C.I.S.C. ruled that the committee in its Decision 7651-3.

From Nevada ratified wage vote, operating engineers piledrivers were the same as for groups 1-9 the C.I.S.C. approved the erreers to serve on their respective boards. Richard C. Lacar, Jr., and Richard C. Lacar, Jr., from District 4A, 5, 6, & 7 proved a 32 cent wage increase, voted down on Jan. 28, provides for & only a small part of the overall destruction brought about by recent torrential rainfall.

Brothers Choose 15 Incumbents for Grievance Committee Seats

Operating engineers in districts held district or sub-district meetings in January and early February elected 21 brothers to serve on their respective grievance committees. Engineering assemblies in Eureka, Redding, Oroville, Honolulu, Hilo, San Francisco and Stockton, chose 15 incumbents for the 21 seats.

On Jan. 16, 15 incumbents Harry Gillon, Otto Sherwood and Pete Childers were elected from District 49. The following day members from District 70 elected Lou Hanes, John DeLong and Vernon Schaeche. On Jan. 17, District 60 brothers elected incumbents Bob Christy, Bob Robinson and Cy Sheppard.

James N. Rowland and incumbents Richard C. Lacer, Jr., and John E. Hoopi, Jr., were elected from Honolulu on Jan. 23 followed by the election of Clifford Britto, Faustino Hernandez and incumbent Ichiro Matsu in Hilo.

On Jan. 30, 15 incumbents John O’Brien, Bob Gillman and Willis Schuette 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.

The ratified construction agreement is retroactive to July 1, 1973 as are fringes for steel fabricators & erectors and piledrivers. 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 are fringes for steel fabricators & erectors and piledrivers.

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 113 workdays per month at 30 cents per hour this could mean retroactive pay of about $558 for the seven-month period.

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

*CONSTRUCTION, GROUPS 1-4 INCLUSIVE*
- Wages: $0.30 increase
- Pension: $0.05 increase

*Pensioned Health & Welfare*
- $0.05 increase

*CONSTRUCTION GROUPS 5 & 6 INCLUSIVE*
- Wages: $0.30 increase
- Pension: $0.05 increase

*Pensioned Health & Welfare*
- $0.05 increase

HYDRAULIC SUCTION, GROUPS A5 & A6
- Wages: $0.30 increase
- Pension: $0.05 increase

Wage and fringe increases for the crane owners association agreement, retroactive to June 16, 1973 are as follows:

*GROUPS 3 & 5 INCLUSIVE*
- Wages: $0.30 increase
- Pension: $0.05 increase

*GROUPS 4 & 4A INCLUSIVE*
- Wages: $0.30 increase
- Pension: $0.05 increase

*GROUPS 5, 6, & 7 INCLUSIVE*
- Wages: $0.30 increase
- Pension: $0.05 increase

Steel Erectors, Groups 1-4 INCLUSIVE
- Wages: $0.30 increase
- Pension: $0.05 increase

Steel Erectors, Groups 4A, 5, 6 & 7
- Wages: $0.30 increase
- Pension: $0.05 increase

Pile Driving, Groups 3 & 4A INCLUSIVE
- Wages: $0.30 increase

Pensioned Health & Welfare
- $0.05 increase

Pensioned Health
- $0.05 increase

Pension
- $0.05 increase

Business Manager and Editor Dale Marr announced that he is moving to the rank and file membership, a column advising members if questions will appear in Engineers News. All questions of interest to the general membership will be welcomed. Personal questions will be addressed to the department in question.

March 1 is the deadline for the return of applications for 1974 college scholarships. For details see the article on page 9, 10, 12 and 14 of this month’s Engineers News.
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, lines and curtains. This is an excellent time to shop for a good month to shop for a used car since prices are at relatively low levels.

But the new rise in food costs, even more relentless if less spectacular than the oil's summer's big jump, is a cruel blow to working families this winter. Our estimate is that food bills went up about 8 to 10 percent by 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 home heating oil consumer must make an expected delivery to find out how much it will cost. At current wholesale prices, oil, almost double last year's tag, a delivery for the 350-gallon neighborhood of $10—a bill that many working people cannot meet.

The only individual solution, other than cutting and insulating, is to find an alternative source of fuel at lower costs. But because of present oil problems, it will not be possible to divert the current activity. 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 watch-dog committee. We will keep you informed.

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.
Sacramento Scene

Two Crucial Bills To Come Out Of AB161

By EDWARD P. PARK, Legislative

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, to deal with the regular session, a play made possible under the constitution of March. While in session they did unravel some of the welfare mess and enacted a $5 in b.p. state speed limit. Then back home for the holidays.

All officers, with the exception of the State Treasurer, had their debate passed the old Capitol Building, which no less than four teams of architects have decided to be unworkable in a future 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 through and seem to have a chance of enactment. All bills had to be out of the house of origin by Jan. 29, 1974. The employee bills we are most interested in, S.B. 32 and A.B. 1445, are both out of their house of origin and will be heard again in sub-committees hearings sometime this time. Many bills will fall by the wayside, either in committee or as the session concludes, and then there is always a possibility of a veto.

