

Questionnaires Sent To 11,000 Engineers

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Opinion Of Cost Of Living Clause Asked

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Pros And Cons Of COL Clause Discussed

One possible solution to the problem of rapid inflation is the inclusion of a cost of living clause in a negotiated contract.

A cost of living clause is a provision whereby the hourly wage rate would increase by a given amount when the national consumer price index increases a certain number of points over a given time period.

The consumer price index is calculated monthly by the United States Department of Labor as a method to determine the change in spending patterns of the U.S. consumer. Among the things which are taken into consideration in the calculation of the index are the costs of food, clothing, medicine and transportation. Many other categories are also taken into account when the index is determined.

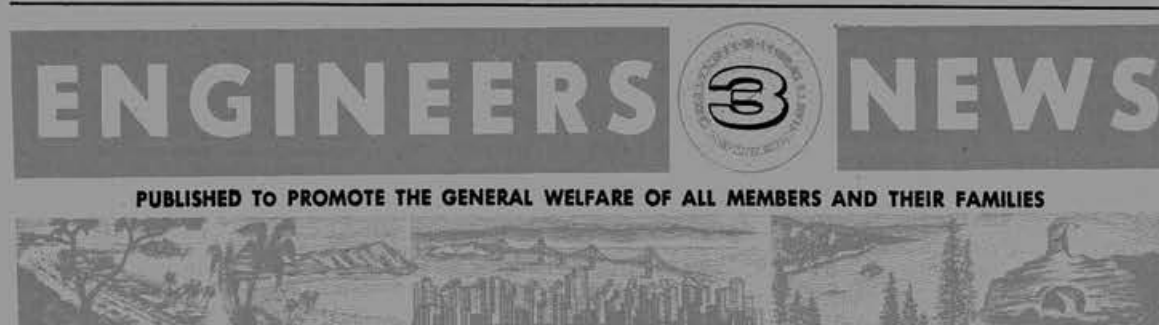
The advantages of a cost of living clause are especially apparent in years of high inflation, such as 1973.

According to statistics compiled by the Department, of 5 million workers covered by contract negotiations in 1973, 2.1 million were covered by cost of living clauses. In studying contracts with such clauses the Department found that first-year increases in wages and benefits were the same as in those contracts without the clauses. However, it also found that over the life of the contract wage and fringe benefits changes were higher in contracts with the clauses, 6.3 per cent, than in those without, 5.9 per cent.

There are, of course, negative aspects to cost-of-living clauses. First, they can cause a reduction in the pay scale of an employee if the cost of living goes down. Second, since the clause is tied to the national consumer price index it may not be extremely accurate with respect to the cost of living in a particular area.

The exact provisions of a cost of living clause for operating engineers would, of course, be determined in negotiations as would its cost in terms of the effect on negotiations for other benefits.

Cost of living clauses negotiated in other trades in 1973 were extremely varied. One union negotiated a clause which provides for an unlimited adjustment of one cent per hour for



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

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SAN FRANCISCO, CALIFORNIA

40

May, 1974

Vote Yes On These Propositions

Passage of propositions 1 and 2 on the California primary ballot are crucial for operating engineers, Business Manager Dale Marr said.

Proposition 2 provides for a bond issue of \$250 million to raise funds for water pollution control. Proposition 1 provides for a bond issue of \$250 million to be used to acquire and develop California land for recreational purposes.

"Passage of these two propositions is important to operating engineers in California, not only because of the many jobs they would create but because of the beneficial effects they would have on the environment," Marr said.

According to Marr, the cleaning of California's polluted bays, rivers and other waterways is only half finished.

"The job was started in 1970 when voters approved a \$250 million bond issue to construct public wastewater treatment facilities," Marr said. "But that money will run out this year. Another \$250 million is needed to finish the fight."

Marr said that the \$250 million in state revenue would be matched with federal funds and would provide a total of \$2 billion for construction of treatment facilities.

Marr said that proposition 1 is also an excellent piece of legislation because it allows voters to voice their support for more public recreational land.

"In addition to providing many jobs for operating engineers this proposition would create the additional public recreational facilities so badly needed by California's expanding population," Marr said.

every .3 rise in the consumer price index, adjusted quarterly. Another union's clause provides for an annually adjusted rise equal to the percentage rise in the consumer price index above the initial increase of 6 per cent in a three-year contract.

Cost of living clauses covering operating engineers, are not a new thing although relatively

few of them have been negotiated. The first contract with such a clause was won by members working for Remco Hydraulics of Willits, California in September of 1973. Other cost of living clauses have since been included in contracts for J&J

Steel of Salinas, Kennecott Copper of Utah and others.

Contract negotiations will soon begin in Nevada. Following is the text of a proposed cost of living clause for that contract:

01.06.00 Cost of Living. In ad-

See MORE COL, Page 2

QUESTIONNAIRE

- (1) Number in order of importance, in a 1 through 4 sequence:

_____ Wages _____ Pension
_____ Health & Welfare
_____ Vacation

- (2) Should negotiations include:

*A. Best method cost-of-living clause _____ Yes _____ No

B. Service Pension
Any age with 30 Pension Credits at thirty (30) additional cents per hour.

_____ Yes _____ No

*Department of Labor BLS Index

- (3) SUGGESTIONS:

ope 3 afl-cio(3)

THIS QUESTIONNAIRE was sent to operating engineers in California and Nevada to determine their preferences prior to upcoming contract negotiations.

Meeting Raises Questions On Improvements

Questionnaires were sent to operating engineers in the construction industry this month to determine their preferences for items to be bargained for in upcoming negotiations.

Negotiations between Local 3 and various employers will soon begin because of the termination of the master contracts for California and Nevada. The negotiations will be with the Associated General Contractors, which sets the pattern for several other contracts which expire or "come open" this year.

The results of the cards, sent to about 11,000 members, will be computerized so that Local 3 negotiators will have members' preferences at hand when negotiations begin.

Among other things, questionnaires request members' opinion on a service pension to be awarded at any age with 30 pension credits, at an additional cost of 30 cents per hour. This additional cost would have to be negotiated in the new master agreement. The present system of five credits per year could reduce for many members the total number of years worked before qualifying for the service pension.

In preparation for negotiations Local 3 Business Manager Dale Marr, other officers and department heads met last week with Trust Funds Administrator C. W. Sweeney to discuss possible alternatives and options for increased pension and health and welfare trust fund benefits. Also present was Bert Jacobson, a representative of the Martin E. Segal Company, Local 3's actuary.

According to Marr, Sweeney and Jacobson left the meeting with a list of key questions, the answers to which may lead to a substantial overhaul of the health and welfare and pension programs.

"It was a 'more for the dollar' meeting," said Marr. "We intend to balance every cost against every possible benefit for the Operating Engineers."

Marr went on to point out that "since wage controls and galloping inflation have eroded the members' take-home pay and increased the cost of all fringe benefits, it is incumbent on our officers and the negotiating team to shake the dust out of every fiscal corner."

Marr said that Local 3 officers are especially looking for major improvements in the medical and hospital benefits as well as increased allowances in the dental

See MORE

QUESTIONNAIRES, Page 4



LOOKING AT LABOR

By DALE MARR, Business Manager

The first two quarters of the year 1974 may well have a landmark impact on the lives of all Brother Operating Engineers and their families. As we have reported to you at district meetings and in your official union newspaper and other publications of your union, your newly elected officers have been active on many fronts on behalf of the general membership. Since all activities, especially in the fields of politics, economics, safety and communications, have an inseparable and collective bearing on the negotiated wage package, we moved early in the new administration to emphasize these key roles by departmentalizing these activities. We are proud to say that as we approach the economic lifeblood of any union organization—negotiations—we believe that we are in a good position to present a solid front at the bargaining table.

Elsewhere in your union newspaper and in the May edition of Vote Views you will find an in-depth discussion of vital candidates and propositions that will be found on your June 4th primary ballot. These, of course, are only recommendations. However, we would point out to you that within the framework of the By-Laws, propositions and candidates have been both before your various grievance committees and the rank-and-file executive board for discussion, final approval and recommendation to you. Along this line, I would like to first point out to you the vital necessity to vote NO and defeat Proposition Nine, the catch-all, so-called election reform initiative. This is an extremely dangerous and unworkable proposition that, put simply, would "disenfranchise" the union member from his right to political collective bargaining. It would label his elective leadership and appointed representatives as lobbyists and would penalize them for expressing the collective voice of rank and file membership on the laws enacted in Sacramento and elsewhere. This would create a deadly political vacuum for your union representation and void many of the efforts and successes we have achieved in the political arena.

Defeat of Proposition Nine is inseparable from the gubernatorial primary, simply because four of the five candidates are on record, according to Common Cause, along with the Womens League of Voters and the American Federation of Teachers as being in full support of Proposition Nine. Only Joe Alioto has said flatly and categorically that Proposition Nine is a bad measure and that he will work actively to defeat it, thus making Mayor Alioto the only 100 per cent labor candidate in the Democratic primary. We would urge you to work actively in support of Mayor Alioto's candidacy and to urge your family, friends and neighbors to help us defeat Proposition Nine with a vital NO vote.

Two other key propositions that will bring vast amounts of work to our brother engineers, improve our environment and life-styles and hopefully bolster the economic down-trend in California are Proposition One and Proposition Two.

Proposition Two is Assemblyman Leo McCarthy's Clean Water Bond which will authorize 250 million dollars in water bonds to be matched with 1.75 billion dollars in federal funds. The goal of the statewide proposition is to provide secondary treatment of all domestic waste water. If not passed, it is estimated that the cost to local communities would double. It continues the 1970 Clean Water Act which provided \$250 million to construct public waste water treatment facilities.

Proposition One—Recreational Lands Bond Act of 1974—This act provides for a bond issue of \$250 million to be used to meet the recreational requirements of the people of California by acquiring and developing lands for recreational purposes. The measure, if passed, would authorize the issuance and sale of state bonds in an amount not to exceed \$250 million. Bond proceeds would be appropriated in the annual budget bill for the acquisition and development of lands for parks, beaches, recreational areas, historical purposes, and wildlife management. So, give your support to PROPOSITION ONE, Yes on PROPOSITION ONE.

In addition to the above mentioned vital issues, we would urge you to follow the endorsed candidates' guide in the **Engineers News** and **Vote Views** and to support those candidates who have gone on record in support of your union's particular aims and the aims of la' or in general.

Earlier in the year, I reported to you the successful efforts of your union leadership to prevent the extension of wage controls by the Nixon administration. This will give your negotiating committee an opportunity to seek just economic adjustment at the bargaining table. On the broad front of consumer costs, predictions are almost unanimous that the nation faces a considerable inflationary spiral over the next two years. It is essential that your negotiating team make this consideration a basic part of the negotiated wage package.

A recent mail survey of union members by national consumer columnist, Sydney Margolius, also provides us with some very strong indicators: Primarily, that rising medical costs have created anxiety about adequate coverage among moderate income families and have led to serious inquiries and complaints about health insurance. The second most important concern on the mind of the union consumer was the high cost of food. Also ranking high were questions about the high cost of housing, since the average new home carries a price tag of \$33,200, an increase of a startling \$8,000 in five years.

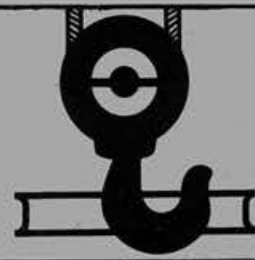
In short, your union leadership has done its homework in both politics and economics and we have and will continue to dedicate ourselves to providing you with the information that will help you to make the best decisions on those things that have a long-term

See More LOOKING AT LABOR, Page 4



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



It often happens that a man will get his paycheck every week and simply sign it without thinking about what his hourly rate is. Some members, it seems, are not really sure of how much they make per hour and I have received several letters asking that wage rates be printed in **Engineers News**. One letter read as follows:

"It seems as though many of the brothers in the field are confused as to what their pay schedule is. Some say they did not get a raise the last time while others did. If you would print, in the **Engineers News**, the complete pay scale of all classifications I am quite sure it would be appreciated and well accepted. They do not wish to contact their local office or agent as they feel that not all have the same information."

I hope the following pay schedule will be of use to you.

CALIFORNIA	
Group 1, Area 1	\$6.93
Group 1, Area 2	\$8.06
Group 2, Area 1	\$7.21
Group 2, Area 2	\$8.34
Group 3, Area 1	\$7.38
Group 3, Area 2	\$8.51
Group 4, Area 1	\$7.83
Group 4, Area 2	\$8.96
Group 5, Area 1	\$8.00
Group 5, Area 2	\$9.13
Group 6, Area 1	\$8.11
Group 6, Area 2	\$9.24
Group 7, Area 1	\$8.24
Group 7, Area 2	\$9.37
Group 8, Area 1	\$8.56
Group 8, Area 2	\$9.69

Group 9, Area 1	\$8.74
Group 9, Area 2	\$9.87
Group 10, Area 1	\$8.90
Group 10, Area 2	\$10.03
Group 10A, Area 1	\$8.99
Group 10A, Area 2	\$10.12
Group 11, Area 1	\$9.13
Group 11, Area 2	\$10.26
Group 11A, Area 1	\$10.00
Group 11A, Area 2	\$11.13
Group 11B, Area 1	\$10.22
Group 11B, Area 2	\$11.35
Group 11C, Area 1	\$10.45
Group 11C, Area 2	\$11.58
foremen, other than general	\$9.99
foreman, Area 1	\$9.99
foreman, other than general	\$11.12
foreman, Area 2	\$11.12

STEEL FABRICATORS & ERECTORS

Group 1	\$7.35
Group 2	\$7.66
Group 3	\$8.47
Group 4	\$8.59
Group 4A	\$8.82
Group 5	\$9.21
Group 6	\$9.54
Group 6A	\$10.06
Group 7	\$10.79

PILEDRIVERS

Group 1	\$6.99
Group 1A	\$7.26
Group 1B	\$7.38
Group 2A	\$7.89
Group 2B	\$8.06
Group 3	\$8.30
Group 3A	\$8.61
Group 4	\$9.06
Group 5	\$9.18
Group 6	\$10.00

NEVADA

Group 1, Area 1	\$6.94
Group 1, Area 2	\$7.96
Group 2, Area 1	\$7.27
Group 2, Area 2	\$8.27
Group 3, Area 1	\$7.43
Group 3, Area 2	\$8.43
Group 4, Area 1	\$7.85
Group 4, Area 2	\$8.85
Group 5, Area 1	\$8.02
Group 5, Area 2	\$9.02
Group 6, Area 1	\$8.11
Group 6, Area 2	\$9.11
Group 7, Area 1	\$8.26
Group 7, Area 2	\$9.26
Group 8, Area 1	\$8.56
Group 8, Area 2	\$9.56
Group 9, Area 1	\$8.74
Group 9, Area 2	\$9.74
Group 10, Area 1	\$8.93
Group 10, Area 2	\$9.93
Group 10A, Area 1	\$9.02

Group 10A, Area 2	\$10.02
Group 11, Area 1	\$9.16
Group 11, Area 2	\$10.16
Group 11A, Area 1	\$10.03
Group 11A, Area 2	\$11.03
foremen, other than general	\$9.38
foreman, Area 1	\$9.38
foreman, other than general	\$10.38
foreman, Area 2	\$10.38

UTAH

Group 1, Area 1	\$6.21
Group 1, Area 2	\$7.21
Group 2, Area 1	\$6.46
Group 2, Area 2	\$7.46
Group 3, Area 1	\$6.78
Group 3, Area 2	\$7.78
Group 4, Area 1	\$6.94
Group 4, Area 2	\$7.94
Group 4A, Area 1	\$7.04
Group 4A, Area 2	\$8.04
Group 5, Area 1	\$7.04
Group 5, Area 2	\$8.04
Group 6, Area 1	\$7.45
Group 6, Area 2	\$8.45
Group 7, Area 1	\$7.58
Group 7, Area 2	\$8.58
Group 7A, Area 1	\$7.68
Group 7A, Area 2	\$8.68
Group 8, Area 1	\$7.95
Group 8, Area 2	\$8.95
Group 8A, Area 1	\$8.00
Group 8A, Area 2	\$9.00
Group 9, Area 1	\$8.05
Group 9, Area 2	\$9.05
Group 10, Area 1	\$8.20
Group 10, Area 2	\$9.20
Group 11, Area 1	\$8.59
Group 11, Area 2	\$9.59
Group 11A, Area 1	\$9.45
Group 11A, Area 2	\$10.45
Group 11B, Area 1	\$9.85
Group 11B, Area 2	\$10.85
foremen, other than general	\$8.59
foreman, Area 1	\$8.59
foreman, other than general	\$9.59
foreman, Area 2	\$9.59

HAWAII

Group 1	\$5.50
Group 2	\$5.61
Group 3	\$5.78
Group 4	\$6.05
Group 5	\$6.36
Group 6	\$6.91
Group 7	\$7.23
Group 8	\$7.34
Group 9	\$7.45
Group 9A	\$7.68
Group 10	\$7.74
Group 10A	\$7.89
Group 11	\$8.04
Group 12	\$8.40

More On COL Clause

(Continued from Page 1)

dition to the wage rates set forth in 01.00.00, the parties have agreed to the following with respect to cost-of-living adjustments for the term of this Agreement:

01.06.01 For purposes of this Agreement:

(1) "Consumer Price Index" refers to the "Consumer Price Index for Urban Wage Earners and Clerical Workers—U. S. City Average—All items 1967 = 100," published by the Bureau of Labor Statistics, U.S. Department of Labor.

(2) "Consumer Price Index Adjustment Base" refers to the Consumer Price Index for the month of June 1974 (being that Consumer Price Index which customarily would be published by the Bureau in mid-July 1974) which shall be compared to the Consumer Price Index for September 1974 for the purposes of the first (1st) adjustment. Subsequent adjustment bases shall be September 1974 for the fourth (4th) Quarter of 1974; December 1974 for the first (1st) Quarter of 1975; and March 1975 for the second (2nd) Quarter of 1975.

(3) "Adjustment Dates" are September 1st, January 1st, April 1st and July 1st during the term of this Agreement.

(4) "Change In the Consumer Price Index" is defined as the difference between (i) the Consumer Price Index Adjustment Base and (ii) the Consumer Price Index as indicated at the con-

clusion of the subsequent three (3) months or Quarterly period.

(5) "Cost-of-Living Adjustment" is calculated as below and will be payable for the three-month period commencing with the Adjustment date.

01.06.02 Cost-of-Living Adjustment: Effective on each Adjustment Date, a Cost-of-living Adjustment equal to two cents (\$0.02) per hour for each full .3 of a point change in the Consumer Price Index shall become payable for all hours worked or paid to an Employee until the next Adjustment Date.

01.06.03 Cost-of-Living Adjustment shall be considered an "add-on" to the wage rate and shall become part of the Employees hourly wage rate, effective on the "Adjustment Date." The Agreement shall be modified on January 1st and July 1st of each successive year to reflect the

hourly wage rate adjusted in accordance with this Section.

01.06.04 Should the monthly Consumer Price Index in its present form and on the same basis as of the last Index published become unavailable, the parties shall attempt to agree on a substitute index, or if agreement is not reached, request the Bureau of Labor Statistics to provide an appropriate conversion or adjustment, which shall be applicable as of the appropriate Adjustment Date and thereafter.

01.06.05 If the Consumer Price Index falls below the Consumer Price Index base, there shall be no Cost-of-Living Adjustment.

Almost 15,000 American workers, aged 40 to 65, were the victims of illegal age discrimination during the 1973 fiscal year, the Labor Department reports.

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Sacramento Scene

Good News And Bad News In Assembly

By EDWARD P. PARK, Legislative Advocate

Senate Bill 1539, by Senator Mills, scheduled to be heard in the Senate Finance Committee has been laid over for two weeks. The Operating Engineers are strongly opposed to this proposed legislation and hope it will be rejected by the committee. As we pointed out in the last issue, S.B. 1539 if enacted, would eliminate job opportunities for a lot of our technical engineers. As the bill is now written, it requires that the Department of Transportation personnel be used in all design, planning and other work involved in mass transit projects.



Edward P. Park

Senate Bill 1800, the so-called Pension Reform Bill by Senator Deukmejian, was passed out of the Senate Business and Professions Committee on May 1, 1974. Once again, most labor and management representatives spoke in opposition, not because they oppose pension reform, but because of the fear that this legislation as presently drafted could increase pension costs and decrease benefits. Then there remains the problem of multi-employer and multi-state plans and the portability of benefits. It is our contention that federal legislation now pending will be preferable and will pre-empt any state legislation. The bill now goes to the Senate Industrial Relations Committee.

Assembly Bill 3328 by Assemblyman McCarthy was passed out of the assembly committee on April 24, 1974, to the consent calendar. A.B. 3328 provides that a violation of provisions regarding failure of an employer, with intent to defraud, to make certain employment benefit payments, in addition to any other penalties, shall result in a fine of not less than \$1,000. It is hoped that the enactment of this legislation will act as a deterrent to anyone who would seek to defraud a health or welfare, pension fund or vacation plan, by intentionally withholding payments. We point out to our employers it should not cause any undue alarm, as it is very explicit that there must be an intent to defraud.

