Marr Calls For Emphasis On Safety

Three Operating Engineers Killed In Separate Accidents

Business Manager Dale Marr called for a new emphasis on safety last month, after reviewing accidents which took the lives of three operating engineers.

"The time has come for us to stop accidents, especially fatal accidents," said Marr, a nationally recognized safety expert. "Too many men have already been needlessly killed or injured. I want to emphasize safety until the time that accidents such as these are rare events, not just recognized hazards of the trade."

The accident Marr referred to took place in three different locations during the months of January and February.

John Butler, a 64-year-old operating engineer from San Pablo, was killed on February 28 when the gantry crane he was operating fell into a dry dock at the Williamette Iron and Steel Yard in Richmond, Calif.

The cause of death, as listed by the Martinez Coroner's Office, was asphyxia due to a crushed thorax. Contributing causes were multiple fractures, contusions and abrasions. Although Butler was found in several feet of water there was no evidence that drowning contributed to the death.

Butler had been employed by the Jeffco Corporation, who were leasing the gantry crane from Williamette Iron and Steel, for about a year.

According to Jerry Martin, director of safety and training for Locals 3, the crane was a 59-ton Clyde Whirley Crane with a 90-foot boom.

"Butler was in the operation of scraping a converted aircraft carrier in the drydock facility," said Martin, who investigated the accident soon after it occurred. "The riggers hooked onto the crane, which had burned loose and Butler raised the load and proceeded to travel back to the scraping yard. The ground riggers involved in the incident said that a high wind caused the load to swing out over the drydock with such force that the crane toppled into the drydock."

According to Martin, the crane landed in the bottom of the drydock with such force that the machinery ripped loose and congregated around the operator's seat.

Immediately after the accident the Richmond Fire Department's Rescue Unit was called and, after entering the crane cab through a piece of the damaged machinery, determined that Butler had been killed outright.

"A body recovery operation was immediately begun and with two men using cutting torches it took four and one-half hours to cut the machinery away," said Martin.

Butler's body was then removed by agents of the Martinez Coroner's office.

On February 8, Napoleon Greene, 38, was killed when he became entangled in the revolving drive shaft of a truck he was servicing at the Kaiser Permanente Quarry and Mill in Permanente, California.

Greene had been employed by Kaiser for about one year but had several years of experience as a maintenance mechanic.

According to the report by the Department of the Interior's Bureau of Mines, there were no actual witnesses to the accident.

The report said that about 2:25 on the afternoon of February 8, Greene went under a 55-ton truck to check the converter petcock. The truck's transmission was in neutral and the engine was idling, it said.

"The driver of the truck, while standing near the right front tire, noticed that the victim's flashlight had fallen to the ground," the report read. "He retrieved the light, went under the truck to return it to the victim, and saw Greene's body pinned between the rotating drive line and the frame of the truck. The driving work had summoned the pit foreman who reportedly arrived in about 10 minutes and had the driver stop the truck engine. After the engine was stopped, the victim's body fell from the drive line to the ground."

The report said that Greene was taken to the hospital by ambulance where he was pronounced dead on arrival.

"If the victim engaged the drive line could not be definitely determined but he had to assume a rather awkward position to reach the petcock," the report continued. "He might have either inadvertently brought his left arm in contact with the universal joint or perhaps lost or tried to maintain his balance and caught his clothing in the joint."

According to the report, Kaiser Permanente had a rule that required maintenance men to stop the engine before performing work under a truck.

The report listed the cause of the accident as Greene's failure to stop the truck's engine before checking the petcock. Management's failure to guard the universal joint was listed as a contributing cause.

On January 20 a 64-year-old operating engineer was killed at the Cortez Gold Mine in Northern Nevada.

William B. Hartsock was a formerly injured gentleman between 10:15 a.m. and 12:45 p.m. when he drove a bulldozer over a steep edge in the Cortez pit. According to the report prepared by the Bureau of Mines, Hartsock, who had worked at the Cortez mine since 1968, was preparing a new access way for exploration drills in a DH8 Cat equipped with a dozer blade and ripper. The machinery was provided with a cab and roll bars but lacked a seat belt, the report said.

"The victim had apparently circled the Cortez ADA52 Pit to check ground conditions and had doubled back," the report read. "The bulldozer evidently was operated too close to the pit wall and was driven over the west bank falling approximately 45 feet to a bench."

According to the report the machinery was found upside-down with Hartsock lying with his upper body halfway out of the cab. The throttle was in the full throttle position and tracks indicated that no effort was made to stop or turn the bulldozer, the report said.

Hartsock was pronounced dead at the scene and the Landry County deputy coroner said that death was caused by multiple head wounds.

The measure, AB938, had been scheduled to get a hearing from the Senate Finance Committee during the week of Feb. 13, until removed from file by its author, Assemblyman Charles Warren (D-Los Angeles).

Warren now has three choices. He can revive his measure and attempt to move it at some future date when it appears he can be certain of sufficient strength to do so, he can use the interim time to further amend the measure in some fashion and then revive it, or he can simply let the measure die.

Many opponents of the measure, especially the California Chamber of Commerce, favor the general concept of the bill but complain that this particular proposal goes too far in demanding data in a degree of detail practically impossible to achieve and greatly enhancing the potential for legal challenge on a project-by-project basis.

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, 4714 Valencia St., San Francisco, Calif., 94105.
By SIDNEY MARGOLIUS,
Managing Editor

Brothers, I can't stress too strongly the continuing and serious need for safe job sites and safe working conduct on the part of the membership. The real tragedy of the three deaths of our brother members—nearly 1,000 members—do not need the added words of the lives and the bereavement of many loved ones and friends, and the unseen and unreported aftermath in each of these tragic deaths—do not need the added words to the working conditions that could have prevented. As most of you are aware, a great deal of my time and dedication over the years has been given as a safety missionary, counseling the plight to both the industry and the members on the job sites. So, such needless tragedies in our own local union really "hit me where I live."