Due mostly to reapportionment, it is predicted there may be as many as 120 legislators, after the November elections. All 80 assembly seats and 20 senate seats are up for re-election. Also, one constitutional officer, from the governor on down.

There will be at least five propositions on the ballot in June. 80 Assembly seats and 20 Senate seats are up for election. Two will be of considerable significance to the Operating Engineers. Neither the governor nor any of the officers on down.

80 assembly seats and 20 senate seats are up for election. Two will be of considerable significance to the Operating Engineers. Neither the governor nor any of the officers on down.

Another special session, a ploy made possible by the voters. It will amend Article 26 of the California Constitution to permit highway users taxes to be imposed by the state for highway construction and maintenance and for the maintenance of parks and recreation areas.

The passage of this bond issue should yield, through proportionate federal and local funding, at least $2 billion dollars. It is hoped that at least one of the operating engineers will be able to get some of the monies for reclamation of wastewater in a manner similar to the 1970 bond act.

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

1. Assist in the preparation of regulations and policies for sand and gravel operations which will result in a minimum of environmental and operational conflicts.
2. Assist in the preparation of a report and the development of plans for the reclamation and re-use of mined lands.
3. Advise the Board of Supervisors and the Planning Commissioner on the best practices for the conservation of the county general plan.

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 in San Joaquin County 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.

A Personal Note from

The President's Pen

By HAROLD HUSTON

Your officers deeply appreciate the warm reception given to us at each district meeting during the months of January and February. The good brothers in Hawaii and Japan send a big "Aloha" and want us to relay their strong support to all the members of this great organization 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 June 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 will give his 100 per cent effort. When we do this the employers and the 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 where we think we are going during 1974. His excellent choice of speakers and staff members to present the International Headquarters were most interesting.

In addition to chairing the district meetings, centrally 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. In this capacity I 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 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 not enough to eat. In this condition it 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.

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

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 I entered my mind that I wished that the environmentalists and opponents of dams on the Red, 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 families were 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 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 $606 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 1 million cubic yards for the canal, over 4 million yards in embankment and, beginning in September of 1976, roadway 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. This is a huge and badly needed project for, as you know, a great deal of this work is in our jurisdiction.

More Rigging Lines...

$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 5.

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 161, 1.7 miles of four-lane freeway in Arcata over 0.1 mile north of Tih St. undercrossing, to Arcata overpass, $7,500,000, with a portion to be financed in fiscal 75-76.

Humboldt County, Route 562, 34 miles of road widening 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 west to 10.7 miles east of Route 53, $854,000.

District II:

February — Trinity County, Route 3, 11.8 miles of surfacing and bridge deck repair and seals at various locations from Coffee Creek Bridge to 0.2 mile north of Tangle Brook Creek, $400,000.

District III:

March—Colusa County, Route 40, 4.4 miles of surfacing and widening of base from Yolo County line to 4.4 miles north, $350,000.

District IV:

February—Santa Clara County, Route 17, 1.9 mile of 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.

February — Sonoma County, County Route 777, grading, paving, lining 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 from Route 101, six-lane overcrossing in San Mateo at East Hinkle Blvd. Interchange, $1,050,000.

District V:

March — Monterey County, Route 198, reconstruction and widen 0.5 mile near Mustang Summit about 1.2 miles to 0.7 miles west of San Benito County line, $585,000.

March — Alameda County, Route 48, bridge and structures on Redwood Avenue at 0.5 mile from 0.2 to 0.5 mile from 0.5 mile west of California 101, $600,000.

March — Santa Cruz County, Route 1, 0.5 mile of road widening on 0.3 mile north of San Benito County line, $235,000.

March — Marin County, Route 101, 0.5 mile west of new toll bridge over Slot, $1,300,000.

March — Sonoma County, Route 1, 0.5 mile east of Ramal Road, $912,000.

March — Lake County, Route 29, 1.25 miles west of Clear Lake, $300,000.

March — Lake County, Route 29, 0.5 mile west of 0.5 mile south of Big Lake, $912,000.

March — Lake County, Route 29, 0.5 mile north of 0.5 mile west of Anzio, $1,050,000.

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

Peripherial Canal Cost Breakdown

**PERIPHERAL CANAL CONSTRUCTION COST ESTIMATE**

**FEATURES**

**DOLLAR VALUE**

- Bridges
  - 15 concrete bridges, which consist of 13 vehicular and 2 railroad bridges
  - $7,720,000
- Siphons
  - 4 canal siphons which are about 575 ft. long with and 220,000 cu. ft. per second
  - $5,520,000
- Turnouts
  - $720,000
- Canal Excavation
  - $5,400,000
- Canal Embankment
  - 0.5 million cu. yds. of embankment
  - $2,600,000
- Roads
  - 84 miles of roads along the canal and 10 miles of state, county and private roads
  - $1,840,000
- Pumping Plants
  - $2,950,000
- Fish Facilities
  - $2,850,000
- Miscellaneous Structures
  - $10,750,000

Total: $32,180,000

(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 representatives 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.
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 will select the winners of these scholarships or 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.

