipment is still parked at the jobsite instead of being brought back to the yard.

Strong Construction has a steady work crew in their shop rebuilding a great deal of equipment. The welding bay is quite busy building up some of the dozer equipment. This employer has had some fuel problems that have caused some jobs to be shut down earlier than expected.

Heckert Engineering Company is still working a two-shift operation at the Geneva Steel Plant. Winter weather is causing some production problems but the number of engineers working is holding.

The dirt work has been completed at the power plant in Castle Gate, Utah. The iron for this job will be shipped in the very near future. This will be a difficult erection job because of the very limited space and the power plant will not be shut down for any reason.

Tiago Construction is the apparent low bidder on a \$1 million sewer job in West Jordan. Work is scheduled to begin immediately and the contractor estimates approximately five months to complete with a complement of approximately 20 engineers.

Arthur McKee Construction has started construction on the hill for Kennecott Copper Corporation. At present Weyerhaeuser Construction is doing some sub-work, preparing site for offices and for the smoke stack. The smoke stack, when erected, will be 1,200 feet high — just a few feet under the one located in Virginia. It will be a concrete stack, with massive footings and intricate feed.

Jack Parson Construction is working on the I-215 job, weather permitting. Gibbons & Reed is also working on a hit-and-miss basis on their section of I-215 just north of the Jack Parson job.



## Hawaii Gets C.I.S.C. Approval For Wage And Fringe Increases

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

Hawaii received their C.I.S.C. approval on Dec. 28, 1973 for its Sept. 3, 1973 wage increase. One hundred per cent of negotiated wages and fringe benefits scheduled to go into effect on Sept. 3, 1973 were approved and made retroactive.

Wages for groups numbers 1 through 5 were increased 15 cents and wages for groups numbers 6 through 12 were increased 25 cents.

Fringe benefits were increased 26 cents per hour which brings the new total to \$2.03. This is broken down as follows: health and welfare, \$.05 for a total of \$.50 per hour; pension health and welfare, \$.01 for a total of \$.06 per hour; pension, \$.10 for a total of \$.90 per hour; vacation and holiday, \$.10 for a total of \$.40 per hour; journeyman training, apprenticeship and affirmative action, \$.15 per hour; and industry improvement, \$.02 per hour.

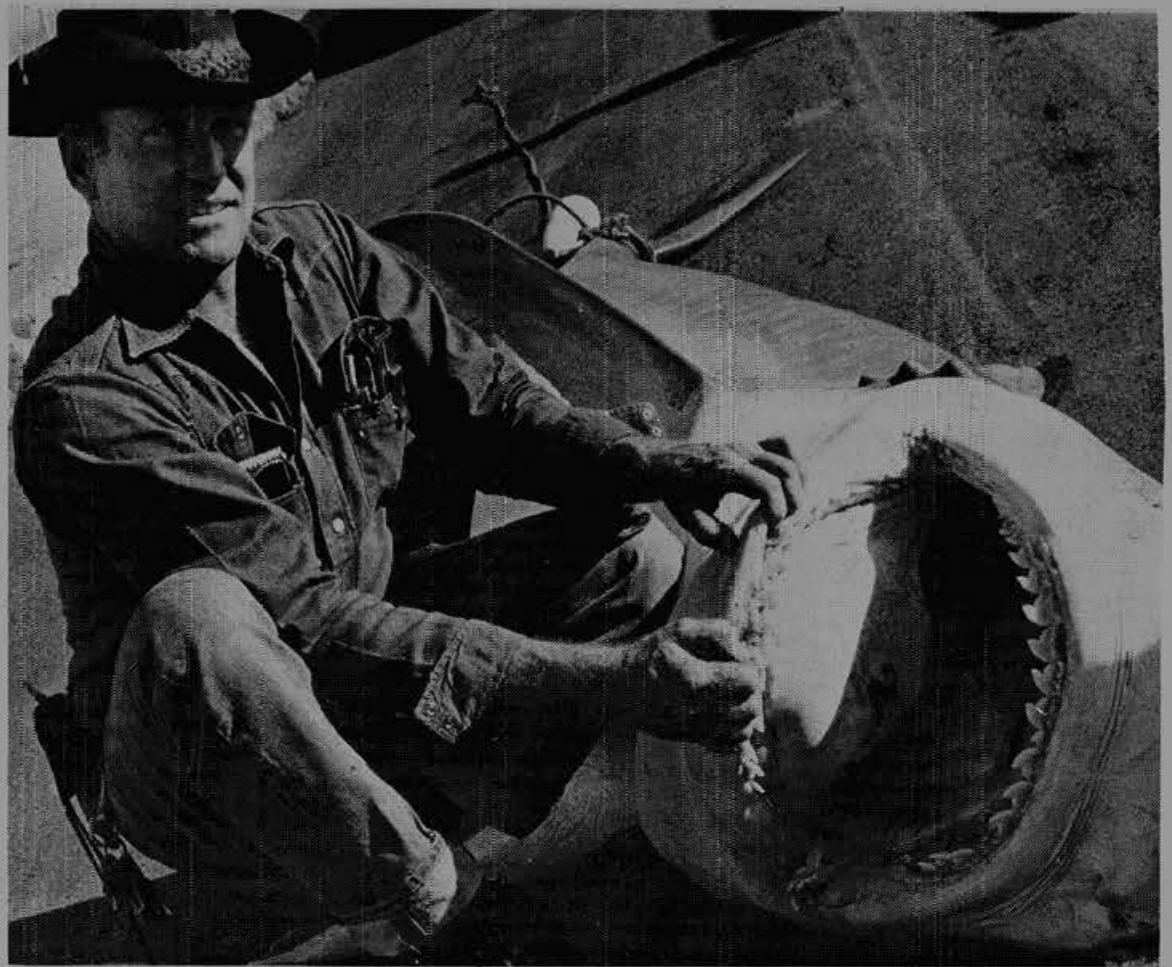
For some further good news to all the brothers who are enjoying the Hawaii health and welfare the percentage payments were greatly increased and are scheduled to go into effect

on Feb. 1, 1974. We hope to have the new health and welfare brochures printed by the time this new article is printed.

The new benefits schedule is as follows: anesthesiology, 85 per cent (was 80 per cent); medical visits, except member office visits, 85 per cent (was 80 per cent); immunizations, 85 per cent (was 50 per cent); diagnostic x-ray and laboratory services, 85 per cent (was 50 per cent); allergy testing, 85 per cent (was 50 per cent); doctor and hospital charges for maternity, 85 per cent (was 75 per cent); out-of-hospital psychiatric care, 85 per cent (was 75 per cent); nursing services, 85 per cent (was 50 per cent); and podiatrist's services, effective Sept. 1, 1973, 85 per cent (was 80 per cent).

In addition, major medical benefits were increased from \$20,000 to \$50,000 as of Aug. 1, 1973, prescription drugs and refills were increased 5 per cent each to 80 per cent and 90 per cent respectively and vision care benefits were increased to pay about 85 per cent of the cost of examinations, lenses and frames.

Work in the state of Hawaii is presently fairly good. We have 8 to 10 per cent unemployed. However, with the H-1 freeway in the Moanalua area scheduled for completion this year and with not much work being let for 1974, this will probably raise our unemployment percentage. It is our impression the unemployed will level out for the above by the balance of the year.



AHHH!—Brother Whitey Taylor and the 16-foot, 1,200-pound friend he caught off the "friendly isle" of Molokai. The huge shark had wreaked havoc with fishermen's nets.

## Crucial Vote Coming Up In Sacramento

By CLEM A. HOOVER,  
District Representative and  
AL DALTON, AL SWAIN, and  
DAVE REA, Business  
Representatives

On June 4 the voters of Sacramento City and County will be asked to make a decision that will be very important to our brother engineers and their families. They will be asked to vote on a \$240 million waste-water system. This proposed system would not only provide much-needed jobs for our members, but it would also improve the Sacramento and American Rivers. They are not only recreational and aesthetic assets of great value to the Sacramento area, but are also used as a source for the region's public water supply.

At present there are some 23 waste treatment facilities located in the region. Recently adopted federal and state standards will require extensive upgrading of treatment levels. A series of extensive engineering, environmental, and financial studies have demonstrated that the best system to meet the environmental and economic goals is to schedule a rapid sequential abandonment of the existing 23 facilities and their replacement with a major new regional treatment plant located on the site of the existing County Central Plant south of Sacramento. The system could also provide service to west Sacramento. The plant would have an initial capacity of 125 million gallons per day, with capability for enlargement.

If the region's waste water facilities are to receive state and federal grants which can range from 70 to 87.5 per cent of total project cost, facilities must comply with regulations and demonstrate ability to provide the most efficient and least costly wastewater control. Under present grant regulations, approximately \$45 million will be the local share. This amounts to an

estimated cost per residence per month at between \$5.70 and \$6.50.

Brothers, we urge your support for this project. This, as you can see, would provide many much-needed jobs. Talk to your friends and urge them to vote for this bond on June 4. It takes a two-thirds vote for a bond issue to pass, which means we need everyone's help.

As January 1974 starts the new year we look forward to several new jobs: Appelgate overlay, Roseville widening of Interstate 80, Haines Mountain Road Job, Auburn Highway 20 near Grass Valley. Also, foundation contract for the Auburn Dam. Bid opening for the Auburn foundation contract is January 15 with contract award date of February 4, 1974. The contract award date for the Haines Mountain Road job is February 14, 1974, all of these barring ecology nuts, dogooders and self-styled environmentalists and now a new threat: "fuel crisis." These projects will provide many jobs for Local 3 engineers. Again, we stress the need for your participation in offsetting those groups of people who are adversely affecting every phase of construction—subdivisions, highway projects, dams, powerhouses—you name it, they're against it. We must band together to let our voice be heard. For information on how you can help contact your Local union office or your business representative.

