

E-Board Recommends Dues Suspension

Master Agreement For Calif. Ratified

New Pact Presented At Semi-Annual

Local 3's Executive Board presented a recommendation suspending all but six dollars of dues authorized since 1966, at the Semi-Annual Meeting held in San Francisco on July 13.

The Executive Board, acting pursuant to Article VI, Section 2 of the By-laws reported that since 1966 authorized dues increases totaled \$21.50 in California, \$19.50 in Nevada, \$18 in Utah and \$15 in Hawaii, and recommended continued suspension of all but six dollars.

Answering questions about the dues increase, Business Manager Dale Marr said "that right along with the cost-of-living increase that the members are experiencing, the costs of goods and services to your union are going up and I am sure that none of you would want your union to operate on deficit spending. We're talking about money. We need more money to operate your union. It's as simple as that."

Marr went on to point out that "you may or may not know that a majority of the craft unions have negotiated a supplementary dues increase right into their contracts. We believe this is the best way to go and would have brought such a proposal to you this time but there was not sufficient time to properly prepare it. However, before this three-year contract expires we will be bringing the option back to a semi-annual meeting for your consideration. In the meantime, it is my intention to seek the approval of the Executive Board and then at the January semi-annual meeting to eliminate those accumulated dues that were previously only suspended. This large amount has been hanging like a hammer over all our heads."

Marr also pointed out that it takes top caliber people to provide the broad services that the membership demands in all areas.

"Such people don't come at cut-rate prices," he said. "You must pay to get quality and service in any market."

The new California Master Agreement provides for wage increases which amount to between \$141.93 and \$215.46 in groups 1 through 11C based on a monthly average of 171 hours worked. (See chart on page 4 for breakdown.)

"The settlement in California and Northern Nevada alone generates six dollars (\$6.00) a month in dues," Marr said.

The six dollars can also be looked at in light of the dues paid by other construction industry crafts. As reported by the California Building and Construction Trades Council dues paid by Operating Engineers are

See MORE SEMI-ANNUAL, Page 4



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

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

VOL 33—NO. 8

SAN FRANCISCO, CALIFORNIA

40

AUGUST, 1974



SPEAKER OF THE CALIFORNIA ASSEMBLY Leo McCarthy is escorted into the semi-annual meeting by Local 3 Executive Board members and officers. From left are San Jose District Representative and Guard

Mike Kraynick, McCarthy, Executive Board members A. E. "Jack" Lofton, Ed Jones, Merle Isbell and Don Dillon and Auditor and Stockton District Representative Walter Talbot.

Cost-Of-Living Clause In Agreement

For the first time in the history of Operating Engineers Local Union No. 3, the Northern California Master Construction Agreement, as ratified by the members, contains a cost-of-living clause as a supplement to a firm \$1 per hour across-the-board-increase in the second and third year.

The cost-of-living clause is

PREPAID DUES

Article VI, Section 11:

"A Member who before December 31st of any year pays his dues for the entire forthcoming year at the rate in effect on that date, shall not be required to pay any additional dues for that year (except as may be required because of his reclassification or area transfer)."

Pursuant to Article VI, Section 11, of the Local Union By-Laws, the Local Union will accept advance payment of dues at the rate in effect at the time of payment for any period up to and including December of the following year.

based on the Consumer Price Index for Urban Wage Earners and Clerical Workers—U.S. City Average—All Items 1967=100. This index, published by the Bureau of Labor Statistics of the U.S. Department of Labor, reflects increases in the cost of living from the year 1967, which was assigned the figure 100.

The exact amount of the cost-of-living increase will be the true percentage amount by which the cost-of-living index referred to above exceeds the firm \$1 per hour increase.

The \$1 per hour increase will be effective on June 16th of each year (any amount applied to fringes will be effective July 1st of each year), and the cost-of-living increase, if any, will be effective November 1st of each year.

The November of 1975 increase, if any, will be based on the cost-of-living increase in the Consumer Price Index from March of 1974 to March of 1975. The November of 1976 increase, if any, will be based on the cost-of-living increase in the Consumer Price Index from March of 1975 to March of 1976.