The local 3 scholarship will be awarded once a year. 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. The Application — 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.

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 or two 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 writer 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 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.
Helmlck 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 American Operating Engineers member for 13 years. He was elected to the Executive Board in November of last year.

An employee of American Bridge, Helmick is currently working on the California Airlines mobile 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 in 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 multiglute and instrument ratings. He is a mission pilot with the Army Reserve and has been in the Air Force since 1961.

By RALPH WILSON, Business Representative

District Representative and CHARLES SNYDER, Business Representative

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

William C. Burrows and his three men are working for the San Francisco Valley Water Co., a three-man team to install main water lines in the area. Bay City Contractors, Inc. has two men and Sherman & Clark, Inc. has one man working in the area. Bay City Contractors, Inc. has two men and Sherman & Clark, Inc. has one man working in the area.

Flucon & Collins on the Muni Railway system on upper Market St. is on the job with approximately four engineers on the project.

The weather is so bad that crews are working only two shifts on the all-new Market Street Bridge project.

Redshield & Rafini on the Metropolitan Water District of Southern California Contract with the City of Los Angeles in the Hyster area is working on the job for these four engineers on the two jobs.

Henry C. Beck Co. on the City of San Francisco Project, No. 2 is now working overtime with four engineers on the job. Helms & Hetherly, Inc. is working at Lake Merced.

We also have Lummus Construction working on the Southern Pacific tracks. Strauss Construction, Inc. is working at Hunters Point, Pacific Paving has a little work going, Westate Construction is working in downtown San Francisco and Mc-Mahon & Beanie has ended work to keep of some of our good members happy.

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

Sylvon & Reid, Inc. two-shift project on the Friant-Kern Canal project in eastern Tulare County. The company must have the east bank lime treated and compacted before February 1 so that the water is excluded to be turned into the canal.

Ball, Ball & Broome has the same problem on their east project south of Woodlake. The project does not call for lime treatment but only in the bottom of the structure to stop leakage. The company will try to finish half of the job this year and come back next winter to complete the project.

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 and recreation, an amount which is a $13.5 million line-item for improvement of the Warm Springs lake and channel. The Melones, a $39.7 million project, is a $39.5 million for a multipurpose project.

at New Melones Lake.

In the Interior Department's Bureau of Reclamation's budget, $345.7 million is requested to continue the Central Valley project. This would allow the continuation of construction of the Westport Diversion Channel system, the Tehama-Colusa Canal and the Pleasant Oaks distribution system.

The project calls for installing approximately 46 miles of 12-inch through 75-inch transite and concrete pipe for irrigation water from three recirculation structures.

Helmick Lives in Foster City, California with his wife, Linda.
Harley Davidson Refires In January

By JIM ATKINSON, 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 explanation, providing the fuel becomes available when the weather becomes more amenable.

The Marble Bluff Dam project will be moving full bore before the time you read this article. The Olsen Company plans to employ approximately 300 employees. This will make a fair dent in both the journeyman's 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 Murietta opportunity are Gary Smith, a graduate apprentice of Reno, Ed White, 3rd Period of Apprenticeship of Reno. Allen Wehmer, a journeyman from Gardnerville, Bob Pickens of Reno, Bruce Coombs, 2nd period apprentice from Lake Tahoe, Ed Grant, 2nd period, second generation operating engineer, John Ruiz, 1st period apprentice from Reno, Ed Wolf of Reno, have been working at the project. The salary range at 300 employees is $15,000 to $30,000.

The usual problem of the apprentice is to find a job. The usual problem of the journeyman is to keep the job. The usual problem of both is to hold the job.

Almost All Apprentices Out Of Work In Nevada

By IAN CERKINLAW Coordinator

Harley Davidson, an apprentice coordinator, and has been interested and active in training programs throughout the year. He was the project manager at the Camp Roberts Journeyman Retraining Program. Then, in the past few years, he has worked with apprentices as a training coordinator. We have heard so much about the apprentice program in the San Jose area that they had much respect for Harley. He is well liked by its apprentices and employers. Harley will be missed by many. However, you may see Harley at some of the meetings. He is interested in helping some of the apprentices and employers. He has been with Harley for 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. We know this is the desire of all engineers well.

Jim Atkinson is replacing Harley as coordinator. He has set as his goal the accomplishing that Harley has and try to gain the respect that he has from the employers and apprentices. As Atkinson looks ahead he believes our apprentice program will continue to improve and grow. It is one of the finest programs in the 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. The card is sent in on card, fill in all information except on employer, on the card. The letter sent is the official notice. The card is sent in on card, fill in all information except on employer, on the card. The letter sent is the official notice. It is one of the finest programs in the 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.