In our 1973 program we have created a Department of Safety, headed by one of the most knowledgeable, experienced men in our industry. We have approved his selection of brother members to devote their full time to this life and death problem. We intend to have the safest working conditions and will strive to have the safest working members of any local union in our industry. However, we can only accomplish these high aims with the cooperation of the members on the job. Please, for your sake and the sake of those who love you, make the following moto your working motto: "I will know my equipment and its limitations, /L will observe on-site safety hazards to myself and my brother workers. I will report any such hazards to my employer, and if not immediately corrected, to my Local Union Safety Department." I will think of safety when I plan work, and I will work safety on and off the job, for I know that a maintained and damaged physical self and many times death is caused by a careless attitude. I will be my own and my brother's keeper in sharing my knowledge of safety with all my fellow workers and will be quick to point out unsafe practices and careless attitudes. In short, I will at all times be a safety worker and a safe worker for the lives and injuries I save may be my own.

 Fellow engineers, I can only provide you with the programs and support that will help make our industry safe. The rest is up to you, the individual. Labor has always been in the forefront of better and safer working conditions for all Americans, whether in the factories or in the fields. For the first time in the history of the labor movement we have the strength of both Federal and State laws to back us. We will continue to work for even stronger and better enforcement of these programs, programs that have been made in the field of labor safety and legislation. The success of any program depends on the participation of the individual. We have given you the tools. It is now up to you to become a real safe working engineer.

It is my feature in this issue of Engineers News and we will continue to make your union newspaper more serviceable and as interesting as possible for all the membership. You will see features which have been a tradition of our paper and I feel it is our intent to continue to bring you this political publication in order that you may more fully participate in the vital elections that are coming up. I am certain that you all consider your union support and all the help you can in both municipal and state elections. Those are candidates who have been carefully screened by the political staffs of our union. The political directors are the ideal representatives of the candidates. They best represent the ideals and ideas of labor in our state and communities, and have promised to support us on those vital pocketbook issues, such as wages, benefits, working conditions and improved pension and social programs.

As most of you know, past practices of many labor unions has been to sit out the primary election and wait for the real contenders to emerge. Since some 75 per cent of our elections are now believed to be won on the thrust that carries a viable candidate out of the primaries, we can no longer sit back and wait for others to determine who the final candidates will be. We must get right into the battle in the primary election.

Support the electors selected by your local union to support the candidates that you have elected. Your rank and file Executive Board has endorsed the candidates.

We urge you to support and work for Joe Alioto in the primary in every way possible. We need a great governor for the great State of California, and Joe Alioto has fully demonstrated his heartfelt dedication to the service of our citizens. The old political saying "the people get the kind of leadership they deserve." We think we can change this to "the people get the kind of leadership that they work hard to elect." Remember, you can't vote unless you are registered. We have registration registrars in the district offices, and I would hope that every brother engineer in our jurisdiction, along with his wife and friends, would exercise this important right. Let's make it our slogan, in these important election years, "individual and union responsibility will always determine success of action in unity."
Nine Propositions To Confront Voters

By EDWARD P. PARK, Legislative Advocate

Nine Propositions To Confront Voters

March 1974

ENGINEERS NEWS

Page 3

A Personal Note from The President's Pen

By HAROLD HUSTON

President

As the Marysville Dam is a crucial project for brother engineers in Northern California, this $300 million project on the Yuba River would provide countless jobs but, at present, there are many things standing in the way of its construction.

At least one of these obstacles - boosted interest rates - may be averted if we have previously authorized projects to be constructed at the interest rate level which was established at the time of authorization.

On March 28, the Senate Committee on Money and Finance held a hearing to re-examine the assessment of property after a natural disaster.

Proposition No. 5 revises the present constitutional provisions in order that property could be taxed strictly for construction and maintenance of highways. It allows money to be used for highway and exclusive residential thoroughfare purposes, and their related fixed facilities, e.g., stations, but does not include the purchase of rolling stock. It allows license fees to be used to conserve the natural beauty of the effects of the state because of its air and waters. Voters in the local areas must approve these projects.

Proposition No. 6 provides that all proceedings of the Legislature shall be open to the public except as provided by statute or concurrent resolutions.

Proposition No. 7 exempts from civil service, the chief administrative officer and five deputies of the California Postsecondary Education Commission.

Proposition No. 8 enacts the State Beach, Park, Recreation and Historical Bond Act of 1974 which will be realized over $2 billion for the construction of clean water facilities.

The California State Conference of Operating Engineers and the State Building and Construction Trades Council of California have intervened in the suit. The suit would be realized over $2 billion for the construction of clean water facilities.

The plaintiffs alleged two specific causes of action at the time the State Water Resources Control Board made applicable to the project. The decision, which is being sought separately before Judge Phillip Wilkins in the Placer County Superior Court, the second complaint of the plaintiffs was that the environmental impact statement was not adequate. Judge McBride set aside the first cause of action, reinstating jurisdiction over it pending the results of the litigation now in Judge Wilkins' court. He also reversed the Court's decision on the environmental impact statement adequacy on Folsom South Canal from that on Auburn Dam and reversed the jurisdiction of the State Water Resources Control Board. In addition to the Operating Engineers and State Building and Construction Trades Council, the Pacific Law Foundation, a public interest law firm, has intervened on behalf of various public agencies supporting construction of the dam. A group of Sacramento and San Joaquin County water districts, not involved in the suit, Testimony continued through most of the week of February 25.

Support Alioto For Governor

Followings are the addresses and phone numbers of Alioto for Governor headquarters in Northern California. You are urged to call or visit these centers and help in the Alioto campaign in any way possible.


All Local 3 dispatch offices are registrar's offices. You are urged to register and vote.
By DALE BEACH, District Representative

LAFAYETTE, LAGUARDIA, and RON ROHES

Business Representatives

The rains of the past few weeks in southern Nevada hasn’t changed much from last month, with most of the areas having little or no rainfall, leaving small creeks between storms.

Carl Olson Construction has suspended work on the Marble Bluff Dam and this won’t change until May or June when dry weather is expected and a force of around 30 engineers.

Ray Ferreto has been working six engineers scattered around underground work at Skyline and at Kings Row. The northwest area also has Helms Construction and their sub-contractors, Ernie Pestana, working in another 15 to 20 engineers.

Gerhardt & Berry Construction is struggling with the weather trying to finish their Mobile Home Park job out in Verdi. They also have another five to six engineers working on the Reno-Sparks area on various jobs.

The H.M. Byars Co. of Sparks has given us a pleasant surprise by being awarded the Kingsberry Grade Bridge project going all winter. Proj- ect manager is Larry Gweid who has been given the credit for keeping things lined out so the skinners had a chance to work during the storms. Byars is also busy trying to finish the large complex in downtown Reno for Piombo Corporation. They should easily meet that date.

