The executive board of the California State Building and Construction Trades Council voted to endorse the candidacy of Joseph Alioto for governor of California and to oppose the passage of proposition 9, on the first day of their 1974 legislative conference.

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

The legislative conference, representing about 360,000 construction tradesmen throughout the state of California, was held in Sacramento from May 29 to 31.

The state building and construction tradesmen, election board's unanimous action on Alioto and majority decision on Proposition 9 was made by James S. Lee, Council president and J. J. Twombly, Council secretary-treasurer.

Calling Alioto the best in a large field of qualified candidates, Lee and Twombly expressed the belief that because of Alioto's far-reaching administrative experience in the government, the Council's executive board believes that he can best serve the interests of the citizens of California. Lee added that the executive board believes that Alioto, from the start, has worked for the best interests of the working man and women of California, and that he is the kind of person that Alioto's far-reaching administrative experience in the government, the Council's executive board believes that he can best serve the interests of the citizens of California.

Lee said that implementing the system would cost counties and the state $500,000 in fiscal year 1974-75 and up to $2,250,000 in each subsequent year.

In short, the working class taxpayer will pay for his own disenfranchisement," he said.

"Last year the Legislature approved two strong, clearly written political reform measures after careful study and debate," Lee continued. "The Governor signed both into law. Only last year, Common Cause, the chief sponsor of Proposition 9, called these laws the toughest in the United States, without time to determine how effective and enforceable these laws will be. It is clear that the politically motivated measure which will supersede all others is state and local."

Lee said that politics must certainly be separated from the influence of money, but that while recent laws are still untested, Proposition 9 amounts to gross excess.

In the statement on Proposition 9, Lee called the initiative undemocratic and anti-labor and said that the Council would oppose any candidate who supports the measure.

"This proposition will bar some 1.5 million rank and file union members from playing an effective role in California's political and governmental processes by stripping them of their right to contribute to the political campaigns of the power to represent them," Lee said. "It passed the Assembly without a roll-call vote and has been debated only in the Senate for days and in one meeting with only 20 senators present."

Lee said that the measure would establish a bureaucratic nightmare of reports and audits as well as creating a powerful, politically-appointed and potentially partisan commission with the authority to maintain files on small private citizen contributions to political campaigns.

"This will have a dangerous, dampening effect on citizen participation in political affairs," said Lee.

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Looking at Labor

By D.A. MARR, Business Manager

This is the last edition of the Engineers News you will receive before the June 4th primary election. It is important that you carefully consider all the candidates, especially those running for legislative or executive office, before voting. You have the privilege of voting, and responsibility to allow your will to be known. The candidates, those who support your way of thinking, will be in the December edition. You will have other opportunities to examine the issues and to work and to vote for the candidates of your choice. We could not agree more.

Elsewhere in this edition of your union newspaper you will find a list of candidates for state and national offices that have been recommended by the various labor and social programs you and your union support. Please support the full slate, even though there may be an occasional individual candidate that you might not have some personal reason to be enthusiastic about. In unity there is strength and we feel this list best represents a top team that will serve all our union, the members and their families.

I am happy to report to you that the State Building Trades Executive Council has unanimously endorsed the candidacy of Mayor Joseph Alioto for the position of Governor. Since this fine young man was appointed by Jimmy Lee, President, and Jim Twombley, Secretary-Treasurer and Operating Engineer, to represent us in the various construction projects in various planning stages throughout the jurisdiction and I must say we are optimistic about the future of construction in all our area over the next few years. We will continue, however, to stay on the front line in fighting to keep our badly needed food control, clean water, highway construction and mass transit systems on the books despite the emotional and unconstitutional efforts of those who have maintained a privileged social position in this country which is the majority of white people. So, our efforts in behalf of all our brother engineers and their families go on and we will always need your help and support if we are to successfully continue the good fight.

I would like to thank all of you for your response to our questionnaire about the coming negotiations in Northern California and Nevada. We will tabulate and give you a full report on this and on the progress of negotiations in the July issue of the Engineers News.

Business Manager Dale Marr:

In response to your question column on alcoholics or problem drinkers, I think that if any of our members have a problem and want to do something about it, they should be encouraged to have a program for the member. Unfortunately most practicing alcoholics don’t want to or will not admit that they have a problem. I think the article itself was a very good idea. Whatever response comes out of it will be a good indication if it is worthwhile or not. The people who become aware of what alcoholism is the better chance we have to come to the recognition that it is a disease that can be cured.

The most startling event is that the USDA has tried to stem the price rise by buying up 45 million pounds. An attempt was also made to ground up into hamburger and distributed to school lunch programs. The result is that the public now pays a double price — in the higher tags at the markets, and in taxes for buying the meat. Especially shocking and expensive is that the government has bought the costliest grain—“prime” beef, used mainly by the expensive restaurants, for grinding into hamburger.

Usually hamburger is made from the cheaper commercial and “standard” grades, and from scraps of “choice” grade beef, the second grade. Hamburger is rarely made from the very tender “prime” grade beef, as the connective tissue adequately tenderizes the lower grades. The price-propping action, thus obviously is a political maneuver to bail out cattle feeders who really should not have been caught between high grain prices on one hand and consumer resistance to high beef prices on the other. The most-price purchase program is not the only recent example in which the Administration has undercut its own already dubious efforts to right inflation. The government has also been known to force the Food and Nutrition Council recently that it had tried to persuade Agriculture Secretary Earl Butz to relax the 1411111* maximum price for pigs. The Council had recommended that the price be left alone to determine prices. Another problem is the price of rice, which has actually doubled. Despite its new high price, rice is still under the farm subsidy program, the New York City Consumer Affairs Department points out. The only other commodity still under this price support program is peanuts.

Another important food product under which both federal and many state governments keep a price floor is milk sold to the public rather than to manufacturers. The Federal Government keeps up the price of milk through its marketing orders which set the price the processors must pay to farmers. Additionally, some states also have state boards which set the minimum price stores must charge. The USDA at various times in recent years also has sought to keep up prices of other foods by limiting production or imports even of scarce products. Foods whose prices have been affected by such price-maintenance activities include tomatoes, cheese, canned milk, and others.

All these price-propping actions contradict the supposed turn-around in government farm policies. Ever since the depression of the 30’s and more than two years ago, the basic aim of national agricultural policy was to control or stabilize prices. As the result of the present inflation and worldwide depression, the policy now is to relax the controls. But apparently the Administration, at least in some instances, wants bigger crops only if they don’t result in lower prices.

The irony is that until recently, Secretary Butz has been a foe of price controls and a passionate advocate of so-called “free markets” which, he said, should be left alone to determine prices. The special wastefulness of the government’s farm policies is that it encourages cattle feeders to continue to use scarce and expensive grain to fatten cattle to heavy weights. The result is fat beef that the public no longer wants at this very much in a health-conscious age.

What’s actually happening to meat prices? Well, the recent drop is only temporary and Butz need not have tried to prop prices at all. Beef is now really in heavy supply but has come down, for one big reason, because of the cuts in prices of pork, poultry, and even eggs. For the first time in recent months, pork may be a better value than beef.

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Question & Answers

By D.A. MARR, Business Manager

Dear Sir and Brother:

When the “out of work list” is posted in a hall, why is the deletion list sometimes posted along with it and sometimes not?

Sincerely and Fraternally,
James C. Wood

The “deletion list” contains the names and reasons for a member to be suspended, usually for 1) non-payment of dues, 2) non-compliance with union policies, 3) violation of the #388 rule, 4) death. It is the dispatchers’ responsibility to check this list before they release the out-of-work list. Sometimes no names appear on the deletion list, therefore none can be posted.

Business Manager and Editor Dale Marr will answer members’ questions in this space each month. Please write to Q U E S T I O N S & A N S W E R S, Dale Marr, Engineers News, 474 Valencia St., San Francisco, Calif. 94110.

All questions of interest to the general membership will be welcomed. Questions of personal nature will be answered on a personal basis and should be addressed to the department involved.

Dept. of Agriculture Marking Prices

By SIDNEY MARGOLITS

Consumer Expert for Engineers News

Even while the government is trying to right inflation by increasing food supplies, at the same time the U.S. Department of Agriculture Department has been propping up prices of some important foods.

The most startling event is that the USDA has tried to stem the price rise by buying up 45 million pounds. An attempt was also made to ground up into hamburger and distributed to school lunch programs. The result is that the public now pays a double price — in the higher tags at the market, and in taxes for buying the meat.

Especially shocking and expensive is that the government has bought the costliest grain—“prime” beef, used mainly by the expensive restaurants, for grinding into hamburger. Usually hamburger is made from the cheaper commercial and “standard” grades, and from scraps of “choice” grade beef, the second grade. Hamburger is rarely made from the very tender “prime” grade beef, as the connective tissue adequately tenderizes the lower grades. The price-propping action, thus obviously is a political maneuver to bail out cattle feeders who really should not have been caught between high grain prices on one hand and consumer resistance to high beef prices on the other.