A.B. 1320 by Assemblymen Ralph and Powers was sponsored by the building trades and has been signed by the Governor. We needed this legislation because, as it stood, when a small benefit trust fund had a claim against the \$2,500 contractors cash deposit with the State Contractors License Board, the trust fund had to sue

the registrar or contractors to collect on the cash deposit in case of default on fringe benefits to the trust. A.B. 1320 permits the registrar to pay from the \$2,500 cash deposit on claims from employees or unions for wages or fringe benefits pursuant to a specified procedure whereby the labor commissioner would adjudicate these claims subject to the right of the parties to appeal his determination to court.

Now, for some bad news. Assemblyman Antonovich has introduced Assembly Constitutional Amendment No. 105. This amendment provides that public employees shall not have the right to strike. It also provides that public employees shall not be required to be a member of any employees organization as a condition of employment or continued employment, or to pay any dues as a condition of employment. Needless to say, this amendment will be vigorously opposed by labor.

The Assembly has introduced, and passed, a resolution which would recess the legislature from May 23, 1974 until after the June 4, 1974 primary elections. This is understandable considering all 80 of the Assembly seats are up for grabs, and most of the incumbents are seeking reelection. The Senate has not acted on the resolution to date, but half of those seats are open and again most of the incumbents are also seeking reelection.

U.S. District Court Judge Thomas J. MacBride has made a ruling which will allow the construction of the Auburn Dam to proceed as scheduled, including the May 15, 1974 bid opening for the initial excavation and foundation treatment for the proposed concrete arch dam. The cost of the job for which bids are being received is estimated as being somewhere between \$60 and \$80 million. This was a favorable decision for us, as the California State Conference of Operating Engineers was one of the interveners in this suit in support of the government's case. Judge MacBride also indicated that he felt the environmental impact statement was insufficient in certain respects, but allowed the Bureau of Reclamation six months in which to correct the deficiencies through the filing of an amendment to the environmental impact statement.

The campaign to insure voter approval of the "California Clean Water Bond Act of 1974," which will be proposition No. 2 on your June 4, 1974 ballot is underway, and gaining momentum. We must support proposition No. 2 with all our available resources and this includes active participation by all of us.

Marr Scores Prop. 9, Supports Alioto

The California labor movement can only resolve the issues and look to the future by opposing proposition 9 and supporting Mayor Joseph Alioto for governor, according to Business Manager Dale Marr.

Proposition 9 is the Common Cause-initiated election reform proposition.

Marr made his remarks following the AFL-CIO Committee On Political Education (COPE) pre-primary convention held on April 10 and 11, which endorsed four candidates for governor of California.

Calling Alioto the only viable labor candidate, Marr said that a large segment of labor acted indecisively and inconclusively at the COPE convention.

"In the case of COPE, after having set up determining criteria for endorsement of candidates based on a stated and violent opposition to proposition 9, COPE went ahead and endorsed two gubernatorial candidates, Jerry Brown and Bob Moretti, who have openly supported this Common Cause-initiated reform," said Marr. "In fact, it has been alleged and to date in no

way refuted, that Jerry Brown was instrumental in preparing a great deal of this proposed proposition."

Marr said that he agreed that there is an urgent need for major election reform legislation and pointed out that there are four bills currently in Congress and many bills in state houses across the nation dealing with election reform.

"However, proposition 9 as supported by Brown and Moretti goes far beyond simple election reform and in fact disenfranchises labor's vote in the political arena," said Marr.

Marr said that he is unalterably opposed to legislation such as proposition 9, which would determine by court action the legality of traditional labor support for candidates for public office.

"Too much of America's life-style and rights must now depend on legal advocacy," said Marr. "This cart-before-the-horse syndrome is plaguing Americans' ability to move freely, live freely, vote freely and to participate in the democratic mainstream that has made our nation great."

Blue Jay in Greenland and numerous sub-divisions throughout the East Bay Area.

In addition to these construction projects Sanders has been a member of the Executive Board for nine years. He has also been a job steward and blood bank chairman.

Sanders and his wife, Thelma, have a son, Kent Michael, and two granddaughters. In his spare time he enjoys reading and billiards.

Sanders Exec Board Member

Tee Zhee Sanders of Richmond, Calif. is the Executive Board member from District 20.

Now working as a compactor operator, Sanders has worked on many projects in his career as an operating engineer, running scrapers, blades, dozers and Handy Cranes. Some of the projects Sanders has worked on are the Humble Oil refinery in Benicia, Calif., the Garrison Dam in North Dakota, the Palisades Dam in Idaho, Project

A Personal Note from

The President's Pen

By HAROLD HUSTON
President



I'm looking forward to this year's negotiations for the construction industry in the states of California, Nevada and Utah. We know how important it is to bring back the best possible agreement to present to all the brother engineers for their consideration.

The national consumer price index increased greatly from March of 1973 to March of 1974. This was the largest inflation figure since 1948. Due to this incredible inflation it was necessary for the middle-income family to spend much more in 1973 than in 1972 just to maintain its standard of living.

What this amounts to is a tremendous drop in the working man's real spendable earnings, or the amount a worker takes home after deduction for taxes and the effects of inflation.

In the face of this inflation President Nixon's wage-price controls have failed miserably. Many economists of various leanings say that the Nixon administration never fully believed in the controls, even though it resorted to them. The controls were mainly political, many believe.

But if the controls were aimed at getting support from working people they were a big mistake. The problem, as we all know, was that wages were controlled while prices were not. The working man suffered while the huge corporations like the oil companies made tremendous profits.

One thing that is now for sure is the wages and fringe benefits must be increased at least the amount the cost of living has increased for us to just break even. Our great local has always been the leader in labor and in order to maintain a good standard of living for the members and their families the officers this year must exert all their skills and knowledge to obtain the best contracts.

We appreciate all the constructive suggestions we have received so far and this shows us that the members are desirous of taking a real active part in our union. By working together as a team we will achieve our goals.

All wage controls on the nation's labor force have now been lifted and without "stand-by controls" we will have a normal climate for this year's negotiations. It is a must to catch up on what we have lost because of controls the last few years.

We are mailing to you a card to get from you a true expression of the directions your officers should follow in these critical negotiations. It is your responsibility to immediately fill out the card and mail it back. Rest assured that we will be guided by your directions.

All the district meetings have been well attended and the courtesy which has been given to your officers is deeply appreciated. Our goal is to keep the members well informed on all the activities of our union and answer all questions you may have.

The district representatives and business representatives have worked real close with me in resolving the many contract violations and jurisdictional disputes which have been brought to my attention. I'm happy to report that we have won decisions in favor of the Operating Engineers in most jurisdictional disputes filed and resolved most grievances that have been pending for several years.

Resolving these grievances and jurisdictional disputes means several things to our membership.

First, the employer is having to live up to the terms and conditions of the agreement he is signatory to.

Second, several thousand dollars has been collected for our brother engineers in wages and fringe benefits.

Third, we are maintaining all jurisdiction which we now have with the goal in mind of adding to this jurisdiction which will provide more job opportunities for all brother engineers.

We must pay tribute to the job stewards and safety committeemen who are working very close with the business representatives and district representatives in each district. The job stewards and safety committeemen must be given the best protection possible in accordance with the agreements. Your dedication to this union in accepting this responsibility is appreciated by all of us.

Support Alioto For Governor

Following 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.

Alameda County: 414 Thirteenth St., Oakland, 763-1975. Contra Costa County: 4807 Clayton Rd., Concord, 676-6700 and 4524 MacDonald, Richmond, 236-1230. Fresno County: 1515 N. Glenn Ave., Fresno, 264-2422. Humboldt County: P. O. Box 103, Eureka, 443-0845. San Francisco County: 605 Market St., San Francisco, 495-8650. Sacramento County: 1107 "J" St., Sacramento, 446-5014. Santa Clara County: 841 The Alameda, San Jose, 321-3025. Sonoma County: 513 4th St., Santa Rosa, 542-8861. Stanislaus County: 6906 S. Parkridge Court, Modesto, 529-1114. Yuba County: 2205 Covillaud, Marysville, 743-3560.



RIGGING LINES

By BOB MAYFIELD
Vice-President

Since the last issue of Engineers News this writer has spent a great deal of time in various units in contract negotiations. A worker's contract is his bread and butter. He and his family's present and future depend heavily on his contract and this is why it is so very important that the best possible contract is obtained by persistence, cunning and knowledge of the facts, plus a good idea on what company's ability to pay might be.

As everyone who listens to the radio, watches television, reads the paper, goes to the grocery store, knows we are constantly made shockingly aware of inflation. We all know it takes many more dollars now to live at the same standards as it did in previous months. The facts mentioned above have affected our thoughts a great deal on our approach to obtaining a new or renewing an old contract. In order that we attempt to stay even, or forge ahead a little, it is almost necessary that a cost of living section be inserted into contracts and agreements of multiple year length due to the fact that no one can look into a crystal ball and predict what costs of living are going to be at any given time down the road.

We all know that at least up until April 30 of this year the C.I.S.C. has almost stopped all raises in the construction industry for a period of 2 years in Utah, and curtailed or cut off money in all other states these past months in one way or another. Any management negotiation committee is strongly opposed to a cost of living section being inserted into it but this union has been successful in quite a few of shops and in most of the mining agreements in the past couple of years. Hopefully, cost of living sections will be negotiated in segments this union now represents where it has never existed heretofore, but this certainly is going to be a difficult job, as all 4 states we represent will be up for negotiation in one form or another in calendar year 1974 in the construction segments.

The Kennecott Copper Co., this country's largest copper producing company, agreement will expire on July 1 and I have spent considerable time with Tom Bills, Utah District Representative, and 24 other unions in preparation. We all met with our Steward from Bingham Petroleum and company officials in Salt Lake City on purely local issues. These local issues are very important to our unit, and certainly the stewards attending contributed heavily to the union's cause at this meeting. The main group (25 different unions) are scheduled to resume on June 4 in Phoenix, Arizona and will continue from that point until an agreement is consummated or we reach impasse, which of course would mean a strike. It will be interesting to see the outcome of this go around as for at least the past 3 contracts it has taken a strike to obtain an honorable contract. During the past year (1973) Bingham has had net profit of over 150 million dollars and the 1st quarter of 1974 they showed a 42 million dollar profit. These are all time records of course and are elements that should favor a good contract without striking. We certainly hope so.

In conclusion we (the officers and negotiation committee) should be at least getting a good start towards our construction negotiations and hope that everyone will back and fully support our entire effort.

More LOOKING AT LABOR

(Continued from Page 2)

impact on the well-being and life-style of you and your family. The only ingredient that you would be lacking in this hard fought effort would be the failure on your part to actively participate in finalizing these efforts. This can only come from the dedicated personal support of yourselves and the voter-aged members of your family at the polls. We would hope that you and your friends in the community you live would be active in precinct work and the get-out-vote effort on behalf of Mayor Alioto and in getting a **No Vote** on Proposition 9. As an individual union member, you can best support your brother engineers and your organization by active participation in your district meetings, Job Stewards meetings, safety meetings and by completing those questionnaires that we sent to you for the democratic input of your personal opinion.

Both Engineers News and the International Engineer were cited for outstanding quality in the ILPA Reporter, the journal of the International Labor Press Association. The Reporter called the Engineers News "highly-professional" and praised it for its March coverage of accidents which took the lives of operating engineers.

Labor Secretary Peter J. Brennan called on the nation's employers to help cushion the impact of the energy crisis on workers by giving advance notice of layoffs.

He asked employers to provide the U. S. Department of Labor with information on projected job cutbacks brought on by energy shortages so steps can be taken to aid jobless workers.

Avionics Facility To Be Built In Fresno

By CLAUDE ODOM,
District Representative and
BOB MERRIOTT, HAROLD
C. SMITH, JERRY BENNETT,
Business Representatives

Construction will begin soon on a \$1.6 million avionics facility—an environmentally controlled building designed to house complex aviation electronics repairs—at the operation area of the air station.

The J. R. Youngdale Construction Co. of San Diego has been awarded a lump-sum contract to build the avionics facility. The 39,000-square-foot, single-story, windowless building is designed to consolidate all avionics and avionics supply functions now being carried out in four hangars and the aviation warehouse.

The contract calls for completion of the project by March '75.

Safety rules have been doubled at the construction site of the Selma-Kingsburg-Fowler Sanitation District's wastewater treatment plant near Kingsburg, following the death of Junior L. Cassidy. He was killed while inspecting a 264-foot section of corrugated steel pipe.

C & K Engineering and Carl W. Olson & Sons, who formed a joint venture for the construction of the Tri-Cities plant, said that prior to the accident which claimed the life of Cassidy they had worked 200 days without any time loss from the job because of an accident.

The firms said they have tried to follow all safety rules established by the California Occupational Safety and Health Act, but were cited for "failure to follow good safety practice" following the investigation of Cassidy's accident.

Construction will begin this spring or early summer on a new Inn near the western boundary of Yosemite National Park. The 102-unit, three-story facility will be the first phase of a multi-phase program to "provide wholesome accommodations for people who want to see Yosemite."

In addition to the hotel, plans call for a 52-unit motel, village shopping center, 68 guest houses and establishment of an area where cabins could be located. The entire project would be established as part of a 15-year program to develop the 153-acre parcel along Strawberry Creek on Route 41 to Yosemite Valley.

The cost estimates for the entire project could be in excess of \$20 million.

More On Questionnaire

(Continued from Page 1)

plan and a cost reduction in the vision care plan.

Marr said that he told consultants Sweeney and Jacobson that they must come up with improved benefits-to-cost ratio for the various plans.

"Given the different nature of an operating engineer's work, we must be in line with the benefits the other crafts in the construction industry are getting," he said.

Sweeney and Jacobson are due to supply information on the alternatives raised in the meeting as soon as possible, Marr said.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

(Reprint from Salt Lake City Tribune)

Surveyors, engineering companies and Operating Engineers Local 3 have banded together to upgrade their skills through a series of surveyors' classes at Utah Trade Technical College at Salt Lake.



Mike Womack

Technical engineers (surveyors, commonly called tech engineers in the trade) are investing their own time and money to upgrade their performance. Many are traveling many miles to attend the classes, held Tuesday and Thursday evenings and Saturday mornings.

Mike Womack, director of the technical engineers department, Operating Engineer's Local 3, said this is the first time a course for surveyors has been available in this state. He describes tech engineers as "perfectionists," men who realize the importance of their work and are concerned enough about their expertise to do something about it.

He estimates as many as 150 surveyors may become involved in the courses. Licensed surveyors and professional engineers are also enrolling to brush up on basic techniques.

Tech engineers are the first personnel to appear on a job site. They define the "nuts and bolts of the projects" by establishing precise reference points to guide other building tradesmen, Mr. Womack said.

Dale Marr, business manager, has assigned Mike Womack for the last few weeks to the Utah area in order to expand the organizing of tech engineers.

In recent weeks, the employees of several Utah survey firms voted in N.L.R.B. elections to have Local No. 3 represent them. Three more will have voted by the time this article is printed and two more should have had their election dates set.

In the meantime, the classes for surveyor certification are going full bore at Utah Trade & Tech. Anyone interested in attending should contact John Thornton at (801) 532-6091.

One Utah surveyor has taken advantage of every spare minute since his birth in 1943 in Ogden. Sherman Savage attended local schools until 1960, when he joined the Air Force. In 1961, he married Darlene Ricks, also from Ogden. Sherman worked as a baker, earning journeyman status, while he attended Weber State part time for the next four years acquiring an A. A. degree in architecture. Sherman then went to work for the State of Utah as an engineering aide in 1967, then he was employed by Allen-Kelley and Associates in Ogden where he is still employed.

In 1968, Sherman started sport parachuting and made over 150 jumps. In December, 1972, while snow skiing, Sherman observed his first para-kite and was hooked. Sherman has had over 400 flights, of which the longest time was 35 minutes and the greatest distance was over 4 miles. Common landing accuracy is within a 1 foot circle!

Sherman now builds complete kite kits for sale, including plan sets and all accessories and also gives flying instructions.

During this time, he acquired his private pilot's license and has 90 hours logged. He also plays the guitar, base guitar, trumpet, trombone and French horn. Sherman played in both the Weber State Concert and Marching Band and played professionally for 3 years with The Ramblers, 1½ years with The Variations and 4 years with The Plainsmen.

All during this same time, Sherman and Darlene had visits from the stork, who brought Rick, Debbie, Michelle and Jill with another due this month. Anyone care to top this?

Try this one for size?

A car travels the first mile of a 2-mile course at 30 m.p.h. How fast must it travel to average 60 m.p.h. for the entire course? See answer this column next month.

Recently having concluded negotiations with Con-Am Inspection, with approximately a 16 percent increase, everyone there is smiling, including Pete "Wrench" Ward.

Looking over in San Francisco, we find Bob Kipp still working on the transit system. It looks like Bob has found a home.

Congratulations to Ralph Floyd, Ron Greenwell, George Davidson and Jim Bearquiver on their Chief of Party Certifications.

A little interest and attendance at some environmental and open city hall meetings in your area may save a job for you. A lot of jobs have already been closed in Santa Cruz, Pleasanton and East San Jose. Let's show some interest in our community and our jobs, don't let someone else vote for you.

We would like to remind all engineers of the local elections now going on in your areas. Support the candidate that supports your cause. **In short, get involved.** If you don't vote, you won't be counted and you might end up with someone like Eisenhower had for vice president.

Many Techs, including the Testing Inspection Department, have not yet taken the First Aid course and received their card. Courses are available at your nearest Red Cross at \$6 per person and many classes are given on Saturdays.

Jerry Martin, director of safety and training, is scheduling more first aid classes. For more information, contact your Local No. 3 job placement center.

Aloha Stadium Floats On Air

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

Honolulu's Oahu Stadium, located at the northern edge of Pearl Harbor, will seat an estimated 52,800 people when it opens this coming August. The most noteworthy feature of the new facility will be its four rotating grandstand segments which will allow the stadium to be shaped in either a football or a baseball configuration to fit the scheduled occasion. For football, the stadium will assume the standardized oval shape while baseball fans will find a diamond-shaped facility to suit their spectating needs.

To change the configuration, grandstand sections will be "floated" into position when three compressors (rated at 1,250 CPM at 110 psi) pump air into special RolAir Systems air bearings which, in turn, lift the 1,500-ton grandstand sections a mere 1/1,000 of an inch off their smooth concrete pads to allow rotation. Requiring only one person at the controls, a single grandstand section will be able to make the necessary 200-foot shift in approximately 20 minutes. Full

transformation from one shape to another is expected to take three hours. Hypothetically, the stadium could be used for one sport in the afternoon and a second in the evening, affording both sets of spectators prime seating.

The stationary sections of the stadium, located at the north and south ends, rest on reinforced concrete foundations and support prestressed concrete bleachers. Cast-in-place concrete walls and slabs provide space for the clubhouse, team rooms, entrances, etc., within the fixed structures. These are topped with steel superstructures that support four upper seating levels and the partial roof. The movable sections are framed with exposed weathering steel, as is the superstructure portion of the stationary sections at the ends. The structure contains 11,000 tons of this steel while the exterior finish of enclosed portions is attained using corrugated weathering steel panels.

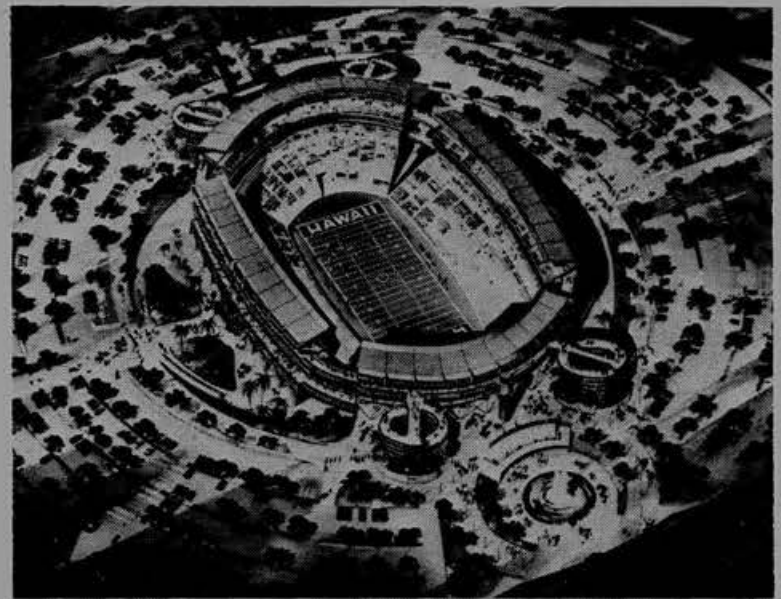
The stadium is being placed on a 106-acre site which provides adequate space for the bowl as well as parking spaces for 7,500 autos and 70 buses. Hawaiian Dredging and Construction Co., a Dillingham Corporation subsidiary, holds the \$22 million State of Hawaii contract for the project. The official name for Hawaii's new stadium is the "Aloha Stadium."

Another project near completion running from Aloha Stadium

to Fort Shafter is the Moanalua Freeway. This 3 1/2-mile project was started in September 1971 and should be completed in August of this year at a cost of \$45 million. If you are one of the 30,000 drivers who use it daily, you'll say THANK GOD. Bad weather and asphalt problems are blamed for some of the delays.