Henningsen & Sons Ready Mix Concrete has been furnishing concrete and aggregates in El Dorado County for the last 25 years. This company is talking about moving their plant in Coloma to another location but old man winter has set in and has been a wet one. Some of the roads the concrete trucks travel on are so soft they will not hold a big truck. The company has been forced to send home some of the brother engineers due to the bad weather. Concrete material

in this area is getting to be a problem. The company also buys a lot of aggregates from the Lone Star Industries, but this company also has the same problem. The County Supervisors have told Lone Star that they have a year to clean up the material they are working on and they will not get a permit to start in another area near Aerojet and White Rock Road.

Wunschel & Small Company is working on some underground work near Hazel Creek Road. This company will be here for the rest of the winter and part of the summer. They have six or eight operating engineers working good hours for this time of the year.

A two-lane bridge will be constructed across Putah Creek at Pedrick Road on the Yolo-Solano County line by the Department of Transportation. A total of \$900,000 is available for the project.

Bids were opened February 13 for the \$10.4 million freeway project through Davis, the State Department of Transportation announced.

A federal judge refused to stop a highway construction project that some conservationists had claimed meant the beginning of the controversial peripheral canal. U.S. District Court Judge Robert H. Schnacke declined to grant a preliminary injunction against starting 17 miles of Interstate Highway 5 between Stockton and Sacramento. The conservationists argued the Department of Transportation was actually beginning the canal without an environmental impact study "under the guise of construction of a segment of Interstate Highway 5."

In October 1972, nearly 800,000 adults age 35 and over were enrolled in college, the Labor Department reports. Over half of them—or 53 per cent—were women.

## Marin County Gets Sunshine After Three-Fourths Yearly Rain

By AL HANSEN  
Business Representative

The good old sol has finally made its appearance in Marin—however, it will take quite a while for the ground to dry up. We've had over three quarters of our normal rainfall for the year, and there is probably more to come.

The new Courthouse Square Complex is really taking shape. Continental-Heller is the contractor for this new office building in San Rafael. Some of the jobs are still shut down due to the heavy rains, however, sunny weather should find some of the brothers back to work. Basalt Rock has called back some of their swing shift crew, at their San Rafael plant.

Prodanovich has finished up their Bayside Acres job and at present are repairing damaged slide on Jacoby Street with two operators. They are also working at Cowbarn Apartments, in Novato.

Lew Jones Construction is working a truck crane crew in Novato. The Freeman - Sondag Novato Bypass job is taking good shape. This project should be completed around mid-1974. However, due to the recent Carpenters' strike, they did get an extension and by last reports received, they are back on schedule.

Freeman-Songroth, we learn, were low bidders on the Route 101 widening from Richardson Bay Bridge to Greenbrae. However, this contract has not been

awarded as yet due to the fact the company was over the engineers estimate. It is rumored this contract will be awarded sometime in February.

Forde Construction Company is working on Center Boulevard in Fairfax with a small crew.

The new computer center for Fireman's Fund is taking good shape. Dinwiddie Construction Company is keeping busy on this site with a good crew. The location for this new computer center is at Highway 101 and Lucas Valley.

Fanfa-Mulloy is working at Kaiser Hospital on and off.

Maggiore - Ghilotti is doing sewer job at Corte Madera.

Holtzinger Brothers is working all over the area.

Healy-Tibbetts is sitting tight, getting ready for their new 60-inch pipeline job located in San Anselmo.

Valentine Corporation at present has two jobs in Marin, and looking forward to picking up a few more.

Williams & Burrows at Fairfax, is busy on their 199 apartment complex. Case-Westlund is working at Indian Valley College Site. Soiland Company is anticipating getting started on a lot of work in this area, weather permitting.

Frank Moberly will also have quite a bit of work in this area, including Strawberry, which we have heard he will get part of.

Marin Storage and Trucking has jobs all over the area.



# Heavy Storms Devastate Redding Dist.

By KEN GREEN,  
District Representative and  
BOB HAVENHILL,  
Business Representative

Northern California was hit during January by a series of storms that left Shasta and Trinity counties devastated. Encouraging weather forecasts should allow for the digging out, mopping up and removing of debris from the rain-swollen streams and lakes. There should be no real additional problems unless there are more heavy rains during the first part of February. Even with the 60,000 cubic feet per second release of water from Shasta Dam the areas where we normally have trouble with the high of a release have been ripped.

There are still two key events to occur—declaration as a disaster area by President Nixon and a survey of the area by the Federal Disaster Assistance Administration. The Federal teams have been in the area since late January starting with the hardest hit areas—Dunsmuir, Castella, French Gulch, Burney and Cottonwood. Federal agencies including the Bureau of Reclamation, the U.S. Army Corps of Engineers and Federal highway officials have already been in the affected areas, but it will have to be further inspected before the President will act.

Damage in the northern counties is estimated to exceed \$40 million, including publicly owned facilities and private property.

Bessie Sanders, Shasta County Supervisor and contractor, along with Patrick LaPointe, toured the storm damaged areas in their respective areas. Blocked roads isolated pockets of people in half a dozen spots.

It's a shame that it takes a disaster such as this to put our people to work. There is money allocated to dams, highways and canals, some to prevent the flooding that did the damage, and the bureaucrats in state and federal governments are sitting on our money.

January 14, 15, 16 saw a record breaking storm strike Northern California with warm torrential rains and high winds. One of the most serious aspects of the storm was that it rained steadily for three days and nights. Snow above 6,000 feet elevation resulted in a tremendous run-off that broke all previous records. The Sacramento, McCloud, Pit, Trinity and Klamath Rivers were soon flowing at flood stage and above. The Klamath River measured 83 feet deep at Happy Camp at 2 p.m. on January 16, with a record breaking crest predicted at 9 p.m. that night, and the rains continued to come. Highway 96 was inundated and washed out in several places above and below Happy Camp completely isolating that small picturesque, logging community, 60 miles down the Klamath River from Interstate 5.

At about the same time the Redding District meeting was in progress Clair Engle Lake was filled to capacity and water began to roar uncontrolled down the spillway of the massive Trinity Dam. These waters caused the level of Lewiston Lake, which is impounded behind Lewiston Dam, to rise rapidly and forced the Bureau to Reclamation to order the release of

tremendous volume of water into the already swollen Trinity River resulting in the overflowing of its banks and considerable flooding and washouts downstream.

The City of Dunsmuir is a small quiet railroad town nestled in the Sacramento River Canyon, about half way between magnificent Mount Shasta and the Castle Crags and is completely surrounded by snow covered mountains.

On the night of January 15 the word went out to evacuate the lower areas of the community, and rains continued to come. The raging flood waters started undermining homes and roads in its mad dash toward Shasta Lake just 30 miles to the south. Huge trees were either torn out of the ground or snapped off and carried away by the fantastic power that only a flood of these proportions can generate.

These trees, snags, logs and other debris became the weapon of destruction which the surging

water used with deadly effectiveness to wipe out and carry away barns, homes, automobiles and bridges in its mad dash down the canyon. Brother M. R. "Jack" Mitchell got his family out to high ground and watched helplessly as the waters continued to rise within one inch of carrying his home away, while on the other side of the river his son-in-law Ronny watched the waters slowly undermine his own home.

Then, miraculously, on the afternoon of the 16th of January the rains subsided, the waters began to recede and the terrible toll exacted by the storm became so apparent. Many homes and cabins were gone with little more than a foundation or stone chimney to mark where they had stood. Great gaping washouts blocked roads that led to nowhere because of tremendous landslides and washed-out bridges.

The great Interstate Highway 5 was almost completely closed

because of undermining of the abutments of the Castle Creek Bridge at Castella. Old Highway 99 lost its bridge over Castle Creek just 100 yards downstream from I-5.

The Southern Pacific Railroad probably suffered the greatest individual loss incurred in the district. The floodwaters which rose 14 feet above all previously recorded high water marks washed out tracks, ties, ballast, rip-rap and embankments in several places between Weed and Lakehead. In addition to the washouts, numerous landslides buried the tracks under thousands of tons of mud, rocks and trees. Southern Pacific Railroad officials contacted Hughes & Ladd, Inc., of Redding on authorized time and materials agreement and requested they move in with all men and equipment they could muster to begin repairs and cleanup work as soon as possible.

In less than 24 hours Hughes & Ladd, Inc., was working full

bore around the clock with men and equipment from as far away as Sacramento to the south and Medford, Oregon to the north. At the height of the repair work the equipment rental and labor cost were running better than \$100,000 per day. This is a small sum compared to the \$1 million per day loss of revenues Southern Pacific was suffering due to the closure of their tracks.

The first work train passed through the Sacramento River Canyon on January 22 at 4 a.m. followed by the first freight at 6:30 a.m. the same day. S.P. officials congratulated Hughes & Ladd Inc., on the skill and expeditious manner in which they handled the job.

Because of the magnitude of the damage, in excess of \$10 million, suffered by the various counties in the district, the majority of the repair and clean-up will be let out to private contractors and the brothers in the Redding District will be called on to do the work.



DEBRIS AND DAMAGE to the Southern Pacific Railroad tracks of Sweetbrier (left) and Delta in District 70.



MORE FLOOD DAMAGE to the Southern Pacific tracks near Vollmers, Calif., is seen at left. At right is what re-



mains of the Castella Creek bridge on old Highway 99. Damage in the northern counties exceeded \$40 million.