The most-price purchase program is not the only recent example in which the Administration has undercut its own already dubious efforts to right inflation. The government has also been known to try to persuade Agriculture Secretary Earl Butz to relax the 141/1111 maximum price for pigs. The Council had recommended that the price be left alone to determine prices. Another problem is the price of rice, which has actually doubled. Despite its new high price, rice is still under the farm subsidy program, the New York City Consumer Affairs Department points out. The only other commodity still under this price support program is peanuts.

Another important food product under which both federal and many state governments keep a price floor is milk sold to the public rather than to manufacturers. The Federal Government keeps up the price of milk through its marketing orders which set the price the processors must pay to farmers. Additionally, some states also have state boards which set the minimum price stores must charge. The USDA at various times in recent years also has sought to keep up prices of other foods by limiting production or imports even of scarce products. Foods whose prices have been affected by such price-maintenance activities include tomatoes, cheese, canned milk, and others.

All these price-propping actions contradict the supposed turn-around in government farm policies. Ever since the depression of the 30’s and more than two years ago, the basic aim of national agricultural policy was to control or stabilize prices. As the result of the present inflation and worldwide depression, the policy now is to relax the controls. But apparently the Administration, at least in some instances, wants bigger crops only if they don’t result in lower prices.

The irony is that until recently, Secretary Butz has been a foe of price controls and a passionate advocate of so-called “free markets” which, he said, should be left alone to determine prices. The special wastefulness of the government’s farm policies is that it encourages cattle feeders to continue to use scarce and expensive grain to fatten cattle to heavy weights. The result is fat beef that the public no longer wants at this very much in a health-conscious age.

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Sacramento Scene

California State Senate A Little Different

By EDWARD P. PARK, Legislative Advocate

There is nothing like being different—all Federal and State offices will be closed Monday, June 27, 1974 when the Labor Day holiday will be observed. Memorial Day, The California State Senate Office will work May 30 and observe Memorial Day on May 31. That having been decided, the Senate will recess from its session on May 30 until 4 P.M. June 5, 1974. The California State Senate is aware of the fact that some of our legislators are running for re-election. The two houses separately must have decided this is the best way to accomplish their work and still provide some time in the districts for that last effort.

At this writing, California Labor Federation and the California State Building and Construction Trades Council are holding their annual Joint Legislative Conference here in Sacramento. The delegations will be appraised of the legislative proposals of both of these organizations and equally brought to the attention of those that are pending in either House which are detrimental to Labor and to which we are opposed. These bills will then call upon the Legislators from their district and discuss with them Labor's proposals and those bills we feel to be detrimental.

S.B. 1359, which we have discussed previously, had been set for a hearing in the Senate Finance Committee for May 28th. A new hearing has taken place and will not be heard until after the June 4th primary election. You will recall that this bill deals with the State Department of Transportation's role in mass transit projects. The Operating Engineers would oppose this measure as it is presently drafted.

This is the last chance to urge a “Yes” vote on Proposition No. 8, which provides for a waiver of the initiative filing fees for employees who sign union authorization cards prior to a November election. We urge everyone to call their representatives and request that they vote to approve Proposition No. 8. The passage of Proposition No. 2, which was there when bids were opened at the Auburn Fairgrounds on May 16 for continuing work on the Auburn Dam project, is reported in detail elsewhere. We should urge that this observation be made. The California State Conference of Operating Engineers intervened in support of the government's suit brought to halt construction of this project by the environmentalists, and we can confidently claim some credit for this project moving forward. In the end, the environmental groups, which have sought to impede this project, will not now repeat their defensive tactics to save a few million dollars, but in the case of the New Melones Dam, not to mention the unemployment resulting from these actions.

Turning to New Melones, we pointed out in the April issue of this paper some of the distortion of the unfounded claims contained in the initiative petition called the Stanislaus River Protection Act of 1974 that is currently being presented. First, we ask you to sign this petition and secondly we ask the Secretary of State to review this petition and determine if, in light of the misstatements, distortions and untruths contained therein, whether this initiative can be placed on the November ballot.

Justice Byron E. White, one of the dissenters, noted in his opinion that warning of initiation fees is "a form of economic instrument," but that its consideration by an employee whether to join a union could only be marginal. The court's ruling dealt specifically with a case involving an election among production and maintenance workers of the SAVAIR Manufacturing Co. in Detroit to decide whether they should be represented by the Mechanics Educational Society of America. The ruling does not preclude a union from making an "unconditional" offer to waive initiation fees in an organizing drive where the waiver offer is left open for some period of time after the election. As White noted in his dissent, "It is well established that such a policy is not coercive and does not constitute an unfair advantage.

In the Michigan case, the union, an AFL-CIO affiliate, won the election by a narrow vote, 22 to 20. Suvor suggested to the conduct of the union's election campaign, but the NLRB rejected the protest and certified the union. The firm refused to bargain, and the union filed unfair practice charges.

Although NLRA sustained the union's charges, the 6th U.S. Circuit Court of Appeals denied enforcement of the board order and held labor law in the Supreme Court ruling.

Prior to the election, "recognition" petitions were circulated among employees by the union. An official told workers that if they signed the slip they would become a union member without paying what was referred to as an "initiation fee." If the union won the election, employees who had not signed the slip before the vote would be required to join. In talking with the business representatives and district representatives throughout the jurisdiction of our local union, I'm told that many of our good brother engineers are reluctant to serve as job stewards.

This is hard for me to understand, as your president. When working in the field as your business representative and district representative I found that the brotherhood considered it a privilege and an honor to serve as a job steward.

The job stewards' duties are very important to the membership and must be given 100% cooperation and support from the officers and members. It is a must that the employees be made to live up to Section 17.06.00 through 17.08.00 of our Master Agreement for Northern California.

Brother Larry R. Garis served as a job steward for the William Simpson Construction Company on their job in San Francisco until he was laid off on Nov. 12, 1973. Brother Garis immediately contacted his representative who covered the job, District Representative Ralph Wilson, who put the grievance machinery into gear. Brother Wilson took the grievance as far as he could and came to the officers for help.

Our business manager, Brother Dale Marr, immediately assigned the records to Brother Garis and Brother James "Red" Fry and myself to represent the union in this grievance at the hearing.

This employer had violated Sections 17.03.00, 17.04.00 and 17.08.00 of our Master Agreement for Northern California, which reads as follows:

17.03.00 Notification of Appointment and Termination. The Union shall notify the Individual Employer, or his representative, in writing, of the appointment of Job Steward, and the Individual Employer shall notify the Union of his termination.

17.04.00 Notification Prior to Layoff. The Individual Employer shall notify the Union prior to the layoff of any job steward.

17.08.00 Reduction in Force. In a classification in which there is a Job Steward where the Job Steward's abilities are equal to the other Employee, except as otherwise provided above, the Job Steward shall be the last to be selected for a reduction in force.

The employer did not notify the union of Brother Garis' termination as set forth in sections 17.03.00 and 17.04.00 above, and also disregarded section 17.08.00 as stated above by keeping other employees who were working in the same classification as the job steward, even though the job steward's abilities were equal to the other employees.

The Board of Adjustment hearing was held at the Associated General Contractors of California office in Oakland on April 25, 1974 with the union winning back wages and fringe benefits for Brother Garis.

I received the following letter dated April 26, 1974 from John J. Devlin, senior project manager of William Simpson Construction Company.

Washington - The U.S. Supreme Court ruled it is illegal for a company to waive initiation fees for employees who sign union authorization cards prior to a November election, overrruling a representation election, while requiring payment of the fees by those who sign up after the election.

In a 6 to 3 decision, the high court took up a case involving an election among production and maintenance workers of the SAVAIR Manufacturing Co. in Detroit to decide whether they should be represented by the Mechanics Educational Society of America. The ruling does not preclude a union from making an "unconditional" offer to waive initiation fees in an organizing drive where the waiver offer is left open for some period of time after the election. As White noted in his dissent, "It is well established that such a policy is not coercive and does not constitute an unfair advantage.

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Water Projects Need Our Support

By JAMES "RED" IVY
Recording-Corresponding Secretary

As your recording-corresponding secretary one of my duties is to keep well apprised of the political activity within the jurisdiction which has an effect on the jobs, families, recreation, etc. of operating engineers, and to help support legislation and candidates which can benefit us in these areas. There are many different things which need our support but one of the most important—important in terms of different things which need our support is the jobs, families, recreation, etc.

Three special flood control districts and one regional project have a larger work capability than would be achieved under the President's budget recommendations," Mathias said. "I think the Buchanan Lake is only budgeted for $3.7 million, but a total of $4.5 million is needed to maintain the desirable construction schedule. The additional money is needed for downstream channel improvements to avoid flooding during periods of high water discharge."