An example of the use of the cost-of-living clause is as follows: An operator is in group 8

and his total wage package, including fringe benefits, is \$12.88 per hour. He is due to receive an increase in November of 1975, based on the increase of the Consumer Price Index from March of 1974 to March of 1975. If the Consumer Price Index rises from the March of 1974 figure of 143.1 to 160.3 in March of 1975, a 12 per cent increase, the employee will receive a 12 per cent increase in his total wage package. Since his hourly total wage package is \$12.88, his increase will be \$1.55. He will receive \$1 on June 16th plus \$.55 cost-of-living increase on November 1st.

If, however, the Consumer Price Index only rises from 143.1 to 151.7, a 6 per cent increase, he would still receive the \$1 increase in June because this figure is fixed.

Although the new California Master Agreement provides that an employee's total wage and/or fringe package will be increased by a fixed \$1 in June of 1975 and by a fixed \$1 in June of 1976 there is no ceiling on the cost-of-living. The cost-of-living will be applicable in November of 1975 and November of 1976 regardless of how much it exceeds the guaranteed \$1.

Agreement Gets Support From 95 Pct.

Operating engineers in the construction industry in Northern California gave over 95 percent support for the proposed Master Agreement for Northern California in ratification meetings held in July.

The ratified three-year contract, called "the best contract in the history of the construction industry," provides for wage and fringe increases, a breakthrough "true" cost-of-living clause and many language changes. In addition it provides for the restoration of a 20 cent increase to wages and a 5 cent increase to pension in some classifications which were denied last January by the Construction Industry Stabilization Committee. Since wage controls on the construction industry expired April 30, these increases are retroactive to May 1.

Negotiated wage and fringe increases which became effective June 16, 1974 together total a 12 percent increase. The contract further provides for \$1 per hour increases on June 16, 1975 and June 16, 1976 which will be allocated to wages and/or fringe benefits by action of the Executive Board. Additional increases which may take effect on Nov. 1, 1975 and Nov. 1, 1976 will be determined by the cost-of-living clause (see article, this page).

Fringe benefit increases negotiated in the new contract were divided between health and welfare, pensioned health and welfare and pension. Health and welfare will receive a 10 cent increase to 82 cents per hour on January 1, 1975. Pensioned health and welfare will receive a 2 cent increase to 15 cents per hour, effective January 1, 1975. In response to members wishes as indicated by the pre-negotiation survey taken in May, the largest increase was negotiated in the category of pension, which was increased to \$1.37 on July 1, 1974 and will be further increased to \$1.48 on October 1, 1974. This is an overall increase of 43 cents.

This large increase was negotiated for the purpose of providing a service pension, according to Business Manager Dale Marr, who emphasized the need for the membership to have a hard look at all the facts and figures involved in buying such a pension.

"What we had to do first is get the money," said Marr. "We got 32 cents, effective July 1, because that's what a 30 years at any age service pension would cost."

Following is a list of wage increases for the various groups. The figure designated 5/1/74 is the 20 cent increase denied by

See MORE CONTRACT, Page 6



LOOKING AT LABOR

By DALE MARR, Business Manager

Elsewhere in this issue of your *Engineers News* you will find detailed information on the wage and fringe package and working condition changes in the new master agreement for Northern California between the Association General Contractors of California, Inc. and Local Union 3. We personally feel that this is one of the finest contracts ever submitted for the construction industry in Northern California, and it would seem that the members agree with us, since they ratified the contract overwhelmingly.

As chairman of the negotiating committee I would like to compliment your Recording-Corresponding Secretary, Red Ivy, Don Kinchloe, Treasurer, President Harold Huston and Vice-President Bob Mayfield for their outstanding efforts at the negotiating table. This economic package was obtained for the membership without a work stoppage and on the basis of good faith, mutual respect and benefit on the part of the employers. Early completion of our negotiations and ratification by the membership gave impetus to the negotiations then going on with other construction trade unions and set a pattern that helped to eliminate prolonged strikes within the industry. You can be proud of your elected officers for this demonstration of ability and for assuming the role of industry leadership.

District representatives and business agents currently have a minimal number of copies of this master agreement that were printed by your union to speed application of the economic package and working conditions in the field. Since it will be some time before we are able to obtain individually available master contracts from the commercial printer, if you have any questions regarding terms of the new agreement, please contact your business agent. It is hoped that this issue of *Engineers News* will answer most questions in any of these areas.