The Richmond Long Wharf piers are being driven by Sea and Turk and the paving is going on as the piers are being driven. The pier being furnished by Pacific Rigid Concrete is going at a good rate, with two shifts and lots of hours, and the work is to be forceful enough to carry our message to the voters, and the vote of the voters will tell the shippers of our needs in the various communities. You should remember that some of the would-be politicians are due a good close look over. They may be your friend, but don’t you be concerned about the joint they have helped to eliminate. Just remember about the stopping of smoke, steam, and dust from different operations.

One of these great appointed officials once told us that a steel mill was going to move to our state. We were sure that this official had more compassion for our state. We are sure that we would be displaced with this great loss to Southern Alaskans. We write to these appointees and further, check out the elected councilmen who have the greatest impact on our economy and your job. We would like to encourage the State and county to eliminate red tape and see that there is a good opportunity for the brothers to work and to finish this spring and are bid-

One of our friends states that he is going to make a good location for his new Greyhound bus terminal. Earl has found an area some 20 miles north of Reno and says it is not far from the major motorways and it is a quiet location. Earl has arranged to get his terminal built next year. Earl has arranged to get his terminal built next year.

The Electrical Construction and Construction for the pile. Another contract for the Greyhound bus terminal is going to be let in May. Another rumor is that the Jenning's proposed Hotel-Casino would be displaced with this great loss to Southern Alaskans. We write to these appointees and further, check out the elected councilmen who have the greatest impact on our economy and your job. We would like to encourage the State and county to eliminate red tape and see that there is a good opportunity for the brothers to work and to finish this spring and are bid-

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Earl Games Construction has cleared the site for the new Greyhound bus terminal and Harrah's has obtained a building permit. We are sure that this will be built, at least not in its presently planned location. We have not been able to get any information from the terminal's location. The new terminal has circulated petitions and several groups have joined forces to prevent the terminal from being built. We hope that we have a joint problem with many communities, check with our local office about the need for a petition truth about many Community, County and State projects. The Alameda Naval Air Station is home to the Alameda County has a similar setup. A similar setup is being established in Santa Barbara with the City of Santa Barbara. There are a lot of areas in this state that we will need to go to on some future date to prevent some of these bad deals.

The work in the Livermore, Pleasant Valley and other areas is moving along well. It is going to be a good year for them.

Eugene Alves is working on a job for Alameda Flood Control District. He is putting the finishing touches on it. Al, we have a project on September 14 and from the way they are going now, they should easily meet that deadline.

Patterson Construction is doing a job coming up in Pleasanton, but we need word on yet when they will start.

The Sunol Water Filtration Plant is scheduled for enlargement, which Dan Caputo from the Communications Department said they hope to begin clearing and grubbing in the next couple of weeks.

The rest of the work picture seems to be small building pads and surveys. This is the way things are going on Sunol Valley Country Club has a crew that has been working on the project for over a year. The layout is still in the initial stage with some of the brothers helping with the summer crew.

Sunol Valley presently has a crew of seven men working and expects to go to a crew of 13 in the near future.

Brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority, brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority, brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority, brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority, brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority, brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority, brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority, brothers, the biggest single task that we all must undertake is the upcoming City Council elections. There has been so much work done and that of all labor and their families must be sure to vote at every chance. It is our belief that the silent majority,
In Hawaii, Work Situation Promising

BY HAROLD LEBER
District Representative

In San Francisco

BY CHARLES SNYDER
Business Representative

Some Work Courtesy Of Dry Weather

The weather throughout the mountains around Placerville is very wet with much snow above Pollock Pines. We are anxiously awaiting good old spring.

Joe Vici's company has a number of operators working the shop. He also has some small jobs between Lone and Placerville.

We are still having Towne Meetings around and we would like to encourage our members to participate, ask questions, and help make our union stronger by your active participation.

We think having the Towne Meetings is beneficial and helps the members from driving all the way into Sacramento to get an answer whenever gas is such a problem.

We have had meetings on the Highway 48 job and the tunnel on Highway 59 but we hope some day some of the money will be available to start work on these jobs. They are so badly needed, and provide jobs for all our brothers. Why don't you write to your Congressman and see if we can't encourage some action?

Despite Mother Nature's drenching rains, some work is starting up. American Oleaum Tile and Western Electric and Fibberboard plants are being built in spite of the rains.

By this time Engineer's News is in your home there should be a decision handed down by Judge McBride on letting the contract for Auburn Dam Foundation; hopefully that decision will be a positive one and work will be able to begin soon. Also, Pacific Excavators were low bidders on the Haines Road project, so we may see some old-timers drop out of the business.

By CHARLES SNYDER
Business Representative

Some Work Courtesy Of Dry Weather

In the Salt Lake area, construction is at its all-time high. Work is progressing with their crews busy.

By BILL KLEIN
Business Representative

The weather in the Salt Lake area is starting to produce new growth in the area. We may see some old-timers drop out of the business.

By WILLIAM GROZINGER
District Representative, and
AL DALTON, AL SWAN,
DAVE REA, and
BILL MAHIN

Sacramento Potential Fair

BUSINESS MANAGER DALE MARR receives deputy sheriff's badges from Sheriff John McDonald of San Mateo County (left photo) and Sheriff Alfred Conzelman of Solano County (right photo). The presentation making Marr a
Early 1974 Work Season Predicted For Santa Rosa

By RUSS SWANSON
District Representative and STAN MCNULTY and BILL PARKER
Business Representatives

We feel fairly confident (at least from the long range forecast) that this year will be a very good one for work. This is the year that we will see the results of all the hard work we did last year. The area is ready for work and we are looking forward to a good season. One of the biggest jobs we will see this year is the widening and realignment of the Redding area. This project is expected to start this spring. The work will involve the construction of a new road and the removal of existing structures. The new road will be wide enough to accommodate traffic and will provide a safer route for all drivers. The work will be done in phases, with the first phase expected to be completed by the end of the year. The project will be overseen by the project manager, who will ensure that all work is done according to plan and within budget. The project is expected to create jobs for many workers in the area. Overall, we are looking forward to a good season and we are confident that we will be able to complete the work on time and within budget.
Legal Services Now Possible

Labor unions can now bargain for a new fringe benefit - prepaid legal services - as a result of a labor-sponsored bill signed into law last August by President Nixon. The new provision, an amendment to the Taft-Hartley Act, permits employer contributions to jointly administered plans set up to provide legal services to employees and their families. The result is that for the first time unions can negotiate a tax-free plan that can provide their members with needed legal services, to the same extent that medical and dental benefits.