"The Hidden Lake was under-budgeted by $300,000. A total of $3 million would be the more appropriate budget figure." The comprehensive San Joaquin River Basin Investigation, which is needed to provide adequate flood protection for the Fresno-Clay district, needs an additional $30,000, for a total appropriation of $160,000 during the new fiscal year. There is a particular combination of circumstances in the metropolitan area, the need to provide adequate flood control for the Fresno-Clay district, which makes expediency and adequate funding of this project particularly important.

The urban development in the area has been extremely rapid and at the same time there has been a vast expansion of agricultural productivity in the surrounding area. The last flooding in this area resulted in over $4 million in damage. Because of the tremendous development, a flood today or in the near future could result in monumental losses.

"The Belft Pumping Plants and Turnouts which would serve the Westland Water District, the San Luis Water District and the Pahona Water District, are in need of an additional $100,000 for a total approprition of $7.69 million."

"The Eastside Cross Valley Diversion, part of the Pacific Region-General Investigation, is in the budget and shows a work capability of $50,000. I am informed, however, that the capability is actually $100,000 and that this subcommittee will shortly receive that information.

"I would urge the final appropriation on that project to be increased to meet the increased capability."

Mathias said, "there are two other regional and local irrigation projects which are not included in the proposed budget, which will begin fiscal year 1975. They are the Calaveras County Water Project and the Consolidated Irrigation District Project. As you know, the Department of the Interior requested approval to re-evaluate the P.L. 894 program. During the Department's study of the program, an additional $300,000 has been approved for funding. I received a letter from Commissioner Stamm indicating that the pipeline is again open. Nonetheless, there are two project applications, which have been in the pipeline for some time, are left on the shelf. The Department is taking a serious toll on the construction industry, failure to increase appropriations for both of these projects will result in extremely serious consequences to these agencies. These are additional, unnecessary costs which also must be paid for. For instance, Calaveras has been paying for water for several years but has been unable to use it. Both of these projects deserve to be funded and should not be penalized by the bureaucracy which has controlled the Department. I urge you to appropriate $500,000 to the Calaveras County Water District and $1.6 million to the Consolidated Irrigation District."

Before I conclude, I would like to call the subcommittee's attention to the proposed CVP-Jack Valley, Alamo, Central Valley, South Coastal and the Consolidated Irrigation District. There are many things you can do besides simply voting, also. Ask your district office for information on how else you can aide the election of the candidates who will support operating engineers."

LOCAL 3 President Harold Huston, right, hands a check for $2,738.30 to job steward Brother Larry Garis. Garis was terminated in violation of the Master Agreement for Northern California, but has since been reinstated. All monies owed the trust funds have been submitted and credited to Brother Garis.

Bonadio To Retire In June

Frank Bonadio will retire June 1 as president of the AFL-CIO Building & Construction Trades Dept.

Bonadio announced his intention to retire at a quarterly meeting of the BCTED executive council, which then unanimously elected Secretary-Treasurer Robert A. Georgine to succeed him as president.

Bonadio, who headed the department for the past three years, told council members he has enjoyed his relationships with the members and will try to do all he can to ensure that the additional funds are appropriated. Since 1974, the late C. J. Haggerty as head of the department, which represents more than 3 million building trades union members.

A native of Pittsburgh, Bonadio served his apprenticeship and served as an operating engineer with Metal Workers Local 122 in Baltimore in 1929. Later served as a labor organizer and vice president and treasurer of the Baltimore Building & Construction Trades Council. In 1948, Bonadio was appointed an international representative of the Sheet Metal Workers. He is presently the third vice president of the union.
The following interview with San Francisco Mayor Joseph Alioto is reprinted with permission.

Q. Mr. Mayor, why are you running for Governor?
A. There are some who say that too many of our citizens are tired, troubled, tasteless and terrible place to live. Our people have the right to analyses the crime, taxes, pollution, the cost of living are all unsolvable; the great California dream is nonsense.

Well, I don't believe it . . . and I hope you don't either. I think there is still a great deal of spirit alive in our Golden State and in our great state of California.

What California lacks is leadership — imaginative, creative, vigorous leadership. Angry political debate has paralysed the Legislature and the Governor's office. Even the assertion of the right to wrangling and fault-finding; problems only get worse, and no solutions come any more slowly.

I think, that with quality leadership we can make government work again, we can dare to see some very special things that we can do to preserve a quality environment, provide beauty and open space, and still have a higher standard of living and greater new developments that provide jobs and revenues.

With this in mind, I'm running for the Governor, I believe I can lead that quest for a better government. I think that with quality leadership that will get this state moving again.

Then, I will be running for Governor, and that's why I think I will win in June and again in November.

Q. Why do you think that you are more qualified to be Governor than the other candidates?
A. Basically, I have the experience to get things done. Many others do not have. I have worked in the anti-trust division of the Department of Justice, and in the practice, I fought the giant Wall Street banks in order to limit their population. I think that my experience is what will make government work again.

During my administration as Mayor of San Francisco, the tax rate has been reduced three years in a row, the crime rate has dropped three years in a row. We have the lowest crime rate in the country, and I believe we can make the city a place of hope and beauty.

At the U.S. Conference of Mayors, I believe that we have the mayors of this country to make something out of our cities and to help solve the national crisis.

I think that what it boils down to is that I am the only candidate that has the administrative experience to get things done. That is why I think I am qualified to be Governor.

Q. From your experience in city government and the endorsements of more labor unions and union officers than any other candidate, do you think you are the overwhelming choice of labor?
A. When I first ran for mayor of San Francisco, my only announced support came from organized labor and working families.

As mayor, I tried to act for all of the people, not just organized labor. The interesting thing, however, is that the interests of the people, the interests of organized labor were obviously not the same. Our interests were identical with the interests of working people from every walk of life.

I am proud to say that San Francisco is a labor city. This city is union made.

You know, a lot of people say that labor unions are too strong. Well, I say that you are wrong. I am opposed to Proposition 9.

I think that the main reason the crime rate in San Francisco has dropped three years in a row. Can you tell me why this has happened and what you can do to keep this trend going?

A. The main reason is that the people are working in the streets. We have had a slow, planned growth, not just slow, planned growth, but a reasonable balance between development, the number of houses allowed per block. I think that the crime rate is the number of houses allowed per block. I think that the crime rate is necessary and well planned. The proposal made by the city of New York and Mayor Koch, where they are threatening with jail and court contempt, is not working. That's why I am opposed to Proposition 9.

I think, that with quality leadership that will get this state moving again.

Q. The major issue that is about a lot of people's minds, not only in California, but throughout the country is that California has become a haven for organized labor. Are you in favor of any anti-labor measures?
A. Well, I don't believe it, . . . and I hope you don't either. I think that the city of San Francisco is a labor city. This city is union made.

We have seen San Francisco be- come a haven for organized labor. The city is union made.

Q. You mentioned that the crime rate in San Francisco has dropped three years in a row. Can you tell me why this has happened and what you can do to keep this trend going?

A. First, I must say that the crime rate is necessary just to take care of our natural population growth.

The population of this state will continue to increase. If you want to try to slow it down, there will be less crime. The key is to limit the number of houses allowed per block. If you will have a reasonable demand for water services, stove disposal, housing and transit, we aren't going to have an environment worth saving.

Here in San Francisco, we have tried to do a feasible balance between development and the claims of the environment and the very necessary demands of the people. Our mini-park system is one of the best in the country. The New America Building was being constructed, we had more criticisms than on any other building. But we believe that it is one of the most beautiful buildings constructed in San Francisco. We are going to try to limit the number of new water hook-ups in order to limit their population. It is a very well thought out project.

Q. You mentioned that the crime rate in San Francisco has dropped three years in a row. Can you tell me why this has happened and what you can do to keep this trend going?

A. Well, first of all, I must say that the issue is very complex. There are people who are living in the streets. They are not just slow, planned growth, but a reasonable balance between development, the number of houses allowed per block. I think that the crime rate is necessary just to take care of our natural population growth.

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Unionism Different In Indonesia

People involved with labor in this country often forget the complexities and advantages offered by American unionism. In other countries it is different.

Such is the case in Indonesia according to Drs. Sukarno, general secretary of the All Indonesian Labor Federation.

Sukarno, who goes by one name only (Drs. is the Indonesian equivalent of a Masters degree) was in the United States last month to study the organization of American labor. Part of his tour included a meeting with Local 3 Business Manager Dale Marr.