Talking about asphalt, in the past six months the price has doubled, rising from \$34 a ton to its present \$76 a ton. That's a ton. The final irony of the Moanalua Freeway is that the long-awaited six-lane highway will, in effect, be only a four-lane route. The City and State have come to an agreement on the use of two exclusive express bus lanes (one in each direction) over the entire length of the project.

At one time it was planned to plant 1,000 trees in the area. But the latest plan is to triple that number, using the vacant areas between loops, overpasses, underpasses, access roads, and high-speed lanes as one giant nursery—a place to produce trees to transplant to other State projects. A total of 10 kinds of trees will be planted there, from 4 feet to 10 feet high. The 3,000 trees will include poinciana, monkeypod, rainbow shower, Benjamin banyan, gold trees and Norfolk Island pine trees and others. This freeway should be very pretty. Our congratulations to the State for their good thinking. Come August, brothers, beautiful freeways and baseball. Lucky huh! Aloha.



THE ALOHA STADIUM being built near Pearl Harbor will look like the top photo when completed. Its present state is seen in the lower photo as Jack Paro, operator, and Fred Kekaha, oiler, put their 4000 Manitowoc to work.

New Melones Contract Awarded Following Long Battle In Court

By WALTER TALBOT,
District Representative and
AL McNAMARA and
JAY VICTOR,
Business Representatives

New Melones Dam has been awarded to the lone joint bid of Guy F. Atkinson, Gordon H. Ball and Arundel Corp. This has to be the most important news article that has been mentioned in this district for many years! As you know by past reports we have been anticipating this event for some time. But after a series of court battles with the environmentalists, whose main objective was to retain about six miles of "white water" for river rafters that would be beneficial to a few rather than a lake that would benefit many, plus more electrical energy and flood control that is sorely needed, we began to wonder if it would ever be built.

We would be remiss if we did not acknowledge all the support that you members elicited by contacting your congressmen, senators, assemblymen, supervisors and others, and also by attending open forum meetings whenever the matter of constructing the dam was open for discussion.

However, that battle is not over yet as a "new" group, Friends of the River, are endeavoring to obtain 375,000 signatures in order to place an initiative on the ballot in November to halt construction of the dam. So again, we are asking you to talk to, in this case, the general public who are not familiar with the issues involved and discourage them from signing the petitions.

Your local union, as well as the Building Trades Councils, are reaching the newspapers whenever possible to explain to the public the misrepresentation by solicitors of these petitions.

On the local level, editorials have appeared in the Stockton Record condemning this misrepresentation and from all indications the Board of Supervisors may initiate legal recourse against Friends of the River because of distortion and deception in the material attached to the petition.

The contract to construct New Melones Dam is for \$109.7 million. This is probably about five years work and does not include the powerhouse which will be out for bid at a later date. The employment peak for operating engineers will be 1976-78 on this five-year project.

A few particulars to note, about the dam itself, is that it will be the second highest earth-fill dam in the United States, topped only by Oroville Dam. It will rise 625 feet from the canyon floor, span 1,560 feet between the walls of Iron Canyon and contain nearly 16 million yards of embankment. The reservoir will contain 2.4 million acre feet of water backed up a distance of 24 miles from the dam with 100 miles of shoreland.

J & W Pipelines of San Jose was low bidder at \$416,000 to construct an interceptor sewer line on Navy Drive in Stockton.

F. P. Lathrop Co. Emeryville got the green light to proceed with the construction of the

See MORE STOCKTON, Page 16

Nevada Contractors Starting To Move

By DALE BEACH,
District Representative
and
PAUL WISE, DAVE YOUNG
and RON RHODES,
Business Representatives

With May only a week away and the weather warming up here in Nevada we are experiencing a pick-up in orders for men from the employers. While we still have over 200 on the out-of-work list, we are already calling out of area to fill some jobs in area No. 4.

Robert Helms Construction Company was low at \$3.6 million on a section of Highway 395 north of Reno. This should help keep the locals busy most of this season.

The next stretch of Carlin Canyon is up for bid on May 9, and Peter Kiewit & Sons could sure use the work, as they are nearly finished with the dirt at Curry. After this is started, the State plans to let another section of Interstate 80 east of Oasis.

Canyon Construction has finished their job on the reservation at Schurz and are moving in on the Lovelock project as a sub-contractor to J. C. Compton of Oregon. Compton presently doesn't plan on moving into Nevada until September.

State Inc. now has seven engineers on their job at Argenta where they are building a new mill for Mil-Chem. They are from Salt Lake City and have been a very good contractor to do business with.

Another Utah firm we have had working in Nevada on two previous projects with few problems is Torkelson Construction. They are now at the Victoria

Mine property 40 miles west of Wendover to build a copper processing mill, and have required the constant attention of the Building & Trades Council.

Under the direction of Vice-President Bob Mayfield we were recently successful in obtaining a contract with Montgomery Drilling out of Bakersfield, Calif. It finally required a picket, but we're all friends now. This only involved 40 people, but we expect it could bring us another 100 if they are successful in driving generators with underground steam.

We also have been successful in setting up a meeting with Placer-Amex to discuss a contract covering the old Cordera Mine west of McDermitt. After the mill is built and in operation, it should take between 80 and 100 men to keep it going. We haven't been able to figure out yet why all the new mining operations have to be 700 miles from the nearest paved road. At 55 miles per hour, one begins to feel more like a cab driver than a business agent!

Holcomb Construction recently picked up the \$1.5 million Mayberry Drive contract. This will involve a bridge over the Truckee River and a railroad bridge overpass to connect Mayberry with old U.S. 40. It also includes a railroad by-pass and 1,000-foot widening of Mayberry Drive. Last we heard, Teichert Construction will be the sub.

We're happy to announce that the North Lake Tahoe area is starting their "beautification project" by letting to bid the underground work of all electrical, telephone cable and television cable work in the area.

What this means is more work for the underground contractors in the area, which in turn will mean more jobs for our brother engineers.

Welcome back to the "Aloha Gang" of Perata's. They are back from the islands after having finished up their project over there. It looks like this Tahoe City crew will have a good season, as will most of the other contractors in the area, White-Risen with their underground job in the Rubicon area, for instance.

There is more good news. Over in the Squaw Valley area, Mainland Corporation of Sydney, Australia and Squaw Valley Development Company are in a joint venture for a \$250 million expansion program at Squaw Valley. This is to be carried out in several phases over the next 12 years and eventually will include new ski lifts, championship golf courses, new restaurants, tramways, entertainment and shopping facilities, and a scientific and educational institute.

Del Webb's Parkland Project has progressed along quite well, and they are keeping close to their work schedule.

Byars is still making steady progress on their Kingsbury Improvement District job, with Teichert doing just as well on the same project with their pump stations along the route.

Teichert's plant in Truckee started up a little early with a one-shift operation, and they have put quite a few of our good brothers back to work.

Ramos Underground from San Leandro, who is doing the Donner Lake sewer project, is starting to show some signs of life and are on the move.

Higher Temperatures Hit Eureka Dist.

By **ROBERT L. WAGNON**,
District Representative and
GENE LAKE,
Business Representative

Rising temperatures and longer days tell us spring is finally coming to the North Coast. As we see more of "Ol Sol" the thoughts of the brother engineers turn to the coming work season. As we have mentioned before, this season will be a tremendous improvement over the past several years.

The controversial Arcata Freeway now appears to become a reality. Bids on the project will be opened on May 15. In the next issue we will be able to give you information on this which will be the largest project here in this area.

In the Crescent City area, Umpqua River Navigation Company is winding up the small boat harbor project. Harbor Tug and Barge from Coos Bay, Oregon and Myhren Drilling from Sacramento are putting in the piles for

the docks. M-B Construction from Walnut Creek is responsible for the floats. This has been a good job for many of the brothers for the past year.

North Coast Paving and Rock is all over the Crescent City area on small paving and grading projects. No large projects are anticipated for the Crescent City area in the immediate future. Sometime during the late summer a fair size dredging project is slated for the harbor.

Elmer J. Freethy is busy on the new sewage disposal plant. This project has kept one or two brothers busy during this past winter.

Coming down to Humboldt County, bids will be opened on several small projects in the near future. They are for a bridge and approaches to be constructed for Bear River on Mattole Road, about 14 miles south of Ferndale. The new concrete box girder bridge, about 150 feet in length

and 32 feet in width, will replace a steel truss structure and its timber approach spans. Approaches will be 24 feet wide and surfaced with asphalt concrete. A total of \$520,000 is available for the project.

Also up for grabs is a small grading project on Route 36 just west of the Van Duzen River bridge near Dinsmore. The highway will be widened to provide a 26-foot paved roadway on improved alignment. Highway 36 east of Bridgeville is a narrow and winding mountainous road, and the curve being improved is only 19 feet wide with no shoulder area.

In late May bids will be opened for a widening project on portions of Highway 101. A 1.2-mile section between .9 miles and 2.1 miles south of the Del Norte-Humboldt County Line will be widened from 22 feet to a 32-foot all-paved section. Banking of curves will also be improved. This

project also includes installation of metal beam guard railing at trees that are close to the roadway, to lessen impact should out-of-control vehicles strike them.

In the city of Eureka the waterfront redevelopment project has been working at a slow pace most of the winter. Foster Drayage has managed to keep one or two rigs busy on pile driving and related work. This job should be getting into a higher gear before too long.

At Rio Dell, David R. Wilkins has moved some equipment in on his utilities relocation project, however, at this time it is still too wet to plow. This is a \$300,000 sewer and water line project that is necessary so that excavation can begin for the Rio Dell bypass.

In the city of Arcata, L. J. Duarte and A. V. Debrito are busy on similar type work which must be completed before large-scale earth moving on the upcoming freeway project can begin. Their combined projects total approximately \$600,000.

Earl Nally has spent the past winter getting his cats and scrapers ready for the coming season. As soon as weather and other conditions permit he will tackle the Rio Dell bypass. He has subbed the dirt moving from Lew Jones Construction Company.

W. Jaxon Baker has started clearing their Benbow freeway project. At the present time they are still dodging rain drops but the brothers are managing to get in some time. This one will be our major dirt job this season.

S & A Development Company at Alton has had a fairly busy winter producing ballast rock for the N.W.P. railroad. So busy, in fact, that their crusher has been on a two-shift operation a portion of the past winter. They have their work cut out for them this summer as they will produce the concrete for the twin bridges C. K. Moseman is constructing across the Eel River between Rio Dell and Scotia.

See MORE EUREKA, Page 16

In San Francisco

Many Small Jobs Keep Engineers Busy

By **RALPH WILSON**,
District Representative and
HARVEY PAHEL and
CHARLES SNYDER,
Business Representatives

With the weather as unpredictable as it is, there are a lot of jobs that are held back waiting for the rains to quit. In the outer area of San Francisco, there are many small jobs with one or two operators at the most except for G. M. Shupe's job at the West Portal tunnel, where they are re-lining and replacing the tracks. We have four or five brothers working days and four or five brothers working nights with a lot of overtime. This job should wind up in another month or so.

William Simpson is working on three hospital jobs, the Letterman, Veterans and the San Francisco General Hospital. Chet

Smith has about five big jobs going on excavation, which will be out of the ground on the S.P. Building at Spear and Mission. This will be a very good job when Chet Smith gets done with the excavation, as Western Willamette has finished driving all the piles and is now in the process of doing the cutoff. Dinwiddie is the general contractor and should be starting their concrete pours within the next month.

Henry Beck on the Embarcadero job is now down to two operators on the elevators and they should be starting excavation No. 3 in the middle of the summer. Haas and Haynie has three operators, all the steel is up and Basalt has moved their tower crane onto the job and is now hanging the pre-cast facing. Homer J. Olsen is slowly winding up their

job at the foot of Market on BART. Williams & Burrows has started a new job at Front and Vallejo with P & Z driving the piles. Chanen Construction is starting to pour footings on their jobs. This job should last to the first of the year but at the most will only use two or three operators.

The brothers working for Allied Steel changing the cables on the Golden Gate Bridge say that it is a very good place to work, as the view of the Bay on a good day is very nice. Williams & Burrows has four jobs going in San Francisco. The work for this year looks very good in San Francisco. The district representative held two pre-job conferences with Dan Caputo and James J. Roberts.

Much Action In Oakland

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

Out in Central Contra Costa, get on with it!

Some of the new starts are McGuire & Hester in Moraga with over a mile of 66-inch steel and concrete pipe and East Bay Excavators with the road widening in Pacheco. Valley Engineering has the pipeline work through here. Syar Industries will be going strong on Highway 4 in the next week. Gordon Ball on Hwy 680 is calling their crew back. All of the other contractors in the area are putting the men back out in the field. They should have full crews on all jobs in a week or so.

On the night business side of it, we've got a first brothers! Sierra Club supports Black Hawk Ranch. Well they did for a few weeks until the San Francisco Chapter shot them down. I won't go into details here as this has not been resolved.

Dale Marr is heading up a new program throwing support to this and other projects. With agents, in this case Ron Butler, working with Contra Costa Building Trades doing the field work. Due to this new interest sparked by Dale we will have this and other projects underway in the near future.

Brothers, with these new programs and your individual participation at the polls and Local Union No. 3 meetings, your union and your work future will remain strong.

Brothers, it looks like a good year.

Up and down like a yo-yo, anytime that three days of sunshine appears the trucks start to roll, so all we need is more of that wonderful sun.

The Niles Sand & Gravel operation is about underway with

a full crew, with the exception of the dredge at this plant. The dredge will be pumping days now, the material will be moved by conveyors to a surge supply and the hopes are to increase the production.

The old Lone Star Plant in Centerville is all on the ground, ready for shipment to a new location, and to re-employ more engineers.

Some of these engineers have gone to work elsewhere.

The Asphalt Plants are standing by, completely overhauled and ready for a big year. This industry is also handicapped by the weather.

Kaiser Stripping is up and down, but this project keeps about 10 engineers almost the year round.

The Steel Mill and American Forge of Pacific State Steel are ready in the Ball Mill and rod components are back ordered in almost every product they manufacture. About 300 engineers at this plant.

The work in Eastern Contra Costa County has started to break now that the ground is drying out.

Syar-Pacco has started back with most of last year's crew. The William G. McCullough Co. has several small jobs going currently. O. C. Jones has a special job of surfacing in the "Bowl" just off Kirker Pass Rd. in Walnut Creek. They were also awarded a \$1 million plus contract to widen the bridges and build approach ramps at Concord Avenue. The Peterson Simpson job at Martinez is in full swing with a maximum crew.

The William Simpson job in downtown Walnut Creek is getting off of the ground and should see some visible progress in the next two or three weeks.

There are several subdivisions going now with Gallagher & Burk and Oliver De Silva Companies doing the Lion's Share. We hope you brothers will take the time for you and your wives to get registered for the upcoming June primary, as this will be a very important election.



WORK ON THE MUNICIPAL RAILWAY in San Francisco keeps progressing with the help of operators like Burt Garofalo, seen

above. In the picture above new ties and tracks are being layed on the G. M. Shupe part of the job near Twin Peaks tunnel.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 1—No. 3

SAN FRANCISCO, CALIFORNIA

May, 1974

Inflation Cutting Into Medicare Benefits

It took a number of years of vigorous political struggle before Medicare became a reality in 1967. And now, due largely to the increasing rate of inflation and directed cut-backs in the original program, the benefits of Medicare are slowly being taken away from older citizens. It is truly an unhappy and tragic fact that most senior citizens only find themselves slightly better off than when the law was first enacted to protect them from soaring medical costs that prey upon fixed incomes.

Historically the Medicare program had its most successful years in 1968 and 1969. The average out-of-pocket medical expenses during this two-year period declined despite a continuing rise in the cost of living. According to a recent study, older citizens were paying 10.3 per cent of their total incomes in direct medical cost prior to Medicare. The program reduced this cost factor to 6.3 per cent within three years and seemed destined to provide further reductions.

Then in 1971 inflation and tighter administrative controls lead to a reversal in this pattern. For the first time since the program began average medical costs for the elderly began to creep by pre-Medicare levels. Incomes were higher and so Medicare users still paid a smaller proportion of their total income for medical care. But it now appears that even this advantage is rapidly fading.

In 1973, for example, direct medical costs are expected to account for nearly eight per cent of an older person's income. The official figures have not been released yet. When compared to the 6.3 per cent of 1968 and 1969 and then to the 10.3 per cent of the pre-Medicare days, the erosion becomes quite evident.

Currently, Congress is deeply involved in trying to construct a new national health insurance plan for the American people. Unfortunately it has become a conflict of "young" against "old."

The basic difference centers around which medical dollars should be covered by insurance. Advocates of the young feel that most young people can cope with the common day-to-day expenses and need protection against "the rarer but more devastating risks such as kidney failure, paralysis or cancer, which require lengthy and expensive care." Older people, whose incomes are generally fixed, are more concerned with the first dollar costs "that steadily and regularly nibble away at their income and savings to pay

for the predictable illnesses of the elderly." They want protection against catastrophic illness also, but feel that the basic goals of Medicare should be restored first. This goal is simply to reduce their proportional outlay for medical expenses from their total income.

The main obstacle that stands against this goal is the spiraling costs of health care. Government costs per elderly person have more than doubled since the beginning of Medicare in 1967. Cost cutting devices such as changes in rules have dropped Medicare's proportionate share of the nation's total health bill for older people from 46 per cent in 1969 to 40 per cent last year. And now the government, while attempting to alleviate the medical cost burden of the elderly, faces the prospect of medical costs going up at an even brisker pace now that price controls are lifted.

Against this ominous backdrop, your Executive Board, headed by Business Manager Dale Marr, recently negotiated an increased contribution in order to sustain current benefits under the Pensioned Operating Engineers Health and Welfare Fund. In light of the erosion of Medicare benefits for the elderly, this was a tremendous stride taken for future retirees as well as for the current 4,000 Operating Engineers retirees and their wives. For, despite a decline in dollar coverage by Medicare, retirees will continue to receive the following benefits:

1. Major Medical benefits to a lifetime maximum of \$10,000 per person.

(a) There is a calendar year deductible of \$50 for those who do not qualify for Medicare, then covered charges are paid at 80 per cent.

(b) For those who qualify for Medicare, the plan provides for payment of:

80 per cent of medical deductible;

80 per cent of hospital deductible;

80 per cent of covered charges remaining after Medicare has made payment.

2. Drug Benefits.

3. Vision Care.

4. Hearing Aids.

5. Burial Expense

6. Medicare Reimbursement.

Eligible members will be reimbursed \$6.30 per month or \$75.60 annually for their payments for Medicare. If both the member and spouse are eligible, Medicare reimbursement is currently \$12.60 per month or \$151.20 annually.

In the ten year history of the plan, the fund has paid in excess of \$5.5 million in benefits on behalf of pensioned operating engineers and their wives. Of course, the benefits are at no

personal cost to the retiree whose only qualification for coverage is that he has earned at least ten pension credits in Local No. 3.

The retiree health and welfare plan is an indication of the concern that the operating engineers in Local No. 3 show for their older members and is in the best spirit of the labor movement.

Engineers To Receive Vacation/Holiday Pay

Vacation/holiday checks will be mailed out in May to those operating engineers who submitted requests during the month of April.

The vacation/holiday plan is funded by employer contributions, which differ according to collective bargaining agreements. In California the contributions are 60 cents per hour, in Nevada they are 65 cents per hour and in Hawaii they are 40 cents per hour. The rates for Utah were raised, effective July 1973, from 30 cents to 45 cents per hour.

Vacation/holiday distributions are made semi-annually in all districts except Hawaii. In order to have your vacation/holiday money sent directly to you in Nevada, Utah and California you must fill out a semi-annual payment request and submit it during the month of April for the May distribution and during the month of October for the November distribution. The Hawaii distributions are made once a year in August and the request must be submitted in July.

Request forms are available at the fringe benefits office in San Francisco or at any Local 3 district office.

If the trust fund doesn't receive a completed request the money is transferred to the member's account in the Local 3 credit union. The credit union then notifies the member of the total amount transferred to his account.

Fringe Benefits Forum

More About Your Pension

By ART GAROFALO, Director of Fringe Benefits

We are now into our third issue of Trust Funds Outlook and very pleased with the tremendous response that we have received. Your comments and the many questions that have been sent in are an indication of the importance that you place in your fringe benefits.



Art Garofalo

Your questions have been extremely interesting. We invite those who have not done so to take advantage of Outlook's question coupon. We will answer all questions on a personal basis as quickly as we can. However, as was mentioned before, when Outlook receives questions to which the answer might be of interest and help to us all, we will publish the Trust Fund's response to them.

The following questions cover important aspects of the pension plan:

What if I'm sick and unable to work for a year, how do I protect my pension credit?

A covered employee can be granted a "grace period" for a maximum to two consecutive years if his failure to earn pension credit is due to a disability that prevents him from performing work in a covered classification.

The grace period does not add to the pension credit that you have. However, it is a period that is disregarded in determining whether there has been a period of three consecutive years during which a covered employee has failed to earn one quarter of a pension credit and thus having his pension credits, subject to the "break in service" rule.

A covered employee's disability must be proven to the satisfaction of the board of trustees. Currently, under the rules and regulations of the plan, a disability grace period cannot be given for more than one year prior to the date that the application is made unless of course there were extenuating circumstances that prevented a timely filing.

What is the procedure for receiving Future Service Credits for time spent in the Military Service?