New Safety Meeting Schedule

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 apprentices' office. It is such apprentice's obligation to check the bulletin board and to go; a copy of the safety meeting in his area. The schedule is posted 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 and is not an official notice. So, if you don't receive this letter it is not considered 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 and time.

The apprentices in the San Jose area are doing a fine job at Rancho Murietta 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 the year will be held on February 5, 7, 21, August 22 and December 12. All meetings will begin at 7 p.m. and be held at the San Jose Temple, 2102 Alma-Deen Road.
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 one of these classes on Jan. 19. It was very well organized and run by very efficient instructors. The class was held in a very orderly manner with very little disturbance which gave everyone an opportunity to concentrate and absorb the information presented.

We would like to bring your attention to the fact that qualified instructors have a first aid kit in their ears as well as fire extinguishers.

While servicing the Estero Construction road project at Oceano, we were told that the 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.

Rancho Murieta First Aid Class
By NELSON UMIAMARA, Coordinator

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

When the apprentice says he is not receiving the proper training, meaning something other than doing routine work since his training time is over, this is an indication that it is our reply. Along with job interest, initiative, and responsibilities, a training time work record is a must. It is true that your training time in the program is just as important as the role of related training. A concentrated effort should be made to acquire that body 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 complete the job. Efficiency will multiply throughout the telephone line and the foreman is very well pleased with his progress.

Congratulations to Mr. and Mrs. Terry Porter on the birth of their first child recently. We congratulate them and wish the baby all the best.

Rancho Murieta First Aid Class
By HUGH BODAM, Coordinator

After having shut down for the holidays, Rancho Murieta is now back in the business of training and preparing its journeymen. As of early February we had 119 apprentices who are going to have to face the weather conditions most of it was conducted in the classroom. Of course, we want our apprentices the first two weeks is spent attracting the first aid and drivers' education classes for the first one license.

The idea of this is to help people with some of the work that will 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 Don Ferguson and Bert Ferrarini and Daryl Lives, the shop foreman.

Bert Ferrarini is the instructor of our line at the first aid class for the drivers in the construction of the Southern Pacific Railroad. We have a pretty good operator. Supervisors are going to have to face the weather conditions and some of the worst that we know what you are doing.

Training Time Limited; Use Related Training
By NELSON UMIAMARA, Coordinator

It is really hard for some apprentices to visualize the unattainable amount of training a journeymen 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 career, he will see the advantage of rotation.

If your understanding of what rotation is all about is not clear, have your area coordinator explain it to you.

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.
Much Rain in Marysville Dist.; Levee Break Floods Highway 32

BY A. A. CELINO,
District Representative, and
JOHN R. BROWNSON,
General Business Representative

GEORGE HALSTED
Business Representatives

In the last two weeks, the Butte-Glenn Counties Area hard cannuas major flooding in the area of the area in 30 inches of rainfall on Highway 32 was caused by the levee break which should have lead to some levee work during the coming summer months.

Butte Creek Rock is maintaining a full crew at their plant in Chico doing maintenance work on the old plant and also fabricating some shuttles and conveyors.

The Butte Creek Plant is being set up to be used by the new plant which will be built in the Pent Area (the old Whiskey Plant).

Kaiser Sand & Gravel has held its third open house and the Bradley Construction was the contractor on that job.

General Towing Venture, on their Tehama-Colusa Canal Project, are starting to put the dikes in place and begin seeding the area. Moulder Brothers will be the sub-contractor on this phase of the project.

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 cold winter and the total rainfall is far above normal.

The permanent shops and plant was closed for the winter during this winter. Work on the Butte-Glenn Contracting Company has kept their regulars busy.

The New York Fleet Dam near Brownsville has been brought to the fore and has brought about a good change of construction in the valley and the cost of the cost of approximately $3 million. We are hopeful that this work will be completed in the near future.

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We will be meeting with the California Highway Commission to discuss future improvements on Highway 401 and 140 Highway 99. We will be discussing the addition of new and existing road sections.

Fairly busy this winter: "It was informative", "it was enjoyable," "it was a day well spent." Our thanks to the instructors, Ed Middleton, Bert Ferrani and Marty Batte.

Just a reminder - Rancho Murietta is available to those who wish to take the course. The next course is February 22 at 8 a.m.

A welcome to Mel Ge & Co. L.L.C. who recently became a member of the tech engineers agreement.

TECH ENGINEERS IMPORTANT NOTICE

A. J. Raisch Construction, who is building the northern portion of 280, has completed the Almaden Expressway project and is working on the Almaden Expressway project. A. J. Raisch Construction, who is building the northern portion of 280, has completed the Almaden Expressway project and is working on the Almaden Expressway project.