Sukarno's federation, composed of what were formerly 17 labor federations and eight national industrial unions, was formed in 1945. "We had seen the need for one nationwide labor federation prior to the political problems that came with the war," said Sukarno. "The postwar period, starting in 1945, was a time when there were no political parties in Indonesia. We organized our own party, the Democratic Party of Indonesia. In 1946 we were united with a political party, the Democratic Party of Indonesia, to form the All Indonesian Labor Federation, the first labor federation in the country. The federation was initially composed of the Democratic Party of Indonesia, the Indonesian Communist party, the Indonesian Social Democratic party, and the Indonesian National Labor Union (AILF).

"The federation then took place, integrating the leaders of the various unions into the new structure of the federation. According to Sukarno, the federation now contains 19 industrial unions. It is composed of 26 regions, one for every Indonesian province.

Although the AILF is still in the process of designing its structural organization several of its policies are already firmly set. First, it is politically independent.

"Since we united into one federation, we have come to the conclusion that this federation should be independent of any one political party," said Sukarno. "We believed at the time that party would always take priority over union interests and endorse that party's platform."

Another important policy is that the affairs of the unions are not to be handled by a political party, but handled by the unions themselves.

One of these objectives, according to Sukarno, is the establishment of a national minimum wage. Another is the right for the unions to become involved in the enforcement of safety regulations.

"Safety enforcement has always been the duty of the government," he said. "But the government has a very limited number of supervisors and it is not enough.

Perhaps the federation's greatest problem is that the state must always resort to mediation in contract disputes.

The strike is except in what we call vital sectors. In other words, said Sukarno. "But in practice, because of the high unemployment, the strike is not effective. In the hotel trade the workers struck and the employers dismissed them. Today there are about 500,000 people of number of people of the jobs.

Travelers service is provided by the government under the direction of the minister of labor, and is appointed by the President. The mediation committee is composed of 26 national union representatives, employers and union representatives.

"We have a local committee and a national committee," Sukarno said. "The local committee cannot resolve the dispute it is given to the national committee. If the decision of the national committee is not accepted by both parties, the minister of labor makes the final decision.

To facilitate the solving of labor disputes without the use of formal mediation, the Federation aided in the establishment of a tripartite party composed of government, labor and employer representatives.

"With this party we are trying to solve our major labor problems on a national level," Sukarno stated.

"The Employment News

Road Widening In Dist. 02

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

Freeman-Songdoroth received a $2,564,000 contract to widen Route 101 from six to eight lanes between the Richardson Bay Bridge and Sir Francis Drake Boulevard at the Greenbrae intersection. Last spring a similar project was completed, which added an additional lane in both the north and southbound directions on the Richardson Bay Bridge. The present project will be working for a distance of 3.5 miles further north. This new extension would take about a year to complete.

Under this project an additional lane in the north and southbound directions will be constructed on the outside of the existing lanes from the Richardson Bay Bridge at the Alto interchange. From that point northward, there will take place primarily in the median strip that separates the north and southbound lanes.

As part of this project a concrete median barrier with a headlight guard will be installed along the route. The highway lighting and signing system will be modernized. Traffic climbing will also be extended between the Alto interchange and Corte Madera. The tree and shrubbery structures at Corte Madera Creek will be revised under this contract to improve their earthquake-resistance.

Marin County is contributing approximately $90,000 toward the cost of building a bicycle path over the Alto hill on the west side of the highway. This will connect city streets in Mill Valley and Corte Madera. The County's contribution represents about half of the total cost of the bicycle path.

Freeman-Songdoroth and Low Jones Construction Company should complete the $15 million project by November of 1974. This project will provide 5.2 miles of six-lane (ultimately eight-lane) freeway from about a mile south of Route 37 near the infamous 235 mile north of Alhambra Avenue.

Beginning this fall, motorists on Route 101 north of San Francisco will be able to travel for more than 90 miles without interference by a single signal system. The southerly two miles of this project consist of widening and aligning the existing freeway on its present grade and alignment. The remaining northern 8.5 miles are on a new alignment bypassing the Novato business district which is west of the new freeway. This new alignment makes the last remaining signal system in Novato.

City of Novato is contributing $57,000 toward the total funding of the Novato bypass project. Following the system by construction, the existing Route 101 highway will be re-surfaced from the Novato Creek Bridge to south of the Alhambra Avenue interchange, prior to its reinstallation to its local jurisdiction.

Falswork supporting the new four-lane overcrossing of Route 101 at Caulfield Lane in Petaluma was recently removed and the project is now over 90 percent complete, with completion scheduled for mid-April, 1974. The city has let a contract for paving approaches to the overcrossing. The city's contribution to the project is $56,500. Peter Kie 11 Sons Company is the contractor.

Work is about 80 percent complete on the extension of the Bay Boulevard to East Washington Street interchange in Petaluma. A four-lane overpass will be constructed with high clearance (16 feet), a 12-foot median, eight-foot shoulders on each side, and a five-foot sidewalk on the south side which will replace the present two-lane structure. A 7-foot high chain link railing will be installed to prevent pedes- trians from jumping objects onto the freeway.

The southern half of the overcrossing is now stressed ready for falsework removal. The next stage will include shifting of the falsework over the new structure so that the northerly half can be razed and replaced with a new structure to match the completed side.

The City of Petaluma plans to widen its intersection from four lanes, and the Department of Transportation will modify the ramp intersections from the overcrossing to accommodate the increased traffic. Wilmac Contractors will lay the 14.6 million contract. This project should be finished in early October of 1974.
Local 3 Pro Rata Pensions

Forerunner To Reciprocity Agreements

Pro-rata pensions and reciprocity agreements may be new terms for many union members but not to the operating engineers of Local No. 3. Local No. 3 members became familiar with these terms as long ago as 1969 when their pension plan was amended in keeping with the resolution adopted by the Western Conference of Operating Engineers.

Participating locals of the Western Conference of Operating Engineers are No. 3, No. 12, No. 701, No. 370, No. 302, No. 612 and No. 428. The locale's entered into agreement with each other in order to protect pension credits and to insure maximum benefits for engineers who worked in the jurisdiction of two or more pension funds. It became possible for many engineers, whose years of employment were divided between employment creditable under this plan and another pension plan of the Western Conference of Operating Engineers, for whose pensions would otherwise be less than the full amount because of such division of employment, to receive benefits based on their entire work history. Then in 1972 the International Union of Operating Engineers offered a similar plan to all Operating Engineers locals throughout the United States. Those who joined this International Reciprocity Agreement are known as Related Pension Plans and are listed below.

If a Local No. 3 member goes to work in the jurisdiction of any of the participating locals (Related Pension Plans) he may earn related credit, based on hours reported to that fund by obligating employers. All employment then will be considered toward eligibility for a pro-rata pension from Local No. 3. If the member's credits for a pro-rata pension from Local No. 3, then the Local No. 3 Pension Fund pays the member for his credits earned in Local No. 3 and the Related Fund pays for credit earned in its jurisdiction. The current Rules and Regulations of the Operating Engineers No. 3 Pension Plan (published April 1973) outlines in detail the provisions of the pro-rata pension.

To be eligible for a pro-rata pension a member must be re-aged, he cannot be performing work for which contributions are being made to a related plan. Second, his combined pension credits, credits earned in Local No. 3 and credits earned elsewhere, are sufficient to qualify him for a normal, early or a disability pension from Local No. 3. Third, he must have a minimum of one future service credit based upon actual employment; for which contributions were made. Fourth, he must qualify for a pro-rata pension from a related plan.

Let's look at an example of a Local No. 3 member whose work history was divided among Local No. 3, Local No. 12, and Local No. 6.

Date of Birth-1915

Union Membership—Initiated No. 3 on 4/7/49

Work History:

Local No. 3 Local No. 12 Local No. 6

1949-1964..16 0 0

1965-1969...0 0 4

1969-1973 ..2 0 0

1971-1973 3 0 0

The member worked in three different jurisdictions and earned credit in each of them. When he applies for retirement his work history would be treated according to the provisions of the Reciprocal Agreement. Because Local Nos. 3, No. 12, and No. 6 are Related Plans, the member's creditable years of employment were continuous from 1949 through 1973. Although he worked out of the jurisdiction of Local No. 3 from 1965 through 1970, he attained vested status in 1970 because of related credits in Local Nos. 9 and No. 12.

The member would qualify for a pro-rata pension from Local No. 3 based upon his 19 pension credits earned in Local No. 3. Periods No. 9 and No. 12 would be responsible for credit earned in their jurisdictions. Each plan is responsible only for the pension credit and benefit payments due for work performed in its jurisdiction.

Because of the pro-rata pension provisions adopted in 1969 and the International Reciprocity Agreement adopted in 1972, more than 200 pensioners on the Local No. 3 pension roll who would not have been granted pension awards unless these agreements were adopted are receiving pension benefits.

For every member of Local No. 3 who has ever worked out of the jurisdiction of Local No. 3 it is most important when filling his application for pension benefits that he submit his work history as completely as possible. Then, any credit to which he may be entitled can be taken into consideration.