The Rules & Regulations states: "A Covered Employee is to be credited at the rate of 30 hours per week for service in any of the Armed Forces of the United States for the period that he retains re-employment rights under Federal Law, provided he makes himself available for Covered Employment within 90 days after release from active duty, or within 90 days after recovery from a disability continuing after his release from active duty."

In order to secure credits for periods of service in any of the Armed Forces of the United States, the Covered Employee must give written notice to the Board of (a) his entry into the Armed Forces of the United States, and (b) his release from active duty; or recovery from a disability continuing after his release from active duty; further, he must furnish to the Board, in writing, such information and proof concerning such service as the Board may, in its sole discretion, determine. After January 1, 1961, a Covered Employee must file the written notice and proof required by this section within 90 days after his (a) entry into the Armed Forces of the United States, (b) release from active duty, or (c) recovery from a disability continuing after his release from active duty, unless the Board finds there were extenuating circumstances which prevented a timely filing."

I am planning on retiring in this coming year. How soon should I apply for my pension?

An Engineer's application for a pension must be filed with the Pension Trust Fund Office at least three months in advance of the date on which he wants his pension to begin, except that an application for a disability pension may be filed within 90 days of receipt by the applicant of his Social Security or equivalent disability determination.

ASK YOUR TRUSTEES:

Name _____

SS # _____

Address _____

Mail to:

FRINGE BENEFITS SERVICE CENTER
476 Valencia Street
San Francisco, Ca. 94103



Joint Apprenticeship News

VOL. 4—NO. 5

SAN FRANCISCO, CALIFORNIA

MAY, 1974

San Jose Apprentice Gets Experience With European Canal Lining Technique

By **JIM ATKINSON,**
Coordinator

Al Caballero, an apprentice in San Jose, is getting an experience on a job that is the first of its kind in San Jose. He is working for Leo Piazza on the Guadalupe Creek improvement project. The project begins next to the intersection of Ironwood Drive and Almaden Expressway, was bid at about \$1.25 million, and includes a bridge and street improvement besides the canal improvement.

The interesting part about the project is the lining used on the canal. It is called a gabion lining, a lining which has been used for some time in Europe.

John White, an inspector for the Santa Clara County Flood Control District, said the method was first brought to the United States about two years ago for a job in Pennsylvania.

The lining is made of wire mesh baskets filled with rock. The wire baskets are made by Maccaferri, a firm in Bologna, Italy, and imported to the job site. John said two different size baskets are used for this project. The baskets used on the bottom row measure 3'x3'x9' and weigh 8,756 pounds when filled. The rest of the baskets are 3'x18'x9' long.

The baskets are stacked in a step formation with each row

making a step 2' wide and 18" high. Along the west side there will be 13 rows of gabions and along the east side it will vary from one row to six rows high. Twenty men are needed in placing the gabions. This includes about 16 laborers, one loader, and a North West Crawler crane, (rented from Jacobs Bros.), with a special bucket for dumping the rock into the baskets.

As the baskets are shipped unassembled, the first step is to assemble them. They are then placed along the slope, tied together, and filled with rock. The voids behind the gabions, next to the slope, are filled with coarse aggregate before the next row is placed. The men place an average of about 50 gabions per day, with a high of about 70 gabions in one day.

Upon visiting Piazza's plant on Blossom Hill Road, which is the source of the rock, we learned from the foreman, Manuel Contreras, that because of a shortage of about 40,000 ton of the No. 1 backing needed for the creek bottom, and poor production, a new grizzly is being constructed. Manuel said that all four sizes of rock needed for the project will be acquired from the new grizzly. The four sizes are coarse aggregate class II, used behind the gabions; 6"-9" rock, placed in the gabion baskets; No. 1 backing, ranging in size from 200 pounds to two tons and the half-ton rock (the latter two being used along the creek bed).

Gordon Wynn, the project superintendent, said this method has at least three important advantages over concrete lining. First it has an aesthetic and ecological value in that it is more pleasant to view because as the gabions collect sediment they will support vegetation. Second, the lining will be more durable as it is resistant to earthquakes and not susceptible to cracking. Third, it will prevent people from entrapment in the water as is common in concrete lined canals. Fourth, instead of the usual cyclone fence prohibiting access to the water this project will feature a 9-foot hiking trail along the east side of the waters edge.

Our apprentice, Al Caballero, has spent approximately three months on this job and has gained experience around cranes, loaders, paddlewheel scrapers, blades and grade checking. We just placed another apprentice, Charles Berger, at Piazza's Plant. He will be getting experience around the new grizzly as well as the hot plant.

Apprentice Systems Notebook

By **JACK H. McMANUS**
Administrator

During the past month one of the functions of the Administrative Office was to attend a VICA (Vocational Industrial Clubs of America) conference held in Los Angeles where 1,200 young people interested in vocational education and industrial education met in conference to plan their agendas and their growth for the forthcoming year.



Jack McManus

In addition to the general aims of VICA it was a genuine pleasure on my part to study and to watch, to listen and learn, to participate and to join with the young people in the aims of their club, which is comparable to the 4-H Club or the Future Farmers of America. The same holds true for VICA as it applies to industry. Those young people were polishing their skills in meeting one another, as well as learning how to meet new faces and new friends and the principles of public speaking. Yes, even politics and some of the advances of industry.

The eagerness and the knowledge and the many personalities involved contributed toward making this one of the most enjoyable meetings I have ever had the pleasure of attending. But, above and beyond that, from those young people I have accepted one of their tenets and principles and I believe everyone should be aware of it and should learn to use it. That tenet is "THE DIGNITY OF WORK."

Let's think about that for a moment and see what we come up with. Look around you and your industry, the fellow workers and the fellow apprentices and ask how many of those people in your opinion believe in the dignity of work. What it means, is that "I do not want a hand-out for whatever reason. I would like to have the dignity of making my living, for my family, in my vocation." There is not much anyone else can add to that simple statement and I would hope that you would look at it the same way and feel much the same as the young people of VICA throughout the United States and the rest of the world. So, keep your eye on VICA and watch it grow and it will grow with the dignity of work.

You have probably heard about federal regulations as well as court orders and injunctions until sometimes you wonder what it's all about. Let's try to explain some of that for your benefit. Under the federal regulations that apply to most businesses, but particularly the apprenticeship business, all persons and members of labor organization must be coded to indicate their ethnic background. You have been given cards and questions on pieces of paper that ask you to tell us what ethnic background you derive from. Where apprenticeship is concerned and again as a practical matter, ethnic background has nothing to do with the ability of a training program to train or an apprentice to learn because those machines that you operate on your daily work basis cannot recognize the difference between nationalities or colors. Every person who gets on that machine is an operator or is learning to be an operator.

In conjunction with the Office of the Compliance Monitor as well as the Equal Employment Opportunity Commission we are assisting in a project to determine the validity of ethnic compositions of members of the industry. To that end, they have employed eight people who are covering the 46 counties of Northern California and they have been given lists of names that indicate the people on that list are minorities and they are checking to be sure that the ethnic derivation is correct as it states on the paper that you may have signed. Many people in the industry have been required to sign that ethnic derivation card and on the bottom it is always indicated that you are determining your ethnic code and signed by your under penalty of perjury and we are checking with the government to assure that everyone has that coding and that it is correct. So please cooperate in the task that these people have been assigned to.

Now, let's get to the nitty gritty of some of the operations that concern the apprenticeship program and vitally concern you. Your coordinator cannot help you in getting your employment or work training unless he knows where to reach you and contact you at all times. Therefore, keep your telephone number and your address listed correctly with the Administrative Office and with your coordinator as well as with the Job Placement Center. Make sure you contact your area coordinator at least and not less than once per month. Contact him by telephone or in person but make sure that you talk to that coordinator.

Some of the things that he can help you with are to insure that you are in the correct branch of training, that you are employed in that correct branch of training, that you are not a universal equipment operator assigned to a heavy duty repair shop, to make sure that you are getting the work training opportunities on the job and with the employer, to insure that you are going to learn and not merely take up a job space that someone could be earning money at.

The coordinator can also insure that when you have reached your total hours required you are rotated and moved to another job. If you have any personality conflicts or you are having difficulty either getting to the job or on the job, contact your area coordinator as soon as you possibly can.

It is the coordinator's responsibility to see that you are getting the correct training, to insure that you are in the correct branch of training, to make sure that you have a first aid card and a Class I Driver's License. When you need to go to Rancho Murieta for Related Supplemental Instruction he can make sure that you are going to get up there and get that instruction that you need, and if you have

See MORE NOTEBOOK, Page 9



APPRENTICE AL CABALLERO trains on a Cat loader on the Guadalupe Creek project. Caballero is also getting experience using a novel canal-lining technique imported from Europe.

Apprentice Cars Equipped To Handle Emergencies

By **L. R. BUSBY,** Coordinator

Last month's Engineers News headlines were "Marr calls for emphasis on safety."

Dale Marr, business manager, and Jack McManus, administrator of apprenticeship, are taking this statement and are doing something about it. All Local 3 cars and all apprenticeship cars are equipped with fire extinguisher, first aid kit and flares. So if an emergency arises, the engineers are equipped to assist until help arrives.

In spite of record rainfall this winter, Solano and Marin Counties have not been unproductive. As of this writing, approximately 90 per cent of the apprentices from here have taken advantage of the poor weather to go to Rancho Murieta and fulfill their obligation for related training.

We are proud to say that every

one of them went of his own free will. Not one of them had to be rotated from their job to the Ranch. The ones who were working discussed the fact that they had to go to the Ranch in the near future with their employers. In turn, their employers told them when it was going to be slow and the apprentices made arrangements with the dispatcher to go to the Ranch at that time.

Handling the situation in this manner is best. If you explain approximately when you have to go to your employer, quite often he knows of slack periods coming up and can make you aware of it. So you go to the Ranch when you wouldn't be working anyway. Thus, no unnecessary lost work time. Also your employer appreciates it because he can also plan his work to correspond with your schedule.

Built By Apprentices

Ponds At Murieta Nearing Completion

By **HUGH BODAM,**
Coordinator

Work is progressing at the training school, with the trainees getting the benefit of the experience.

The sewer ponds are 95 per cent complete and are rapidly being completed and may be in use by the time you read this. There have been some good dozer, scraper, compactor and blade training in the building of these ponds.

We have a considerable amount of underground work to be done and have just added a new 580 Case backhoe to our fleet. We now have six small rubber-tired backhoes and are utilizing them all with the trainees gaining some good experience in all phases of underground pipe line and telephone duct lines. We will be adding a new Model 225 Caterpillar Crawler backhoe to our fleet. This, along with the John Deere we now have, will afford some good experience for our apprentices.

Our business manager, Dale Marr, has realized the need to upgrade our training equipment to keep abreast of the modern equipment the contractors are buying and using so that we produce well qualified operators for the current jobs.

The crusher crew has been busy developing a washing and screening plant equipped with a sand screw which should be in operation very shortly. With the need to produce in the neighborhood of 150,000 tons of sand to be used for bedding for the pipe and on the dam to be constructed soon, we should be saving around \$750,000 over what we would have to pay for this material if bought from another source.

At present we have had on the average of 68 apprentices per day for training, so as you can see some are taking advantage of what Rancho Murieta has to offer. We hear nothing but praise for the efforts of the instructors here as most all trainees are anxious to learn and are thankful for the help they receive in the field, class room,

first aid and drivers education.

Our master mechanic, Dod Ford, has developed an engine rebuild room under the supervision of Dave Gumaine which is doing a fine job of teaching the very technicalities of all phases of engine rebuilding and adjustments. They are also building a dynamometer to test and run in the rebuilt engine.

Care Of Tools, Other Factors Indication Of Good Craftsman

By **CLIFF MARTIN,**
Coordinator

While learning to be a craftsman it is important how one cares for his tools to see that they are always in good working order and to operate them in a safe manner. Always apply preventative maintenance so they are ready to use when they are needed. A superintendent makes his first judgment of an employee by the care one gives his equipment.

Following is a list of helpful notes:

1. Independence is achieved by complying with procedures, reporting for work on time, attending classes and studying required material with an open mind.
2. The success of your employer sets a goal for your achievements.
3. Look upon a journeyman as a man of accomplishment because he has never had the opportunity you have; respect him, as he is more qualified than you, and you can learn from his experience.
4. Superintendents, foremen, employers, shop stewards, safety

committeemen and business agents should be appreciated for all their efforts in your behalf.

5. Regard JAC members as people who afford you the opportunity for training, and who know a great deal about their industry.

6. Reports to be submitted to the JAC should be on time and in an efficient manner, having your current address at all times.

7. Term of apprenticeship is no joyride and the only one to be convinced of its opportunities is yourself. What is easy for one may be hard for another and success is the dividend for hard work.

8. Besides relying on the employer and journeymen, one can contribute to his own education and training by keen observation and interest.

9. Make every effort to understand what your instructor is talking about.

10. If you think you have a legitimate complaint, take it through proper channels, whether it be the union, JAC or contractor. This is the fairest and quickest way to resolve any problems.

11. The registered apprentice must attend all meetings as directed.

12. The registered apprentice will not be allowed to attend safety meetings in other areas to make up missed safety meetings in his area.

13. The registered apprentice must not quit a job.

14. The registered apprentice must complete the required on-the-job training and related classroom instruction with passing grades.

15. The registered apprentice must acquire the standard American Red Cross first aid card and JAC approved driver's license.

16. The registered apprentice who wishes to transfer from a committee area to another must write a letter to the Administrative Office asking for such transfer. A transfer is not complete until the registered apprentice receives formal notification from the Administrative Office of such action. (The employer shall request transfers by letter to the Administrative Office before moving an apprentice.)

17. Application for military leaves of absence must be made by letter to the Administrative Office within 10 days after induction.

18. Any registered apprentice

More Apprentice Notebook

(Continued From Page 8)

any difficulties on that job with anyone on the job, whether it may be the boss doesn't like the way you part your hair or you don't like the way the boss parts his hair, talk it over with your coordinator so that he can help you. Make sure that you can give him that chance because the word is not a single letter or a single word, it's a word that takes more than one person at all times and that coordinator is perfectly willing to help you because that's his job and that's what he wants to do. But he can't help you unless you help him help you.

We are enclosing a list of the equipment for available training at RMTTC and I would suggest you read the list carefully and see how it relates to your type of training and tell your friends and the fellows that you work with in the field that this type of training is available and it's for their benefit as well as yours.

EQUIPMENT USED IN TRAINING AT RANCHO MURIETA TRAINING CENTER

Rollers and compactors: 2 Wagner Compactors, 1 Galion Roller, 1 Sheepsfoot, 1 Tampo Roller, 1 Austin-Western Roller, 1 Tampo Vibrating Tamper, 1 Southwest Sheepsfoot, 1 Shovel Supply Roller, 1 Huber Warco Tandem.

Trucks: 2 Ford Grease trucks, 3 Mack Dump trucks.

Blades: 1 M-12-Caterpillar Blade, 1 12E-Caterpillar Blade, 1 12F-Caterpillar Blade, 1 777-Wabco Blade, 1 666-Wabco Blade, 1-Galion Blade.

Tractors: 2 46a-D8-Caterpillar, 3 66A-D9G-with ripper-Caterpillar, 1 D5-Caterpillar, 1 D6-Caterpillar, 1 TD18-International, 2 TD25-International, 8 Eimco, 1 D7-Caterpillar, 1 C6-Euclid.

Scrapers: 1 619-Caterpillar, 1 631B-Caterpillar, 1 613-Caterpillar, 1 Michigan Paddle Wheel, 1 Allis Chalmers, 1 Wabco, 2 TS-14-Euclid.

Front end loaders: 1 Michigan Loader, 1 980-Caterpillar, 1 966-Caterpillar, 1 955-Caterpillar, 3 International, 1 Case, 1 Hough, 1 580 Case.

Backhoes: 1 955-Caterpillar, 1 Caterpillar-225 Track rig, 1 Hough, 3 John Deere, 1 Case, 3 International.

Cranes, draglines and clam shells: 1 P&H Truck Crane, 1 Marion Crawler, 1 Lorraine Crawler, 1 Quickway Crane, 1 802-Lima Crawler, 1 38B-Bucyrus.

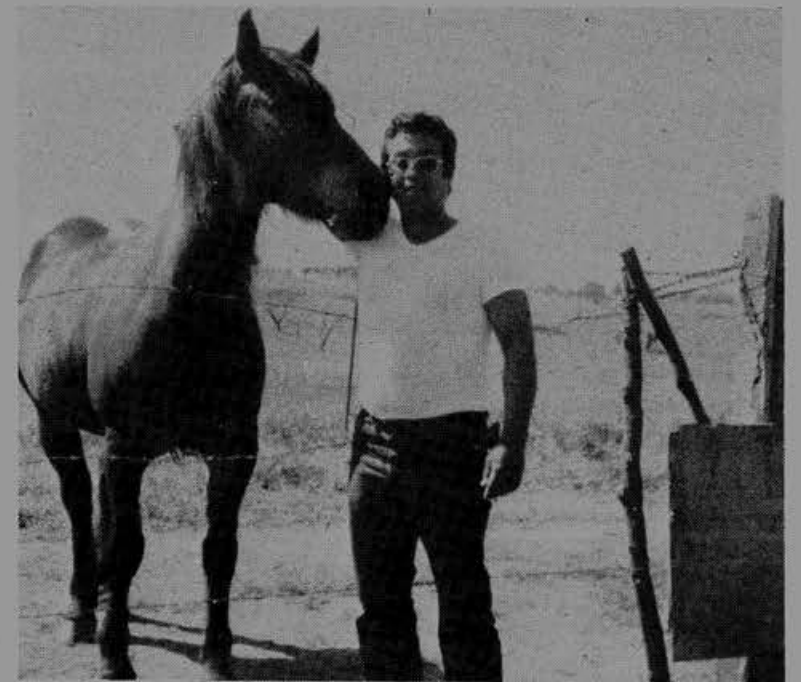
Pavers: 1 Cedar Rapids Paver.

Crusher: 1 Allis Chalmers-portable crusher, 1 Stansteel Hot Plant (asphalt), 1 Johnson Cement Batch Plant, Sand Screw-washer & ag. separator, 2 Letourneau, 1 Dw-15-Caterpillar, Semi-water.

Trencher: 1 Gradall, 1 Parsons Trencher, 1 Davis Trencher, 1 Cleveland 95-Trencher, 1 Barber-Green Trencher.

Shop: 8 Welding shop, Machine shop, Engine shop & class room, heavy duty repair shop, 2 Field mechanic trucks, 5 Fork lifts, Field truck, Lube.

Have a good work season and we will look forward to seeing you fully employed and training.



APPRENTICE JOHN CIENEGA and one of the four horses he keeps on his 40-acre ranch. Cienega raises many farm animals for enjoyment.

Apprentice Runs Farm—For Fun

By **DON INCARDONA,**
Coordinator

John Cienega was born in Salinas and lived in Gonzales for 16 years. Then he and his family moved to Gilroy to live. John graduated from Live Oak High School. Then he got a job at a service station.

He was drafted into the army for two years, where he served as a medical supply clerk at Fort Riley, Kansas. After his discharge from the army, John went back to work at a service station, then he got a job as a laborer. He was driving trucks

at the time he was indentured into the Operating Engineers Apprentice Program last October.

John, who is presently working for Granite Construction in Salinas, lives on a 40-acre ranch in San Martin where he raises all kinds of farm animals. He has 15 pigs, four horses, five calves, chickens, rabbits, ducks and pheasants.

When we asked him why he was raising all the animals he said just because he likes them, that he wasn't raising them to sell. So you can see John has plenty to do to keep him busy in the off season.

Utah Rules & Regulations Listed

By **JOHN THORNTON**
and **RICKIE BRYAN,**
Coordinators

Apprenticeship is the life blood of Local No. 3. Only you as an apprentice or journeyman can continue to improve our training programs and help them progress. Members on the job are the ones who influence the contractor as to the way apprentices are trained and to see that they get proper training. Cooperation is needed from all to make this program a success.

In order to help keep the apprentices informed on the rules and regulations of the State of Utah, we are providing herewith the latest set of rules and regulations.

1. Correspondence must include your social security number and be mailed to the Administrative Office, P. O. Box 768, San Francisco, California.

2. Work record reporting cards shall be mailed to and received by the Administrative Office before the 8th day following the month reported.

3. The falsification of any records will be subject to discipline.

4. The applicant or registered apprentice must keep his correct address and telephone number in his home area office as well as in the Administrative Office (whether employed or unemployed).

5. The registered apprentice must attend all meetings as directed.

6. The registered apprentice will not be allowed to attend safety meetings in other areas to make up missed safety meetings in his area.

7. The registered apprentice must not quit a job.

8. The registered apprentice must complete the required on-the-job training and related classroom instruction with passing grades.

9. The registered apprentice must acquire the standard American Red Cross first aid card and JAC approved driver's license.

10. The registered apprentice who wishes to transfer from a committee area to another must write a letter to the Administrative Office asking for such transfer. A transfer is not complete until the registered apprentice receives formal notification from the Administrative Office of such action. (The employer shall request transfers by letter to the Administrative Office before moving an apprentice.)

11. Application for military leaves of absence must be made by letter to the Administrative Office within 10 days after induction.

12. Any registered apprentice

13. After three dismissals for cause, the apprentice will be notified to appear before the appropriate apprenticeship committee for evaluation.