Local 3 will soon be bargaining for higher wage rates and greater fringe benefits as many agreements are open this summer. Many of the members have requested some sort of prepaid legal services plan be included as a new fringe benefit. Prepaid legal services plans vary widely in form but some of the more important protections vary widely in form but some of the more important protections include:

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By JOHN Thornton
Coordinator

Even though the training opportunities in our district are excellent, there is enough activity to keep the JAC staff busy.

One item that may be of interest to some of our journeymen is the area in the area that is under the direction of the District Business Manager, a meeting was held on Feb. 9 for those who have worked on jobs under the classification of Tech Engineer or Surveyor (Chief of Party, Instrument Man, Chalman-Hodman), to discuss the possibility of establishing an upgrading and/or certification system for Chiefs of Party.

More than 30 attendees attended this meeting and expressed their desire to establish such a system. We also generally agreed that there is a need for organizing more of this type of activity in the State of Utah Art Pennaker, administrator of the Northern California Surveyors JAC, Mike Womack, district representative for Tech Engineers in Local No. 3, Tom Bodnar, area representa- tive for Utah and John Thornton, coordinator for Utah JAC were present at the meeting, along with other interested parties.

**Most Related Training Transferred To Murieta**

By NELSON UMEMAKA
Coordinator

The Hawaii J. A. C. at their monthly meeting on Feb. 9th, 1974, unanimously agreed to give the related training except for first aid and defensive driving to be taken at Rancho Murieta Training Center.

This decision, although this is not the main reason behind it, could not have come at a more opportune time. A considerable decline in classroom attendance was being noticed with the present gas shortage as a major cause. For some apprentices this will alleviate at least some of their gas problems. However, there are other reasons for this change to the related training up to R.M.T.C.

For instance, Hawaii has, for a few apprentices on the outer islands who, through no fault of their own or for some valid reason, could not attend night classes. We no longer endorsed correspondence courses so this did present a problem for these unfortunate few. We and our counterparts the problem of developing a truly concentrated type of study atmosphere here in our classes due to the many distractions in class. These diversions were sometimes caused by apprentices who felt that they had with Geoffery Brugger, school coordinator at Utah Technical College in Salt Lake City. The related training curriculum was approved by Utah Technical College and we hope to be able to advise the schedule of classes in the near future.

As we have had a number of inquiries on requirements for journeymen to attend the Rancho Murieta Training Center, we submit the following information:

1. The Utah Affirmative Action Trust Fund will pay for one six-week period and room, and may attend up to 12-month period for an eligible trainee. The anniversary date is the date of Hip velocities.
2. As long as openings are available, any eligible member may attend other six-week periods of training but will be required to pay his own board and room. The opened or periods fall within the 12-month anniversary date. He will be charged $8 a day for board and room.
3. Apprentices or eligible trainees will arrange for his meals on Saturdays and Sun- days. The training facility will be open on weekends but on a cash basis. There will be no main- tenance service on the weekend.
4. To be eligible to apply for journeymen training and training at the Rancho Murieta Training Center, the applicant must:
   a. Be registered for employment in his Home Area Job Placement Center.
   b. Be a Class A or Class B Operating Engineer or Assistant to the Engineer.
   c. Have credited to him not less than 300 hours of future service pension credits in the Pension Trust Fund for Operating Engineers, or
   d. Meet the requirement for eligibility under any contract with any city, county, state or federal agency. For in- formation thereof (a public agency or agencies) for journeyman training and training at the Rancho Murieta Training Center, or
   e. Be assigned by the Joint Apprenticeship Committee.

In addition to filling out the application form, the applicant shall sign an agreement that he will abide by all rules and reg- ulations. For the Joint Apprenticeship Committee and Rancho Mu- rieta Training Center and the requirements of those areas of Local Union No. 1 in Southern California and Southern Nevada as well as Dale Peterson, Geoffrey Brugger, Paul Gunderson and John Thornton from Utah, Don Yangaghara, Mr. Ted Miyas- himura and Mr. Nelson Umemaka from Hawaii and Mr. Tom Powell from American River College.

These people represent the educational staffs of the four states involved with Local 3 as well as the cooperation extended between those areas of Local Union No. 12 in Southern California and Southern Nevada working together to implement a better program for all apprentices throughout the area. The meeting will be held under the auspices of Mr. Dale Marr who is insisting that the meeting be implemented at the earliest possible date. We're looking forward to a more complete report at the conclusion of this meeting.

Apprentices Should Not Forget To Submit Time Cards By Fifth

By BRED LOYA, Coordinator

One very important thing that apprentices should be sure to do is to get those time cards filled out correctly with all the information that is required and made sure that they are in the coordinator's hands no later than the fifth day of the following month. In some cases apprentices forget or just neglect to do so.

The area coordinators depend on these time cards being turned in on time so they may check the cards for errors such as con- tractor's names, no signatures or incorrect social security num- bers. Also, some apprentices forget to total their hours across in the different categories. When the time cards are submitted correctly, the information from those cards can be applied to the next print-out without de- lay. When these cards are sub-mitted incorrectly, the area co- ordinator will send these cards back to the apprentice for them to make any necessary corrections required and then return them to the coordinator to be totalled for credit for those hours worked. When this happens it delays the reported hours from appearing on the print-out. This makes it difficult for the coordinators to keep an accurate record of the apprentices' hours in the program. When mistakes are made filling in the time cards, or the cards are not turned in on time, it may result in the advancements noticed get- ting out late. This also means an area coordinator will have to ask the apprentices how much additional money had he been advanced on time.

The area coordinators are working very hard in the best interest of all apprentices.

**Apprentices Systems Notebook**

By BY JAC H. McMANUS
Administrator

It has been brought to my attention that many apprentices are not fully aware of the opportunities that exist for them by the Joint Apprenticeship Committee and by the Rancho Murieta Training Center. I would suggest that you read this carefully so you may become more knowledgeable about the operation of your apprenticeship program.