Engineers' Vision Plan Offers Many Services

The vision care plan for Operating Engineers and their dependents is provided primarily through the California Vision Service, who provide the following professional vision services:

1. VISION EXAMINATION: (Every 12 months) A complete analysis of the eyes and related structures to determine the presence of vision problems, or other abnormalities.

2. LENSES: (Every 12 months only if needed) The California Vision Service Fund doctor will order the proper lenses (only if needed).

3. FRAMES: (Every 24 months only if needed) The plan offers a wide selection of frames, however, if you select a frame beyond the selection allowed by your plan or a large frame that requires over-size lenses there will be an additional charge.

4. CONTACT LENSES: (Can only be replaced with prior authorization by CVS and in no event more frequently than every 24 months) Contact lenses are allowed under the program following cataract surgery. When visual acuity cannot be corrected to 20/70 in the better eye except by their lens. Contact lenses for cosmetic purposes are not furnished under this plan. However, if you choose contact lenses in lieu of the glasses available under this program, any allowance of $25 will be made toward their cost, in addition to the examination fee.

The Vision Care Plan features a panel of over 1,700 doctors who provide this visual care at no expense to you except a deductible of $7.50. Request cards are available from the administrator, your union office, or the Fringe Benefits Service Center.

SIGNATORIES TO THE INTERNATIONAL UNION OF
OPERATING ENGINEERS PENSION RECIPROCITY AGREEMENT

Local 3 Local 158 Local 497
Local 9 Local 181 Local 500
Local 12 Local 204 Local 512
Local 14 Local 302 Local 537
Local 15 Local 312 Local 543
Local 16 Local 318 Local 545
Local 17 Local 320 Local 612
Local 18 Local 329 Local 624
Local 25 Local 369 Local 627
Local 26 Local 370 Local 649
Local 49 Local 371 Local 673
Local 66 Local 392 Local 714
Local 77 Local 400 Local 819
Local 80 Local 406 Local 825
Local 98 Local 410 Local 832
Local 103 Local 429 Local 841
Local 106 Local 450 Local 817
Local 137 Local 463 Local 925
Local 156 Local 470 Local 928
Local 139 Local 474 Local 953
Local 147 Local 478 Local 965

LOCAL UNIONS OF THE WESTERN CONFERENCE, which originally signed a reciprocity agreement in 1969, are listed below may be eligible for related pension credits.

Name

476 Valencia Street
San Francisco, Ca. 94103

FRINGE BENEFITS SERVICE CENTER
FUTURE OPERATING ENGINEERS — Many students like these from West High School of Salt Lake City attended the Career Fair held at the Salt Lake Palace in Salt Lake City in April. During the six-hour presentation an estimated 15,000 students attended, asking many questions of Utah coordinators.

At Salt Palace

Coordinators Answer Questions At Fair

By JOHN THORNTON & RICKIE BRYAN

The 1974 Career Fair was held at the Salt Palace in Salt Lake City on April 18. It was a six-hour show and an estimated 15,000 boys and girls from schools all over the Salt Lake Valley attended.

A 424 International self-loading scraper was on display in the Operating Engineers booth. Many questions were answered by the coordinators regarding the training and work opportunities of an operating engineer. Dave Turner, director, Bureau of Apprenticeship Training, and Dee Morgan, director, Apprenticeship Outreach Program, were also present at the Operating Engineers booth and participated in the discussions with the young people.

On April 26, VICA, Vocational, Industrial Groups of America, held their annual state convention at Brigham Young University where they elected officers for the coming year. Garth Hill, Utah State Director of VICA presided.

Senator Frank Moss was guest speaker at the opening ceremony. He stressed the importance of learning a skill, that college is not the only way to achieve success. Contests were held in the various crafts, such as carpentry, automotive maintenance and repair, drafting, etc. Awards for the winning contestants were presented at the banquet held the same evening.

RICKIE BRYAN, one of the coordinators for Utah, and Grant Tuckett, director of the Utah Apprenticeship Council, were appointed to the advisory committee for VICA.

With the advent of good weather, we are starting to get the registered apprentices out on the jobs. We have considerably fewer registered apprentices now than we had last season because of the number of completions, dropouts, etc. We are hopeful that we will be able to indenture quite a few of the applicants who have been on the waiting list for the past three years.

Sacramento Work Season Begins;
Many Apprentices Back At Work

By LARRY UHDE

It looks as though the work season has finally begun and not a minute too soon as it has been a long winter for most of you. We have quite a few of the apprentices back to work and hope to have all of you back to work before too long, so be sure you have your correct address and phone number listed with the dispatcher in the Sacramento Office.

JUNE 1974
MEMBERS OF A SURVEYOR'S RELATED TRAINING CLASS at Trade Tech College in Salt Lake City watch a demonstration of electronic survey equipment given by a representative of Hewlett Packard. The class is the first of its kind in the state of Utah.

North Coast Work Picture Good

BY ROBERT L. WAGONN, District Representative and GENE LANE, Business Representative

In southern Humboldt County, about 25 engineers have returned to the W. Jason Baker Co., Weather permitting they are making the dust fly on new roads. Some of this equipment will be moved to the Red Mountain project in Northern Mendocino County in the near future.

The Mercer Fraser plant at Garberville is the low bidder. At the present time filter material for the W. Jason Baker job is being made at the plant. The men employed here will, without doubt, have a good season.

Guy F. Atkinson of South San Francisco was the low bidder of three on the Arcata Freeway project. Their bid was $85.5 million. All bids have been taken under consideration.

This project is to convert the existing four-lane freeway between J and 11th Streets and the Redwood Creek to a four-lane freeway, and involves grading, drainage, stabilization, and surfacing and structures.

Also included are bicycle paths on the east side of the freeway between 7th Street and 9th Street, between 14th Street and Plaza Avenue, and from the Mill Street cul-de-sac to Granite Avenue. On the west side, the path will be from near 17th Street to the railroad. There is to be a combination pedestrian - bicycle crossing over near 11th Street to provide easy access across the freeway.

Recently going to bid was a bridge project at Bear River on Malhol tall Road, 14 miles south of Ferndale in Humboldt County. H. E. Taylor Construction Company of Eureka was the low bidder of four with a bid of $131,102.

The new concrete box girder bridge, about 150 feet in length and 33 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.

Another nice job for one of our local contractors has been let for a trucking project lane passing between Salyer and Highway 299. Tenkon Construction Company of Arcata was the low bidder of six, proposing $297,385.50 for the project.

About a mile of Route 299 will be widened to provide an uphill truck passing lane between 2.4 miles east and 3.5 miles east of Salyer, which is just east of the Trinity/Humboldt County line.

The answer to last month's quiz is, infinite. (The two minutes south of Ferndale in Humboldt County is a narrow and steep freeway project. Some of proposing $22,950 for the job.

If the weather permits, they are facing and structures.

Francisco was the low bidder of the Humboldt-Del Norte County Line, a distance of 19 miles.

Portions of Route 96 between Route 299 at Willow Creek and Route 169 at Weighshear, a distance of 23 miles.

& 8 months of continuous concrete blanket will be applied over existing pavement to improve riding qualities of the highway and reduce maintenance cost.

Bids will be opened June 12 in Salt Lake City with an Appropriation of $723,000 available for the job.

Also, bids are being called for the 13.5-mile section from 3 miles south to 9.5 miles north of Fields Landing Overhead to be resurfaced with a skid-resistant blanket of open-graded concrete.

The open-graded material provides better traction between vehicles tires and roadway, and also permits the escape of water from the roadway.

Weather permitting they are making the dust fly on their Ben-}

United Way's new Local Union 3.

Your representatives, never have the many meetings attended by

We've heard many complimen-

don't scab do your job!}

We've heard many complimen-

with them during working hours. If your dispatch has worn out or if you have lost it, come to your office and get a duplicate. A dispatch from near 17th Street to provide access to the theater.

As of this writing, bids are being considered for the new Local Union which will face a student center and little theater and will help protect your job and be of help to your business agent servicing the area. Don't let a scab do your job.

As of this time, pre-negotiation meetings are scheduled and the next step is the bargaining table.
Torkelson at McGill and at Virginia City. On the north side of Yolanda Hauling have worked three operators steadily and will continue to do so most of the summer.

The rock, sand and gravel contract for the Winnemucca area for their Holmes-Beckey May 17, Bob Mayfield, Dale Beche, and Dave Young were working.

There will be informational meetings on the proposed extension of Interstate 10 from Cuckoo Road to Martingale Road in a westerly direction so as to serve the intermediate locations of Ely and Carson City, and including a type of freeway connection between the airports on the western point due to its key influence in Northern Nevada’s growth plan.