FAILURE TO COMPLY WITH THESE RULES OR THE DIRECTIONS OF THE COORDINATOR MAY MEAN SUSPENSION FROM EMPLOYMENT OR ELIGIBILITY TO BE EMPLOYED OR REMOVAL FROM THE PROGRAM.

14. In the event the applicant or registered apprentice cannot be reached by telephone at the number appearing on the out-of-work list for five consecutive job opportunities, or he refuses a dispatch within his home area, he shall no longer be eligible for dispatch. A request for reinstatement on the list shall be by written application and received by the Joint Apprenticeship Committee within 30 days of such suspension of eligibility for dispatch.

15. All apprentices must sign the out-of-work list within two working days from time of termination of employment.

Education Allows Apprentices A Chance To Be Competitive

By NELSON UMIAMAKA,
Coordinator

In obtaining field reports on apprentices, comments from employer supervisory personnel range from, "he's an outstanding apprentice" to "he's all right" to "we're terminating him on Friday!"

As you may have already guessed, the topic of discussion here is "work performance". Contributing factors to work performance are: attitude, responsibility, job knowledge, communication, safety consciousness, and the ability to accept constructive criticism. Apprentices who are lacking in any of the above factors usually have problems while engaged in our program.

Personal counseling is some-

times the remedy. Disciplinary action or removal from the program may, at other times, be of necessity. The latter action here should be seen as a deterrent to poor work performance. An apprentice should realize that he has nothing to lose and everything to gain by being consistent in good or outstanding work performance every single day that he is on the job.

Some of you may say that everybody has an "off day." Granted, but remember this, that "off day" will be remembered by your co-workers and employer more often, and longer than your good days! Don't be afraid to work safe, honest, and hard. Construction is a highly competitive type of business. We in the J.A.C. will try to make you competitive through education.

Work In Marin Starting After Winter Slowdown

By AL HANSEN and
W. A. "LUCKY" SPRINKLE,
Business Representatives

Many contractors are resuming work after the past few months of bad weather and many of the brothers are happy to be back to work.

Marin County's proposed \$4 million capital improvement program should include \$1.5 million more to finance new programs listed in the county general plan. The amount includes \$750,000 to subsidize low and moderate-income housing, \$400,000 for waste water reclamation projects, \$250,000 to subsidize animal waste control programs on dairies, and \$100,000 toward purchase of "development rights" in selected areas.

The \$750,000 for housing would be used to purchase land on which developers would build low and moderate cost housing. The county plan calls for 500 new units a year over the next 20 years. Five hundred units per year would require security approximately 10 sites suitable for about 50 units each. Inflationary factors may require adjusting this in succeeding years up to \$1 million per year.

Preservation of dairying as an industry will require county financial aid. \$250,000 urged to be budgeted to provide low-interest loans to ranchers faced with upgrading animal waste treatment facilities. About \$400,000 should be set aside for waste water reclamation projects. The cost of such projects could be financed on a matching funds basis with water and sanitary districts.

The \$100,000 requested for purchase of "development rights" would be placed in reserve until \$500,000 or \$600,000 is saved, giving the county the financial means to block development of open space lands (in some areas) without outright purchase.

The environmental impact report on the proposed Hanna Ranch development needs more information about potential flooding and earthquake hazards.

The proposed development includes a 35-acre commercial area at Rowland Boulevard-Highway 101 interchange and industrial park, office and motel development each of Highway 101 between Highway 37 and Novato Creek.

As this goes to press, the major development along the waterfront at Sausalito was discussed at a council meeting in about two and a half hours of heated discussion. A 4-1 vote building moratorium, freezing the development, passed. The freeze will permit the city to study the probable impact of those five major projects on the city's already severe traffic problems, especially along Bridgeway.

The environmental impact report for the \$2.9 million low and moderate income Hilarita Housing Project in Tiburon was approved.

The California Department of General Services stated there would be "definite advantages" in building a regional sewage treatment plant for Larkspur and San Rafael on the grounds of San Quentin. The plant could be located on a 15-acre site in the southeast corner of prison land. The report noted that the present treatment plants for the two cities and the one used at the prison are not meeting long-range state or federal water quality requirements. It is felt the construction of a joint facility would be the economical way to meet those requirements.

A virtually complete change in Marin Municipal Water District governance will be possible in the June 4 primary election. Four of the five directorships will be up for the electorate's decision. In most past elections, little attention has been paid to the water board. For many years, it was practically self-perpetuating, with incumbents facing little or no opposition. The election drew greater attention in 1970 because of plans of the district for a major project to bring Russian River water to South and Central Marin. And two years ago in the aftermath of defeat of a huge bond issue, there was a concerted effort to place conservationists on the board. This three-year member conservationist majority resulted in several rapid order changes: (1) holdup of a contract for the North Marin Intertie to bring surplus Russian River water to MMWD via the North Marin Water District; (2) a ban on new water connections; (3) an abortive attempt to outlaw watering of lawns and gardens except during specified hours; (4)

Apprentices To Work On New Melones

By ROBERT W. BEALL,
Coordinator

New Melones has been under construction for the past eight years. There has been approximately \$52 million spent since it began in 1966.

Some of the areas already completed are the main access roads, administrative headquarters, visitor overlook and parking lot, preliminary scaling of the canyon walls, and a \$27 million, 3,800-foot-long diversion tunnel, completed in December 1973. Also a new \$14 million Highway 49 bridge and road relocation project is under construction. Acquisition of most of the lands for the lake area has been completed.

If you can remember, a low bid of \$83.2 million was received for construction of the main dam in October 1972, but award of a contract was withheld pending the outcome of a suit filed by the Environmental Defense Fund, Inc., the Sierra Club, and others. The suit contended the Corps' environmental impact statement was inadequate. Later on the U.S. District Court found the statement adequate, whereupon the Sierra Club appealed. The 9th Circuit Court of Appeals upheld the decision of the District Court.

The case has been appealed to the Supreme Court, but the

Corps has not been stopped from proceeding with the contract.

The Corps readvertised for bids in December 1973, and opened bids once again on Feb. 26, 1974. This time, the low bid was \$109.7 million. On March 6, 1974 the Corps told the successful low bidder, Atkinson-Ball-Arundel Corp., a joint venture, to begin construction of the main dam.

The dam will be the second highest earthfill dam in the United States, topped only by Oroville Dam on the Feather River. It will rise 625 feet from the canyon floor, span 1,560 feet between the walls of the canyon and contain nearly 16 million yards of embankment.

The lake will contain nearly 2.4 million acre-feet of water backed up a distance of 24 miles from the dam, with 100 miles of shoreline. About 20,000 acres of land are required in the lake area.

We have started dispatching journeymen already to the job. There are now 15 journeymen on the job along with two lucky apprentices. Richard Kreiter was the first apprentice to be dispatched. Robert Costanza was the second dispatched. This is only the beginning. We can see anywhere from 12 to 20 apprentices on this one job. The company guesses that there will be 160 operating engineers on the

job at the peak. The actual peak employment will be between 1976 and 1978. Needless to say, we are happy that this project is finally becoming a reality.

Now for some information that the apprentices in my area will find of interest. Our safety meeting of March 14, 1974 had 100 per cent attendance. Every apprentice was either at the meeting or at Rancho Murieta. Well done. Keep up the good work.

There is a District meeting on May 21. What with our contract up in June we want to see all of you at this meeting to back up our officers in the upcoming negotiations. Let's get behind our officers and staff and help take this union all the way to the negotiations and back again without a strike.

The next safety meeting is on June 20. Mark it on your calendar. We want a 100 per cent turn out again.

One last thing, some of you are still not getting your time cards into us by the fifth of the month. You better get with it or you might find yourselves in before the Sub JAC Committee telling them why you can't mail your card on time.

Everything is picking up so everyone should be back on the job by now or real soon. If you have changed your phone or address be sure to tell the dispatch office. Don't forget to get in touch with us if you have any problems. Good luck.

Apprentice Has A Son; More Happiness Ahead

By JIM FAGUNDES and
HAROLD COTTON,
Coordinators

Apprentice Don Griffin, working for Martin Bros. Const. Co. would like to announce a new arrival, Don Griffin II, born on Jan. 11, 1974, 8 lbs. 11 ozs. Congratulations to Don and his lovely wife Patricia.

With the heavy rains of winter slowly moving away and bright sunny days showing some consistency, the work is starting to slowly pick up. Before we get going full strength, let's make sure we are ready for this seasons work.

Have you attended Rancho Murieta Training Center to get your first aid and license in addition to mandatory school hours completed? If not, then come in as soon as possible, talk with your coordinator and pick up a dispatch for two weeks to get your required training.

Do you have your current telephone number and address accurately listed with the J. A. C. and Operating Engineers office? If not, please submit your correct address and telephone number as soon as possible, in writing, to us. Read rule No. 5.

Do you have adequate transportation? It is necessary. Being late for work is absolutely not acceptable, therefore, it is more than important to have transportation for work purposes. Public transportation does not reach many of our work areas, so do not depend on that aspect of travel as a means to satisfy your transportation needs.

By the time this article reaches you, the Easter holiday will have long since passed. We hope each of you had a happy Easter and are all ready for the work season ahead.

firing of the water district's attorney.

It resulted also in a non-action which was interpreted according to the predilections of whoever did the interpreting. This was a back-and-fill proposal by the board for a \$23 million scaled-down version of the Russian River project and for a further scaled-down first-stage \$7.4 million bond issue for the same project.

The proposal was put before the voters last November with marked lack of enthusiasm. Defeat of the issue was mailed by the conservationists as proof that a majority of district residents approve the ban on new connections as a means of discouraging population growth.

On June 4, however, voters in four of the five districts will have a chance to say, through their choice of candidates, whether they approve the growth-control policies that have changed the character of district governance in the past year.

We have just learned that the controversial water hookup moratorium that clamped a lid on building in Marin county was ruled illegal by Marin county Superior Court Judge E. Warren McGuire. In an 18-page ruling Judge McGuire held that at the time the moratorium was imposed by directors of the Marin Municipal Water District last June there was "no reasonable basis for the district to declare the existence of an actual water shortage emergency condition."

The judge's ruling followed a trial during which the water district's former manager, William Seeger, who resigned last October, testified that he did not believe the moratorium was necessary when it was imposed—or that it is necessary now—because of the heavy rainfalls in Marin for the past several years.

Some members of the water district board used the moratorium as a ruse for growth control,

Seeger testified during the trial of a suit brought by the McCarthy Co.

A \$4 million capital improvement program, including about \$1 million for the Marin County fairgrounds, has been proposed for fiscal 1974-75 by County Administrator John F. Barrows.

The improvement program, to be considered by county supervisors on April 2, is broken down into two major sections: road improvements and general county projects. Besides proposing expenditures for next fiscal year, the document outlines new projects and expenditures to be undertaken during the next six years, totaling some \$20 million. The \$1.46 million roads section lists one of next year's major projects as the controversial realignment of Bon Air Road near Marin General Hospital. Some \$280,000 is recommended for improvement of Kent and College Avenues in Kentfield, \$120,000 for Tennessee Valley Road in Tennessee Valley; \$180,000 for North Pedro Road from Civic Center to Mabry Way and \$100,000 for Sir Francis Drake Boulevard from Lagunitas to Olema. A major item listed in the general projects section is \$1 million for the county fairgrounds, including additional funding for the exhibition hall, landscaping, lighting and more parking.

The Bolinas Community Public District board has given preliminary approval to a proposal that bids for the \$1.3 million sewage project should be issued March 25, although final state and federal grant approvals are not expected by that time.

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TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

Now that a new work season has arrived, the anticipation of getting back to work has generated questions concerning the impact of the Federal Court injunction on the job market.

The fear we are hearing is that the entry of new persons into the N. C. S.J.A.C. Apprenticeship Program at 30 per cent Black, 30 per cent Mexican-American, 30 per cent non-minority and 10 per cent Oriental and other minority is flooding the market with inexperienced minorities and thus excluding potential jobs for long time Local Union No. 3 tech engineers.

While the 30 per cent-30 per cent-30 per cent ratio of new entrants is a mandatory imposition and not a choice, the actual numbers involved are small. In the current 13-month period, 14 minority persons were accepted into the work pool as newly indentured apprentices in all the 46 counties of the Northern California jurisdiction of Local Union No. 3. There has simply been no flooding of the market by inexperienced minority individuals or, for that matter, surveyor apprentices in general.

The number of participants in the Northern California Surveyors Joint Apprenticeship Committee Program has been, and is now, made up of approximately one-half true apprentices and one-half Local Union No. 3 journeymen tech engineers, who are upgrading their skills and striving for the higher pay of certified chief of party, all the while making room for the new entrants.

We have just completed a series of meetings with the various chapters making up the Bay Counties and Northern Counties Employers Associations, where co-counsel, the affirmative action director, the compliance monitor and the administrator discussed all phases of the apprenticeship program with the individual employers.

These were dual purpose meetings. First, to make certain that the individual employer better understands the problems involved in combining production, training and affirmative action on the job all at the same time and, secondly, to get feedback and input which can affect the workability of the program.

In addition, we are encouraging all tech engineers to provide us with their ideas. Information from the chief of party is particularly valuable. After all, he is the one most responsible for both production and training in the field—a difficult combination at the least.

With all of us working on a description of the problems and suggesting possible solutions, progress is more likely. A little clear thinking now can save a whole lot of headaches down the road.

Your tech representatives, Mike, Paul and Gene, are handy, or write directly to the Administrative Office:

NCSJAC
1446 Webster Street
Oakland, California 94612

The San Jose related training class has been divided into two parts, providing for a superior educational experience. The upper divisor (5th through 8th periods) meets on Mondays and the lower divisor (1st through 4th periods) on Tuesdays. This follows the policy of the Joint Apprenticeship Committee whenever sufficient numbers permit the division.

John Thornton, Utah apprenticeship coordinator, informs us that there are now 39 tech engineers enrolled in the surveyor training classes in Salt Lake City, Utah, with more interest shown each week. We understand that Tom Bills and Mike Womack have been successfully persuading the unorganized land surveyors in Utah and we expect even greater interest from that quarter in the near future.

A new surveyors related training class will be inaugurated in Sacramento on Tuesday, May 14, 1974. This class is not only available to surveyor registered apprentices, but is also an opportunity for journeymen tech engineers in the greater Sacramento area to work toward certification and the \$0.30 premium pay provided for in the Tech Engineers Master Agreement. Just show up, sign up and order the books, 7 p.m., 8580 Elder Creek Road, Sacramento, California or inquire in writing to:

NCSJAC
1446 Webster Street
Oakland, California 94612

Grateful Chief Of Party Sends JAC His Thanks

Mr. James Bearquiver, a journeyman Tech Engineer of American Indian derivation, decided that he wanted something more for himself in this world. Jim lived and worked in the North Bay Area where work opportunities have been relatively slow and the nearest related training classes were a long commute and unhandy. Despite the inconvenience of the training situation, Jim completed the training program.

It was Paul Schissler's recent pleasure to present the Certificate of Completion to Certified Chief of Party James Bearquiver.

April 26, 1974

Northern California Surveyors Joint Apprenticeship Committee
1446 Webster Street
Oakland, California 94612
Attn: Mr. A. A. Pennebaker,

Administrator
Dear Mr. Pennebaker:

I would like to express my thanks to the Northern California Surveyors Joint Apprenticeship Committee, for helping me attain my goal in surveying.

I would like to take this opportunity to thank a few who helped me directly. Mr. Ron Butler who got me into the program and helped sponsor me. Mr. Paul Schissler who assisted afterwards. The engineering firm of C. Gonzales & L. Oberkamper who provided the opportunity to help me get started, also those engineering firms who helped me attain my certification.

There are so many people involved in the apprenticeship program, the instructors at Rancho Murieta, the coordinators, that it is difficult to express thanks to each and every individual.

A few words on Rancho Murieta. There aren't too many programs throughout the college curriculums that offer opportunities like Rancho Murieta.

Apprentices can't depend entirely on R.M.T.C. There are other educational resources outside that pertain to particular trades within the union's jurisdiction. Experience and applied knowledge is an important asset in the construction field.

Thank you again,

James Bearquiver, Jr.



THAT'S ALL FOLKS!—Dean Harlan (left) and Russ Swanson, grievance committeeman and district representative from District 10, display a wild hog killed near Healdsburg, Calif.

More Rain Hits District 10

By RUSS SWANSON,
District Representative and
STAN McNULTY and
BILL PARKER,
Business Representatives

"Rain, rain, go away," is one of the mildest expressions you hear concerning the weather in the Redwood Empire. All projects shut down abruptly as a fast-moving northerly dumped up to 12 inches in a 24-hour period resulting in floods and slides. Those contractors who were able to start work after the drying-out period are catching it again in the closing days of April, as heavy showers and hailstorms shut it down again.

Other than the late start, the work picture looks very bright and hopefully the out-of-work list will drop from its present 300 plus to zero by the time this article is printed.

Mercer Fraser Co., Inc. has been given the go ahead on its million dollar plus project widening and rebuilding Highway 20 in Lake County. Brother Dick Poole will be ram-rodging basically the same crew from the '73 season. Sub-Terra, Inc. has started its sewer project at Mendocino with a small crew. There will be a follow-up story at a later date about this project and the unusual specifications. Pacific Excavators, sub-contractors to Hensel-Phelps, have started clearing the redwoods for the twin bridge project at Annapolis.

We believe that we have collected all the retro pay due the brothers in District No. 10. If by some chance someone has been overlooked, get in touch with the Santa Rosa office immediately. We are holding checks in the office for: Russell (Andy) Anderson, F. Cinquini, M. Dunham, E. Freitas, P. Howse, J. Lipari, Don

McDonald, W. McReynolds, L. Shank, B. Meckfessel, Carroll Moore, G. Pinches, K. Trammel (2), H. Whitehouse and D. Stanfill.

Wild hogs (numbers two and three) are in the freezer. Many, many thanks to Brother Marvin Baswell for the nice fat hog from the Laytonville area. Marv's first love is hunting cats and bears, but took time out to give us a helping hand. Knowing how much work is involved magnifies our appreciation. Sonny Wharton has volunteered to be head chef. We need at least three volunteers for bartenders, four servers and a couple dozen helping hands for short periods. Let's get together and make this a big success!

Our closing comment will be on the Warm Springs Dam environmental impact suit presently being heard in San Francisco. The press has been having a field day magnifying the threat to downstream communities. Just keep in the back of your head the fact that this is a rolled, earth type structure and not a hydraulic filled type such as the one that partially failed in the San Fernando quake. Then keep your fingers crossed.

The following have not completed and returned to us the Ethnic Cards that were recently mailed to them. Edw. Brumley, No. 745166; L. R. Gore, No. 147281; Chas. Hammond, No. 1492954; Mark Krantz, No. 1477754; Vicente Lune, No. 904957; Luceile Parker, No. 103-2973; James Parnell, No. 1181664; Linver Plyler, No. 1438062; Robt. Reichert, No. 1237642. If you know any of these brothers, please have them contact their representative in either the Santa Rosa or Vallejo office, as it is of the utmost importance that these cards be returned.

Redding Projects Halted By Rain Now Moving Again

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

Work on the Lake Boulevard widening project, stalled last fall by wet weather, has begun again. The \$608,000 project to widen the portion of the road within the city of Redding was beset with delays caused by hard rains last fall. The contractor, J. F. Shea Company, was finally forced to halt the project for the winter after laying only two lanes of asphalt undercoat. Shea Company now must regrade portions of the road, complete the installation of curbs and gutters and finish paving.

At the present Shea is paving

the mini-mall at the corner of Cypress and Hilltop. The Earnest Hahn Company, owner-builder, has been very anxious for Shea to move back in since the Albertson's and Long's store are all but completed.

Earnest Hahn Company will be starting their Mount Shasta mall, located at Dana and Hilltop, immediately. A 140,000-square-foot J. C. Penny's store will be among the major stores at the mall. The center will have a gross value of \$24 million. The Penny's store will be the largest of three major stores anchoring the mall.

A 71,000-square-foot Sears, Roebuck and Company store and a 54,000-square-foot Pay and

Save store will also anchor the complex. In addition the mall will have 154,000 square feet of small shops, a restaurant, a three-screen cinema and enclosed walkway. At the perimeter of the 38-acre project will be a banking and savings and loan complex and a restaurant.

The Darkenwald Construction Company of Sacramento has been contracted to move all the dirt for site preparation for the project. In talking with Bruce McGregor, Superintendent for the company, they plan to move onto the project sometime in early April. It is estimated the site preparation should take no more than about 30 days to com-

plete. The off-site construction, which consists of curb and gutter, connecting sewer lines and utilities, has been contracted to the North Valley Construction Co. The City of Redding is planning to do all of the off-site paving. This will be a fight that we will have to handle politically with the city.

The Hertel Construction Company is presently resurfacing the bridges at Whiskeytown Lake, Highway 299. The company estimates they will probably have the work completed sometime in early June. This work is similar to the type that was completed on Interstate 5 near Dunsmuir.

The Peter Berretta Construction Company of Santa Rosa has

moved back on their Bear Creek project on Highway 44 east of Palo Cedro. Lee Crosby, foreman, has called several of the brothers back after a long lay off this winter due to heavy rains and high water.