## Good And Bad News In Bay Area Dredging

By GUY JONES,  
Business Representative

Brothers, in the beginning of 1974 from the viewpoint of dredging, we find areas of optimism and other areas of very great concern.

Hydraulic dredging is at its lowest in years. Spoil areas are hard to come by for the hydraulic dredging.

Shellmaker was the low bidder in the hydraulic dredging job in the Eureka area. This job came under the pre-job estimate and should be dredging by the time you get this report.

West Coast Dredging is finishing up their job in the Avon area. They have run this job under a two-shift operation.

Western Pacific Dredging has no work at this reporting.

Clamshell Dredging is going strong at this writing.

Umpqua Dredging has its Pier 94 job going full force. The clamshell dredge "Seal" is using a 14-yard bucket loading 3000-yard barges. Their suction dredge "Fisher" is dredging sand in the Golden Gate Channel to complete their operation at Pier 94. This is a three-shift job. Umpqua was successful low bidder on the clamshell job at Oakland Harbor. This is a mud barge job. This job went for a figure of \$248,000.

Peter Kiewit Clamshell Dredging should be finished with their Standard Oil long wharf job by

the time this report comes out. They have been lowering the depth of the channel for larger tankers. This job was worked with clamshell "Thelma"; Bob Gorman was captain.

Smith-Rice was the lowest bidder on the outer harbor clamshell mud barge. All of the mud is being dumped in the Alcatraz Channel. Smith-Rice was the low bidder of the Emeryville Marina. They will have quite a bit of work ahead for months to come.

Gread Lake clamshell dredge "Boston" is using an 18-yard bucket on their Oakland inner harbor basin job. They are lowering the channel to 35 feet.

This is a three-shift operation. Considerable amount of this mud is dumped 30 miles outside the Golden Gate. They are using three-2000-yard barges for this job. They have several months to go to complete this job.

Dutra Dredging Company has its four clamshell dredges working steady at present. Three dredges are working in the Delta area. The dredge "California" is working three shifts on the Pier 94 job. Paul McQueen is captain on the job.

Leslie Salt has started its clamshell dredge "Mallard" on two shifts. They will be working throughout the year repairing their salt pond levee.



## With Safety In Mind

# Meetings Solve Problems

By JERRY MARTIN, Director of Safety and Training

I recently attended a meeting with the 16th Annual Occupational Safety Conference that was held in San Jose. We had many discussions with some of our small and large employer groups concerning ways in which we, as operating engineers, can contribute to the minimizing of injuries on the job.



Jerry Martin

After much discussion I have come to the conclusion, as I have mentioned in the past, that one of the problems with which we are involved is the fact that many employers do not hold regular safety meetings in accordance with the law. Safety meetings are of the tail-gate nature.

We feel that the answer to many of the problems may be employers entering into these types of meetings. Much could come from this sort of thing and our members will become more knowledgeable in their responsibility as employees.

We have had many questions about the area of responsibility attached to supervisors on a job and I would like to call to your attention a portion of the OSHA law, Chapter 4, Section 6425. This states, "any employer, and every employee having direction, management, control or custody of any employment, place of employment or other employee, who willfully violates any occupational safety or health standard, order, or special order, and that violation caused death to any employees, or caused permanent or prolonged impairment of the body of any employee, shall upon conviction, be punished by fine of not more than \$10,000 or by imprisonment for not more than six months, or by both; except that if the conviction is for a violation committed after a first conviction of such person, punishment shall be by a fine of not more than \$20,000 or by imprisonment for not more than one year or both."

I think that it is only proper that we should call this to the attention of all supervisors so that they will endeavor to perform their work activities in a safer manner and always strive for the safest method. It will also assist the supervisor or the foreman to instruct and explain to the employees any portions of the operation that the employee does not understand fully and to include all the dangers involved.

Another item of importance that we are finding more difficulties with is the fact that some few employers seem to attach no concern to the dangers existing in trenching and excavating operations. This portion of the California OSHA act spells out in chapter 6, Section 6500 that, "for those employments or places of employment which by their nature involve a substantial risk of injury, the Division shall require the issuance of a permit prior to the initiation of any practices, work, method, operation or process of employment. Such employment or places of employment shall be limited to: (A) construction of trenches or excavations which are five feet or deeper into which a person is required to descend; (B) the construction of any building, structure, falsework or scaffolding more than three stories high or equivalent; (C) the demolition of any building, structure, falsework or scaffold more than three stories high or equivalent.

It is these items that the membership of our union should be aware of and since it helps our situation to eliminate injuries and fatalities, it is more than worthwhile for all of you to be aware of these things.

I am looking forward to seeing and meeting with all of you at the various meetings throughout the jurisdiction of Local 3.

## SAFETY COMMITTEEMEN ACTIVATED

Week Ending February 1, 1974			
Dist.	Name	Agent	
01	Mick Freidt	R. Wilson	
80	Jerry Kobza	M. Womack	
80	Carl Swendsen	D. Rea	
90	Peter Gomez	R. Fleckenstein	
12	Wallace Veator	L. Austin	
12	Robert N. Jones	L. Austin	
12	John M. Henrie	L. Austin	
12	Howard Gardnier	L. Austin	
12	James Elmer	L. Austin	

## Stop And Go

# Nevada Jobs Running With Small Crews

By DALE BEACH  
District Representative  
and

LENNY FAGG, PAUL WISE  
and DAVE YOUNG  
Business Representatives

As you brothers know, the weather has a bearing on the jobs in the area with a startup-stop-startup-stop situation. The majority of the jobs are running small crews, which at this time of the year is better than none at all.

Our brothers who are working for Incline Village, G.I.D. are still working year-round, rain, snow or shine. We wish we had more jobs like this.

Douglas Construction is doing fairly well on the Del Webb job at Stateline, with Williamette-Western finishing their phase of the job.

H. M. Byars is keeping four to five crews busy from Glenbrook to Kingsbury. Mel Lukins and Sons are keeping fairly busy with a few small jobs. Campbell/Beck has given up the North Star project for the winter and will be back in the spring. Most of the surveying firms are slow or shutdown with the exception of Engineers Limited, keeping most of their hands busy.

Fouche Construction is wrapping up their Lakeridge job which has been a money maker for a number of our brothers engineers.

Harker & Harker is running a number of small crews from one end of the area to the other.

Gable's Backhoe Service is still plugging along at the Lake-world project for Serendipity Corp.

Teichert is keeping a number of brothers busy on snow removal seven days a week. B. H. Miller - Vagabond Company is doing nicely on their project, missing only a few days. Same goes for Shamrock Co. on the McDonald job.

Despite the weather, Earl Games Co. still has some small jobs going. Word is, Jennings, the multi-millionaire, has bought 500 acres, half on the California side and half on the Nevada side, South of Gardnerville Highway 88 in the Woodford area, for recreational development in the near future.

Contri Const. has completed the water portion of the Yerington job and are now ready for the sewer portion which will keep them busy until spring.

Then they will move the brothers back to the Mono Lake job.

McRae Drilling has finished their portion of the Yerington job.

Byars is starting to move on the Dayton water project and weather shouldn't stop this operation, because it is mostly sand and rock.

Martin Iron Works is doing good on the Western Community College in Carson City and Western Crane & Rigging is raising the steel on the Carson City Community Center.

Homewood Co. are on again, off again, with their subdivision jobs in Carson City.

Carson City supervisors approved the \$1.9 million first phase of the city's planned recreational complex. The overall project is estimated at \$4.5 million. The first phase will include such things as an 18-hole golf course and club house, trap shooting and rifle range, a lighted softball field and tennis courts, picnic and children's play area, and a covered swimming pool. Underground Construction is spotted all over the area with their utility work. The Lieutenant Governor of Alaska has written a letter to warn workers in Nevada against expecting to find work in connection with the Alaskan Pipeline project. Alaska residents will be given employment preference. Plans to use welfare income until a job could be secured would find Alaska's strict welfare programs unavailable, he said, and the cost of living is one of the highest in the nation, and housing is not available. He advised workers to get a written employment offer before moving to Alaska.

The oil shortage has created a large gap in the paving industry, with the snowballing in price of materials from the hot plants. Nevada Paving has come to a grinding halt . . . so has Sierra Paving, but not all is bleak.

Carl Olsen has begun their \$4.3 million project at Marble Bluff Dam near Nixon and should have a work force of 20 employees by March. Fabrication Co. out of St. Paul has begun the steel lining of the new smoke stack at Tracy Clark Power Plant, approximately 30 miles east of Reno on the Truckee River.

Subdivision contractors, such as Barlow & Peek and Ferretto Construction, are working whenever the weather permits.

Shamrock Engineering has come to a near stop at their Vassar Street Post Office project on which they are the sub for Johnson & Mapes.

The new Holiday Inn will be opening soon. They are now employing personnel in the hotel and dining areas, preparing for their opening.

Howard Johnson's Building in east Sparks has kept two engineers working all winter for Corral Construction, hoisting materials.

Helms Construction's Ring Road job has been slow pending a break in the weather. So has their Rattle Snake Mountain job at the Short Ranch. Their Interstate 80 project at Galconda still has the crusher crew working. Lockheed Construction has re-

turned to work on the invert of the Carlin Tunnels with approximately eight operators.

Parsons' Interstate 80 project at Pequops is still at a dead stop, as is PKS at Curry, 50 miles south of Wells.

Torkelson Construction at Victoria Mines, 40 miles southwest of Wendover, has been slow, with only one operator. Their project at Kennecott Copper in McGill has been a very good winter project, and will go on into the summer working two brothers hoisting materials.

Kellex Corporation at McGill is preparing their elevator for the steel lining of the 700-foot smoke stack for Kennecott.