The work is now moving in the Tahoe area, as Ryan Construction picked up the $1.5 million Contract Complex JOB at South Lake Tahoe.

Teichert Construction also obtained another job for $181,000 for the project at the General Aviation Ramp at South Tahoe Airport.

Harrington started their second Lake Tahoe Hotel. This one, combined with the 18-story, 260-room del they have just finished, will be a total of 540 rooms. They will also be adding onto the three-dollar package garage for another three floors.

The six-floor parking structure will incorporate 800 cars. The prime will be Nielsen-Nichols Company, and all site preparation and excavation work will be done by MacSween Construction.

A little to the north, MacSween again is doing real well on the Del Webb Park Tahoe Hotel. This one is doing the 18-story structure, and they are using Jones Crane & Rig.

Byars is still as busy as ever on Zephrin Cove to Kingsbury Grade. This job is doing well on the pump stations on this same project.

Savage Construction has made progress on their portion of the Carson Prison expansion job. They are also keeping busy on a number of other jobs they have in the area.

Gerhardt & Berry should be just about finished with their Carson City underground job by the laymen turn to.

Helma’s hot plant is keeping busy at Brunswick Canyon. Victor Lang is doing work in Carson City and all around the north end of the lake. White-Hitecote is doing real well with their underground job from Glenridge to Rubicon.

Manville Company is keeping busy up in the Zephyr Cove area and Raymond Vail and Associates is starting to put some work in there in July. The Murray- McCormick Environmental group.

North Star Engineering is full of activity as Challenge Construction has started a new development, and Teichert Engineering since they left off last year with all grading is doing. But they all have the engineering on the project.

Flint Construction has moved in and started the championship golf course which it is to be a beauty when finished.

Scotland Sand & Gravel is starting to produce for the local market, as well as Sh-Neva of Truckee.

Barron Underground has a new contract where they left off last year on their Donner Lake underground job.

Teichert’s plant in Truckee is going full bore in keeping many engineers busy.

Up on Lake World’s project, Teichert is moving along well as is T & T Construction, who have a contract on the hill.

Conti Construction is back at it on the same project, and Sub Wayne Hoffman, do their share of the job. Crammer Engineering has all the staking for the project.

Helms Construction is in the final stages of their portion of the Key Road JOB.

Brothers, we would like to remind you at this time to be sure to attend the semi-annual meeting on July 15 in San Francisco. This is one of the most important meetings of the year that your union holds in your behalf. So, plan ahead and set aside the time so you may make all efforts to attend.

Coordinated bargaining for the Gilbane Construction Company begun in Butte, Montana in the early part of May. Local 3 was properly represented here by Dale Beach and Lenny Fogg.

For the economics all over the state and the city, any adjustment on the cost of living in the state 80 in Reno. We do hope there will be sufficient money to be awarded for this.

The Ericson Development Co., Inc. of Scottsdale, Arizona has proposed to construct a two-story addition to the present five-story addition on a five-acre site, which is part of the Mesa project.

A company for the project said the project would be one of the first in the state to develop in California.

The nine-acre site is bounded by the Interstate 80 and the valley and the west by the Fallon Mall. A new contract is $1.5 million.

By CLAUDE ODON, Business Representatives

The project is expected to be put in by General Aviation Ramp at South Shore. A total of 38 sets of plans have been furnished to contractors.

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Allied Paving was awarded the Moroa Avenue job from Shaw to Burnside Avenue.

So, plan ahead and set aside the time so you may make all efforts to attend.

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Rep. For Division Of Highways Says Road Jobs Future Bad

By MIKE KRAYNICK
District Representative

Tom Carter
Bob Pleckenstein
Jack Bullard

Business Representatives

The State Highway Commis-

sioners give top priority to up-

grading the airport's main run-

ways. Hopefully, to bring it up
to specifications to be able to

handle the new Lockheed L-1011

Tri-Star. Understand that all

11-inch-thick main runway would

have to be beefed up to prevent it

from breaking up under con-

stant use of the L-1011, DC-10, and

other similar aircraft. A point of

content by some is that the

estimated time it would take to

upgrade the runway is about two

years—two months of construction

and 22 months of runway strip-

ing at this time with seven work

days per week. The project is being

carried out in two months of construc-

tion and clearing. The equipment is

big, knowledgeable, all 30 cent per hour

for the downtown section and a

little more for the airport. The work

picture is looking better for the
county. Transamerica Condominiums,

Transamerica Shopping Center, and

San Benito County Building

were awarded the parking lot job at Little America Park in

Palo Alto which is an ornamental project for the
downtown section and a

mall. This project has kept a few

few hundred workers busy even

through the rainy season.

The San Felipe Water project is

due to 1980 completion. The Santa Clara Valley

storage facilities in-

the council meetings, fighting for

against approximately two years

—two months of construction and 22

months of runway stripping at this time.

Big road construction days are

expected.

June 1974

Engineer Enjoy Living With Nature

By Jack Bullard

Business Representative

Local 3 members perform a

wide variety of vocations and

professions including crane op-

erators, police, excavators,

surveyors, and civil engineers.

Their private lives encompass

an even wider range. Some hunt

trout and catfish. The pond already

provides plenty of fish for the

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dren, sheep, goats, turkeys, rab-

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fertilizes the gardens while tim-er on the property. The house is

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They purchase the remaining 25

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Bill feels no urge to preach

his way of life to others. He was

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tioned we knew of his organic

methods.

Many brothers we've met fo-

low some organic principles,

some have read May 74 issue of

Organic Farmer. This issue has a

more complete article on the

Bentleys. If you're further inter-

ested in "Organizing," call the

Salinas office, 425-1899.

Engineers News

By Walter Talbot

District Representative

and Al McNamara

Business Representative

Even though more engineers have been dispatched than for any other

time during the corresponding

period last year, we still have

approximately 200 in area. A

list of some is on the out-

of-work list. This situation is

due to some extent to the

New Melones Dam construction by Melone Con-

tractors. However, we do not

expect any significant need for

engineers on this project until
two of its multiple-shift op-

erations is not expected for

some time.

As of this writing no definite
date is obtainable for the bid
date of the Interstate 5 contract north of Stockton. The Piombo

Construction Co. low bid of $17 million that was made in 1972

has not been accepted. The Piombo Co. bid exceeded the engineers

estimate for the job by approxi-

mately $3 million. Consequently

D. O. T. decided to readvertize

the job into two contracts—one for the concrete structures and

the other for grading and paving.

Charles S. Plum and Co. of Stock-

ton was the successful bidder for $322,000 to improve Liberty

Road from Elliott and Mack-

ville Roads.

Charles S. Plum and Co. of Stock-

ton was the low bidder on the Main Water Quality Control Plant for

a bid of $2.5 million. Standfield &

Moody was low bidder at $235,000 for street, curb and gut-

ter work in the Lincoln Village

West housing development project in North Stockton. W. M.

Lyles Co., also of Stockton, sub-

mitted the low bid of $100,000 for

the utility work on this same

project.

The U.S. Forest Service is tak-

ing bids on the Pacific Crest Trail job in Alpine County.

Berry Road extension job will be

bid and awarded after this news

article is published. Esti-

mated cost of the project is

$300,000 and will be a connect-

ing link between South Airport

Way and Highway 99. The

issue has a more complete ar-

ticle on the Bentleyes. If you're

further interested in it, call the

Salinas office, 425-1899.

NATURAL LIVING is the hobby of Bill

Bentley, an operating engineer from the

San Clara area. In the picture above

Bentley stands near the lake on his 15-acre

ranch which supplies him and his family with

turkey and catfish.

Dispatching Up In Stockton

But So Is Out-Of-Work List

By William Talbot

District Representative and

Al McNamara

Business Representative

respectively.

Earl Peters Co. just broke

ground on a 36-inch force main

pipe from the San Jose Water

Treatment Plant down Zanker

Road in Milpitas. This project is

for bringing agricultural

water to bring water for use in urban

areas of the Santa Clara Valley.

The San Felipe Water project is

due to 1980 completion. The

San Felipe Plant now calls for a
closed pipeline to carry wa-

ter from Melones Reservoir to the

Clara Valley storage facilities

instead of the originally planned

canal. The two under contract

are hoping Salinas Valley Pump &

Drelling will drill and complete its
drainage supply as soon as possible.

As you know, that sand takes plenty

water to provide firm footing for the

equipment. Ferma Corpora-

tion is presently drilling the dem-

tion area. San Jose Crane has

a 9000 cfw cattler setting the spray,

Bob Marr is operator, Bob Hen-

ningston running loader.

Daniels & House are new un-

derway at Ventana, just below

Pfeiffer Big Sur Park. Lots of

work there.

The NLBR held their election

with Pringle Tractor May 10, 1974. Twenty votes were cast.