As most of the brothers in the Redding district are probably aware, Piombo Construction was the low bidder on the Fox Farm Grade job on I-5 at Dunsmuir. Granite Construction was second, followed by Peter Kiewit and Ball, Ball & Brosner. Although Piombo was low bidder the award has not been made to date due to the fact the low-bid was in excess of \$2 million over the engineers' estimate.

Many Projects Scheduled For San Jose

By **MIKE KRAYNICK**,
District Representative
and

JACK CURTIS,
JACK BULLARD, TOM CARTER
and **ROBERT FLECKENSTEIN**,
Business Representatives

A lot of projects are about to take off in this area.

San Jose city officials have been successful in blocking a cut-off of funds for the first phase of the Guadalupe Freeway that would link the airport with the Sinclair Freeway, Interstate 280. The Freeway, approximately 1.5 miles long, would join the Guadalupe Expressway at Taylor Street and end at Interstate 280. Recently, the city officials learned that the state planned to pull funds from the first phase of the project. Plans called for that segment of the work to go to bids this spring. The mayor and chamber of commerce framed an appeal to the State Transportation Director to have the recommended cut-back pulled off the agenda for the next highway commission meeting. It can be done.

We have also just learned that \$3.5 million in federal funds for San Jose will be arriving in time for this fiscal year. The money was impounded last year by the Nixon administration and has now been released. The agreement could allow \$2.4 million to be spent on San Antonio Mall, \$405,000 on the Park Center Redevelopment area, \$343,000 on improving the Mayfair area and \$450,000 to keep the model cities program running. The agreement that led to the release of funds means that a revenue sharing bill for urban development projects will now have more support.

Efforts are now underway to qualify an initiative for the November ballot to declare oil companies public utilities. Volunteers are now being sought to circulate petitions to place this oil initiative on the November ballot. Some 325,504 signatures are needed by May 27 to win the measure a spot on the ballot. The initiative would declare petroleum corporations public utilities, thereby subjecting them to regulations by the Public Utilities Commission. P.U.C. regulations would mean that oil companies would have to justify price increases. The initiative has gained the support of labor groups throughout the state as well as conservationists and environmentalists. It is also endorsed by the Consumer Federation of California and the California Democratic Council.

The United States Supreme Court recently took another swipe at our Constitutional rights (the First Amendment) in upholding a statute that restricts "free speech rights" of federal civil service workers. By a 6-3 vote the court said the government has the right to fire an employee for making remarks about the efficiency of the department or agency for which he or she works.

Forty-one members of Congress are not seeking re-election. Six are from California, some with 20 plus years service. "It's just not fun anymore" one member gave as a reason. With that as their reasoning it's not hard to see why our country is in this deplorable condition morally, civically and judicially. "Not fun anymore." Abandon ship?

Here's the late news on the \$11.9 million Highway No. 1 project from Castroville to Fort Ord. The State of California awarded the contract on April 23 to the joint venture of M. L. DuBach and C. K. Moseman. They should be clearing the right of way as you read this.

Mike Kraynick, district representative, has begun a program in our four county district. We're asking some of the interested retired members to volunteer for hospital visits when our brother engineers are hospitalized. We think it's a fine idea. Brother Russ Hendrix volunteered immediately in the Salinas area. He's a natural for the job, knows most of us, and he's always been willing to help a brother. Russ' telephone number is 449-2320. If you have been hospitalized, call him, he'll come to see you. If you know of a brother in the hospital or recuperating at home, call Russ, or go to see him yourself. If you yourself are interested in volunteering for an act of friendship like this, leave your name at the Salinas Office, telephone 422-1869. We specially need brothers from other towns in Monterey County, such as Monterey, Castroville, Greenfield, King City and Prunedale.

Brother Sal Giordano is back in Monterey County. He worked here a long time ago. He's been ranching up north near Susanville. He signed a construction agreement with Local 3, and is building a mobile home park on Castroville Boulevard just out of Castroville. Sal used to work with Al Dalton, business representative in Sacramento. Says he remembers when Al got bitten in a very tender place by a yellow jacket. Manuel Simas is working on this job, another local old-timer. Bill Inman made this job too, as did Mel Fauver. The ground is very wet, an ideal set-up for the Cat&can operation he has going.

We are attempting to organize Pringle Tractor in Salinas. The date of the election hasn't been set yet, but the brothers at Pringle are more than ready. We look forward to greeting them soon as an organized shop.

Brother Jerry Blair is shifting for the Monterey Branch of Granite, working on a project at the intersection of Highway 68 and Del Monte. Some of the old crowd are there we used to know. Earl Maschmeyer and Bill Alloway were there in late April. Brother Bill Davison has been dispatching there for some time.

Kaiser Natividad, Moss Landing and Permanente negotiations continue at their deliberate pace. The first meeting in Monterey County was held May 1 at the Ramada Inn, Monterey. Some of the brothers working swing and grave are attending these negotiations. Again we remind you, Salinas telephone number is 422-1869. Messages taken Monday-Friday from 8 a.m.-5 p.m.

A very special note of thanks from this writer to all the brothers who gave their precious time to come out to the city council meeting that was held on April 17, 1974 at Santa Clara. The meeting was a very long and hotly-debated one regarding the construction of the Bowers Avenue Overcrossing and entrance to the Great America Theme Park which is being built by the Mar-

riott Corp. Glad to report to you brothers that we got a lot of calls the next day from various city councilmen plus other interested parties, asking for our support. This is what we need more often when they do come up, because they definitely affect our pocket books and our families one way or another.

Work in the San Jose area has started to pick up since we had a few days of good weather. The out-of-work list is starting to go down and we are getting some men out.

Speaking of work, two contracts totaling more than \$300,000 for improvements of San Thomas Expressway have been awarded by the Santa Clara Board of Supervisors. The largest award went to Wattis Construction Co. for widening the expressway from four to six lanes between Walsh Avenue and El Camino Real. The other contract awarded was for construction of a masonry wall from Monroe Street to El Camino Real. This was awarded to Printex Concrete Products, Inc. This company, by the way, is made up completely of brother engineers. They have a total of 22 brothers working for them. They have their own drill rig now and a hydraulic crane to set the panels with. So when you see the drill rig running out there on a job site, you know he's a fellow brother. The man who will be running it is Bill Southern. This also holds true for the man who runs the crane. The man sitting there is Leon Gould, who has been with the company for the past year. The rest of the employees are working in their new location in part of the P.D.M. building in Santa Clara.

We just finished negotiating a wage increase for the employees

at J. T. Lift Truck and had their contract expire at the same time as Warner Yates' so we can get the two companies on the same basis.

Speaking of contracts, the A. G. C. Construction contract is going to be negotiated shortly. Any ideas you might have on what you would like in the contract, write them down and send them either to the San Jose office to the attention of Mike Kraynick or to the San Francisco office. All ideas will be looked at and used if feasible.

All the shops and plants in the area are working now, at least a full week.

A reminder about our next district meeting in Watsonville on May 23, 1974 at 8 p.m. Hope to see you out there!

Parks and small ponds are included in a radical new flood control design for Silver Creek that will cost about \$13 million.

The plan has been presented to East Side residents in the final hearing on a master flood control plan for the area.

Proposed as an alternative to project drawings, the creek will be constructed as a concrete channel for most of its length. The plan includes extensive landscaping.

Engineers for the Santa Clara Valley Water District told residents at a meeting this week at Overdel High School that the basic work for the project will cost about \$8.5 million. The meeting was the last of a series of four hearings on the plans for 18 east side creeks from Milpitas to Morgan Hill. A vote on the master plan by the District Director is set for July 15. A leader of the East Side public information and research group praised the new proposal for Silver Creek as peo-

ple-oriented flood control protection.

Acquisition of extra right of way, open space, park and hiking trails are included in the new proposal plan.

We are still having slide problems in Santa Cruz County. The Watsonville Freeway project has experienced another major slide, this one between the new Mar Monte Avenue bridge and Larkin Valley Road. Slides, caused primarily by underground springs and not by the rain, have been a continuing problem on the project. Just a couple of days before the mass of dirt slid down towards the road it had been neatly graded and sprayed with seeded straw to create a ground cover. Granite Construction Company is the prime contractor on this project.

The second freeway problem is on Highway 17 near Lexington Dam, just south of Los Gatos. A long-dormant underground stream, in this case reactivated by the rain, has been undermining the road, which carries 17,000 commuters a day between Santa Cruz and Santa Clara Counties and has put it in danger of caving in. Granite Construction Company was hired to place additional fill along the stretch so the road's median barrier could be widened, but the weight of the new earth caused both the new and old fill to crack and began settling. The engineers had Granite move 5000 yards of the new fill, and place it at the toe of the fill to act as a brace. This has virtually halted the slipping.

G. W. Davis, a Watsonville Contractor, was the low bidder at \$163,800 to put the Watsonville High School Library, which was gutted out by fire, back into shape.

In Marysville District

Some Work Now, More Expected Soon

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

The east side outlook in the Marysville district looks promising with work already awarded and with more to come.

As of this writing, a \$1 million plus job at Quincy is scheduled to be awarded in three weeks. This will be all new highway bypassing part of and through part of Quincy.

The owners of the Marysville-Linda Mall announced plans to add 122,000 square feet of floor space to the enclosed structure in preparation for the opening of a Mervyn's Department Store and a theater in the spring of 1975.

Dick Sparrowe, vice-president of Makad, Inc., which owns the mall, said a lease had been signed with Mervyn's to provide 60,000 square feet for them, 23,000 square feet for a "junior department store," and additional space for a movie theater.

Besides the larger stores, several smaller shops will also be added as the mall is expanded on its south side. This job will create \$2 million-plus worth of new work.

The Marysville Joint Unified School District bond issue which

passed will create about \$3.5 million more work in the near future; add that to the \$2.5 million that R. G. Fisher has just started, and we have quite a bundle of work there.

On the \$4.5 million job that the Hunt Corporation was awarded at Beale Air Force Base, Teichert Construction has subbed the underground and streets and should start very soon on this project.

As the water level on the Sacramento River drops and they are able to resume levy work, Claude C. Wood and Luhr Brothers should start their plants up making the rip rap for that work. Baldwin Contracting was awarded a job at Nicolaus and there have been a lot of other small jobs turned loose. It looks like a good year is about on us.

Rahco of California, who is doing the lining on the canal at Orland for Zurn Engineers, has approximately 20 brothers working, and the job is going along pretty well.

The Johns-Mansfield Plant at Willows is coming along real well with a lot of different contractors working on this job. Inland-Ryerson is doing the sheet metal, P.D.M. is doing the steel, and Westside Construction is doing some of the dirt work.

The first phase of the Skyway

Road job in Paradise will be let approximately April 19, with a total job running about \$600,000, which should put quite a few brothers to work.

There will be another part of the Butte College job let in May or June. This will be approximately \$2 million.

We had our first job stewards' meeting March 21 and it was very constructive. Also, brothers, we need to build up our blood bank reserve, so please help.

BLOOD BANK

The supply in the Marysville District Blood Bank is very low; we are very badly in need of donors. Anyone wishing to donate may do so at the following places:

MARYSVILLE: Marysville Art Club (just behind the Elks Lodge), 420-10th Street, Marysville, 1-7 p.m., second Tuesday of each month;

OROVILLE: Medical Center Hospital, Oroville, 1-6 p.m., first Thursday of each month.

Donors, be sure to tell them your donations are for the Marysville District, Operating Engineers Local Union No. 3, Blood Bank.

We would like to stress that our reserve is extremely low! We are very badly in need of donors.

Obituaries

Alexander, Sam (Joyce, Wife) Box 181, Redding, Ca.	4-1-74
Barnes, Frank (Vera, Wife) 96 S. Montgomery, San Jose, Ca.	4-1-74
Bennum, Willard (Wilda, Wife) 9343 Kiefer Blvd., Sacramento, Ca.	4-18-74
Bobo, Jack (Lottie, Wife) P.O. Box 898, Clearlake Highlands, Ca.	4-3-74
Bradshaw, Jesse H. (Estella A., Wife) 1187 Audrey Ave., Campbell, Ca.	3-29-74
Butler, Chester C. (Vern, Brother) P.O. Box 409, Grass Valley, Ca.	1-21-74
Carey, Fred (Nita, exWife) 1414 Douglas St., Ogden, Utah	4-1-74
Cruickshank, Harold (Patricia Leach, Daughter) 382 Herrick Ave., San Jose, Ca.	4-10-74
Gold, Howard (Myrtle, Wife) 15132 Dickens Ave., San Jose, Ca.	4-17-74
Goudy, William (Sayde, Wife) 1600 E. Clark No. 179, Santa Maria, Ca.	3-26-74
Haskell, Jason (Clara, Wife) 3486 S. Maple, Fresno, Ca.	3-6-74
Manzer, Troy (Bernice, Wife) 3401 Hillsborough Dr., Concord, Ca.	4-6-74
Nardinelli, James (Minnie, Wife) 4117 - 50th St., Sacramento, Ca.	4-15-74
Neal, John M. (Daphne, Wife) 512 Yolo Ave., Oroville, Ca.	4-18-74
Oswald, Joseph (Marjori, Wife) 514 N. 25th Ave., Yakima, Wash.	4-1-74
Parks, Frank 3403 "R" St., Eureka, Ca.	4-14-74
Patrick, R. W. (Evelyn, Wife) 317 Alexander Way, Healdsburg, Ca.	4-6-74
Reed, Cyril (Lavena, Wife) Box 132, Castella, Ca.	3-20-74
Shelton, Presley (Gladys, Wife) 1559 W. Harrisville Rd., Ogden, Utah	4-6-74
Sims, Loren (Ethel F., Wife) 2267 Westminister, Salt Lake City, Utah	3-26-74
Stevens, George W. (Albert Hamell, Brother) 950 Stanyon St., San Francisco, Ca.	2-22-74
Weese, Herb (Jessie, Wife) Drawer L, Lockeford, Ca.	4-11-74
Whitehurst, Pete (Helen, Wife) P.O. Box 323, Cottonwood, Ca.	4-18-74
Young, John (Ann, Wife) Rt. 1, Box 659 P, Vallejo, Ca.	4-9-74

DECEASED DEPENDENTS

Ferguson, Floyce—Deceased April 9, 1974 Deceased wife of Sam Ferguson
Jerves, Ida F.—Deceased April 6, 1974 Deceased wife of Elbert Jerves
Jones, Helen—Deceased March 25, 1974 Deceased wife of Kyan Jones
Gosmeyer, Rickey—Deceased March 22, 1974 Deceased son of John Gosmeyer
Meneley, Kenneth G.—Deceased April 9, 1974 Deceased son of Kenneth Meneley

Judge Rules Against Auburn Impact Report

By CLEM A. HOOVER,
District Representative and
AL DALTON, AL SWAN,
DAVE REA and
BILL MARSHALL,
Business Representatives

U. S. District Judge Thomas J. MacBride ruled that the Bureau of Reclamation had filed an inadequate environmental impact report on the Auburn Dam. The birdwatchers have scored again, at least to some extent. In his ruling, Judge MacBride told the Bureau to file a satisfactory report within five months or he would halt construction on the \$600 million flood control and water conservation project.

In effect, MacBride's order allows construction of the dam to continue during the five-month period pending a final hearing on an injunction sought by the various environmental groups. The final hearing is set for October 7, 1974. The Bureau of Reclamation must file a final draft by September 23, 1974.

The Bureau states they will have no problem in meeting Judge MacBride's request and dates. They expect to proceed on schedule and call for bids on May 16 on approximately \$60 million worth of work including excavation for the foundation of the mammoth 700-foot-high concrete dam.

The Bureau also advertised for bids for two other jobs at the Auburn Dam site. Bids for the administration building will be opened on May 14 in Auburn. The building is estimated to cost \$800,000 to \$1 million.

Opening of bids for a vehicular overpass over the Southern Pacific Railroad tracks in Auburn will be held on May 21 in Auburn. The job, projected to cost \$400,000 to \$500,000, will provide for four-lane traffic and will be a major feature of the relocation of Highway 49 over the Dam and through the city. Bids for the relocation, known as the ED route,

will be called for next spring.

Mahoney-Higgins, Inc. has been awarded a \$2 million contract for the expansion of the Auburn Community Hospital in Auburn. Current construction is the first phase of a master plan which outlines a 220-bed hospital on a 12.5-acre site. The new construction project will make it possible to consolidate Auburn Faith Hospital and the Placer County Hospital, which is earmarked for closure upon completion of the new facility in August or September of 1975.

The State Department of Transportation is asking for public reaction to a proposal to abandon construction plans for a 28-mile stretch of Highway 50 at Echo Summit. The Highway Commission, citing a shortage of funds, adopted a resolution of intent to rescind the freeway designation of the Trans-Sierra Highway between Riverton and Meyers. The Department said the freeway would cost more than

Jacobsen Construction picked off the expansion on the \$10.5 million Hotel Utah contract. N. P. Mettome Crane Rental is subcontracting to hoist all the red iron. Jacobsen Construction is also doing the addition to Portland Cement. This contract is for \$4 million and N. P. Mettome has the hoisting of materials on this job also.

Ford, Bacon and Davis is making good progress at their Phillips 66 refinery job. Approximately eight engineers are employed at this time. The total cost on this project is \$2 million.

Peter Kiewit & Sons Company was low bidder on a section of the Belt Route Interstate. Their job is the link between the Gibbons & Reed and J. B. Parson projects. Peter Kiewit's bid was \$4.8 million, which was approximately 13 to 14 per cent above the State Engineer's estimate.

Arthur McKee Construction has kicked off their project at Kennecott Copper Corporation. Rather than renovating or re-vamping the old smelter, Kennecott Copper has decided to build a new one. This is a time and material job and should prove to be good jobs for operating engineers. At present we have approximately 10 engineers employed for McKee.

Work in central and southern Utah has had a couple of false starts so far, but the weather is much improved in relation to this time last year. Many of the brother engineers already have a good start on their earnings.

We are still waiting for information on the Currant Creek Dam. The delays are getting shorter and shorter and we hope that before too long this project should start. We believe that as soon as this contract is let then much more work in the canyon will follow.

The new road jobs are slow to be let and some of the jobs that were proposed for this season look like they won't get off the ground this year. Some of the larger road contractors in Utah are bidding jobs in surrounding states to keep their equipment busy.

\$130 million at current prices, including a tunnel under Echo Summit. If the proposed freeway is abandoned, sections of the existing two-lane road would be widened.

Granite Construction is well on their way with the 4,000 feet of levee protection and a 3,000 foot inspection trench, 12 feet wide and 6 feet deep, which will be refilled with 40,000 yards of import borrow brought from their Bradshaw pit. At this time they are employing several brothers with plans to hire more. Brother Al Vercruyssen is general superintendent over this project and all of Granite's projects in this area.

A. Teichert and Sons now have two shifts working at their Jackson Road Plant with hopes of continuing through the summer.

Red Lion Motor Inns have started their motel complex and restaurant on Points West Way with completion scheduled for 1975.

On the Mona freeway, Cox Brothers Construction is working a two-shift spread. This is one of the jobs in Utah that was able to work most of the winter. This spread will probably move to another job for Cox Construction in the northern part of the state.

L. A. Young Construction is working a two-shift operation in Salina Canyon and the men on this job were able to keep working most of the winter. The completion date could be moved up much earlier than previously expected. The crusher operation is also working and it looks like a very good year for the members on this employer's payroll.

Thorn Construction has started their spread at Fountain Green and are still fighting mud. There are only seven operators on this job but the number will probably increase soon. Thorn Construction is apparent low bidder on a job in Arizona and the company will be moving some equipment south in the very near future.

W. W. Clyde Construction has a few small projects to be done this season as well as some jobs to finish from last year. With their past record of working for Utah Power & Light Company, they should have a good chance to get some of that work.

We were successful in getting an agreement with Stauffer Chemical in Vernal that will be very beneficial to our brothers working there. This company plans to expand their operations in the near future and it is possible this mine will become a major employer in that section of the state.

Kaibab Industries, Panguitch, Utah, is getting everything ready and shipshape to begin the spring logging season which should be well underway by May 1.

The logging and wood cutting industry is seasonal in Utah and, as a result, the woods people are laid off each fall to sit idle throughout the winter months and wait for the spring weather. Needless to say, the good brothers in the Panguitch area are itching to get back working and drawing regular paychecks again.

Kaibab Industries is also going to subcontract the loading and hauling of the Fredonia woods logs. Panguitch loaderman and log truck drivers will be offered this work opportunity. In addition, the Fredonia road construction crew will probably spend 45 to 60 working days in the Panguitch area this season.

Kaibab Industries has two projects under contract with the U. S. Forest Service at the present time, one for \$7,300 and the second for approximately \$160,000. A third project is being prepared by the U. S. Forest Service. It is not known at present where this third project will be offered or what will be involved. The weather will determine when and where the company can commence operations and how much will be accomplished.

Construction of roads in the Panguitch area will influence the total amount of logs the company will sawmill in 1974 and early in 1975. However, these operations will not adversely affect the present working forces at the Panguitch operation.

With Safety In Mind

MESA Safety Seminar Held

By JERRY MARTIN, Director of Safety and Training

In response to a special invitation, your union safety representatives were in attendance at a Mine Enforcement and Safety Administration seminar held on April 10, 1974 in San Francisco.



Jerry Martin

Because of the extremely high accident rate incurred with rubber-tired loaders, M.E.S.A. of Washington, D.C., under the guidance of Administrator James M. Day, has put together some very informative material about this problem.