Status of other agreements between Local 3 and segments of the industry are in the following stages:

Negotiations and ratification is completed for the Master Agreement-Utah with the Associated General Contractors. Also negotiated and ratified is the Master Agreement-California with the AGC, and included are the Engineering Grading Contractors Association; Plumbing, Heating & Piping Employers Council; Bay Area Underground Contractor Association; Landscape, Sprinklers & Swimming Pool Contractors Association; California Contractors Council; Industrial Contractors Association; Builders Exchange of Stockton; and Northern California Home Builders Conference. The Piledriving Contractors Association and the Steel Fabricators and Erectors Association are now fully incorporated in the Master Agreement with AGC for Northern California.

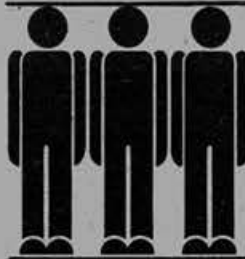
Also negotiated and ratified are the Rock, Sand & Gravel Association of Northern California (includes independent Material Dealers), the Dredge Agreement, and the Technical Engineers Association.

Negotiated but still to be ratified is the Crane Owners Association of Northern California and the Master Agreement-Nevada with the Associated General Contractors.

Of course there are some 4,000 short-form contracts which will have to be completed and signed which we are in the process of doing in the districts of Northern California at present. There are also a number of public employee negotiations going on that will affect some 1,400 of the 4,000 Local 3 employees in the public sector.

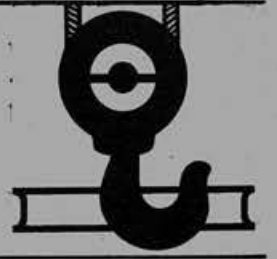
As you can see, it has been an extremely busy time for all of us, however, I can point with a great deal of pride to the dedicated efforts of the officers, district representatives and members of the headquarters staff for their efforts and continuing contributions in making these outstanding economic packages available to the membership of our great local union. It has been a job well done. I would like to personally thank all of the members who attended the important meetings and voiced their opinions and voted on the contract ratifications.

Details of agreements outside of the Northern California master agreement will be reported to you in subsequent issues of *Engineers News*. Please check the agreements you are employed under carefully.



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Would employers furnish metric tools if the job needs these tools and the mechanics do not have them? Buying them would create a financial burden on most brother mechanics.

The problem of metric conversion is something that we should be, and are, thinking about now, even though we hope very strongly that the Congress will make no active move in that direction until sufficient studies have been made. We agree with the AFL-CIO resolution on metric conversion which was adopted in October of 1973.

This resolution recommends the creation of an independent Metric Monitoring and Assistance Board which would act as

a central clearing house for information, monitor the degree of metric usage and evaluate the costs and benefits of metric usage. This would include research into the problems metric conversion would create for mechanics and other members of the construction industry.

As for the specific case of Local 3, it seems to me that employer purchase of metric tools in the event of nationwide conversion is the only way to go. This has already been supported by people such as Charles Nichols, Carpenters' General Treasurer, who pointed out that a skilled workers worker's box of tools could cost \$2000 or more. In an answer to an official of

Honeywell Corporation, Nichols said that companies such as Honeywell "can easily write metric changeover costs off or simply pass the costs along to the public."

Business Manager and Editor Dale Marr will answer members' questions in this space each month. To submit a question write to QUESTIONS, Dale Marr, Editor, 474 Valencia St., San Francisco, Calif. 94103.

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

FRB Policy Keeps Interest Rates High

By SIDNEY MARGOLIUS,
Consumer Expert for
Engineers News

A stubborn policy by the Federal Reserve Board of keeping interest rates high is compelling homeseekers to pay 9 per cent and more for mortgages, is pushing up housing costs in general, forcing some builders into bankruptcy, and adding to property taxes.

As the result of the Federal Reserve Board's policy, even the "prime interest rate" that banks charge the most credit-worthy corporations for business loans has shot up to over 12 per cent at this writing. No doubt this rate will come down somewhat from these record-high levels. But interest rates will remain damagingly high as long as Arthur Burns, the Federal Reserve Board Chairman, holds onto the obsolete notion favored by some college professors that high interest rates are a sure cure for inflation.

In reality, a harsh "tight money" policy endangers job prospects as well as aggravating personal money problems such as whether you can buy a new house this year or sell your old one, how much your monthly payments will be on a car, and how much local taxes you have to pay.

When interest rates are high, Federal, state and local governments, school districts, and public utilities, all must pay more for their borrowings. You pay that extra cost in your income and property taxes, sales taxes, and gas and utility bills.