Nine votes were for Local 3, sev-

en votes were against. Two votes

were challenged by Pringle, two

votes were challenged by Local 3. Since the four challenged

votes can affect the election, they

will be held unopened by NLBR until after the challenge is

heard. If each challenged

vote may or may not be counted.

As you can see, we must arm the determinant

of those votes before we

know if we may negotiate an

agreement.

Very little to report yet on

Kaiser Cement & Aluminum

of San Benito County Building

was not accepted. The Piombo

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Bentleys. If you're further inter-

ested in "Organizing," call the

Salinas office, 425-1899.
The "drastic erosion" of funds available for highway construction in California is a cause for concern. Between 1971 and 1974, only 10% of the funds needed for highway construction were available. This has resulted in a slowdown in the construction of new highways and a backlog of maintenance work.

In Salt Lake City

New Tower Crane Introduced

BY TOM BILLS, District Representative, and WILLIAM MARKUS and CHARLIE SNYDER, Business Representatives

The 4700 South to 6400 South stretch of road will be bid late in the summer to be done before the election.

Whether or not they stock them in their normal line of equipment, Caterpillar says they will only be able to produce a payload in 45 minutes.

Another project that was able to progress in the Salt Lake area is still working a high two-shift operation. The Kolob Canyon Highway project is still moving at a high rate of speed.

Brigham and Stirling have put many brothers to work on their high-rise building in Salt Lake. They are working on the Colma Creek Storm Drain job. They have a small street reconstruction job in the Belmont area and were low bidders on a $1.25 million job in Menlo Park. They also have a severance job in El Camino in Burlingame.

Great West Pipeline Co. is doing a job which amounts to approximately six miles of 36" pressure line from Burlingame to San Bruno. This project also includes 1,400 feet of horizontal shield boring. Accuracy is guaranteed in this work.

Embarcadero 3 To Begin

In San Francisco District

BY RALPH WILSON, District Representative, and CHARLIE SNYDER, Business Representatives

The City's Main Street from South five traffic lanes to four and allow the sidewalk to stretch 12 feet on both sides of the street to accommodate heavy pedestrian traffic, landscaping and a variety of kiosks, fountains and bus shelters.

Construction on Southern and Central Utah is fast approaching its peak employment level. The outlook for the future is bright. The biggest problem at present is the shortage of qualified labor. The conservationist groups hanging up the Currant Creek Dam. It seems that every time one problem is solved and a contract is about to be let, they find something else to go to court about.

WILLIAM MARKUS and CHARLIE SNYDER, Business Representatives

So, brothers, between the big jobs, there are some smaller "daisy pluckers" that have helped the craft areas.

A low bid of $391,059 for a new 2-mile tankage was accepted by the Coastside County Water District Board of Directors in Half Moon Bay. The new tank will be just below a hilltop of Alves Dairy property east of the Half Moon Bay Golf Links and Cabrillo Highway. Low bidder was the L. E. Kriz construction firm of Cupertino. Construction is due to be completed in around a year.

There is a lot of high-rise building underway in San Mateo County. Fairley Constructors and Home Savings & Loan are putting the finishing touches on their high-rise building in San Mateo. We are in the process of expanding our operation.

The village project if it is passed by the Manzanita School Board of directors in Half Moon Bay. The new structure was accepted by the Board on May 1. Following-up sessions on local areas began in Salt Lake City on May 7 with Operating Engineers Local No. 3. This office represents the 60,000 brothers in a real old-fashioned Irish donnybrook.

Contract negotiations will follow in the near future with Wheeler Machine Co. It is ajob which amounts to approximately six miles of 36" pressure line from Burlingame to San Bruno. This project also includes 1,400 feet of horizontal shield boring. Accuracy is guaranteed in this work.


**Obituaries**

Business Manager Dale Mor and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Barnes, Paul (Barbara Page, Dtr.)
3304 Noble Ave., San Jose, Ca.
5-1-74

Bren, Ralph (Lois, Wife)
5030 Placer Rd., Redding, Ca.
5-3-74

Cabant, Robert (Evelyn, Wife)
5-13-74

Creech, Clyde (June, Wife)
5-9-74

Danielson, Henry (Evelyn, Wife)
5-10-74

Dooley, James O. (Irene, Wife)
5-14-74

Jones, Clifford
5-15-74

Kerr, Eliner (Mary, Wife)
5-15-74

Knost, John (Mary, Wife)
5-15-74

McLarey, Tober (Wanda, Wife)
5-15-74

Nelson, Cleophas (Verla, Wife)
5-15-74

Newton, Erle (Mary, Wife)
5-15-74

Newton, Clarence (Mary, Wife)
5-15-74

Pearsall,       (Wanda,  Wife)
5-15-74

Randall, John (Virna, Wife)
5-15-74

Sethey, Herman (Vivian Weaver, Dtr.)
5-15-74

Sethey, Elmer (Evelyn, Wife)
5-15-74

Smith, Frederick (Irene, Wife)
5-15-74

Stringfellow, Hubert (Jetta, Wife)
5-15-74

Soto, John (Joaquita, Wife)
5-15-74

Winters, Howard (Alma, Wife)
5-15-74

Whitney, Ralph (Evelyn, Wife)
5-15-74

Wolter, Grant (Irene, Wife)
5-15-74

Young, Ivan (Mary, Wife)
5-15-74

Young, Kenneth (Elaine, Wife)
5-15-74

**ENGINEERS NEWS**

**Experienced Hands Requested on Redding Area Highway Job**

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

A struggle between federal and state agencies over the right to sell more than $8 million worth of 1974-75 federal budget funds for the construction of the Dunkirn sewer job that they were just awarded.

Wesmor Construction has started construction on the Dunkirn sewer project at Siskiyou Avenue and will move into the Highway 97 job with Posar as soon as possible.

Ramos Pipeline Construction will have just about completed the Bursey Sewage Collection system by the time this goes to press and are already working on a similar project at Lower Lake in Lake County.

The late John Voudouris Construction has moved back into Bursey Sewage Plant Area construction after a bidding dispute and delay was split responsibility for new units are made.

The fight over Cottonwood Creek is barely out of the 1974-75 federal budget. Part of the problem is split responsibility for marketing the water among the state, the President's office of Management and Budget, the Army Corps of Engineers and Congress. In consequence, and the water marketing disputes, a definite budget ceiling set by the President on state water projects, people keep the Shasta-Tehama county project out of the 1974-75 federal spending plans.

The work picture in the north-end of District 70 looks only fair at best and the Wesmor Construction will probably have the Dunkirn 1-3 job awarded even though they were 12th out of 25 bidders for the first round of bidding that were released in the event of another flood of the Sacramento River. The state, the President's office of Management and Budget, the Army Corps of Engineers and Congress. In consequence, and the water marketing disputes, a definite budget ceiling set by the President on state water projects, people keep the Shasta-Tehama county project out of the 1974-75 federal spending plans.

Work is coming along well with the dirt work on the new mill up and there has put several of the brothers to work.

**BLOOD BANK**

We certainly thank the brothers who very generally helped us out by donating to our blood bank. However, we will need more blood. Anyone wishing to donate can do so at the following locations:

**Marysville: Marysville Art Club (just behind the Elks Lodge), 4:00-7:00 p.m., 2nd Tuesday of each month.**

**Orville: Medical Center Hospital**

**Humboldt**


**On the 31st the Executive Board approved honorary memberships for the following:**

Arthur Davison, initiated March 13, 1939 by Local 3; Danny O. Des, initiated April 15, 1939 by Local 3; Henry L. Clifford, initiated April 15, 1939 by Local 165; L. L. Nicholson, initiated April 15, 1939 by Local 3; J. H. Wiles, initiated May 13, 1939 by Local 3.
With Safety In Mind

New Safety Cards Out

The safety committee delegate on each job is a very important person, whom everyone should get to know. When accidents occur he is the man with emergency information on what to do.

New safety education committee cards have just been received from the printer and are already being distributed. One feature of this new card is a space to write in the name and phone number of doctors, police, fire and Local 3 safety representatives.

All safety delegates are urged to fill out the cards and carry them in their wallets because this information, although posted on company bulletin boards, may not be readily available, particularly in remote areas.

Below is a reproduction of this new card.

Write in the appropriate information and keep the card with you for safety's sake.

---

This is to certify that

[Signature]

has volunteered to be a member of the SAFETY EDUCATION COMMITTEE of Local No. 3 of the International Union of Operating Engineers.

THINK SAFELY + ACT SAFELY

DUTIES AND RESPONSIBILITIES

1. By his own conduct, set an example in safety for brother members.

2. Report IMMEDIATELY to the job steward, or, in the absence of a steward, to the union representative any serious accident or any hazardous conditions on the job.