Those of us who have been in the "saddle" on this particular piece of equipment know and fully understand the underlying dangers involved. So we would like to pass this information along in hopes of benefiting some operators who are not fully experienced.

The primary and main factor to remember when operating a rubber-tired loader—and we can't stress this too strongly—is to remember that the center of gravity is constantly changing while you are operating. When we say center of gravity it means literally just that: the exact center of where the weight of the entire machine is located, horizontally and vertically, and at such times when the bucket is loaded (and with which material) and when the bucket is empty. Another factor involved is the height at which the bucket is being carried.

More generally a good loader operator recognizes all of these factors. It is natural for him to maintain a smooth, efficient operation which comes from experience. This can be accomplished by adjusting the travel speed, hoisting height, forward or reverse travel pattern, etc., to fit the situation. Then, always bear in mind that a complete respect of machine, work surroundings, human failure elements, to name a few of the natural hazards that must be maintained.

Whenever you are dispatched to an employer to fill a job as a rubber tired loader operator, walk around the machine and look it over for the following items:

- Check the TIRES—if they look soft or bulged out insist the pressure be checked.
- If it doesn't have a ROLL BAR (R.O.P.S.) ask your supervisor about it.
- If it doesn't have a SEAT BELT or a BACK UP HORN ask your supervisor about it.
- Check the HYDRAULIC CONTROL HOSES over for leaks.
- Check the BRAKES.
- Run the BUCKET up and down, tilt the bucket and check it for binding hinge points.
- Test the STEERING CONTROLS.

In other words, make sure the machine is in good, safe, working order. The law says THE EMPLOYER WILL PROVIDE YOU WITH A SAFE PLACE OF EMPLOYMENT and that includes safe equipment to operate. If the machine is unsafe, as we've mentioned before, call it to the attention of your immediate supervisor, your steward and the safety committeeman. If the situation warrants, have your business representative and/or safety representative notified.

One more item to remember—if some portion of your job or equipment is unsafe, you as an employee can refuse to perform your job until such time as the safety hazard is corrected. It is very important that you don't quit or walk off the job. If you do, you'll jeopardize your unemployment benefits. We hope this information will be of benefit to many of you.

As you'll recall, in the April issue of the *Engineers News* I made mention of the Red Cross First Aid Training available at Rancho Murieta. I certainly recommend this course because it is so helpful to be properly instructed not only on the job but on the highway as well now that vacation time is at hand. One of the saddest items I can recall was a personal friend who had swallowed a lot of water in a swimming incident and several persons who were untrained tried to revive him. Death was actually caused by misapplied resuscitation. Don't let this happen around you or your loved ones.

If you have a day or so off because of unemployment, check with the district office nearest your home and inquire about the requirements and arrangements for the first aid training.

Good luck and stay safe.

SAFETY COMMITTEEMEN ACTIVATED

Dist.	Name	Agent	Dist.	Name	Agent
Week Ending April 9, 1974					
17	Manuel Soares, Jr.	V. Wessel	70	Ray Robinson	K. Green
17	Roger Rapoza	V. Wessel	70	Homer Watson	R. Havenhill
02	Kenneth Mallar	A. Hansen	70	Don Wood	K. Green
30	Cecil Hash	W. Talbot	80	N. E. "Gene" Davis	A. Swan
30	Norval Pearson	W. Talbot	90	D. L. Howard	W. Marshall
70	Elio Andreatta	R. Havenhill	10	Lloyd Hinton	S. McNulty
70	Virgil Bettis	R. Havenhill	12	Elmer Andreason	L. Austin
70	Harvey Deala	R. Havenhill	12	C. E. Roath	R. Daugherty
70	Robert De Nardi	R. Havenhill	Week Ending April 26, 1974		
70	Clarence Dittner	R. Havenhill	01	John R. Palau	R. Wilson
70	Clyde Dutra	R. Havenhill	20	Robert Siler	W. Dorrestyn
70	Alan Freeman	R. Havenhill	20	J. W. Windham	G. Jones
70	William Haas	R. Havenhill	31	Ted Fox	J. Victor
70	Robert Hickerson	R. Havenhill	31	Harlon Childers	J. Victor
70	Jack Hilbert	K. Green	30	Robert Cawelti	W. Talbot
70	Clarence Hockaday	R. Havenhill	50	Raymond Rice	G. Halstead
70	Eldon Holladay	K. Green	80	Michael L. Bright	W. Marshall
			11	Edward Bigg	P. Wise
			11	Mervyn Chapman	P. Wise

THINK SAFETY, ACT SAFELY

Under new rules, the U.S. Department of Labor's Occupational Safety and Health Administration will provide an official register of testing laboratories that have been accredited.

More than 20,000 young Californians began State-approved apprenticeship programs in 1973, with about 70 per cent of them going into construction and building trades.

Legislature To Consider Safety Bills

By LENNY FAGG, Safety Representative

During the 1975 session of the State Legislature several amendments will be introduced. They include: (1) a provision to answer employees requesting investigations that a written notice be furnished to the employee of any decision not to conduct an investigation; (2) a requirement for notification to employees of any exposure to overdoses of toxic materials; (3) a provision to permit an employee who may be injured to seek a writ of mandamus to compel agency action where it has failed to seek judicial restraint of an imminent danger; (4) removal of any possibility that sanctions may be imposed against any supervisory personnel; (5) provisions prohibiting employee discrimination.

The above promises could be the result of the AFL-CIO's suit against Federal OSHA "to have all state plans rescinded." In announcing the suit, AFL-CIO President George Meany said, "the Secretary of Labor, Brennan, had abdicated and forced his responsibility to the states, and had allowed them to regain control over occupational safety and health," although it was the failure of the state to act that brought about the Federal law in the first place.

The Act required approved state plans to be at least as effective as Federal regulations. The suit charges that none of the 25 approved state plans meet that requirement. It alleges that the state did not give assurances that they would provide sufficient personnel and adequate funds for running their programs.

The State of Nevada OSHA is administered under the Nevada Industrial Commission, and although it is just getting into full swing, we have good working relations with them. It is the responsibility of your staff in District No. 11 to see to it that Federal OSHA regulations are enforced by the State. We have avenues available to us if they are not. Our big concern in Nevada is not who controls OSHA, but that whoever does it, does it completely and properly!



Bob Skidgel, Job Steward Coordinator

JOB STEWARDS ACTIVATED

Dist.	Name	Agent	Dist.	Name	Agent
Week Ending April 26, 1974					
03	Raymond L. Parres	R. Wilson	17	Francis Nakano	W. Lean
03	George Morasci	P. Pruett	17	Michael Moniz	W. Lean
11	Tom Gallagher	D. Beach	17	Michael Ku	W. Lean
12	Leroy W. Cordner	T. Bills	17	James Kanaele	W. Lean
30	John Dorton	W. Talbot	17	Hugh Hurley	W. Lean
30	Orville Kimbrell	W. Talbot	17	Scott C. Hokoana	W. Lean
31	Randall Jones	W. Talbot	17	Harry Hillen, Jr.	W. Lean
50	John Merrell	C. Odom	17	Joseph Gonsalves	W. Lean
50	Donald Boom	A. Cellini	17	William A. Foster, Sr.	W. Lean
80	Ollis J. Comstock	A. Cellini	17	Ralph Alapai	W. Lean
80	Robert LaBrue	A. Cellini	17	Charles Aiu	W. Lean
80	Wm. R. Hall	A. Cellini	20	Walter Lechner	P. Schissler
80	Arthur D. Stone	C. Hoover	30	Virgil Brady	W. Talbot
80	Chester Petrocchi	C. Hoover	30	Guy Creason	W. Talbot
80	Harry Falisec	C. Hoover	30	Verl F. Larkin	W. Talbot
Week Ending April 12, 1974					
17	Stanley J. Neves	W. Lean	30	Gilbert McGregor	W. Talbot
			90	James W. Faber	M. Kraynick

"I'm layed off more than I'm working now, just because I filed some beefs for some men on the job . . . and where are the men? They're out there working, getting dispatched! The membership needs to be educated . . . they need to support their job stewards more."

This complaint came from one of the men in a job steward meeting. The other members there agreed with him.

A man who takes on the responsibilities of a job steward volunteers to spend his own time on union matters. He goes to meetings, he reads the contracts, union constitution and by-laws. He files a grievance instead of stopping for a beer. He meets with the business representative and gets home late for dinner. A job steward is not paid for this extra time and effort—he volunteers his efforts to benefit himself and the men he works with.

Members who have never been job stewards are seldom aware of the time it can take to file a grievance and follow through on it. It is time consuming and the time it is consuming is the job steward's own personal time which he could be using for himself or spending with his family.

If there was no union or steward and an employee told his boss the company wasn't treating him fairly, he would probably get the axe. The establishment of a steward system means the individual worker has a way to "talk back" through his organization. When a contract is signed, it means the union has taken on certain responsibilities to provide qualified engineers, etc. It also means that the employer has accepted the responsibility of meeting certain working rules and regulations. The steward is the "watchdog" on the job to see that these agreements and responsibilities are met. Nevertheless, the steward can be under a certain amount of

fire for carrying out his job. It doesn't really make much sense, since a job steward can be beneficial to both the employer and the employee, but the truth is like the steward said in the meeting. Job stewards can be out on a limb for filing grievances unless the union membership supports him. On the other side of the coin, a job steward can be in hot water if he files a grievance and the business agents or representatives don't follow through.

A union doesn't work at all unless it works together. Officers negotiate contracts according to the needs of the rank and file and a job steward sees that the contracts are followed. The men in turn must support the work that is being done by the union representatives in their behalf . . . one without the other doesn't work.

After joining the Seabees in 1943 and serving four years in the South Pacific and Far East,

Keith Jorgensen followed in his father's footsteps and became a member of Local No. 3. He worked as an operating engineer for three years and then re-entered the Seabees for the Korean War. Keith came back into the construction industry after Korea and has been in Local No. 3 ever since.

Brother Jorgensen has recently been appointed job steward for the Contri Construction Company in Nevada. He's had a lot of experience as steward on various jobs before he came to Contri.

Keith lives in Jack's Valley, Nevada, with his wife and two children. Besides his job, being a job steward, and having a family, Keith manages to spend some time hunting and fishing.



MANY SAFETY REPRESENTATIVES gathered recently for a seminar of the Mine Enforcement and Safety Administration (MESA) held in San Francisco. From left to right are Wally Schell, MESA, New Mexico; Thomas Lukins, MESA district manager (standing); Ed Hollop, MESA, Pennsylvania; John English, MESA, Oregon; Sam Coburn, Local 3 safety representative, Modesto; Bruce Summers, safety coordinator for Granite Const., Watsonville, Calif.; Jerry Martin, Local 3 director of safety and

training; Phil Pruett, Local 3 business representative, San Mateo; Jack Short, Local 3 safety representative, Sacramento; Charles Schultz, MESA, Alameda, Calif.; Vance Abbott, Local 3 safety representative, Utah; Charles Kinch, financial secretary, Local 77; Paul Shapiro, MESA sub-district manager, Nevada; Lenny Fagg, Local 3 safety representative, Nevada; E. F. Allen, MESA sub-district manager, Alameda.

Personal Notes

SACRAMENTO

We know that several of our brothers have been hospitalized in this last month. Brothers Lee Roberts, Herbert Weese, William Landrum, Sam Ferguson, Clarence Lewis, Howard Baxter and Ed Gaebe are the ones we know of. We know that some of these brothers are out now and recuperating quickly and we hope that the rest of them can do the same. Good luck and best wishes.

We would like to extend our deepest sympathies and sincerest condolences to the families and friends of Brothers James Nardinelli and Willard T. Bennum. Both brothers died in the month of April and will be greatly missed by all. Our sincere condolences also go out to Brother Kenneth Meneley upon the loss of his infant son, Kenneth Jr.

FRESNO

We would like to express our condolences to the family and friends of Jason Haskell who recently passed away.

Many thanks to Brother Ellis Hensley for his donation to our blood bank.

EUREKA

It is with great sorrow that we send our sympathy to the family of our retired engineer, Frank E. "Sandy" Parks, who passed away April 11, 1974 after a lengthy illness.

We also send our sympathy to the family of Elizabeth King, who passed away in February. She was preceded in death by her husband, a retired engineer, George "Rex" King, in October 1973.

We wish a speedy recovery to the following brothers who had surgery in March 1974: Curtis Hillman and Wilfred Waterston. They are both convalescing at home.

STOCKTON

Our deepest sympathies are extended to the families and friends of late departed Brothers John "Jack" Granlees, William Patterson, Herbert Weese and Cecil Alexander.

SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Jesse H. Bradshaw, Howard Gold, Frank B. Barnes and Harold E. Cruickshank.

Congratulations to our Grievance Committee members elected at our last District meeting: Jim Waldron (incumbent), Bill Dalton and Dick Miller.

And a sincere thanks for dedicated service for their interest in our union and fellow men. This also goes to Brothers Ray Phillips and Mario Boskovich.

SANTA ROSA

Our best wishes for a speedy recovery to Ken Anderson, recuperating from a back operation and to Bob Blehm, now out of the intensive care unit and doing nicely after suffering a severe heart attack.

We wish to express sincere condolences to the families and friends of our recently departed brothers, Bly Johnson, Jack Bobo and James E. Johnson.

SAN RAFAEL

We wish to call the following article to the attention of veterans and servicemen:

California has changed the tax rules for members of the armed forces and veterans as follows:

The \$1,000 military exclusion restored as to military reserve and retirement compensation. The restored exclusion is reduced 50 cents for each dollar of adjusted gross income over \$15,000. The \$1,000

See MORE PERSONALS, Column 4

415 / 431-5885

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION No. 3

P. O. Box 689

San Francisco, California 94101

☐ I wish to join the credit union. Please send a membership card.

☐ I wish to join the credit union and apply for a loan. Please send forms for both.

☐ I am now a credit union member. Please send me loan application forms.

☐ I would like to receive the following information from my credit union. (Attach separate sheet if necessary).

Name _____

Address _____

City _____ State _____ Zip _____

Soc. Sec. No. _____ Phone _____

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: LATE 69 BUICK CUSTOM SKYLARK. One owner, very gd cond. Air, new rubber, 74 license, exc. buy. \$1,000. 415/994-5676. Reg. No. 0795927. 3-1.

FOR SALE: TRAVELEZE 1968 8X35 with 4x7 tipout. Awning, cooler, extras. Custom bit, new furniture. \$3,800 cash or terms. G. Boyle, 575 South Center, Los Molinos, Cal. 96055. Ph. 916/384-2277. Reg. No. 0671365. 3-1.

FOR SALE: MOBILE HOME IN THE VILLAGE PARK (adults only) Milpitas, one BR, 12x56. Incl. porches, awnings, skirts, 2-stall carport, air cond., util sheds. P. E. Hesalroad, 120 W. Dixon Landing Rd., Sp No. 146, Milpitas, Cal. 95035. Ph. 408/263-0745. Reg. No. 0749210. 3-1.

FOR SALE: ONE ACRE AT RAINBOW LAKES ESTATES. Ocala, Florida. Title clear. \$2,500. D. J. Doyle, 210 W. 2650 No., Layton, Utah 84041. Reg. No. 0915574. 3-1.

FOR SALE: D-8 CAT WITH DOZER AND AC-14 w/dozer. Both need some repair. AC-LO for parts; old Case tractor; older Reo & Mack trk parts; antique car parts. Ph. 209/532-2547. Reg. No. 1181676. 3-1.

FOR SALE: 20T WISCONSIN TILT-BED, equip., pull tr \$6,000. Serial No. 3565, L.C. No. V8856. D. Garner, 10641 Madera Dr., Cupertino, Cal. 95014 or call 408/739-5630. Reg. No. 0674730. 3-1.

FOR SALE: TEN ACRES IN SHASTA COUNTY. Electricity, phone, water available. \$10,000. 1/4 down, 100/month at 8% on balance. M. W. Keltner, Box 33, Ono, Cal. 96072. Ph. 916/396-2379. Reg. No. 1154230. 3-1.

FOR SALE: 5-1/2 ACRES, FENCED & CROSS-FENCED. 2 BR home, barn, coop, garage, tool hse, corral, pasture, trees, water. Anderson, Cal. 916/357-2784 or write 5915 Happy Valley Rd., Anderson, Cal. 96007. Reg. No. 0351398. 3-1.

FOR SALE: ROCK COLLECTION, estate settlement, half ton polished, one ton cut unfinished, many picture agates from Montana, Brazil, California, Mexico. W. P. Kolb, 322 N. Vanderhurst Ave., King City, Cal. 93930. Reg. No. 0310690. 3-1.

FOR SALE: 40 ACRES on 12" water line, nr college. Good soil-rolling. Gd for subdiv., ranch or tr pk. \$1,500/acre. Could sell in 4 tens. B. C. Belue, 5055 Ginger Ave., Redding, Cal. 96001. Ph. 916/243-5778. Reg. No. 0533547. 3-1.

FOR SALE: CHEV. PICK-UP BED ONLY. Fleetside 1966-8" w/Barden bumper, gd cond. 1967 Honda C-130 3,400 mi. new cond. \$160. J. K. Short, 1889 Montecito Circle, Livermore, Cal. 94550. Ph. 415/443-0374. Reg. No. 1166575. 3-1.

FOR SALE: TWO CEMETERY PLOTS IN BENICIA, Cal. "Abbey Memorial Gardens." Lot in Cameron Park 100x168. F. L. Surginer, P. O. Box 72, Camino, Cal. 95709. Ph. 916/644-1545. Reg. No. 1027866. 3-1.

FOR SALE: 17 FT. FIELD & STEAM TRAILER HOUSE, gas & elec. refrig., self-cont. \$1,300. 1116 Olive St., Novato, Cal. Ph. 415/897-7063. Reg. No. 620739. 3-1.

FOR SALE: 1969 CHEVY 4-DR SEDAN. Automatic P.S., P.B., air cond. 350 cu. in. eng. \$795 or trade for pick-up. Call 415/658-6539 evngs or write J. M. Paulazzo, 275-41st St., Apt 115, Oakland, Cal. 94611. Reg. No. 865537. 3-1.

FOR SALE: 16 FT JET BOAT. 455 Olds w/tr seats 6. \$200 down & take over loan w/credit union. K. E. Love, 1115 Mattos Dr., Vallejo, Cal. 94590. Ph. 707/644-9456. Reg. No. 1251252. 3-1.

FOR SALE: CUSTOM BUILT TRAILER MOUNTED HI-PRESSURE WASHING RIG. For yr own bns pt time or full. cleaning hvy equip., trks, autos, buses, signs, trs, etc. \$4,500. A. W. Allen, P. O. Box 393, Carson City, Nev. 89701. Reg. No. 1155426. 3-1.

FOR SALE: 3 1/2 ACRES ROLLINS LAKE AREA w/well, pump, tank, gen; sheds; tools, propane 8 x 30 Spartan trl, gas refrig. K. Word, 5935-185 Auburn Blvd., Citrus Heights, Cal. 95610. Reg. No. 0549927. 3-1.

FOR SALE: APPROX. 1/2 ACRE wooded corner lot in Redding, Cal. Paved sts, sewer, water, elec. Capped well on propy. Can be subdivided. 2 smaller lots nrby. J. Paulazzo, 275-41st Street, Apt 115, Oakland, Cal. 94611. Reg. No. 865537. 3-1.

FOR SALE: 2 1/2 TO 7 1/2 ACRES. 3 split parcels nr Redding, Cal. nr Interstate 5 bet. Old & New Oasis Rd. Call 916/878-1203. Rt. 1, Box 1420, Meadow Vista, Cal. 95722. Reg. No. 0367892. 3-1.

FOR SALE: INSTANT WATER HEATER \$15. Auto. dishwasher \$90, like new. Auto. washing mach. \$40. White bathtub \$15. L. Mulhair, 97 Southridge Way, Daly City, Cal. Ph. 415/333-9006. Reg. No. 1547371. 3-1.

FOR SALE: FIVE ACRES OPEN LAND nr Fresno. \$6,500. \$1,000 down, \$100/mo. at 7% on balance. Ewell Paxton, 1189 Sonoma Ave., Campbell, Cal. Ph. 408/378-0856. Reg. No. 1043707. 4-1.

FOR SALE: NEW MACHINERY TRAILER. 3-axle, 8'x16', 8-ply tires, elec. 2-axle brakes. \$1,750. W. L. Maddox, Box 58, Los Banos, Ca. 93635. Ph. 209/826-0684. Reg. No. 1043556. 4-1.

FOR SALE: MOBIL HOME 1964, 20x54. 2BR, 2 bath, lg. liv. rm. w/peak roof in Moraga, \$8,000. 415/376-6619. D. W. McCosker, P.O. Box 87, Canyon, Cal. 94516. Reg. No. 1054897. 4-1.

FOR SALE: AIR COMPRESSOR 4x4x3 1/2 Quincey gas driven, portable \$375. R. A. Platt, 93 Shelley Ave., Campbell, Cal. 95008. 408/377-1097. Reg. No. 1036914. 4-1.

FOR SALE: 1200 GAL. OIL DISTRIBUTOR. Separate motor for dist. pump. Spray bar 12" max. \$1,250. Jim McGeehon, 2460 Warren Rd., Walnut Creek, Cal. 94595. Ph. 415/934-4772. Reg. No. 0535760. 4-1.