Cortez Gold Mine is situated in Lander County near the old Cortez township in Northeastern Nevada, and is approximately 65 miles southwest of Elko, Nevada. This mine was developed and the construction of a 2,000-ton-a-day mill was completed in early 1968. Ore reserves at that time totaled 3.5 million tons averaging .28 ounces of gold per ton. The gold particles are of micron size and the ore cannot be visually sorted. Grade Control is accomplished by sampling and assaying blast hole drill cuttings. The resultant information is used to prepare a digging plan which is relayed to the shovel operator by flagging the shot material with appropriate colors for waste and ore.

Since the startup of this mine all hourly employees have been represented by a labor agreement between Local 3 and Cortez Gold Mine. There are between 75 and 80 members working at the property year round. The average wage is about \$5 an hour with health and welfare benefits provided them by Local 3's Northern Nevada Health and Welfare Plan.

The mine department's main production machines are two diesel shovels which, on a two-shift operation, maintain a production rate of 16,000 tons per day. Two 988 Loaders are used for various pit jobs and support the shovels on loading trucks. Ten 35-ton trucks handle the hauling requirements.

The milling of the gold ore is done in a standard cyanide plant with a rated capacity of 2,000 tons per day. The life expectancy of this mine will depend on the price of gold in the future years. This mine is now the third largest gold production mine in the U.S.A.

## CLF Official Appointed To State Dept. Position

John F. Henning, executive-secretary-treasurer of the California Labor Federation, AFL-CIO, has been appointed to the U.S. State Department's Foreign Service Selection Board by the Secretary of State.

Henning's appointment to the Board was made on the recommendation of AFL-CIO President George Meany.

The five-member Board, chaired by Marshall Green, U. S. Ambassador to Australia, has primary responsibility for evaluating senior foreign service officers for promotion and classification.

## THINK SAFETY, ACT SAFELY

# Modesto Area Work Starting To Revive

By JAY VICTOR  
Business Representative

The work situation in the Stanislaus and Tuolumne Counties is starting to show some signs of life.

The biggest job that we have at this writing is, of course, the Hansel-Phelps bridge in the Sonora area. Their sub-contractor, Pacific Excavators, has started back to work with a small crew back-filling around some of the bridge piers.

There is quite a little activity around the shopping center north of Sonora. Outside of these two jobs the only other activity in this area at this time are very small jobs.

They have started back to work on the cable-laying contract between Sonora and Oakdale. Outside of this it is pretty quiet in the Oakdale area.

The Modesto area has shown good signs of life in the projects right in the downtown area. The telephone building extension has made quite a little progress. They have reached grade with their excavation and are getting ready to start driving piling. The Campbell Construction Company has just about completed their ground work and are ready to go up with their 11-story building. Cunningham Construction has made good strides with their job north of town. Taggart Construction is also making good

headway on their job in the same area. Cecil Sand and Gravel was the successful bidder on a very small job at Briggsmore and Sunrise. This job is to last only a few days. The remaining activity in downtown Modesto is very small.

George Reed Company had a small street job in the Turlock area that lasted five or six days.

The west side communities of Newman, Patterson and Wesley are relatively quiet, however a small sewer job has been let in the community of Newman.

Brother engineers, that just about sums up the work situation in the Stanislaus and Tuolumne counties.



## 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:

Avery, Floyd (Daisy, Wife)	12-27-73
513 Hurlingame Ave., Redwood City, Calif.	
Barber, Russell (Marie, Wife)	1-5-74
1601 Poso Dr., No. 63, Wasco, Calif.	
Bean, Clyde (Ruth, Wife)	12-21-73
1991 E. Hill Rd., Willits, Calif.	
Boggs, Manford (Ida, Wife)	1-16-74
56 Nevada St., Briggs, Calif.	
Brunner, Thomas (Ruby, Wife)	1-2-74
804 Los Palmas Ave., Novato, Calif.	
Daire, Hamilton (Frances, Alice, Cecilia & Diane, Daughters)	1-26-74
3916 Middletown Ct., Campbell, Calif.	
Darneille, Wallace (Wilma, Wife)	1-7-74
547 University Ave., Yuba City, Calif.	
Dingwall, Earl (Mary, Wife)	12-24-73
1246 Redondo Dr., San Jose, Calif.	
Doolittle, Harry (Ruth, Wife)	12-23-73
Fremont, Calif.	
Dutcher, Howard (Iva Satterwhite, Daughter)	1-23-74
P.O. Box 377, Novato, Calif.	
Ewing, Harry (Leola, Wife)	1-1-74
42 W. 2nd No., Springville, Calif.	
French, Henry (Ada, Wife)	12-31-73
1560 Tobias Dr., San Jose, Calif.	
Gauss, G. E. (June, Wife)	1-1-74
No. 8, Cherry Hills, Lafayette, Calif.	
Hanson, Willie C. (Frances, Wife)	1-3-74
3063 MacArthur Blvd., Oakland, Calif.	
Hartsock, William B. (Virginia, Wife)	1-10-74
Cortez Trailer Park, No. 57, Beowawe, Nev.	
Homer, J. A. V. (Bettie, Wife)	12-19-73
15941 Marcella, No. 3, San Leandro, Calif.	
Horstmeyer, Henry (Ruth, Wife)	1-9-74
250 Banks, San Francisco, Calif.	
Karns, Osa (Helen Giles, Friend)	12-21-73
3206 Sheffield Pl., Concord, Calif.	
Lewis, James (Ruth, Wife)	12-21-73
10001 Rio Ramaza, Sacramento, Calif.	
Myers, Everett (Don Osborne, Nephew)	1-9-74
38 Ohio Court, Milpitas, Calif.	
Plummer, Thomas (Calvin, Brother)	1-24-74
34 W. 9th St., Reno, Nev.	
Rapp, Ira (Clara Freda, Wife)	1-4-74
2222 Edwards St., Marysville, Calif.	
Riffe, Fred J. (Grace, Wife)	12-20-73
31565 Medinak St., Hayward, Calif.	
Rogge, Walter (Alma, Wife)	1-23-74
162 - 16th St., Richmond, Calif.	
Rose, Manuel (Agnes, Wife)	12-12-73
228 Park Ave., San Carlos, Calif.	
Rush, Robert (Anne Rush, ? )	1-17-74
389 Beemer, Sunnyvale, Calif.	
Schindler, Charles (Wanda, Wife)	1-6-74
730 Vera Ave., Redwood City, Calif.	
Smith, Howard (Meryle, Wife)	12-29-73
1470 Magnolia Way, Dinuba, Calif.	
Smith, Willard (Peggy Ann, Wife)	1-8-74
3294 So. Westcrest Rd., Salt Lake City, Utah	
Stark, Ernest (Nora Plaskett, Sister)	12-29-73
El Rancho Mobile Park, No. 95, Marina, Calif.	
Starns, Jack E. (Ellen, Wife)	1-14-74
916 Straugh Rd., Rio Linda, Calif.	
Sutherland, John (Aurora, Wife)	12-21-73
2088 Waverly Ave., San Jose, Calif.	
Taylor, James (Eleanor, Wife)	12-21-73
11214 East Daines, Temple City, Calif.	
Thresher, Virgil (Alma, Wife)	1-23-74
1795 N. Balls Ferry Rd., Anderson, Calif.	
Trezona, Merlin (Mardys, Wife)	12-29-73
8871 Central Ave., Orangevale, Calif.	
Uhlmann, Cyrus (Mary, Wife)	12-27-73
1139 So. Harrison, Stockton, Calif.	
Viariseo, Lawrence (Norma, Wife)	1-8-74
22086 Homestead Rd., Cupertino, Calif.	

### DECEASED DEPENDENTS

Araiza, Edna—Deceased July 4, 1973  
Deceased Wife of Tony Araiza  
Brunner, Ruby C.—Deceased January 12, 1974  
Deceased Wife of the Late Brother Thomas Brunner  
Gauss, June—Deceased January 1, 1974  
Deceased Wife of the Late Brother Gordon Gauss  
Sapp, Janet—Deceased December 31, 1973  
Deceased Wife of Gene Sapp

A study of federal employees revealed women between the ages of 41 and 60 used less sick leave than younger women, according to the U.S. Commission on the Status of Women. Both age groups of women used less sick leave than their male counterparts.

The unemployment rate for Vietnam-era veterans 20 to 29 years of age was 5.9 per cent in March, marking the seventh straight month in which there was no significant difference in the unemployment rate for veterans and nonveterans of this age group.

## Few Jobs Available On Alaska Pipeline

Don't go to Alaska looking for work on the pipeline unless you have been promised a job, Secretary of Labor Peter J. Brennan warned jobseekers.

There are virtually no jobs available. The unemployment rate there is double the national figure, and it is already 30 degrees below zero at some points along the pipeline route, the Secretary said.

Hopeful workers have been going to Alaska in growing numbers over the past few months since it became apparent that a pipeline would be constructed. Although President Nixon recently signed the bill, construction is not expected to begin until mid-1974 at the earliest.

Brennan said the influx of people without jobs has caused unemployment insurance claims to climb 30 per cent over the last 60 days and welfare rolls to expand rapidly.

Alaska has about 14,000 unemployed—10 per cent of the labor force—and the number is climbing.

In Fairbanks, where many of the construction and support services for the pipeline are expected to be based, more than 2,000 persons, about 11 per cent of the labor force, are expected to receive unemployment compensation in the season.

Brennan cautioned that for people with no promised job and little money, Alaska is an extremely difficult place to live.

The temperature inland and northward along the pipeline construction route normally drops to 60 degrees below zero in the winter months.