3. Cooperate with management in holding regular job safety meetings.

4. Wear in clear view the official Committee emblem.

5. Submit regular reports on safety conditions on the job.

6. Attend meetings of the District Safety Committee. The Safety Delegate has no authority to cause, and shall not cause, any person to refuse to work or to take any action in violation of the collective bargaining agreement or the Constitution and By-Laws of the Union. His duties are exclusively EDUCATIONAL, INVESTIGATIVE AND REPORTING.

Safety Director

JERRY MARTIN

THINK SAFELY, ACT SAFELY

---

Safeguards Spotted

By VANCE ABBOTT,
Safety Representative

With the acceleration of work in the state of Utah many hazards are coming to light which have brought to the attention of your safety representative. In most cases, when they have been reported in time, appropriate action has been taken to avert potential accidents and to improve the cooperation of the members, safety committee men and business representatives in making us aware of these conditions.

A first-aid course was given in March, Utah on April 1 for our supervisors of Conk Construction Company. The course was arranged and paid for by the company for the employees in supervision. Vance Abbott, Safety Representative, was the instructor.

District No. 12 staff was also given a first-aid course. Eleven participated and received their first-aid cards. The course was arranged by Dan Daniels, Safety Director for Duval Corporation. The instructor of this course was Jerry Martin, director of safety and training and Lenny Fagg, Nevada safety representative.

This is an outstanding record and it demonstrates every union's obligation of collective bargaining. Job stewards have a specific job they can perform in relation to the negotiations. They can help encourage their brothers to come to the bargaining table and they can see to it that the questionnaires that have been sent to each member asking what they consider important to push for or change during negotiations.

We've said before in this column, but it can't be said too often, that a union has to function as a whole. The officers and negotiating team will be the men in the meeting but they will be bargaining for what the union membership wants—If the union membership lets them know what they want.

Now is the time to speak out about wages, pension, health and welfare or whatever. Don't ignore the questionnaires and then complain the rest of the year about union benefits.

ALL JOB STEWARDS SHOULD ENCOURAGE THE MEN THEY WORK WITH TO PARTICIPATE IN THE NEGOTIATION SURVEY.

Duval Safety Record

Outstanding For 1973

By LENNY FAGG,
Safety Representative

Duval miners at the Battle Mountain property have produced an outstanding safety record for the year 1973. The 205 hourly workers employed in the mine. The 205 hourly workers employed in total of 860,000 hours without one single lost time accident.

On April 18, 1974, Duval Mine Manager Jim McArty saw fit to invite all the safety committee men and job stewards to a dinner and award banquet which was held at the Owl Cafe in Battle Mountain. The main speaker was the W. Daniels, safety director for the Duval Corporation. The dinner and an award were presented to them by Duval Corporation. The dinner and award were presented to them by W. Daniels, safety director for the Duval Corporation. The dinner was attended by Jerry Martin, director of safety and training and Lenny Fagg, Nevada safety representative.

In addition to the outstanding record and the distribution of the new card, we have members, their wages, rate of pay, hours of labor or illnesses requiring more than 10 days of work. The incidence rate for the year 1973 was 2.02 per 100 workers.

As of April 1, 1974, there were 4,000 retired employees and beneficiaries were receiving monthly pension benefits from the Operating Engineers Pension Trust Fund.

Californians Plagued By Many Injuries

By JACK SHORT,
Safety Representative

Statistics show that occupational injuries and illnesses struck one out of nine California workers during 1973. About 60,000 Californians employed in private industries suffered recordable job-connected injuries and illnesses requiring more than first-aid treatment.

The figures, which excluded agriculture, mining and fishing, and death cases are based on results of a survey conducted among California employers under provisions of the federal Occupational Safety and Health act of 1970 and will serve as a base for comparison with the results of similar surveys in the future.

There were 5.7 million Californians employed in the industries surveyed. The incidence rate for all recordable injuries and illnesses was 12.6 per 100 full-time workers.

The highest incident rates were for workers in contract construction—23 recordable cases per 100 full-time workers and 3.1 lost workday cases per 100 workers.

Among all recordable cases, about 85 percent involved work-related injuries while occupational illnesses accounted for just under 5 percent.

So, brothers, a little gamble now and then is fun— as long as the risks are not too great and above all, we have an even chance of winning. But why should we take chance after chance that endangers our well being, our lives? Is this a gamble worth it?

We have learned that our jobs, even the hazardous one, can be done in a safe way if we have learned and carefully practiced the proper methods, so don't be tempted to take chances. Remember, if it is unsafe, don't do it!

---

This ACCIDENT involving two 75-ton cranes occurred at the Tracy Power Plant near Reno. At the time of the accident the cranes had a 30-ton duct 90 feet in the air.

Readers are encouraged to participate in the negotiations survey.
MARYSVILLE
Retired brother George Hicks was in the hospital for oral surgery. Brother brother Virginia Miller is out of the hospital following surgery on his hip and is doing very well. Brother Dewey Clendening has been in Enloe Hospital in Chico with a back injury. We are happy to report that Brother Dana Colburn is now home from the hospital and is doing fine. Brother G. W. Stuart has been in Fremont Hospital due to illness. Brother Verne Hurne is currently in Yuba General Hospital due to illness.

Our deepest sympathy is extended to the families and friends of the following deceased brothers: Brother John Neal and Brother Herman S. Redding.

Our wishes for a speedy recovery to Brother J. T. "Alabam" Green who was hospitalized in Redding. We understand he is getting along well.

Also, best wishes for a speedy recovery to Brother John McCarthy who is still in the hospital after a flesh wound to his arm. We hope it won't be too much longer and John will again be working.

Good luck and speedy recovery to Brother Lewis Burton who has had operation on his neck and is expected to have another on the other side. We all hope to see him soon at the hiring hall.

Also, a speedy recovery to Brother Wally Wett. He is sure looking good and is on his way to retirement with the Engineers.

It has with deep sadness and regret that we report the death of Brother Cyril "Curly" Reed who passed away after a short illness. Brother Cyril was another of our old timers in the area. During his illness Fred Brock passed away after a very long illness. Fred was another of our old timers in the area. During his illness Fred spent many hours on the Kinney machine that gave him much hours of comfort.

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Brother Pete Whitehurst passed away in April after a very long fight with cancer. Brother Alexander was a fighter—never gave up.

Brother Cyril "Curly" Reed who passed away after a short illness. Every old timer in the area will remember Curly as quite a guy who you could always hear even if you couldn't see him.

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Brother Cyril "Curly" Reed who passed away after a short illness. Every old timer in the area will remember Curly as quite a guy who you could always hear even if you couldn't see him.

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1974 MEETINGS SCHEDULE

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

Constitutional Meetings

Saturday, July 15, 1 p.m., Masonic Auditorium, 1111 California Street, between Taylor and Jones Streets, San Francisco

DISTRICT & SUB-DISTRICT MEETINGS

JUNE
2 Prevo, Fri., 8 p.m.
2 Reno, Sat., 8 p.m.
3 Santa Rosa, Thur., 8 p.m.
21 Fresno, Tues., 8 p.m.
JULY
6 Sacramento, Tues., 8 p.m.
7 San Francisco, Wed., 8 p.m.
8 Stockton, Tues., 8 p.m.
9 Oakland, Thurs., 8 p.m.
10 San Jose, Thurs., 8 p.m.
JULY
5 Salt Lake City, Fri., 8 p.m.
7 Reno, Sat., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 774 Valencia St., San Francisco 22
Eureka, Engineers Bldg., 2006 Broadwater, Helena, Montana
Burlington, Engineers Bldg., 100 Lake Blvd.
Eureka, Prospectors Village, Oroville Dam Blvd.
Sacramento, 1500 Stockton, 95814
San Jose, Labor Temple, 2102 Almaden Blvd.
Stockton, Engineers Bldg., 2236 N. California.
Oakland, Labor Temple, 23rd & Valdez.

CONTRA COSTA

CONCERNED CITIZENS COALITION, INC.

The JUDY LYNN SHOW at The

CONCORD INN

FRIDAY NIGHT, JULY 12, 1974 at 8 p.m.
DINNER—ROAST SIRLOIN OF BEEF, VEG, POTATO, SALAD, ROLL, BUTTER, COFFEE and/or TEA

DRINKS AT THE BAR—EXTRA

FOR RESERVATION and/or INFORMATION—Call Program Director—ROBERT E. ARMSTRONG, 415/890-5158

MAIL ORDERS: Make Checks Payable to: CONCERNED CITIZENS COALITION, INC.

ROBERT E. ARMSTRONG, P.O. Box 2122, Concord, California 94521

PUBLIC EMPLOYEES DIVISION

Meets at the San Francisco Masonic Auditorium, 1111 California Street

PUBLIC EMPLOYEES DIVISION

DISTRICT NO. 13—PROVO

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DISTRICT NO. 1—SAN FRANCISCO

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