One item that is important, every apprentice contact his area coordinator and make sure that area coordinator in helping you, the apprentice, become more knowledgeable about the program you may compete in this world of work with an adequate amount of skills and training. It is the job of the coordinator to assist you as often as practical and it is your job to insure that he sees you or talk to him at least once each month. When the coordinator sends you a card, make sure that you ask him how many hours are credit- able on your record, how many school hours the record shows you and what you have. Ask the coordinator how the records compare with your personal records of the things that you know that you have done. He can only help you by the feeding of information from the apprentice to the coordinator and back again. He then has the opportunity to help you with some of your job training problems and to assist the employer in the proper training and the placement of you as an apprentice. He can not do that unless he knows who you are, where you are and what you are doing.

The coordinator also must know when it is necessary for you to attend Rancho Murieta Training Center as part of your related supple- mental training.

With respect to Rancho Murieta Training Center there is to be a dual enrollment meeting to firm up the activities of the American River College with respect to allowing certification for a num- ber of the units. This information will be available for those apprentices who complete the apprenticeship program.

Some of the people who will be attending some miles for this purpose and our thanks go out to Mr. Al Patriss of Las Vegas, Nevada, Mr. Walt Christiansen from Los Angeles, Southern California, Mr. Mike Collins from Washburn, Mr. Rosendo Ortega, Mr. Nelson Umiamaka from Nevada, Mr. Cortney Riley from Carson City, Nevada, George Carman, Orville Holderson, Mr. Jack Stark and Ian Crinklaw from Nevada as well as Geoffrey Brugger, Paul Gunderson and John Thornton from Utah, Don Yangaghara, Mr. Ted Miyas- himura and Mr. Nelson Umemaka from Hawaii and Mr. Tom Powell from American River College.

These people represent the educational staffs of the four states involved with Local 3 as well as the cooperation extended between those areas of Local Union No. 12 in Southern California and Southern Nevada working together to implement a better program for all apprentices throughout the area. The meeting will be held under the auspices of Mr. Dale Marr who is insisting that the meeting be implemented at the earliest possible date. We're looking forward to a more complete report at the conclusion of this meeting.

As we have had a number of meetings where we always respect to VICA, we wholeheartedly support the concept of vocational in- dustrial clubs of America, comparable to 4-H which is a unit for agri- culture, but the apprenticeship program should not wait for the event you have the opportunity to do so for it does have many advantages and features that are of definite assistance to young people entering the industrial field.

**Three Apprentices Finish Apprenticeship Training**

By JIM FAGUNDES and HAROLD FRYEN, Coordinators

Brothers, the coordinators of District 12 wish to in- troduce Norman Woody of Berke- ley, CA. who has finished his heavy duty repair as his area of career pursuit. Norman Woody is a fourth generation member of Local 12 and has been being trained by Master Me- chanic Jim Fryen, a member and co-ordinator for 30 years.

Brother Woody agrees with Brother Fryen in his efforts to create a mixture of old and new mechanics which would secure Brother Woody his place in the J.A.C. for whom they are working, of training and proper instructions.

In the past, some apprentices finish- ing apprentices out of the Oak- land area have completed their apprenticeship training and have moved on to journeyman status. They are James McCormick, Rosendo Ortega, Ernest Cunha, James Gilbeaux and Joseph De-

These men worked hard to get their training and congratulations are certainly due them.

The safety meetings for the Oakland area for 1974 are May 8, Aug. 15 and Nov. 14. These meetings will be held at 7 p.m. at the Oakland office meeting room. All district meetings are conducted for you. Please notify the J.A.C. Administrator of your attendance one week in advance of the meeting.

As coordinators, we believe that each apprentice bears the responsibility for developing his skills to the utmost. The training and education you receive as a trainee is your Apprenticeship Program, if taken seriously, will enable you to operate and main- tain any type of heavy equipment.
MOTHER OF INVENTION—Rancho Murrieta instructors recently devised and constructed the fume removal system seen above to eliminate dangerous fumes collecting in the welding booths in the RMTC shop. The system consists of hoods full width of the booths which lead into a ten-inch pipe with an in-line fan connected to an exhaust stack outside the building. The efficiency of the system was tested with a 100 percent lowering of the cutting of a breather hole in the exhaust stack near ground level.

By JIM ATKINSON, Coordinator

It is a real pleasure to get to know our apprentices and it gives us much pride to see apprentices advance to journeyman. We will be seeing several of our apprentices advance to journeyman this work season.

One such apprentice is Russell McCray. Russ is working for Freeman-Sondgroth of Mountain View as a grading and paving apprentice. He has spent most of his apprenticeship with Freeman-Sondgroth. He has acquired a variety of work with them which includes time at Novato on their freeway project, road work at Pacifica, plant work at their quarry in Pacifica, and a variety of commercial and city projects.

Another apprentice is William Atkins, a superintendent for Freeman-Sondgroth. Bill worked over Russ for much of his training. Bill says that they try to train the apprentices with the idea that Freeman-Sondgroth will hire them as journeymen. (It is interesting to note that last season Freeman-Sondgroth had, at one time, 19 apprentices on their payroll.) Bill says that Russ has progressed very well and will have the opportunity working for Freeman-Sondgroth as a journeyman.

Russ expects to advance to journeyman by about June. He was indentured as an apprentice June 14, 1970, and as that time the term of apprenticeship was 0,600 work hours. It has since been reduced to 3,400. We want to thank Russ for his part in helping the apprenticeship program to acquire a good name as it has developed into one of the finest programs in the country.

We are looking forward to reporting this accomplishment for our apprentices. One apprentice who talked about his hobby with us is Charles Berger. He is rebuilding a 1945 Harley Davidson motorcycle which he will restore to the original specifications. He was interested in a good $2,000 and a lot of time into restoring the cycle. He tells us that several people have expressed their appreciation of his machine and have offered up to $1,500 to purchase it. Charles says that it is more dependable than his car and he plans to use it to market Rancho Murrieta for his related training. He aims to get 200 miles per tank of gas. We would commend Charles for his part in conserving fuel during the energy crisis.

February Busier Month
In San Joaquin Valley

By ROBERT W. BEALL, Coordinator

We are well on the way to an early spring, at least that is what Harry Olof says. They are cutting temperatures in the San Joaquin Valley this month. All the almond trees are in full bloom. This is a time of the year that we all love, and it is certainly a time for spring fever. It is also a sure sign that work is beginning.

Work in general has picked up quite a bit this month. We have started dispatching apprentices out of the Stockton office already. It is a little slower in the Modesto area, and even there are quite a few small jobs starting up.

In the Modesto area we are still fighting every inch of the way to get the Mocresen dust licked. The kids should have been opened by the time this article goes to press. We hope it won't be delayed again.