In fact, indirectly you pay for high interest rates in almost everything you buy. This business expense obviously must be added to retail prices.

In general, tight money benefits well-to-do people with money to invest but compels a reduction in living standards of people who need to borrow to finance large items such as homes and cars. Savers, even small ones, are enjoying a boom in yields, with lines forming

again to invest in short-term government obligations at high rates, and with yields of 9 per cent and more available on such investments as corporate bonds.

But many working families, especially younger ones, are going to pay over and over in the years ahead because of today's high interest rates.

Here's how "tight money" affects your family and some of the ways you might cushion the impact:

Homeseekers are hit hardest. The increase in mortgage rates to 9 per cent announced by FHA and VA early in July, on top of the runaway prices of homes, has barred most moderate-income families from the new-housing market and in many cases from buying used houses. The average new house now is \$36,000; the average used house, \$31,000. A family that assumes, say, a \$30,000 mortgage for 30 years will have monthly payments of \$241.50 a month (not including taxes) and will pay a total of actually \$86,940 on that \$30,000 loan. At current wages, a typical family would work five years to pay the interest.

And that's only part of the story. Builders and mortgage investment companies are paying as much as 130 per cent of the prime rate for construction loans, or 14 to 15 per cent currently. These high fees become part of the price of the house.

Homeowners are affected in a different way. The present mort-

gages, at lower rates than now available, add value to their present homes. Too, this is no time, obviously, to "prepay" an older, low-rate mortgage since you can get higher interest for that cash in other investments.

Car buyers will find interest rates tend to be higher although car rates are not as volatile as the "prime" and mortgage rates. Still, the higher finance rates on top of higher price tags (cars are up over \$500 on average just this year) pyramid purchase costs.

Especially if buying a used car, the best strategy is to borrow the cash from a credit union or commercial bank. Even when dealer rates for new cars are almost as low, their rates on used cars usually are higher.

Making as large a down payment as is feasible will help convince the bank to help you finance a car and also reduce your borrowing costs. Finance charges even on a new car can increase your total cost 30-35 per cent, and more on a used car.

Installment buyers and borrowers still find credit available but find banks promoting their credit cards more enthusiastically than personal loans. Bank credit cards and store revolving-charge accounts usually require a per annum rate of 18 per cent (1½ per cent a month on the declining balance). In comparison, credit union and bank personal loans, which you can use for merchandise purchases, are more likely to cost about 12 to 14 per cent per annum.

ENGINEERS NEWS

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



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$3.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103. Advertising Rates Available on Request.

DALE MARR Business Manager and Editor
HAROLD HUSTON President
BOB MAYFIELD Vice-President
JAMES "RED" IVY Recording-Corresponding Secty.
HAROLD J. LEWIS Financial Secretary
DON KINCHLOE Treasurer
KEN ERWIN Managing Editor

ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94101. Second class postage paid at San Francisco, Calif.

Sacramento Scene

Anti-Melones Bill On November Ballot

By EDWARD P. PARK, Legislative Advocate

We have another big job cut out for us between now and November 5, 1974. The so called "Stanislaus River Protection Act of 1974", which would halt construction of the New Melones Dam, will be on the ballot and it is imperative that it be defeated. We have contended in past issues that the petition that was circulated contained distortions, misleading statements and downright lies. It will be incumbent upon all to bring these facts to the attention of our families and friends, and urge them to vote "no" on this proposition. Between now and November we will be giving the true facts about the New Melones project. The initiative was strongly supported by a group of commercial rafters, who would have you believe the river is in a wild and pristine state. As an example the initiative contained the following:

"Each year, tens of thousands of Californians run the upper river, hike along its shores, fish its water. . ."

Corps of Engineers comment: "Recreation at New Melones would open the river to millions, not tens of thousands."

Initiative: "The Stanislaus . . . one of the last few natural central valley streams. . ."

Corps of Engineers:

"Local interests have built more than a dozen dams, six relatively large, on the Stanislaus and its tributaries for water conservation, irrigation, and power. Old Melones, near the site of New Melones, was built in 1926. The white-water reach used by commercial rafting companies is sustained for most of the year by power releases from Beardsley and Donnell's Reservoirs. Without the reservoirs, the white-water reach would be of value for only a short time each year."

We could go on and on, however, there will be special articles and releases on this subject.