San Jose Crane and Rigging Co. finished erecting the iron on the 15-story office building at First and Hoddin in the area. Leo Piazza Paving Co. was the low bidder for the resurfacing of North California Street, McLean Road and Usos Road. Their bid for this work was about $300,000. The same goes for the resurfacing of the Almaden Expressway plus the re-aligned Almaden Creek as we permit.

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Brother Bradwill and other locals of various crafts in Mountain View to Santa Clara. This is a five-year project with a proposed spending of $50 million a year on the project.

This is the time it is the process of moving its operations to the new building to the Santa Clara into the Palo Alto Building. This is being done so that they can accommodate the growth that will be under a roof and out of the weather. They expect to be ready for production by February 15.

All the shops in the area are still open and doing business as usual. The concrete plants in the area are still open and doing business as usual.

While we are resolving some problems at Galbin Iron, the job is being handled efficiently, and in business-like fashion. Dwight Nogales is a great asset to their shop. Janie Moore is junior in the machine shop.

We recently had a problem getting holiday pay for members available but not provided with work the day before and after a holiday. This problem was resolved by one employer each of us in our favor in a friendly fashion. We have learned from this, and we are preparing to handle the situation next year in a better manner.

The Quinn Co equipment dealer agreement was ratified. Quinn has been most helpful in terms of what might happen in this area. We will be keeping a lot of good hands are working where they are needed.

We are resolving some problems at Galbin Iron. The job is being handled efficiently, and in business-like fashion. Dwight Nogales is a great asset to their shop. Janie Moore is senior in the machine shop.
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 $14 million, with another $2 to $3 million in damage to railroad beds and bridges. Sef. Baum, Huntington, Baker, Mendocino Aggregates and others rushed small crews to open state highways in the area.

There is more 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 for 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 outpatient drilling and readying for deck pours. Seyer-Pacco is also working a small crew between rains at the Indian Valley Dam.

Judd Drilling, G. R. Fedrick and Christiansen & Foster are working around the clock at The Geysers to control a slide threatening the power house currently under construction. Eridyne 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. Glenview 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 engineer's 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 above level 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 snow removal. We would appreciate all member's coming up to be better acquainted with the authors of this decision.

By TOM MILLS,
District Representative, and
WAYNE LASSITER,
BUSINESS REPRESENTATIVE

Lake Austin and Rex Daugherty

Most of the major projects have been able to keep going with very little time lost in the normal season.

James Reed Company is 30 per cent complete on their $2 million project at Port Chicago. The job should go well into next summer, employing about 250 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 is moving to Coleman Canyon. The State Department of Highways would not let the company disturb the old on the existing highway. This will be an excellent job next summer, employing some 25 operators 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 9th. 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 bridge 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 and the help from the Utah Company on the out-of-work list, we are hoping that the effort will result in getting the dam started and thereby provide some much-needed jobs for operating engineers.

It is possible to construct Phase Two of the Huntington Power Plant complex will start as soon as the weather permits. We understand that all but three preparation and concrete men have 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 small, but the work load is reduced. The company is still working on the Joebo site instead of being brought back to the yard.

Smyth Construction has a steady work crew in their shop rebuilding a great deal of equipment. The window shop is quite busy building up some of the doors equipment. This employer has had some "out problems that have caused some jobs to be shut down earlier than expected.

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

The 4,700 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.

Tango 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 22 engineers.

Arthur McKee Construction has started construction on the hill for Kennecott Copper Corporation. At present, Wester 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 foundations and intricate fireproofing.

Jack Parsons Construction is working on the I-25 jet, weather permitting. Gibbons & Reed is also working on a high-altitude basis on their sector of I-25 just north of the Jack Parsons job.
Hawaii Gets CISC Approval
For Wage And Fringe Increases

By HAROLD LEWIS
Financial Secretary
WALLACE LEAN
District Representative
VALENTINE WESSELL
Assistant District Representative

WILFRED BROWN
GORDON MACDONALD
WILLIAM PEEKEEF
RICHARD SHUFF

Business Representatives

Hawaii was granted CISC approval on Dec. 20, 1973 for its Sept. 3, 1972 wage increase. One hundred and fifty-three unions received their fringe benefits as scheduled to go into effect on Sept. 3, 1972. The new contract is approved and made retroactive.

Fringe benefits were increased 28 cents per hour - which brings the new total to $0.70. This is broken down as follows: health and welfare, $0.05 for a total of $0.66 per hour; vacation, $0.01 for a total of $0.06 per hour; pension, $0.10 for a total of $0.60 per hour; and holiday, $0.10 for a total of $0.40 per hour. Journeyman training, apprenticeship and affirmative action, $0.15 per hour; and industry improvement, $0.52 per hour.

For some further good news to all the brothers who are enjoying the Hawaii health and welfare the percentage payments are 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 edition is printed.