The cost of food, clothing, housing, transportation and other necessities along the pipeline route is at least double that of the rest of the nation. Supplying fuel to Alaska's vast area has been made even more difficult by the energy crisis.

When jobs become available next year, construction contractors will be doing all hiring, but no contractors have been selected yet. Not over 6,000 workers will be needed the first year, and the state's labor supply is more than adequate to meet anticipated needs, according to the Alaska Department of Labor.

## Eureka Floods Finally Recede

By ROBERT WAGNON  
District Representative  
and  
GENE LAKE  
Business Representative

The worst flood situation to hit the North Coast since the 1964-65 Christmas week disaster with three known dead has eased off.

Rescue operations were effected by combined sheriff's, National Guard, and Coast Guard air and water teams. The teams used helicopters to fly the rivers in their search for more stranded persons. Ground parties probed into the still unreachable, isolated areas, especially in Southern Humboldt where the raging Eel River inflicted widespread damage.

At least 500 persons were evacuated from flood threatened areas, with the largest number taken from the Ferndale bottoms.

Deputies estimated that about 400 refugees were concentrated at the fairgrounds in Ferndale.

Other evacuated areas were Tyee City near the mouth of the Mad River, the Loleta bottoms, and the Weott, Myers Flat, Miranda, Phillipsville areas. At Phillipsville approximately 30 house-trailers were also hauled to safety from low lying areas.

In addition to these areas, flooding was reported at Orleans, Klamath Glen, Bridgeville and Scotia.

Highway 101 to the south from Benbow to Leggett was completely blocked for several days by many large slides and slip-outs. Later, traffic was convoyed twice a day in each direction. At this time however the road is open but several one-way situations still exist.

A spokesman for the California Division of Highways estimates damages to State bridges and roads in District 1 at approximately \$2.5 million.

The Humboldt County Department of Public Works has not completed an estimate of damage to their facilities at this time.

Bids were opened yesterday in Sacramento on a section of freeway just south of Benbow on Highway 101. The W. Jaxon Baker Company of Redding was the apparent low bidder at \$3.1 million. The length of the project is 1.7 miles.

Next week bids will be opened on the Rio Dell bypass. This job

will tie together the two bridges currently under construction. More information on these projects in the next issue.

At the present time the possibilities of the Arcata freeway appear good. The courts have dropped the injunction against it which was instituted by the no growth advocates of that city. The Division of Highways announced that there is \$6 million available for the project this fiscal year. Barring no further problems bids could be called for in April.

Low Jones Construction Company has just about completed their bridge job north of Rio Dell.

C. K. Moseman is doing a little pile work on the south abutment of their bridge job at Scotia.

Western Pacific Dredging has completed its job in Crescent City harbor. This one was originally scheduled for 55 days but stretched out to six months. A much larger dredging job is scheduled for Crescent City again late next summer.

Bids for dredging on a new ship berthing facility on Hum-

boldt Bay were opened last week. Shellmaker was low at \$148,800 but we have been informed the bids have been taken under advisement.

Umpqua River Navigation Company is still working on the boat basin at Crescent City. They have lost a few days work due to inclement weather and heavy seas.

Equipment shops in the Eureka area have experienced a good winter so far—no lay offs.

Unless the fuel crisis hits us real hard the brothers in the Eureka area can look forward to a good construction season this coming year.

We also want to thank you for your fine turnout at our first district meeting of the year where you had the opportunity to meet Business Manager Dale Marr and the new staff of Local 3 officers.

Our congratulations out to Mickey Dillon, Pete Childers and Otto Sheraske on their re-election to the Grievance Committee.

Until next month we leave you with this: safety starts at home.

## EUREKA CRAB FEED



### MARCH 23, 1974

Eureka's 13th Annual Crab Feed for operating engineers, their wives and guests will be held on Saturday, March 23, 1974, according to Bob Wagon, district representative from District 40.

The dinner-dance will be held at the Veterans' Memorial Building, 10th and H Streets, in Eureka. A no-host social hour will begin at 6 p.m. and dinner will be served

at 7:30 p.m. Dancing will begin at 9 p.m. and continue until 2 a.m.

Tickets are \$5 and will be on sale at the Eureka office, 2806 Broadway, Eureka, Calif. 95501, telephone (707) 443-7328.

Any person wishing to make motel reservations may make them through the Eureka office at the above address and telephone number.



# Personal Notes

## SACRAMENTO

It is with deep sadness that we report the demise of the following brother engineers: James W. Lewis, George H. Metcalfe, Jack E. Starns, Merlin Trezona. Our sincere sympathies and condolences are extended to the families of our departed brothers.

Brother Bob Carbaugh and Brother Lee Hunt were in the hospital for surgery recently and are recuperating nicely.

The following have donated blood to our blood bank recently, and our thanks go without saying (But we'll say it anyway. Thank you in the name of all the brothers that have in the past or will in the future be in need of a blood transfusion): Larry L. Reedy, Mrs. Elizabeth Evans, Jack O. MacIntyre, Charles Martinez, Homer E. Yancey, Arnold J. Boehm, L. A. McCormick, Orvid G. Olson, Richard K. Voiles, Roy G. Manas, Joseph F. Ansbro, Herman A. Hambrick, Mrs. Frances White, Robert Daniels, John J. Wise, Leonard M. Simmons, J. R. England, Mrs. Illa Knisley, Alan Patric Ireland, Mrs. Margaret Hopper.

## HAWAII

We wish a speedy recovery to Brother David Harvey who is confined to the Straub Clinic and to Brother Fred Norton who is confined to Queens Medical Center.

## OAKLAND

We would like to commend Brother Harold F. Hansen from Peterson Tractor in San Leandro who has donated six pints of blood to Operating Engineers Local No. 3 Reserve Fund from 1/15/73 to 1/24/74. We greatly appreciate his concern.

Brother Bud Lampley, Sr. is home from Washington Township Hospital and is recovering well from his operation. He is a foreman in Hayward for Les McDonald Construction Company. Brother Lampley, Sr. is a 30-year member. We sure wish him a speedy recovery.

Brother Marv Folger, well known surveyor, is recuperating at home from surgery. We all wish him well.

## MARYSVILLE

We appreciate the following donations to the Marysville District Blood Bank: Mrs. Sandra Bettis, Raymond Dolce, Grover K. Johnson, Mrs. Bette Johnson, Frank M. Kuhre, Evelyn J. Lane, Gary Lane, and Robert D. Newvine.

Our deepest sympathy is extended to the families and friends of the following deceased brothers: Manford H. Boggs, Wallace V. Darnielle, Ira Rapp, Lester LeRoy Mills, and D. T. McIntosh.

Brother Delbert Starbird is still in Rideout Memorial Hospital in Marysville recuperating from his automobile accident. Brother Dana Gollenbusch is in Fremont Hospital, Yuba City, for possible surgery. Brother Dan Johnson has been in the hospital and may have to go in again suffering with back problems. Brother Charles Antrobus is currently in the Veterans Hospital in Martinez for surgery.

## SAN RAFAEL

Congratulations to Brother A. G. "Gus" Geister, retired January 1, 1974. Gus worked for Marin Storage and Trucking for a good number of years. We wish him a long and happy retired life.

Brother Tob Brunner passed away on January 2, 1974. We are also saddened by the passing away of his widow, Candy, on January 12, 1974. Brother Al "Duke" Harms has been confined at Novato General. We do hope he has a fast and speedy recovery.

## SAN JOSE

We would like to extend our condolences to the families of the

See MORE PERSONALS, Column 4

415 / 431-5885

## CREDIT UNION

OPERATING ENGINEERS LOCAL UNION No. 3

P. O. Box 689

San Francisco, California 94101

- ☐ I wish to join the credit union. Please send a membership card.
- ☐ I wish to join the credit union and apply for a loan. Please send forms for both.
- ☐ I am now a credit union member. Please send me loan application forms.
- ☐ I would like to receive the following information from my credit union. (Attach separate sheet if necessary).

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Soc. Sec. No. \_\_\_\_\_ Phone \_\_\_\_\_

## SWAP SHOP CORNER: Free Want Ads for Engineers

### FOR SALE: GERMAN SHORT HAIR

PUPS 6 mo old, point & retrieve, best of breeding & hunting stock. One Brittany Spaniel, male, 1 yr. old. V. Breitmaier, 9910 Pringle Ave., Galt, Calif. 95632. Ph. 209/745-1718. Reg. No. 0572625. 12-1.

**FOR SALE: GENTLE NINE-YR OLD MARE**, 18 mos. gelding, w/tack & trailer \$625. D. Rossiter, 3252 Old Orchard Lane, Loomis, Cal. 916/652-7132. Reg. No. 0921440. 12-1.

**FOR SALE: 1966 COMMING ENGINE**, 310 HP \$1,500 1" drive impact w/sockets \$250. R. A. Platt, 93 Shelley Ave., Campbell, Cal. 95008. Ph. 408/377-1099. Reg. No. 1036914. 12-1.

**FOR SALE: LIKE NEW 1972 TRAVELER** 8x30, air, built-in vacuum cleaner, big refrig., spare, \$6,000. Lyle Engel, 121 Footwall Dr., Grass Valley, Cal. 95945. Ph. 916/273-7976 wkends. Reg. No. 553019. 12-1.

**FOR SALE: ONE LOT, TWO INTERMENT SITES**, Oakmont Memorial Pk., Lafayette, Calif. \$350 George H. Day, 1765 N. Brownsboro Rd., Eagle Point, Oregon 97524. Reg. No. 1006601. 12-1.