On August 5, 1974 the Legislature will reconvene and on August 6, 1974, S.B. 1641 will be heard in the Assembly Water Committee. This is the measure that will allow Labor some input into the rules and regulations for the certification of waste water treatment plant operators. S.B. 1641 has cleared the Senate and hopefully will speedily be passed by the Assembly. Because the Operating Engineers were not provided the opportunity to make any serious contribution to the rules that were adopted, we have had to spend considerable time protecting the promotional rights of some of the members. We hope this problem has now been solved. With the passage of Proposition No. 2, the Clean Water Act, which you so successfully supported, membership on the Advisory Committee for the certification of these operators is extremely important.

When the Legislature returns on August 5, the Senate will have some 1,100 bills to consider by August 30, 1974 and the Assembly approximately the same number. Undoubtedly, many of these bills will just die of inaction, but it is a rough guess as to the number still kicking around.

We hope some action will be taken on the Uninsured Employers Fund prior to August 30. This is a fund that was created in 1972 to provide for workmen injured while working for an employer who, in violation of the law, failed to provide workman's compensation insurance covering his employees. Most employers of this type are marginal and usually under-financed and penalties collected for failure to carry this insurance did not begin to provide adequate monies, and in short time the fund was bankrupt. Today, there are claims for unpaid awards totaling over \$600,000 on file against the State Department of Industrial Relations. The injured workmen who are unable to collect these awards are indeed in need of assistance. In an effort to generate some action on behalf of these unfortunate individuals, the State Building and Construction Trades Council at its 47th Convention, convened in San Francisco, July 10-11-12, 1974, adopted the following resolution, which was introduced by the California State Conference of Operating Engineers:

"WHEREAS, the Workmen's Compensation Uninsured Employers Fund is presently bankrupt, and

WHEREAS, there are presently claims totaling in excess of 200,000 dollars for unpaid workmen's compensation awards filed against the State Department of Industrial Relations with an estimated \$400,000 in additional claims being processed, and

WHEREAS, the California State Department of Industrial Relations tried to alleviate this situation to no avail, now therefore be it

RESOLVED, that the State Building and Construction Trades Council go on record as directing its executive officers to communicate with the Governor of the State of California, advising him of our concern and requesting him to use his offices to correct this deplorable situation and to make the necessary monies available to satisfy the outstanding awards and to assist in enacting legislation that will ensure proper funding of the Uninsured Employers Fund."

Another resolution introduced by the Engineers urged the reappointment of Al Boardman to the Workman's Compensation Appeals Board, and further urged the Governor to adopt a policy for assuring at least one-half of appointees to the board at any time, to be labor endorsed. Al is a member of Operating Engineers Local No. 3, and has served on the board with great distinction for the past eight years. He is presently the only labor member on the board, and the Governor would be acting in the interests of all Labor in California by reappointing Al Boardman.

A Personal Note from The President's Pen

By HAROLD HUSTON
President



First, let me take this opportunity to personally thank all the brother engineers who attended one of the specially called meetings held in July to hear a report of your Negotiating Committee and to vote to accept or reject the proposed 1974-77 Master Construction Agreement for Northern California, with Associated General Contractors of California, Inc., Engineering Grading Contractor Association, and Independent Construction.

This new agreement was reached with the employer representatives at approximately 4:50 a.m. after an all-night continuous marathon negotiating session. Your officers felt it was most important to resolve our negotiations due to the fact that many of the basic crafts negotiations had bogged down and they had gone on strike shutting many jobs and projects down, putting our brothers out of work.

Again, the Operating Engineers took the lead and settled our agreement which set the pattern for settlements for the other basic crafts. This kind of leadership is a must today in order to obtain the best agreements possible for our members and their families. Your Negotiating Committee followed the instructions of the members to the letter in distributing the money on wages and fringe benefits.

The rest of the story was told by the final tally of all meetings held. 2,090 members voted for the new agreement with 105 members voting against. This is a 95.22 per cent approval.

We appreciate every member who took time and filled out the survey card and mailed it back in. The results of the 1974 Negotiation Questionnaire were loud and clear. Survey cards will again be mailed out in February 1975 and February 1976. **Please let us know how you want your money distributed in both of these years!**

The heavy showers and thunderstorms witnessed during the round of meetings set some new records for the amount of rainfall in July. For example, Redding received 3.5 inches, Oroville received 1.59 inches and Blue Canyon was hit hard by 6 inches of rain, however, this did not stop our brother engineers from attending the ratification meetings.