There is quite a bit of underground work going in both areas. W. M. Styles is doing work all over the place. MGM is on the west side with a two-month pipeline job. Com-Cons are in a telephone pipe and cable in a few

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In a one-day conference, leading state educators gathered at Rancho Murieta Training Center and agreed on details of a four-state dual enrollment program for Operating Engineer apprentices.

The purpose of the conference was to explain the California Education Code and find out what obstacles must be overcome to make the plan conform to Nevada, Utah and Hawaii educational requirements.

Under the California Education Code an apprentice will automatically be enrolled as a college student at American River Community College once he becomes a registered apprentice and while taking the normal related classroom instruction at RMTC it will receive college credit that is tailored to fit each local community college in his home district.

The apprentices can, on a voluntary basis, take college courses to fulfill the state requirements. After a certain point in time he is fulfilling the apprenticeship requirements to become a journeyman, thus the name dual enrollment program.

The Staff of District No. 11 was encouraged by the increased number of apprentices who showed interest in the specially tailored dual enrollment program that the Technical Engineers and the other branches of Operating Engineers were included in the educators’ recommendation for adoption.

Business Manager Dale Marr emphasized the value of the dual enrollment program to the conference as a means to stimulate apprentices to further their education beyond the requirements to become journeymen. As he put it, “Getting a fishing license (journeymen classification) is one way that an apprentice is going to catch fish.” He further expressed the belief that dual enrollment is good for both the union and management because the result will benefit the engineer and the construction industry.

Out from Washington, D. C., was Michael Collins, the Director of Dual Enrollment for the Operating Engineers, who explained the nationwide program that is tailored to fit each local union, similar to the California law. “The fact you have RMTC goes a long way towards making this dual enrollment program easier to administer and works less hardship upon the apprentice,” Collins told the group.

When it was revealed College Supervisor Tom Powell outlined the unit credit system. The RMTC related classroom work is translated into a two-year curricula and given a college catalog title number. By completing the work at RMTC through the four periods the apprentice would have the option of taking three additional units for a total of 31 units. Then by taking 29 units at the home district community college, the apprentices will have earned the 60 units necessary for a two-year college degree.

Out from the educators attending were several that represented their entire state’s community college system, Local 3 and Local 12 combined efforts for seeking clarification of the adoption of dual enrollment. From Southern California came Walt Christensen of the Operating Engineers’ National Committee and Edgar Millstead of the Technical Engineers JAC.

In establishing the scope of the dual enrollment program both the Technical Engineers and the other branches of Operating Engineers were included in the educators’ recommendation for adoption.

The success of the conference was the marriage of the agreement that the dual enrollment program will be adopted by all four states within Local Union No. 3 jurisdiction.

We were fortunate to be present when District Representative Ralph Wilson presented Mark with his check from the Apprenticeship Termination and Training Fund. He was a happy young man, and with his coming marriage we are sure the money will be put to very good use.

Unexcused Absences

To Go Before Sub-JAC

BY DON INCARDONA,

Coordinator

The San Jose safety meeting was held on Feb. 7, 1974. The attendance was much better than previous months, and unexcused absences will be called before the Sub-JAC. We thought the discussion of the best programs for the safety of our members was very beneficial for everyone. We don’t realize how easy an accident can happen. We were impressed by the attitude of the union leaders and a lot of the questions they asked.

An important point is that Solland Company thanks so much of Mark and the way he has put up with his job to practical use that they now have him training Charles Thompson, second step HDD apprentice.

Two JAC Coordinators Attend Career Days At Yuba College

BY CLIFF MARTIN, Coordinator

On Jan. 31 Alex Collid, district representative in Marysville and Cliff Martin attended the Career Days at Yuba College. The students were all bused in from various surrounding high schools, and we were able to provide time to talk at the beginning of the school day, in the career center and in classrooms. We noticed representatives from various organizations and industries were in attendance to explain the opportunities they had to offer. We were fortunate to have representatives from the Highway Patrol, U. S. Air Force and U. S. Navy.

We were assigned to the Equipment Operators classroom and there were four 40-minute classes, two in the morning and two in the afternoon. Alex spoke in behalf of the Union and Cliff Martin spoke on apprenticeship. His presentation was impressive and the students were interested in the program.

Applications for the Operating Engineers Apprenticeship for the non-minority is still closed for the Redding and Marysville areas, although the program is open to the surveyors for both minorities. The job training doesn’t look too hopeful at the present time, although some of the social service work should be getting started soon.
TEACHING TECHS
By ART PENNBAKER
Administrator, Surveyors JAC

On Jan. 21, 1974, your union representatives, who are members of the Apprenticeship Trust in the Marysville-Yuba County area, began a series of workshops designed to enhance training and education for new technicians. These workshops, which were held at the Marysville-Yuba County Library, covered topics such as basic math, blueprint reading, and surveying techniques. The workshops were open to all members of the union, and the following month, they will receive $12,000 if the project is successfully completed.

On Jan. 24, 1974, your union representatives provided new and updated training materials to Northern California Surveyors Joint Apprenticeship Committee. This included a new training manual and a series of workshops designed to improve the skills of the technicians in the region.

On Feb. 15, 1974, your union representatives proposed and carried their appointment of a tech engineer administrator for the Tech Engineers Training Programs.

On Feb. 26, 1974, the first of four organizational meetings of survey apprentices took place in order to bring related training classes to the area.

During this same general time span, six all day Red Cross classes were conducted with over 200 tech engineers attending and receiving Red Cross first aid certificates.

In a short six week period, these major activities took place in response to proposals offered by the newly created Technical Engineers Department.

By providing a department and staff for activities concerning tech engineers, the union engineers have established front line communications with easily reached tech engineer representatives. This new staff has the knowledge of the system needed to turn an idea into reality.

The success of this experiment will not be based on a夯实ing and screaming, anti-everthing confrontation on every issue, but rather on a lot of communicating of ideas, good thoughtful projects, story library. The District is set to advertise for bids on the next major project.

Bids were opened and awarded to Robert G. Fisher Company of Topsfield, Mass., for construction of a new high school totaling $2,000,000. The work will be done so that it may be used in the near future.

The Marysville Work Picks Up
By A. A. CELLINE, District Representative, and JOHN E. SMITH and GEORGE HALSTED, Workers Representatives

Work on the east side of the Marysville District has picked up considerably. It has been going on for a while now, but the intermittent rains have made it a bit hit and miss proposition.