**FOR SALE: 8-WHEEL DRIVE ALL-TERRAIN VEHICLE** Corvair eng., 16x14.5-6 Goodyear terra tires, 60 pitch chain. \$800 or best offer. J. Minardi, 782 So. Cypress, San Jose, Ca. 95117. Ph. 243-2668. Reg. No. 1235515. 12-1.

**FOR SALE: FOUR ACRES FRONTAGE**, gd. loc. no. of state college, 1801 E. Shepherd St., Fresno, 2 wells, house, barn \$32,500 total at 7 pct \$3,000 dn. by owner. Ph. 209/465-9089. Reg. No. 0509762. 12-1.

**FOR SALE: RETIREMENT LOT** for mobile home on lake. Tennis crt, swim pool, all util, Copperopolis, Cal. Priced right. Jesse Hardy, 6617 E 17th St., Kansas City, Mo. 64126. Reg. No. 0290555. 12-1.

**WANTED: MODEL T PARTS**, all kinds; receiving heads, etc. R. A. Platt, 93 Shelley Ave., Campbell, Ca. 95008. Ph. 408/377-1099. Reg. No. 103-6914. 12-1.

**FOR SALE: TWO BEDROOM ALL-ELECTRIC HOME**, Owner contract. \$2,500 down. Charles Brown, 6922 S. E. Woodstock Blvd., Portland, Ore. 97206. Reg. No. 0649231. 12-1.

**FOR SALE: BACKHOE 580 CASE** w/ Digmore & forklift attach. Pitman Hydracane on C-700 Ford trk. 2 generators 100 K.W. 60 cyl. diesel. Ph. 415/589-8252. Reg. No. 0841471. 12-1.

**WANTED: CASE OR JOHN DEERE RUBBER-TIRED BACKHOE**. Call evenings 415/897-2527. Reg. No. 0964-940. 12-1.

**WANTED: GOOD USED CASE 580A BACKHOE** 12, 18, 24 & 36" buckets. R. Hakala, P. O. Box 254, Occidental, Cal. 95465. Ph. 707/874-3019. Reg. No. 1226021. 12-1.

**FOR SALE: 1962 GMC 1/2 TON L.W.B.** 3-spd trans. V6 eng. extra parts, generator, wheels. \$395. J. Paulazzo, 415/658-6539 after 5 p.m., 275-41st St., Apt. No. 115, Oakland, Ca. 94611. Reg. No. 865537. 12-1.

**FOR SALE: 1/2 ACRE LOT** in Redding, Ca. wooded, w/paved streets, sewer, gas, water & elec. Capped well on prop. can be subdivided. 2 smaller bldg. sites nrby. J. Paulazzo, 275-41st St., Apt. 115, Oakland, Ca. 94611 or call 415/658-6539 evngs. Reg. No. 865537. 12-1.

**FOR SALE: 1969 CHEVY 4-dr sedan**, automatic, P.S. P.B. air cond. 350 cu. in. eng. Hwy duty police equip. \$895 or trade for pickup. Call 415/658-6539 aft. 5 p.m. or write to J. M. Paulazzo, 275-41st St., Apt. No. 115, Oakland, Ca. 94611. Reg. No. 865537. 12-1.

**FOR SALE: EQUIP. FOR A COMP. WELDING SHOP**. Mig. Tig. & Gen. leads, pts., wire, rod, spot welder, cut off saw, drill press, etc. Will finance. 415/685-7670. Reg. No. 0763663. 1-1.

**FOR SALE: DIAMOND T. TRUCK-TRACTOR**, 501 Intl. eng. just overhld inc. new clutch, 20T. low bed, new tires & brakes. \$4,000. 415/967-3943. L. W. Mansker, 11330 Farndon Ave., Los Altos, Cal. 94022. Reg. No. 1067423. 1-1.

**FOR SALE: 1969 FARWEST CABOVER CAMPER** 11' well equip. \$1,000 or best offer. H. K. Beaman, 8063 Basswood Ct., Windsor, Ca. 95492. 707/838-2795 evgs. Reg. No. 0402653. 1-1.

**FOR SALE OR TRADE: 12x65 1972 CHAMPION MOBILE HOME**, 3 BR, front kitchen, clean. Cost \$12,000, ask \$7,500. Call 209/523-4443, Modesto. Reg. No. 0955144. 1-1.

**FOR SALE: SPORTS LINER CANOPY** FOR 1968 Ford Ranchero \$125. Drag scraper for whl tractor w/3-pt hitch \$125. J. Hunt, 4137 Nulty Dr., Concord, Ca. 94521. 415/682-1578. Reg. No. 0347009. 1-1.

**FOR SALE: 1961 F850 FORD DUMP**, 10 yd 534 eng, custom cab, gd rubber, P.S. Air-trip on tailgate \$5,000. Essex Vibrator roller 5-12T, just overhld. \$2,000. 415/967-3943. L. W. Mansker, 11330 Farndon Ave., Los Altos, Ca. 94022. Reg. No. 1067423. 1-1.

**FOR SALE: 1958 2 1/2 T GMC 3-AXLE 6x6 ARMY TRK** w/1120 tires & 12' bed. \$500. P. Bortolussi, 19 Mariele Dr., Fairfax, Ca. 415/456-5650. Reg. No. 1025217. 1-1.

**WANTED: SILVER DOLLARS, GOLD & SILVER COINS**. G. Lambert, P.O. Box 21427, San Jose, Ca. 95151. 408/226-0729. Reg. No. 1225584. 1-1.

**FOR SALE OR TRADE FOR LAND: 24x64 MOBILE HOME** at Sacramento Murietta Mobile Village. H. K. Beaman, 8063 Basswood Ct., Windsor, Ca. 95492. Ph. 707/838-2795 evgs. Reg. No. 0402653. 1-1.

**FOR SALE: REG. APPALOOSA STALLION** 3 yrs old, good color & confirmation. \$500. Appy. filly 2 yrs out of Dewitt Bars grand daughter of 3 Bars \$400. Bill Genn, 19481 Williams Ave., Hilmar, Ca. 209/634-5767. Reg. No. 1065265. 1-1.

**FOR SALE: FLEETSIDE CHEV 1966-8'** pickup bed w/Barden bumper, gd cond \$80. 1967 Honda C-L 90, 3,400 mi, new cond. \$160. J. K. Short, 1889 Montecito Circle, Livermore, Ca. 94550. 415/443-0374. Reg. No. 1168575. 1-1.

**WANTED: LIONEL TRAINS**, rolling stock, etc. Furnish numbers & price. L. F. Jacker, 12009 Fair Oaks Blvd., Fair Oaks, Ca. 95628. 916/967-7089. Reg. No. 1191203. 1-1.

**FOR SALE: JOHN DEERE 5010 SCRAPER**, Serial No. 3774685, 6,200 hrs. Mechanically sound, gd rubber. \$12,000. R. H. Wymore, 8960 Sonoma

Hwy, Kenwood, Ca. 95452. 707/833-2805. Reg. No. 0467674. 1-1.

**FOR SALE: 35mm CAMERA MAMA-YA/SEKOR 1000 DTL**, W/FI. 4 lens, wide ang. lens, 85-205mm zm lens, many filters, shoe for flash, gadget bad. \$375. 415/538-8083. M. Rowe, 2019 E St., Hayward, Cal. 94541. Reg. No. 1382887. 1-1.

**SALE OR TRADE: P.U.C. NUMBER HIWAY CONTRACT CARRIER** type logging freight. Cargo container, etc. Also 12' alum. boat. Call 415/439-9056. Reg. No. 0413422. 1-1.

**FOR SALE: TRAVEL TRAILER 1965** Holiday Rambler, 22' self-cont. exc. cond. w/many extras. \$1,795. R. C. Wing, Rt. 2, Box 455, Sp. 28, Sonoma, Ca. 95370. Ph. 209/532-228. Reg. No. 711183. 1-1.

**FOR SALE: 36" DIESEL MOTOR COACH**, \$12,000+ Invested. Has full BR & kitchen. Dance flr & 6-spkr st. tape deck. Mechanically perfect. \$8,500 or best offer. Pref. cash. Call 415/447-1931. Reg. No. 1014599. 1-1.

**FOR SALE: OUTBOARD JET ATTACHMENTS** for 55 HP Bearcat & 40 HP Evinrude w/spare parts. Also 14' Wizard boat w/trailer, cheap. J. Kilroy, 3740 Madera Way, San Bruno, Ca. Ph. 355-3994. Reg. No. 1265078. 1-1.

**FOR SALE: HIGHWAY PROPERTY**, 2 BR house on acre plus, at Int. 80 & Haines Rd nr Auburn, Cal. Business potential. Write Buck Brumley, Rt. 3, Box 223, Dekalb, Texas 75559. Reg. No. 1070926. 1-1.

**FOR SALE: TANDEM AXLE TRAILER** w/single wheels & tilt bed, for backhoe. Will haul approx. 14,000 lbs. \$1,600. Thomas Matchell, 982 Connie, Campbell, Cal. 95008. 408/379-5225. Reg. No. 1192141. 2-1.

**FOR SALE: 1957 COOK (REO) DUMP TRUCK**, diesel pow., 10-wheel, good cond. \$3,500. Call 916/342-5863 or write L. R. Kinney, Rt. 1, Box 438T, Chico, Cal. Reg. No. 0879591. 2-1.

**FOR SALE: JOHN DEERE 450B** w/tilt angle dozer, backhoe attach., hydr. rippers. 1971 model w/1100 hours. Exc. cond. R. J. Kirkpatrick, 3450 Glen Ave., Oroville, Ca. 95965. Ph. 916/533-1329. Reg. No. 091267. 2-1.