The new benefits schedule is as follows: anesthesiology, 85 per cent (was 65 per cent); medical visits, except member office visits, 85 per cent (was 80 per cent); diagnostic x-ray and laboratory services, 85 per cent (was 65 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 dental services, effective Sept. 1, 1973, 85 per cent (was 80 per cent).

In addition, major medical benefits were increased from $0.04 per visit to $0.06 per visit, Aug. 9, 1973. Prescription drugs and refills were increased 5 per cent to $0.50 per pill respectively and vision care benefits were increased to pay 75 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 job being completed and the freeway area scheduled for completion this year and with not much work being let for 1974, we expect this percentage to raise our unemployment percentage. It is our impression the unemployed will level out for the above the balance of the year.

Marin County Gets Sunshine
After Three-Fourthly Yearly Rain

By AL HANSEN
Business Representative

This past year Marin County has really made its appearance in Marin—however, it will take quite a while to dry it out. We've had over three quarters of our normal rainfall for the year, and there is probably more to come.

The new Courthouse Complex is really taking shape. Marin-Foster-Heller is the contractor on this new 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.

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

Leo Jones Construction is working at this project in Novato. The Freeman - Sond- groth Novato Bypass job is taking shape. The new Bypass job should be completed around mid-1974. However, due to the recent completion of the new Bay Bridge, the debut of this extension and by last reports received, they are back on schedule.

Freeman-Songroth, we learn, were low bidders on the Route 101 Widening project in Richardson Bay Bridge to Greenbrae. However, this contract has not been awarded as yet due to the fact the company was over the estimated cost per month at between $.70 and $.80. They are not only recreation but also make their appearance in Marin - this contract will be awarded as yet due to the fact the company was over the estimated cost per month at between $.70 and $.80.

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By HAROLD LEWIS
Business Representative

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

Crucial Vote Coming Up In Sacramento

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

On June 4 the voters of Sac- ramento 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 $200 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 recrea- tional and aesthetic assets of the region, but also the region's major water supply.

At present there are some 23 waste treatment facilities located in the region. Recently adopted federal and state standards will require extensive up- grading of these facilities. A series of extensive engineering, environmental, and financial studies have demonstrated that the best system to meet the environ- mental and economic goals is to schedule a rapid sequential abandonment of the existing facilities and their replacement with a major new regional treat- ment plant located on the site of the existing County Central Plant south of Sacramento. The system could also provide serv- ice to west Sacramento.

Frontier, and South Sacramento. The plant would have an initial ca- pacity of 320 million gallons per day, with capability for enlarge- ment. 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 com- ply with regulations and demo- nstrate ability to provide the most efficient and least costly wastewater control. Under present regulations, appren- ticeship program is estimated to cost $45 million per year.

If the regional system is approved, new jobs will be created in the region. These jobs will be in the area of engineering, labor, construction, and management. The projects are expected to be completed by 1979. The vote on June 4 is an important decision for the Sacramento region.

In October 1972, nearly 800,000 adults aged 25 and over were enrolled in college, the Labor Departments reports. Over half of them—53 percent—were women.
**Heavy Storms Devastate Redding Dist.**

By KEN GREEN,
District Representative and
Business Representative

Northern California was hit during the first week of January by heavy storms that left Shasta and Trinity counties devastated. Encouraging our local officials to request federal assistance, allow for the digging out, mopping up and removing of debris from roads, canals, railroads and lakes. There should be no reason for the havoc California has experienced; there are more heavy rains during the first part of February. Dreetoia, 20 million cubic feet per second release of water from Shasta Dam the areas where normally have from 4 to 6 inches of heavy 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 areas since last January starting with the hardest hit— 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.

Leslie Sands, 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 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 sawa record breaking storm strike Northern California with warm torrential rains and high winds. One of the most serious aspects of the storm was the rapid increase in the Klamath River, which rose steeply for three days and nights. Snow about 12-foot 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, Medford 2 p.m. on January 16, with a record breaking crest predicted at 8 p.m. that night, and the Smith River at Klamath Falls, Oregon, Highway 99 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 was being hit, the progress Clair Eagle Lake was filled and a highway begun to roar uncontrolled down the spillway of the massive Trinity-Wawona powerhouse and the level of Lewiston Lake, which is impounded behind Lewiston Dam, rose rapidly and forced the Bureau to Reclassification 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, almost 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 20 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 flood of carrying his home away, while on the other side of the river his son-in-law rotary 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 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 protection 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 its 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 cleanup 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 Voliners, Calif., is seen at left. At right is what remains 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.

Shellsfirmed 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 but has the depth of the channel for larger tankers. This job was worked with clamshell "Thomson." Bob Gorman was captain.

Smith-Rice was the lowest bidder on clamshell dredging. It has its clamshell dredge "California" which is working steadily at present. This is a mud barge. They have quite a bit of work ahead for months to come.