601 members attended the Semi-Annual Membership Meeting held in San Francisco on July 13. Distinguished guest Assemblyman Leo McCarthy, who was recently elected to Assembly Speaker, which is the second most powerful job in California, praised the leadership and members of our union and thanked us for the support we have given him.

Another distinguished guest, Edmund G. "Jerry" Brown Jr., who Local Union No. 3 is supporting for governor of California in November's election, pledged his full support to labor in this critical period the working man is facing today.

We were pleased to also have in attendance at this meeting scholarship winners Rachel Miller, Wayne Walley and Michael Bowen. Rachel Miller of Ross, California is the daughter of Seymour Miller, reg. no. 0758540 and Wayne Walley of Morgan Hill, is the son of Walter Walley, reg. no. 0679063. They were both first place winners. Michael Bowen of Marysville is the son of Sister Joan Bowen, reg. no. 1411324 and was a first runner-up. We are sorry that other runners-up Melinda Krpan, Michael Logue and Linda Eaton and their parents were unable to attend the meeting. Melinda Krpan is from Sacramento and is the daughter of Brother Ralph Krpan, reg. no. 0354742. Linda Eaton, from San Jose, is the daughter of Brother Herbert Eaton, reg. no. 1431642 and Michael Logue of San Jose is the son of Brother Michael Lucito, reg. no. 1178158.

We know that their families are as proud of these young people as we are. With so many outstanding students among our membership it must have been most difficult for the University of California Committee on Undergraduate Scholarships and Honors to pick the winners.

Also at this meeting we had the privilege to honor the following members with Gold Lifetime Membership Cards: Jack Carwin, register no. 217571, initiated 7-17-34 by Local 354; Lawrence Cusins, register no. 255751, initiated 10-18-37 by Local 59; and Christopher Huth, register no. 271030, initiated 2-28-39 by Local 59. Their words of wisdom to the members were most appreciated.

Union Saves Member's Bare Hide

If you've got to streak, it's a good idea to have your union behind you.

been working towards for years."

Burch said that, in addition to the horrible cost in human lives, accidents have a detrimental economic effect.

"The biggest single economic drain on our industry is cost arising from accidents," he said. "No one knows for sure but the yearly cost is thought to be somewhere in the billions of dollars."

A postal clerk in Michigan discovered that recently. His shift completed, he shed his clothes and streaked down the main street of the town.

Postal Service management promptly suspended him. But, as Washington Star-News columnist Joseph Young reported, his union saved his hide.

The American Postal Workers Union made the point that he was already off duty when he started his streak. The suspension was rescinded, Young reported, but management asked him to keep his winning streak intact at one.

International Safety Rep Here

Safety work for a local union and for the International Union of Operating Engineers are two completely different things, according to Alan Burch, safety director for the IUOE.

Burch, who was recently in San Francisco for a workshop with Local 3 safety representatives, has been in his present position for 13 years. Prior to taking the position in Washington under General President Hunter P. Wharton, he had been an operator and marine engineer on the west coast.

According to Burch, his job involves working for stricter safety laws and standards, rather than the solving of individual problems.

"The real role of a safety representative for the International is to work on national standards of groups which affect operating engineers," he said.

The primary group in this category, according to Burch, is the American National Standards Institute (ANSI).

"I work on several supervi-

ory groups of this organization and have just been nominated to the board of directors," he said.

Although ANSI is one of the larger groups with which Burch works, organizations such as the Society of Automotive Engineers, which has jurisdiction over a much narrower field, are equally important.

"A lot of my time is spent with these smaller technical societies because that is where we can get quick results."

Burch was recently able to bring the influence of operating engineers directly to bear on the national level as a member of the Occupational Safety and Health Review Commission, an appointment he received from the President of the United States.

Burch also represents the safety interests of operating engineers on a more basic level at a yearly conference in Peoria, Illinois. This conference is a meeting of contractors, manufacturers of construction equipment

and others interested in construction safety, for the purpose of developing safety features to be incorporated in new model equipment.

"We first got involved with this conference when California, primarily through Dale Marr, started making noise about roll-over protection," he said.

One of Burch's other duties is coordinating union cooperation with studies of things related to construction safety. He recently helped in a study which sought to discover what effects vibration has on the human body.