FOR SALE: ANTIQUE DOLLS, doll bodies, kits & clothing. Kestners, 24" 11 1/2. Kappeldast 25 1/2. Handrick pierced ears 26". Pansy, Welsh, Hen-bock tappendax. & others from \$95 to \$295. C. R. Hollars, 7131 Parish Way, Citrus Heights, Cal. 95610. Reg. No. 1058704. 4-1.

WANTED: 67-71 FORD 4-WHEEL DRIVE pick-up L.W.B. prefer 3/4 T in good cond. Send price & details to R. G. Strait, 1700 E. Hill Rd., Willits, Calif. 95490 or call 707/459-2874. Reg. No. 1411458. 4-1.

FOR SALE: MOBILE HOME SITE 150x232 1/2, surveyed, nr Oroville Dam. Fruit & nut trees, water system, trailer pad, septic system, unfin. shed 20x32. Ph. 916/533-0227. Reg. No. 0645883. 4-1.

WANTED: BENCH GRINDER single phase, shop type. Also handguns, old or new. R. A. Platt, 93 Shelley Ave., Campbell, Cal. 95008. 408/377-1097. Reg. No. 1036914. 4-1.

FOR SALE: 1969 FORD 1/2 TON 6 cyl., 3-speed w/lift gate, mag wheels. \$1,350. R. A. Platt, 93 Shelley Ave., Campbell, Cal. 95008. 408/377-1097. Reg. No. 1036914. 4-1.

FOR SALE: AMERICAN MADE 8d, 10d, 12d Common Nails, 8d casing nails. Steel desk & tools. Compactor w/generator. Wilfred H. May, 1801 Notre Dame Avenue, Belmont, Cal. Ph. 415/593-5242. Reg. No. 1022439. 4-1.

FOR SALE: ALASKAN LAND 20.196 sq. ft. corner lot w/future water. Planned community nr Anchorage, \$7,700. Robert M. Stafford, 440-B Nahua Street, Honolulu, Hawaii 96815. Reg. No. 1494320. 4-1.

FOR SALE: SILVER SPRINGS, NEVADA CORNER LOT, all utilities, propane tanks, 8x34 eastern built mobile home, \$6,000 for all. Phone R. L. Sloniker 209/634-8904. Reg. No. 0622796. 4-1.

FOR SALE OR TRADE: 1940 AERONCA CHIEF C65A 700 SMOH, metal prop, Ceconite, Dec. 73 Annual. Sell or trade for Cessna 140 or Luscombe 8 w/85hp. Want Luscombe bad! Ph. 916/673-6348. Reg. No. 1328183. 4-1.

FOR SALE: 57 WHITE 10-WHEEL DUMP rebuilt, new tires. Lester Lee, 5019 Myrtle Drive, Concord, Cal. 94521. Phone 682-5261. Reg. No. 1153066. 4-1.

FOR SALE: 1/2 ACRE, LAKE COUNTY, Cobb Mt. area. \$2,500 or trade for pick up of equal value. Tom Ball, 2971 Humboldt Ave., Santa Clara, Cal. 95051. Ph. 408/246-9472. Reg. No. 1586447. 4-1.

WANTED: U. S. STAMPS MINT OR USED, before 1940. Any sterling silver, spoons, figural napkin rings. Describe & price. M. Jones, 4023 Stanley, Pleasanton, Cal. 94566. Reg. No. 0329142. 4-1.

WANTED: 8-FT. WIDE 30"x40" TRAILER, fully equipped or not. Harb Stone, 134 Duboce Ave., No. 14, San Francisco, Cal. 94103. Reg. No. 726830. 4-1.

FOR TRADE: WIDE BED STEEL PICK-UP tool box. Trade for same type box for narrow bed. Call 408/739-3882. F.B. Archer, Jr., 1024 Ingram Ct., Sunnyvale, Cal. Reg. No. 0976072. 5-1.

FOR SALE: 1965 JEEP WAGONEER, gd tires & cond., 327 V8 eng., gd for back woods. \$1,000. F. M. Scheimer, Cement Hill, Nevada City, Ca. Ph. 916/265-5537. Reg. No. 0500970. 5-1.

FOR SALE: ELEC. ORGAN, all trans. Leslies 20 key Select a Rhythm. Beau. cond. Cost \$2600, asking \$1200 cash. J. A. Smith, Box 176, Fernley, Nevada. Reg. No. 0745116. 5-1.

FOR SALE: 933 CATERPILLAR LOAD-ER. 4/1 bucket, rear rippers, mechanically exc. \$7,500. J. McGeehon, 2460 Warren Rd., Walnut Creek, Ca. 94595. Call 415/934-4772. Reg. No. 0535760. 5-1.

FOR SALE: JD. 450 w/tilt & angle dozer, gd cond. Ser. No. 0012942. Call Leo Anderson, 415/837-9470. Reg. No. 0734371. 5-1.

FOR SALE: LG VIEW LOT nr Twain Harte, Tuolumne Cty. Paved rds, water to lot, elec. Ph. 209/532-5005. Reg. No. 0469307. 5-1.

FOR SALE: 1200 SQ. FT. A-FRAME w/sleeping loft. Spec. view, city rd front., 5 ac. \$32,500 or 11 ac. \$45,000. F. M. Scheimer, Cement Hill, Nevada City, Cal. 95959. Reg. No. 0500970. 5-1.

FOR SALE: TWO ACRES nr Aluquerque, N. M., all or part. Call 415-530-6485. L. C. Harbert, 4669 San Sebastian Ave., Oakland, Ca. 94602. Reg. No. 0921407. 5-1.

FOR SALE: REPLICA OF 1903 OLDS-MOBILE, restored. New seat, top, carriage lights, horn, etc. Red w/bk leather. Tiller steer, Briggs Stratton Motor. J. A. Smith, Box 176, Fernley, Nev. 89408. Reg. No. 0745116. 5-1.

FOR SALE: LOT 410X50 PARAMONT w/deck & awning at Heather Glen Mobile Estates. Harold Cooper, P. O. Box 487, Applegate, Ca. 95703. 916/878-0982. Reg. No. 0292566. 5-1.

FOR SALE: FIVE ACRES, Wilton area nr Sacramento on Jeffcott Rd. \$10,000. Call after 6 p.m. or wkends 916/482-0606. Reg. No. 841487. 5-1.

SONGS WANTED: Send any song material relating to construction ind. & Oper. Engrs. to Merrill Clark, 938 The Alameda, San Jose, Ca. 95126. Reg. No. 1087691. 5-1.

RULES FOR SUBMITTING ADS

● Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

● PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

● Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

● Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

● Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

● Address all ads to: Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, California 94103. Be sure to include your register number. No ad will be published without this information.

More Personals ...

(Continued from Column 2)

military exclusion for extended active duty personnel continues to apply without limitation. Regarding prisoners of war, etc., now the exclusion of combat pay when hospitalized due to wounds, disease or injury incurred in a combat zone is extended until the earlier of: (1) resumption of full duty status; or (2) termination of active military duty.

They now provide for total exclusion of compensation received by military or civilian employees for any month he was a prisoner of war or missing in action in the Vietnam conflict.

They now provide that a member of the armed forces who dies after Aug. 5, 1964, in a combat zone or from wounds, disease or injury incurred in a combat zone shall not be subject to state income tax for the year of death and prior consecutive years he served in a combat zone. (This applies to taxable years ending before Jan. 1, 1974.)

They now have extended the period of time for filing claims for refund for any military or civilian employee who was a prisoner of war or missing in action in the Vietnam Conflict, to the latter: (1) April 11, 1974 (one year from the effective date of the act), or (2) Two years after the date on which the individual's missing status is terminated.

SAN FRANCISCO

Best wishes for a fast recovery to Job Steward Lester C. Brandon pf 11 Gladys Ct., in Walnut Creek. Lester, who is employed by Allied Structural Steel on the Golden Gate Bridge, had the instep of his foot crushed when a cable fell on him. He will be layed up about two months and is now in the John Muir Hospital in Walnut Creek, Room 602D. Lester will welcome visits from all friends and brother engineers.

The U.S. Department of Labor's Occupational Safety and Health Administration took steps to increase the number of compliance officers with union backgrounds according to OSHA's publication, Job Safety and Health.

Unions have been among the "leading supporters" of OSHA activities, said John H. Stender, assistant secretary of labor for occupational safety and health.

Important mail has been sent to several members and returned to the San Francisco office by the employers. The members are Richard T. Beasley, 3360 Willow Pass Rd., Concord, Ca.; John Lanigan, 816 Scott St., Richmond, Ca.; and Amuel Fisher, 4221 Taylor Road, Loomis, Ca. These members should contact the district representative in the districts of the above addresses to receive this mail.

1974 MEETINGS SCHEDULE

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

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

DISTRICT & SUB-DISTRICT MEETINGS

MAY	SEPTEMBER
7 Sacramento, Tues., 8 p.m.	6 Salt Lake City, Fri., 8 p.m.
9 Oakland, Thurs., 8 p.m.	7 Reno, Sat., 8 p.m.
21 Stockton, Tues., 8 p.m.	12 Ukiah, Thurs., 8 p.m.
23 Watsonville, Thurs., 8 p.m.	
JUNE	OCTOBER
7 Provo, Fri., 8 p.m.	8 Eureka, Tues., 8 p.m.
8 Reno, Sat., 8 p.m.	9 Redding, Wed., 8 p.m.
13 Santa Rosa, Thurs., 8 p.m.	10 Marysville, Thurs., 8 p.m.
25 Fresno, Tues., 8 p.m.	16 San Francisco, Wed., 8 p.m.
	23 Honolulu, Wed., 7 p.m.
JULY	NOVEMBER
16 Eureka, Tues., 8 p.m.	24 Hilo, Thurs., 7:30 p.m.
17 Redding, Wed., 8 p.m.	
18 Oroville, Thurs., 8 p.m.	7 Watsonville, Thurs., 8 p.m.
24 Honolulu, Wed., 7 p.m.	12 Stockton, Tues., 8 p.m.
25 Hilo, Thurs., 7:30 p.m.	14 Oakland, Thurs., 8 p.m.
AUGUST	DECEMBER
6 Sacramento, Tues., 8 p.m.	19 Fresno, Tues., 8 p.m.
7 San Francisco, Wed., 8 p.m.	26 Sacramento, Tues., 8 p.m.
13 Stockton, Tues., 8 p.m.	
15 Oakland, Thurs., 8 p.m.	5 Santa Rosa, Thurs., 8 p.m.
22 San Jose, Thurs., 8 p.m.	6 Ogden, Fri., 8 p.m.
27 Fresno, Tues., 8 p.m.	7 Reno, Sat., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Eureka, Engineers Bldg., 2806 Broadway.	Fresno, Engineers Bldg., 3121 E. Olive St.
Redding, Engineers Bldg., 100 Lake Blvd.	Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Oroville, Prospectors Village, Oroville Dam Blvd.	Salt Lake City, 1958 W. No. Temple.
Honolulu, Washington School (Cafetorium), 1633 S. King St.	Reno, 124 West Taylor.
Hilo, Kapiolani School, 966 Kilauea Ave.	Marysville, Elks Hall, 920-D Street.
San Jose, Labor Temple, 2102 Almaden Rd.	Watsonville, Veterans Memorial Bldg., 215 Third.
Stockton, Engineers Bldg., 2626 N. California.	Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Oakland, Labor Temple, 23rd & Valdez.	Provo, Eldred Center, 270 West 500 North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

More Eureka

(Continued From Page 6)

C. K. Moseman at the present time has only a skeleton crew on their bridge project. They are driving piles, etc. on the abutments. The waters of the Eel River will have to recede to the point where equipment can work on the gravel bar before the project can get into high gear. Let's hope this isn't too far off.

Mercer Fraser Company is off to a good early start. Most of their employees have been recalled at this time. Just recently they were awarded the Lake County job which is over \$1 million. Their Cooks' Valley gravel plant will be busy furnishing material for

the two W. Jaxon Baker jobs. Generally speaking this should be a good year for paving and overlay work in our district.

Art Tonkin is moving along nicely on his Highway 96 Hoopa Bluffs job. Without a doubt this is one of the roughest jobs in District 40. Solid rock and lots of traffic to contend with.

From what we hear there should be some construction activity on the Samoa peninsula in the near future. Considerable remodeling is being planned at one of the pulp mills. Also, some work should be starting soon on the new chip-loading facility.

Business Offices and Agents Phone Listing

DISTRICT 01—SAN FRANCISCO

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

DISTRICT 02—SAN RAFAEL

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

DISTRICT 03—SAN MATEO

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

DISTRICT 04—VALLEJO

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

DISTRICT 20—OAKLAND

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

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

DISTRICT 30—STOCKTON

2626 North California, 95204 * 209/464-7687
Walter Talbot, Dist. Rep. * 209/477-3210
Al McNamara * 209/464-0706

DISTRICT 31—MODESTO

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

DISTRICT 40—EUREKA

2806 Broadway, 95501 * 707/443-7328
Robert Wagon, Dist. Rep. * 707/725-5345

DISTRICT 50—FRESNO

3121 East Olive Street, 93702 * 209/485-0611
Claude Odom, Dist. Rep. * 209/439-4052
Bob Merriott * 209/734-8696

Harold Smith * 209/222-8333
Jerry Bennett * 209/224-2758

DISTRICT 60—MARYSVILLE

1010 Eye Street, 95901 * 916/743-7321
Alex Cellini, Dist. Rep. * 916/674-3927
John Smith * 916/743-6113

George Halsted * 916/743-1615

DISTRICT 70—REDDING

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

DISTRICT 80—SACRAMENTO

8580 Elder Creek Road, 95828 * 916/383-8480
Clem Hoover, Dist. Rep. * 916/428-1458
Al Dalton * 916/622-7078

Al Swan * 916/487-5491
Dave Rea * 916/624-3241
Wilbur Marshall * 916/687-6796

DISTRICT 90—SAN JOSE

760 Emory Street, 95110 * 408/293-8788
Mike Kraynick, Dist. Rep. * 408/266-7502
Jack Curtis * 408/476-3824

Jack Bullard * 408/476-1962
Tom Carter * 408/779-3863
Bob Fleckenstein * 408/296-7667

SALINAS

(Area 408) 422-1869
207 N. Sanborn Rd.,
Salinas 93901

DISTRICT 10—SANTA ROSA

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

Stanley McNulty * 707/433-1567
Bill Parker * 707/545-8441

NEVADA

DISTRICT 11—RENO

185 Martin Avenue, 89502 702/329-0236
Dale Beach, Dist. Rep. * 702/882-6643
Dave Young * 702/322-0009

Paul Wise * 702/882-1004
Ronald Rhodes * 702/635-2737

UTAH

DISTRICT 12—SALT LAKE CITY

1958 W.N. Temple, 85103 * 801/532-6081
Tom Bills, Dist. Rep. * 801/255-6515
Wayne Lassiter * 801/268-3152

Wm. Markus * 801/255-5227

DISTRICT 13—PROVO

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

DISTRICT 14—OGDEN

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

GREEN RIVER, UTAH

(Area 801) 546-3658

HAWAII

DISTRICT 17—HONOLULU

2305 S. Beretania, 96814 * 808/949-0084
Wallace Lean, Dist. Rep. * 808/941-3456
Wilfred Brown * 808/455-9466

Gordon McDonald * 808/488-9876
Richard Shuff * 808/537-9847
Allen Souza, Sr. * 808/681-5027

HILO—Lycurgus Bldg.

Valentine Wessel, Asst. Dist. Rep. * 808/935-6187
Wm. Crozier * 808/949-0084

GUAM

DISTRICT 06—AGANA

P.O. Box E-J 96910 * 749-9064
Eustaquio Punzalan, Asst. Dist. Rep. * 746-1018
William Flores * 746-1942

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

*Indicates Home Phone

PROPERTY MANAGEMENT

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

SAFETY DEPARTMENT

Jerry Martin, Director
Office—415/431-1568
443-5285

Samuel Coburn * Office—209/522-0633
* 209/529-5838
Jack Short * Office—916/383-8480
* 916/489-0681

Lenny Fagg * Office—702/329-0236
* 702/635-2419
Vance Abbott * * 801/798-7123
James Rowland, Jr. * 808/536-8298

JOB STEWARD DIVISION

Bob Skidgel * Office—415/431-1568
* 415/922-7825

DELINQUENT EMPLOYERS

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

PUBLIC RELATIONS

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

Al Venning, Audio-Visual * 408/252-8929
Paul Ingalls, Engineers News * 415/431-1568

John McMahon, OCC & Vote * 415/431-1568
Wm. E. (Bill) Mettz * 916/961-8255

TECHNICAL ENGINEERING DIV.
Mike Womack * Office—916/383-8480
* 916/933-0300

Paul Schissler * Office—415/893-2120
* 829-5666

Harold (Gene) Machado * 408/295-8788
* 408/255-6096

PUBLIC EMPLOYEES DIVISION

Dan Senechal, Director
Office—415/431-1568
* 916/673-5736

Lee Adams * Office—707/644-2667
* 707/644-0893

Walt Norris * Office—415/431-1568
* 415/447-5108

Frank Boze * Office—408/295-8788
* 408/423-7972

Stanley Glick * Office—209/466-7141
* 209/951-1999

Robert J. Criddle, Jr.
Office—916/743-7321
* 916/743-6929

Allen Boyd * Office—209/485-0611
* 209/266-0154

Lawrence B. Grissom
Office—209/485-0611
* 209/226-1243

Robert P. Langston
Office—408/295-8788
* 707/745-4585

FRINGE BENEFITS SERVICE CENTER
474 Valencia St.,
San Francisco 94103 * 415/431-1568

Art Garofalo * 582-6002

TRUST FUND SERVICE CENTER
209 Golden Gate Ave., 94102
415/863-3235

APPRENTICESHIP
476 Valencia St., 94103 * 415/431-3835
Jack McManus, Adm. * 415/586-1727

NO. CAL.-NEV. SURVEYOR'S JAC
1446 Webster St., Oakland 94612
415/465-7878

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

More Stockton

(Continued From Page 5)

Locke Center and the remainder of Budd Center at Delta College for \$16.5 million. The contract was delayed due to the bid exceeding the engineers' estimate by over \$3 million. This project is the largest phase of the college's five-year construction plan for the new campus.

McGaw Co. of Stockton was the successful bidder for perimeter road and parking facilities at Buckley Cove Park Marian in Stockton for \$139,245.

W. M. Lyles Co. have a storm drain job on Monroe Street from Hazelton Ave. to Clay Street. Contract bid price was \$115,932.

Monterey Mechanical of Oakland was low bidder for \$1.8 million to construct a main water quality control plant off Navy Drive in Stockton.

Marvin Yadon of Elverta was the successful bidder on the Yosemite street storm drainage project for \$128,000.

A. Teichert also was low bidder to reconstruct Airport Way from Trahern Road to Ripon Road for \$306,000.

Teichert Const. was also low bidder at \$197,501 to construct the Dustin Road bridge over Dry Creek in San Joaquin County. Numerous jobs under the \$100,000 figure have been bid and awarded which will hopefully provide work for unemployed operators.

Activity for the brothers in the Stanislaus and Tuolumne counties is getting stronger.

In Turlock reconstruction of West Main Avenue between Crows Landing Road and Free-way 99 has been approved and will be coming up for bid. The \$5.5 million Turlock shopping center is in the offing, to be constructed in West Turlock adjacent to the new Highway 99 bypass at West Main and Tully Road. Turlock will also have a new \$1.3 million two-story com-

munity hospital to be constructed soon. Several subdivisions are also going in in the Turlock area.

Bids are due shortly on the widening of Crows Landing Road in Modesto. Demolition is beginning by the M. D. Wesson Paving Co. of Fresno to clear the "H" street block in Modesto. Eight buildings are to be torn down to make way for a \$5 million two-story office building.

Progress on Ralston Towers in downtown Modesto is a little behind schedule, but the company hopes to make it up now that the building is up. Completion in July, 1974. We have requested a pre-job conference with Ernest Hahn Co., who will be the prime contractor for the new Modesto Mall north of Modesto, but environmentalists are doing everything they can to hold this project up. The McHenry Village Shopping Village will get a \$1.3 million remodeling and upgrading. They expect this facelift to be completed before the Hahn shopping center is completed.

Hallum Construction Co. of Turlock was the low bidder on the Waterford street improvement project and should be starting soon.

The 23-lot hillside subdivision in Oakdale overlooking the Stanislaus River has passed approval by the planning commission.

The lowest bid on the new Bonita school in Newman was submitted by B. J. Rommel of Modesto, at \$338,000. Matteson Construction Co. of Newman is the low bidder, at \$187,347, for remodeling at Scenic General Hospital for Stanislaus County's alcoholism treatment center.

Extending the Bay Area Rapid Transit System through San Mateo County would cost at least \$775 million, according to a study made by the San Mateo County Transit Development Project.

CHANGE OF MEETING PLACE

DISTRICT NO. 12—PROVO

The regular quarterly membership meeting for District No. 12 will be held on **FRI-DAY, JUNE 7, 1974, at 8:00 p.m.** The meeting location has been changed to the **CARPENTERS' HALL, 600 SOUTH 500 EAST, PROVO, UTAH.**

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