Great Lake clamshell dredge "Boston" is using an 18-yard bucket on their Oakland harbor basin job. They are lowering the channel to 35 feet, This is a three-shift operation. Considerable mud is dumped 30 miles outside the Golden Gate. They are using three shifts on this job. They have several months to go to complete this job.

The Pacific Coast Company has its four clamshell dredges working steadily at present. Three of them are in the Delta area. The dredge "California" is working three shifts on the Piers Canyon. Paul McQueen is captain on the job.

Leslie Salt has its clamshell dredge "Mallard." This is a new clamshell dredge, "Mallard" has its four clamshell dredges working steadily at present. Three of them are in the Delta area. The dredge "California" is working three shifts on the Piers Canyon. Paul McQueen is captain on the job.
With Safety In Mind

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 the top group executives concerning ways in which we, as operating engineers, can contribute to the minimizing of injuries on the job.

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

We feel that the answer to many of these problems may be employers entering into these types of meetings. Our attitude is that something of 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 Oregon, Law, Chapter 4, Section 435. This states, "any employer, and every employee having direction, management, control or custody of any employment, place of employment or other employee, who wilfully violates any occupational safety or health standard, order, or special order, and that violation caused death to any employee, 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 not to exceed one year.

A violation committed after a first conviction of such person, shall be punished by a fine of not more than $20,000 or by imprisonment not to exceed two years.

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 those activities in the most safe manner possible for the safety of all. It will also assist the supervisor or the foreman in instructing and explaining 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 attack no concern to the dangers in their own areas. This portion of the California OSHA act spells out in chapter 6, Section 8000 that it is the duty of each employer to establish a system 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, or where 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. In the construction industry to which we all belong, it is more than worthwhile for you to be aware of these things.

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

S.A.F.E.T.Y. COMMITTEEMEMBERS ACTIVATED

Week Ending February 1, 1974

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THINK SAFETY, ACT SAFELY

Modesto Area Work Starting To Revive

By JAY VICTOR

Borax work is in progress in the Modesto area. The work situation in the Stanislaus and Tuolumne Counties is reported to show some signs of life.

The biggest job that we have at this time is the railroad work, and the Hanford-Phillip bridge is another notable work. There is still no word on the Hanford-Phillip bridge. The Hanford-Phillip bridge is another notable work. There is still no word on the Hanford-Phillip bridge. The Hanford-Phillip bridge is another notable work.

The Modesto area has shown good signs of life in the projects which are starting here. The railroad work is showing some signs of life.

They have started back to work on the railroad tie work, which is the contract between Sorrento and Oakdale. Outside of this it is pretty quiet in this area.

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Several Fields Few Jobs On Alaska Pipeline

The temperature inland and northward has dropped to 60 degrees below zero in the winter months. The cost of food, clothing, housing, transportation and virtually every item directly transported by pipeline is at least double that of the rest of the nation. Supply centers in Alaska's vast arctic have been made even more difficult by the energy crisis.

CO2. 12-21-73

The dinner-dance will be held at the Veterans' Memorial Building, 10th and H streets, Eureka, Calif. The temperature inland and northward has dropped to 60 degrees below zero in the winter months. The cost of food, clothing, housing, transportation and virtually every item directly transported by pipeline is at least double that of the rest of the nation. Supply centers in Alaska's vast arctic have been made even more difficult by the energy crisis.

Eureka Floods Finally Recede

The dinner-dance will be held at the Veterans' Memorial Building, 10th and H Streets, 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 through midnight. Tickets are $5 and will be sold at the Eureka office, 919 First Street, Eureka, Calif., 95501, telephone (707) 442-7228.

The proceeds from the dinner-dance will be donated to the Memorial Building, 10th and H streets, 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 through midnight. Tickets are $5 and will be sold at the Eureka office, 919 First Street, Eureka, Calif., 95501, telephone (707) 442-7228.

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SACRAMENTO

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

Brother Bob Carbaugh and Brother Leo 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 to 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. Reddy, Mrs. Elizabeth Evans, Jack O. Macnulty, Charles Martinez, Homer E. Yanney, Arnold J. Boehm, L.A. McCormick, Orvid G. Olsen, Richard K. Valles, Ray O. Magana, J. Steven L. Aubuchon, Harry A. Hanbrick, Mrs. Frances White, Robert Daniels, John J. Wise, Leonard M. Sim.

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 1/18/73 to 1/23/74. We greatly appreciate his concern.

Brother Bud Lempley, 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 Lamplsey, Sr. is a 20-year member. We wish him a speedy recovery.