**FOR SALE: '72 BUICK ELECTRA**, 4-dr. vinyl htdop., auto, trans., P/S, P/B, R/H, stereo tape deck in radio. Pow. windows, seats, air cond. Exc. cond. \$3,500 or best offer. L. Clemons, 415/322-7911. Reg. No. 1225549. 2-1.

**FOR SALE: 21 FT COMBINATION CAMPING**, horse trailer, hauls 2 horses and equipped for camping, 2 axle. \$750. L. E. French, P.O. Box 2047, Clearlake Highlands, Ca. 95422. Reg. No. 0623442. 2-1.

**FOR SALE: CAMP CONNELL, CAL. 1/4 A. LEVEL LOT**, gd. view on Hwy. 4. Util. available, co. snow remov. Ph. 209/795-2823. J. H. King, Box 42, John Day, Ore. 97845. Reg. No. 0750571. 2-1.

**FOR SALE: DONUT SHOP IN CHOWCHILLA**, equipment w/good lease on bldg. A. Church, 1210 Robertson Blvd., Chowchilla, Cal. Ph. 209/665-2424. Reg. No. 1059583. 2-1.

**FOR SALE: 1972 MOBILE HOME 20x44**, like new. 2BR, bath w/shower & sinks, oven, garbage disp., carpeted. \$800 down, assume bank loan. Licensed for 1974. A. D. Melton, 336 Main St., Yuba City, Ca. 95991. Ph. 916/673-1567. Reg. No. 054124. 2-1.

**FOR SALE: DIESEL GENERATOR** on thr. 2 1/2 KVA 3-phase 60 cycle 110/220 220/440 440/660. OSAH appr. panel, new cond., 495 hrs. \$3,800. R. J. Kirkpatrick, 3450 Glen Ave., Oroville, Ca. 95965. 916/533-1329. Reg. No. 991267. 2-1.

**FOR SALE: BACKHOE TILT TRAILER**, 920 tires, single axle. \$500. L. E.

French, P.O. Box 2047, Clearlake Highlands, Ca. 95422. Reg. No. 0623442. 2-1.

**FOR SALE: 12 FT. HOLIDAY CAMPER**, chassis mount, for 3/4 T L.W.B. or one ton short or L.W.B. or flat bed trk. 40 gal. water cap., mono. toil., 4x8' tool storage. \$1,500. M. B. Rose, 416 Horn Ave., Santa Rosa, Cal. Ph. 545-2746. Reg. No. 1059628. 2-1.

**FOR SALE: NEW 3 BR HOME** w/garage, util. rm., on 9 ac. fenced, w/live stream, lawn, fruit trees, gd. well, nr. John Day. J. H. King, Box 42, John Day, Oregon 97845. Reg. No. 075071. 2-1.

**FOR SALE: 1966 INTL. 1600 LOAD-STAR** w/12' Garwood dump. \$2,000. Ewell Paxton, 1169 Sonuca Ave., Campbell, Cal. Ph. 408/378-0856. Reg. No. 1043707. 2-1.

**WANTED: SMALL JOHN DEERE DIESEL** w/6-wy. hydr. dozer, any runnable cond. Send price & details to Jim Reynolds, 312 W. Henderson, Eureka, Ca. 95501. Reg. No. 0569595. 2-1.

**FOR SALE: LAND**, 2 1/2 acres in Grass Valley. \$2,500 equity or economy car. \$2,900 bal at 7%. Gary Schalesky, 5572 Maryannis Dr., Santa Rosa, Cal. 95401. Ph. 707/544-7119. Reg. No. 1391989. 2-1.

**FOR SALE: UTILITY BODY 1964**, \$400. B.O. Wanted: 8 ft. L.W.B. for 1964 Ford 250. Ph. 408/247-2421. R. Meyer, 3161 Riddle Rd., San Jose, Ca. 95117. Reg. No. 1504650. 2-1.

**FOR SALE: ALL METAL TILT BED TRAILER**, single axle, hydr. brakes, 17' coverall 21"9" legal width, new 1100x20 tires. Perfect for small rubber or track loader or scraper backhoe. 707/762-0226. Reg. No. 0908650. 2-1.

**FOR SALE: '68 GMC V-6 DIESEL TRUCK**, equipped to haul campers & trailers. Chains, binders, elec. winch, spare tire. \$5,000 or make offer. F. A. Kennedy, 2170 - 20th Ave., Sacramento, Ca. 95822. Ph. 916/371-2436. Reg. No. 0780319. 2-1.

## 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.

Ads using phrases such as "recent college graduate," "junior executive," and "age 18 to 25" are banned under the provisions of the Age Discrimination in Employment Act.

## More Personals...

(Continued from Column 2)

following deceased members: Bob Rusch, Lawrence Viariseo, Ernest Stark, John Southerland, Earl Dingwall, Mary Castello and Henry French.

Our most sincere thanks to Brother Bob Sandow for his blood donation on January 3, 1974.

## FRESNO

We wish to express our deepest sympathies to the family and friends of Brothers Monte Cox and Howard Smith who recently passed away.

Many thanks to the following men who donated to our blood bank account this month: Brother Johnnie Merriott, Frank Rocha, Harold Smith and Bob Merriott. The supply in our bank never quite meets the demand. Thanks again fellows!

## EUREKA

Congratulations are in order to Mr. and Mrs. Steven Martin, who are the proud parents of a son born in November 1973. Also, we wish to congratulate Mr. and Mrs. Richard Fulton, who are the proud parents of a son born in December 1973.

We extend our sympathy to Brother Andrew Bevans who lost his wife, Lillian, due to illness in November 1973.

We wish a speedy recovery to Brother Earl Horn who is convalescing at home after recent surgery in January 1974.

Pensioned engineer, Sandy Parks, is convalescing at the Pacific Convalescent Hospital here in Eureka.

## STOCKTON

Louis Lombardi, Gerald Yoakum, Henry McBride, Edward Thoz, Cecil Hash and Harvey Weidner were either hospitalized or under a doctor's care. A speedy recovery is hoped for all.



# 1974 MEETINGS SCHEDULE

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

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

### DISTRICT & SUB-DISTRICT MEETINGS

#### FEBRUARY

- 5 Stockton, Tues., 8 p.m.  
14 Oakland, Thurs., 8 p.m.  
19 Fresno, Tues., 8 p.m.  
26 Sacramento, Tues., 8 p.m.

#### MARCH

- 15 Salt Lake City, Fri., 8 p.m.  
16 Reno, Sat., 8 p.m.  
21 Ukiah, Thurs., 8 p.m.  
28 San Jose, Thurs., 8 p.m.

#### APRIL

- 2 Eureka, Tues., 8 p.m.  
3 Redding, Wed., 8 p.m.  
4 Marysville, Thurs., 8 p.m.  
10 Honolulu, Wed., 7 p.m.  
11 Hilo, Thurs., 7:30 p.m.  
24 San Francisco, Wed., 8 p.m.

#### MAY

- 7 Sacramento, Tues., 8 p.m.  
9 Oakland, Thurs., 8 p.m.  
21 Stockton, Tues., 8 p.m.  
23 Watsonville, Thurs., 8 p.m.

#### JUNE

- 7 Provo, Fri., 8 p.m.  
8 Reno, Sat., 8 p.m.  
13 Santa Rosa, Thurs., 8 p.m.  
25 Fresno, Tues., 8 p.m.

#### JULY

- 16 Eureka, Tues., 8 p.m.  
17 Redding, Wed., 8 p.m.  
18 Oroville, Thurs., 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.

- 24 Honolulu, Wed., 7 p.m.  
25 Hilo, Thurs., 7:30 p.m.

#### AUGUST

- 6 Sacramento, Tues., 8 p.m.  
7 San Francisco, Wed., 8 p.m.  
13 Stockton, Tues., 8 p.m.  
15 Oakland, Thurs., 8 p.m.  
22 San Jose, Thurs., 8 p.m.  
27 Fresno, Tues., 8 p.m.

#### SEPTEMBER

- 6 Salt Lake City, Fri., 8 p.m.  
7 Reno, Sat., 8 p.m.  
12 Ukiah, Thurs., 8 p.m.

#### OCTOBER

- 8 Eureka, Tues., 8 p.m.  
9 Redding, Wed., 8 p.m.  
10 Marysville, Thurs., 8 p.m.  
16 San Francisco, Wed., 8 p.m.  
23 Honolulu, Wed., 7 p.m.  
24 Hilo, Thurs., 7:30 p.m.

#### NOVEMBER

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

#### DECEMBER

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

- 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, Eldred Center, 270 West 500 North.  
Ogden, Teamsters Hall, 2538 Washington Blvd.

### Business Offices and Agents Phone Listing

#### DISTRICT 01—SAN FRANCISCO

- Dispatch Office:  
470 Valencia St., Office—415/431-5744  
Ralph Wilson, Dist. Rep. \* 756-1773  
Charles Snyder ..... \* 479-2113  
Harvey Pahel ..... \*408/264-7334  
Guy Jones ..... \*415/525-5055

#### PROPERTY MANAGEMENT

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

#### SAFETY DEPARTMENT

- Jerry Martin, Director  
Office—451/431-1568  
443-5285  
Samuel Coburn ... Office—209/464-7687  
\*209/522-0833  
Jack Short ..... Office—916/383-8480  
\*916/489-0681  
Lenny Fagg ..... Office—702/329-0236  
\*702/635-2419  
Vance Abbott ..... \*801/798-7123

#### JOB STEWARD DIVISION

- Bob Skidgel ..... Office—415/431-1568  
\*408/377-4928

#### PUBLIC RELATIONS

- Ken Erwin, Director  
Office—415/431-1568  
\* 566-1194

Al Venning, Audio-Visual

\*408/252-8929

#### TECHNICAL ENGINEERING DIV.

- Mike Womack ..... Office—916/383-8480  
\*916/933-0300  
Paul Schissler ..... Office—415/893-2120  
\* 829-5666

#### PUBLIC EMPLOYEES DIVISION

- Dan Senechal, Dist. Rep.  
Office—415/431-1568  
\*916/673-5736  
Lee Adams ..... Office—707/644-2667  
\*707/644-0893  
Walt Norris ..... Office—415/431-1568  
\*415/447-5108  
Frank Boze ..... Office—408/295-8788  
\*408/423-9028  
Stanley Glick ..... Office—408/295-8788  
\*916/488-8095

Robert J. Criddle, Jr.