Hughes and Ladd at Lake Oroville has completed most of the dirt work on a boat ramp area and will probably complete the project on schedule. John Byrne has made good progress on the Thermalito Irrigation District project in Oroville and has been keeping busy most of the winter.

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The start of 1974 is no bargain for American workers. Continuing high costs of living are eating up much of the pay raises for those lucky enough to manage to get a raise.

The Santa Clara Valley Water District is holding a series of meetings throughout the county. Employees are invited to attend, board, council or commission meetings to give us needed voting muscle against the environmentalists.

We had a short note from Brother Bill Dickinson and his wife Emma from Fairbanks Alaska. Bill hopes to make the proposed pipeline job. He is quite familiar with that part of the country, having worked on the pipeline prior to the shut down a couple of years ago. His recommendation at this time is to not come over to this side of the country if you are considering having a job, for there are approximately one thousand of the projects engineers here right now.

The next meeting is on November Thursday, March 28, night of our district meeting. Also election of grievance board members for the coming year will be held that night.

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Stockton Area Offers Work Opportunities

BY WALTER M. TALBOT, District Representative and AL MCNAMARA, Business Representative

Business Opportunity

The work opportunities for engineers in the district are fairly good considering the time of year. The work in Stockton has been active with dispatching offices have been receiving work orders for construction and modifications of engineers under several different type contracts. However, we expect any big picture in this picture even with better weather.

The following are a few projects in this district that have been mentioned so often but have not been able to develop due to the environmentalists and Trimmer regulations. The most important is the Water Molinos Dam and Interstate 4.

A little bit of $190.7 million, was awarded to John Day in January to construct the Interstate 4 Bridge from the Molinos Dam and Interstate 10. A little bit of $109.07 million, was awarded to John Day in January to construct the Interstate 4 Bridge from the Molinos Dam and Interstate 10. A little bit of $109.07 million, was awarded to John Day in January to construct the Interstate 4 Bridge from the Molinos Dam and Interstate 10. A little bit of $109.07 million, was awarded to John Day in January to construct the Interstate 4 Bridge from the Molinos Dam and Interstate 10. A little bit of $109.07 million, was awarded to John Day in January to construct the Interstate 4 Bridge from the Molinos Dam and Interstate 10. A little bit of $109.07 million, was awarded to John Day in January to construct the Interstate 4 Bridge from the Molinos Dam and Interstate 10.
Safety Meeting Successful

By JERRY MARTIN, Director of Safety and Training

It was a pleasant surprise to see the enthusiastic participation at the highly successful round of meetings, which your Safety Department was a part of, held for tech engineers. We worked very closely with the district representatives, Mike Wosnak, and tech engineers representatives Paul Schleisler and Gene Machado. Other participants in the original Safety Training Conference, recently appointed assistant for tech engineer apprentice, and Ralph Hoyt, executive secretary of the Bay Counties Civil Engineers and Land Surveyors.

It was a pleasant surprise to have our business at the late meeting, Dale Martin at the Saturday, Feb. 23 meeting at the Oakland Hall. His short talk was well received by the 72 tech engineers who assembled. Also present was Ralph Hoyt.

Thus far there have been 209 tech engineers who have attended these meetings in Sacramento (at Rancho Murieta), San Rafael, San Mateo, San Jose and Oakland. At the time of this writing the last meeting at the San Francisco Hall had not been held, but a large turnout was hoped for.

It has certainly been gratifying to see the tremendous "uplift" derived from the safety meetings to first and chief instructor Bert Ferrarini and his two assistants, Marty Baston and Ed Middleton. Their expertise, diligence and "all business" attitude is in the training sessions have been noticed.

Needless to say this is only the beginning of giving all our members an equal opportunity to become well informed in the field of safety. The training classes will be held at the request of supervisors. The training courses throughout all our Jurisdiction which we will announce in the "Engineer's News".

By JAY VICTOR, Business Representative

On Jan. 4, 1974, the State of Nevada signed a contract with Federal OSHA. This contract will put the responsibilities of safety enforcement truly on the states.

The Nevada Industrial Commission is the agency responsible for enforcement of State OSHA regulations. These regulations adopted by the Industrial Commission are in some cases, exceed requirements laid down by the Federal Government.

In the early part of February, Dale Beach, district rep in Nevada, was in Sacramento to see the Nevada N. I. C. officials in Carson City to discuss safety problems arising with the tech engineers. Mike Wosnak, who represents us in Nevada, told the officials in Carson City that the Nevada Local 3 since 1959 and "they're right!" One of Bill's hobbies is to play the drums, and he performs as a musician at children's parties. He's also an avid golfer with "a handicap for all you duffers out there who have been looking for a game.

With Safety In Mind

Safety Department Seen As Full Time Necessity

By VANCE ABBOTT, Safety Representative

We wish to compliment the Building and Construction Local No. 3 for recognizing the need for and initiating a full time safety representative. The advent, implementation and enforcement of safety regulations and OSHA requirements may well be as important to our unions in the future as any single part of their working conditions.

Unfortunately, one of my first duties will be to investigate a recent incident in which one of our members received a serious injury, the incident may have been the contributing or direct cause of the accident.

May we emphasize that, although many of us have personal knowledge of situations and conditions and requirements of personal protection equipment, over emphasis on the use of safety equipment will be of no value to our interest. If we expect management to comply with the regulations, we must take the responsibility for our own safety place to work, we must uphold our end of the living wage contract. Safety can be maintained by the safety equipment provided.

We intend to involve every member in our formal program and make them as knowledgeable as possible with their privi-

Eisenhower approved $9 million to update the communications system of Stockton, Modesto and Merced and some outlaying areas. However, most of these jobs will be broken down into smaller projects. The reason for this is that the affected and outlaying areas have outgrown the existing facilities.

Both the Modesto Irrigation District and the Turlock Irrigation District have chosen sites for their Intermont substation.

The Telephone Company has appropriated around $9 million to update the communications systems of Stockton, Modesto and Merced and some outlaying areas. However, most of these jobs will be broken down into smaller projects. The reason for this is that the affected and outlaying areas have outgrown the existing facilities.

Both the Modesto Irrigation District and the Turlock Irrigation District have chosen sites for their Intermont substations.