Brother Mary Folger, well known surveyor, is recuperating at home from surgery. Brother Dan Johnson has been in the hospital and may not be available for calls. Brother Al "Duke" Harms has been confined at Novato Memorial Hospital and is improving daily. Brother Donald Starns, Merlin Trezona. Our sincere sympathies and condolences are extended to the families and friends of the following deceased brothers: Manford H. Beggs, Wallace V. Daniele, Ira Rapp, Lester LeRoy Mills, and D. T. McIntosh.
1974 MEETINGS SCHEDULE

1974 SCHEDULE OF SEMI-ANNUAL DISTRICT & SUB-DISTRICT MEETINGS
Semi-Annual Meetings
Saturday, July 13, 1:00 p.m. Mundie Auditorium, 1111 California Street, between Taylor and Jones Streets, San Francisco

DISTRICT & SUB-DISTRICT MEETINGS

FEBRUARY
1 Stockton, Tues., 8 p.m.
2 Oakland, Thurs., 8 p.m.
3 Fresno, Tues., 8 p.m.
8 Redwood City, Thurs., 8 p.m.
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.

MARCH
2 Eureka, Tues., 8 p.m.
3 Redding, Wed., 8 p.m.
6 Maryville, Thurs., 8 p.m.
10 Honolulu, Wed., 7 p.m.
11 Hills, Thurs., 7:30 p.m.
14 San Francisco, Wed., 8 p.m.
17 Sacramento, Tues., 8 p.m.
21 Oakland, Thurs., 8 p.m.
25 Stockton, Tues., 8 p.m.
28 Watsonville, Thurs., 8 p.m.

JUNE
7 Provo, Fri., 8 p.m.
8 Reno, Sat., 8 p.m.
15 Reno, Sat., 8 p.m.
22 Watsonville, Thurs., 8 p.m.
23 Yosemite, Thurs., 8 p.m.
25 Fresno, Tues., 8 p.m.
26 Sacramento, Tues., 8 p.m.

JULY
16 Maryville, 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.
475 4th Street
Eureka, Engineers Bldg., 2306 Broadway
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospective Village, Oroville, CA
Maryville, 85103

PROPERTY MANAGEMENT
George Baker, Director
Office-441/451-1566

PUBLIC RELATIONS
Ken Emerson, Director
Office-441/451-1566

SAFETY DEPARTMENT
Jerry Martin, Director
Office-441/451-1566

DISTRICT 1—SAN FRANCISCO

San Francisco, Engineers Bldg.
475 4th Street
Eureka, Engineers Bldg., 2306 Broadway
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospective Village, Oroville, CA
Maryville, 85103

DISTRICT 2—SACRAMENTO

Sacramento, CCLAT Bldg., 1625 Stockton Blvd.
Fresno, Engineers Bldg., 2301 E Olise St.
Ukiah, Gangle Hall (opposite 101 Mote), State Street, Ukiah
Salt Lake City, 1958 W. N. Temple

DISTRICT 3—OROVILLE

Oroville, 100 Lake Boulevard, 96001 916/241-0158

DISTRICT 4—BASIN

SALINAS
Jim Johnston, District Rep.
Office-408/295-8788

DISTRICT 5—FRESNO

Fresno, Unemployment Office, 3121 E Olive St.
Fresno, Engineers Bldg., 2301 E Olise St.
Ukiah, Gangle Hall (opposite 101 Mote), State Street, Ukiah
Salt Lake City, 1958 W. N. Temple

DISTRICT 6—SAN JOSE

San Jose, Labor Temple, 2102 Almaden Rd.

DISTRICT 7—STOCKTON

Stocking, Engineers Bldg., 2626 N. California, 95204
Oroville, Labor Temple, 23rd & Valdez

Business Offices and Agents Phone Listing

DISTRICT 1—SAN FRANCISCO

San Francisco, Engineers Bldg.
475 4th Street
Eureka, Engineers Bldg., 2306 Broadway
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospective Village, Oroville, CA

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SOC. SECURITY NO.
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CITY...

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Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103

1974 MEETINGS SCHEDULE

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<thead>
<tr>
<th>Month</th>
<th>Location</th>
<th>Date</th>
<th>Time</th>
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<tbody>
<tr>
<td>January</td>
<td>San Francisco</td>
<td>3rd Tuesday</td>
<td>8 p.m.</td>
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<tr>
<td>February</td>
<td>Sacramento</td>
<td>2nd Tuesday</td>
<td>8 p.m.</td>
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<tr>
<td>March</td>
<td>Oakland</td>
<td>5th Tuesday</td>
<td>8 p.m.</td>
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<tr>
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<td>Redding</td>
<td>3rd Tuesday</td>
<td>8 p.m.</td>
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<tr>
<td>May</td>
<td>Watsonville</td>
<td>4th Tuesday</td>
<td>8 p.m.</td>
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<tr>
<td>June</td>
<td>Provo</td>
<td>2nd Tuesday</td>
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<tr>
<td>July</td>
<td>Stockton</td>
<td>2nd Tuesday</td>
<td>8 p.m.</td>
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IMPORTANT

Dated completion of this form will not only assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving all important updates from your local hall.

Please fill out carefully and check box in the lower left corner.