- Office—916/743-7321  
\*916/743-6929  
Allen Boyd ..... Office—209/485-0611  
\*209/266-0154

#### FRINGE BENEFITS SERVICE CENTER

- 474 Valencia St.,  
San Francisco 94103 ..... 415/431-1568  
Art Garafolo ..... \* 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

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

- 1446 Webster St., Oakland 94612  
415/465-7878

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

#### DISTRICT 02—SAN RAFAEL

- 76 Belvedere St., 94901 ..... 415/454-3565  
Al Hansen ..... \*415/454-4035  
Wayne Sprinkle ..... \* 892-5958

#### DISTRICT 03—SAN MATEO

- 1527 South "B" 94402 ..... 415/345-8237  
Ray Cooper, Dist. Rep. .... \*415/349-5664  
Phillip Pruett ..... \*415/359-0385

#### DISTRICT 04—VALLEJO

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

#### DISTRICT 20—OAKLAND

- 1444 Webster St., 94612 ..... 415/893-2120  
Dick Bell, Dist. Rep. .... \*415/359-6867  
Herman Eppler, Asst. Dist. Rep.  
\*415/656-3587

- Ray Morgan ..... \*415/828-2624  
Ron Butler ..... \*415/686-0653  
Wm. Dorresteyn ..... \*415/223-1131  
Dewitt Markham ..... \*415/939-7219  
Ken Allen ..... \*415/938-0951  
Jim Johnston ..... \*415/582-3305  
Buford Barks ..... \*415/797-4819  
Robert Marr ..... \*415/651-1633  
Thomas Eck ..... (T)415/893-2120

#### DISTRICT 30—STOCKTON

- 2626 North California, 95204  
209/464-7687

- Walter Talbot, Dist. Rep. \*209/477-3210  
Al McNamara ..... \*209/464-0706

#### DISTRICT 31—MODESTO

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

#### DISTRICT 40—EUREKA

- 2806 Broadway, 95501 ..... 707/443-7328  
Robert Wagon, Dist. Rep.  
\*707/539-2821

- Eugene Lake ..... \*707/443-5843

#### DISTRICT 50—FRESNO

- 3121 East Olive Street, 93702  
209/485-0611

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

#### DISTRICT 60—MARYSVILLE

- 1010 Eye Street, 95901 ..... 916/743-7321  
Alex Cellini, Dist. Rep. .... \*916/742-4395  
John Smith ..... \*916/743-6113  
George Halstead ..... \*916/743-1615

#### DISTRICT 70—REDDING

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

#### DISTRICT 80—SACRAMENTO

- 8580 Elder Creek Road, 95828  
916/383-8480

- Clem Hoover, Dist. Rep. .... \*916/428-1458  
Al Dalton ..... \*916/622-7078  
Al Swan ..... \*916/487-5491  
Dave Rea ..... \*916/624-3241  
Wilbur Marshall ..... \*916/687-6796

#### DISTRICT 90—SAN JOSE

- 760 Emory Street, 95110 ..... 408/295-8788  
Mike Kraynick, Dist. Rep. \*403/266-7502  
Jack Curtis ..... \*408/476-3824  
Jack Bullard ..... \*408/476-1962  
Tom Carter ..... \*408/779-3863  
Bob Fleckenstein ..... \*408/296-7667

#### SALINAS

- (Area 408) 422-1869

#### DISTRICT 10—SANTA ROSA

- 3900 Mayette, 95405 ..... 707/546-2487  
Russell Swanson, Dist. Rep.  
\*707/545-4414

- Stanley McNulty ..... \*707/433-1567  
Bill Parker ..... \*415/359-1680

#### NEVADA

#### DISTRICT 11—RENO

- 185 Martin Avenue, 89502 702/329-0236  
Dale Beach, Dist. Rep. .... \*702/882-6643  
Dave Young ..... \*702/322-0009  
Paul Wise ..... \*702/882-1004  
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 ..... \*801/268-3152  
Wm. Markus ..... \*801/255-5227

#### DISTRICT 13—PROVO

- 125 E. 300 South, 84601 ..... 801/373-8237  
Lake Austin ..... \*801/374-0851

#### DISTRICT 14—OGDEN

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



Bob Skidgel, Job Steward Coordinator

### JOB STEWARDS ACTIVATED

Week Ending February 1, 1974

Dist.	Name	Agent	Dist.	Name	Agent
01	Kenneth Holthus	R. Wilson	80	Whit Powell	C. Hoover
20	Gene Young	D. Bell	80	Richard Jones	C. Hoover
20	Michel P. Darrough	W. Donesby	10	Richard Strait	R. Swanson
20	James McAllister	R. Morgan	11	Gale D. Reeve	D. Beach
30	Mike Veltri	W. Talbot	11	Allen Todd	D. Beach
80	George Comstock	C. Hoover	12	Derl Olsen	L. Austin
			12	Gary Boone	T. Bills
			12	Alfred Blonquist	T. Bills
			12	Ronald Batty	L. Austin

Where the scrap steel that used to be your old car is unloaded in Fremont and melted down into a building beam, you will find union brothers Bennie Van Duesen, Vince Karp, Trice Geer and Orville Teague. These are our job stewards at Pacific State Steel Corporation. They represent over 300 employees who work in some of the largest steel producing departments in the State of California.



Bennie Van Duesen

Both Geer and Van Duesen migrated here from Texas. Van Duesen started out in a steel mill in South San Francisco and after the war worked scrap yards, ship yards and did a tour with Walsh & Driscoll in the West Indies before starting at Pacific. For a while he was leaderman on the cranes and now works in the Shipping Department and warehouse.

Geer grew up in Texas and spent several years in the Oregon lumber industry before hiring on at Pacific Steel. A busier man than Trice Geer is hard to find—he works in the Morgan Mill, serves as job steward, then goes home and cold packs vegetables out of his large garden and also does major auto repairs while he teaches his two teenage boys auto mechanics! Trice didn't tell us what he does in his spare time.



Orville Teague

Orville Teague grew up on a farm in Lawton, Oklahoma. He came to Milpitas in 1933 and worked at various jobs including farming and construction. In 1942 he signed on at Pacific as a brick layer,

rebuilding ladles, and soon became a crane operator. Now he holds one of the most important crane jobs in the whole operation, pouring 3-ton ingots from a 150-ton ladle.



Vince Karp

Vince Karp left Chicago 22 years ago and came here to work as a supply clerk in a government depot. For the last 18 years he's been with American Forge which is the part of Pacific State Steel that produces, among other things, grinding balls of hardened steel for cement and mining industries. Vince operates a 1,500-ton press that makes large crank shafts and machinery components that weigh as much as 15 to 25 tons each. There are about 185 employees at American Forge and Vince has been fielding the beefs for this department by himself for years.

The union members are very fortunate to have job stewards with as much experience as these men at Pacific. Altogether they have 88 years on-the-job knowledge; Chief Steward Orville Teague has been there 32 years, Steward Van Duesen 23 years, Steward Karp 18 years and Steward Geer settled down at Pacific 15 years ago. They not only handle the individual grievances that come up day by day but serve on the contract negotiating committee as well.

Business Representative Buford Barks can't say enough about these four men because it's job stewards like these who will put out extra time and energy for their brothers that make this union effective and strong.

In the near future there will be meetings in your area for the purpose of job steward training. Following are the topics we will cover in these meetings:

1. THE STEWARD AND HIS RESPONSIBILITIES; 2. THE LOCAL UNION BY-LAWS; 3. THE CONSTITUTION COVERING THE INTERNATIONAL UNION OF OPERATING ENGINEERS; 4. THE MASTER AGREEMENT, ROCK, SAND AND GRAVEL AGREEMENT, PUBLIC AGENCY'S, TECHNICAL ENGINEERS (Surveyor's), DREDGING, SHOP AND INDUSTRIAL; 5. HEALTH AND WELFARE; 6. PENSION; 7. JOB PLACEMENT CENTERS; 8. HISTORY OF COLLECTIVE BARGAINING; 9. APPRENTICESHIP; 10. LABOR ROLE IN POLITICS; 11. SOCIAL SECURITY BENEFITS; 12. DISABILITY INSURANCE.

#### 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 McDonald ..... \*808/488-9876  
Richard Shuff ..... \*808/537-9847

#### HILO—Lycorgia Bldg.

- Valentine Wessel, Asst. Dist. Rep.  
\*808/935-6187

Wm. Crozier ..... \*808/949-0084

#### GUAM

#### DISTRICT 06—AGANA

- P.O. Box E-J 96910 ..... 749-9064  
Eustaquio Punzalan, Asst. Dist. Rep.  
\*746-1018

- William Flores ..... \*746-1942  
Floro Jimenez, Jr. .... \*746-5942  
Virgilio Delin ..... \*746-6160  
Moises Flores ..... \*745-2427

\*Indicates Home Phone

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