The high voltage intertie, which will connect with Pacific Gas & Electric's Testa-Los Banos lines west of Interstate 5, will wheel power to supply industries and residents in the Turlock Irrigation District. The joint project, estimated to cost $11 million, will also extend service to communities west of Turlock.

Bill is now working for the Sheedy Crane Service as a crane operator and serves as stew-

MID, TID and PG&E are discussing the possibility of partnering agreements for the $1.8 billion nuclear generating plant proposed for construction in eastern Stanislaus County. The completion date for this pro-

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WILLIAM HUSK and his wife, Marilyn, have 12 children who believe their children are "theirs" and not "never ever." William Husk, the district rep., is the only one who feels this way. He is the second generation of Bhill's family. His dad is magic-
FRESNO

Congratulations to Brother Larry Braden and wife Linda on the recent birth of their 8-0. 12-oz. girl.

We are also sorry to report that Brother Don Bedwell is currently in Fremont Hospital, Yuba City, due to illness. We are also sorry to report that Brother Dana Gollenhush had to return to Fremont Hospital after being released following surgery.

We are happy to have Brother Charles Antrobus back in Marysville following surgery at Veterans Hospital in Martinez.

Our condolences to the families and friends of the following deceased members in the Marysville District during the past month:

Gene Hill, 71, of Yuba City.

STOCKTON

Our deepest sympathies are extended to the family and friends of deceased Brother Jack Granes.

Brothers Bank Loudabaugh, Al Barker, Earl Kirk, Merle Woelfel and Wilbert Sevier were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

REDDING

Our wishes for a speedy recovery to Brother Curly Reed who has been hospitalized but is back home now doing much better. Brother Reed is a 35-year member and proud of it. Just recently he received his 25-year pin for his new business, Manager Dale Marx. He said this with the letter from Dale Marx, made his membership in Local No. 3 complete.

All blessings to Brother Bill Smith who retired after a disability and seems to be enjoying his retirement and feeling much better. He too is happy that Local No. 3's pension is what it is and wants to keep it up with the recent security. Brother Frank James is recovering slowly from his disability and filing for pension through the union. Good luck and good health Brother.

Brother Fred Brock stopped by to see us the other day and looks great. He has nothing but a bad time the past year and it's sure nice to see him riding around again with his lovely wife. Brother Hank Munse is also up and around and looking great. Hank has had several major operations and considering his condition at one time it makes you feel good all over to see him back in the hall visiting. Hang in there Hank—they can't keep a good man down.

A speedy recovery to Brother Joe Marshall. Joe came to Redding from Douglas City to have a major operation and it ended up being a minor one and he's back in the workroom.

Brother James Hall is looking good after his recent illness. We all hope to see Jim back working when the season opens up.

Brother Homer Walker expired suddenly with a heart attack. Homer was a happy man and is doing just fine after his heart attack. Hope to see you up around before too long Carl.

A speedy recovery to Brother Jack Tucker. Jack has been very ill for a while now and has operated on recently but is getting along much better. Sure good to see Jack back in the hall.

Brother Dave Tenney, Jr., is looking real well—even looking much better than when he was up there 2 years ago. Stay healthy Brother.

Brother Roy Scott is back among the healthy ones. Sure is good seeing you in the hall and back on your feet Ray.

Brother Harold Kern is recovering slowly. God speed and good health and good luck.

Good health and best wishes to Brother Julius Hinnam. We don't get to see Brother Hinnam very much since he retired from Peterson Tractor but he sure sounds good when he calls in.

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

Brother Albert "Pete" Faire expired in February after a very short illness. Brother Faire worked for Friedricksen and Watson for a number of years and was one of the members in the area worked for him.

Brother Devel Sampson of Montague passed away after a lengthy illness. Brother Sampson was a happy member of the hall at the time of his death.

Brother Walker expired suddenly with a heart attack. Many of the fellows will remember Horner as the rancher at Vira.

Brother Clarence King passed away after a short illness. Brother King was a happy member of the hall until his passing.

Brother Robert Walker died suddenly with a heart attack. Many of the fellows will remember Horner as the rancher at Vira.

We are sorry to report that the late Don Rodolf is currently in Fremont Hospital, Yuba City, due to illness. We are also sorry to report that Brother Dana Gollenhush had to return to Fremont Hospital after being released following surgery.

We are happy to have Brother Charles Antrobus back in Marysville following surgery at Veterans Hospital in Martinez.

Our condolences to the families and friends of the following deceased members in the Marysville District during the past month:

Gene Hill, 71, of Yuba City.

MARYSVILLE

We are sorry to report that Brother John Don Rodolf is currently in Fremont Hospital, Yuba City, due to illness. We are also sorry to report that Brother Dana Gollenhush had to return to Fremont Hospital after being released following surgery.

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Gene Hill, 71, of Yuba City.

SAN FRANCISCO

We wish a speedy recovery to Brother Bill Schuh that has just undergone surgery on his back for the third time. He is in the Sequoia Hospital in Redwood City and will be off work for about six months.

At this time we would like to congratulate the following Brothers who have newly become members and are attending the San Francisco Temple of the Order of the Eastern Star. The Order of the Eastern Star is another branch of the Masonic Order. Brother Fred Bedwell, Brother Homer Walker and Brother Bill Schuh.

Our deepest sympathy to the family of Brother H. Dutcher, deceased January 23, and to the widow of Brother Al "Duke" Harms who passed away January 1.

RENO

Our deepest sympathies and condolences to the friends and families of Brother William "Bill" Harms who died suddenly while working at Cortez Gold Mine; Brother Thomas Plummen, Brother P. M. Denne of Carlin, Nevada and Charles Mitchell England.

We wish a speedy recovery to C. M. Fullerton of Reno, Bill Andrew, hospital in Elko General, and Brother Allen Todd, who was recently hospitalized in Washoe Medical after being seriously injured on the job. Brother Todd is now at home recovering.

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San Francisco

Engineers News

March 1974
More Modesto ...  

(Continued from Page 14)

County. A final environmental impact report has to be discussed before the project can be made. Two Francus brothers and a cousin formed the Bruno Wine Co. and hope to produce 6 million gallons of wine.

On the West Side, Patterson School District has revised plans for the construction of new classrooms and a cafeteria, and bids will soon be made on this project. The Westley Community Services District is completing financing for a community sewer system, which will include a collector system, a sanitary sewer interceptor system and a treatment plant. The approximate cost of the project will be $114,500.

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