Of course there are many other aspects to his work with safety organizations than just working on the standards themselves. Burch singled out the National Safety Council in this respect.

"The National Safety Council is the primary group which brings employers and labor together," he said. "This is important because it increases voluntary compliance and voluntary compliance is a goal we have

Credit Union Notes

Dividend Payed June 30

By JAMES R. "Red" IVY, Credit Union Treasurer

As an Operating Engineer you are eligible for membership in the credit union. If you become a member you will join 20,000 other Operating Engineers who are presently using the loan and share services of the credit union. You may join by completing the Application for Membership card, depositing \$25 in your share (savings) account and paying the \$1.00 entrance fee. On the reverse side of the Application for Membership card you may establish a joint owner on your account. The joint owner may either deposit or withdraw funds from the account and is designated beneficiary in event of death to the account holder. Any proceeds payable to the deceased account from the life savings insurance would also be payable to the joint owner beneficiary. The credit union will provide you with an informational packet concerning membership and services upon request.



James "Red" Ivy

A dividend was paid at the rate of 6 per cent per annum at the close of the six-month business period ending June 30, 1974. Payment was made on full shares (savings) that members had on deposit prorated for the number of months the shares were on deposit. Deposits made by the tenth date of the month earn a proportionate dividend from the first date of the month if they remain on deposit through the close of the dividend period. Income from increased member loan participation has made it possible to pay excellent dividends, provide insurance coverage without individual member cost and to continue more than competitive loan rates for Credit Union members.

Many credit union members are now transferring their automobile financing from banks and finance companies to the credit union. Members receive better loan interest rates at the credit union plus credit life insurance covering the loan balance, subject to credit union insurance policy, without individual cost to the borrowing member. The interest rates charged by the credit union on automobile and other secured loans is generally 2 to 8 per cent less than competing lending institutions. The interest rate paid by members who borrow with credit cards is 50 per cent greater in cost than the rate of interest charged you by the credit union for consumer debt purchases. Major changes made recently in the credit union loan policy include \$5,000 signature loans to members with minimum share balances of \$25 and 100 per cent automobile financing for qualified members. Please review the new credit union loan policy as indicated below:

LOAN POLICY

Operating Engineers Local Union No. 3 Credit Union

Type of Loan	Annual Pct. Rate	Repayment Period
A. Signature	12.0 APR	Loan Amount (See Footnote 1) \$5,000-Minimum Loan \$300- See Footnote 2 60 mos.
B. Co-Signer	12.0 APR	\$5,000-See Footnote 3..... 60 mos.
C. Share Secured	9.0 APR	Amount of Shares-Minimum Loan \$300120 mos. 60% of Market Value of Listed Securities36 mos.
D. Securities, Stocks, Bonds	12.0 APR	
E. New Furniture & Appliances	12.0 APR	70% of Purchase Price...36 mos.
F. New Motor Vehicles	10.5 APR	See Footnote 4..... 48 mos.
G. Used Motor Vehicles	12.0 APR	See Footnote 4..... 42 mos.
H. New Mobile Homes	10.5 APR	75% of Retail Value or Purchase Price 15 yrs.
I. Used Mobile Homes	12.0 APR	75% of Retail Value or Purchase Price 10 yrs.
J. New & Used Motor Homes	12.0 APR	See Footnote 4 72 mos.
K. Travel Trailers	12.0 APR	See Footnote 4 60 mos.
L. Pickup Campers	12.0 APR	See Footnote 4 60 mos.
M. Boats & Equipment	12.0 APR	See Footnote 4..... 60 mos.
N. Construction Equipment	12.0 APR	70% of Retail Value or Purchase Price 36 mos.
O. Aircraft	12.0 APR	70% of Retail Value or Purchase Price15 yrs.
P. Real Estate	9.0 APR	First Deed of Trust-Improved Residential Property-80% of Appraised Valuation- See Footnote 5 30 yrs.
Q. Real Estate	10.0 APR	First Deed of Trust-Unim- proved Property-60% of Appraised Valuation- See Footnote 5 12 yrs.
R. Real Estate	12.0 APR	Second Deed of Trust-75% of Appraised Valuation less the Amount of the First Mortgage- See Footnote 5 10 yrs.

FOOTNOTES:

1. Under items A through O and Q the repayment terms are not restricted by law. The suggested repayment term indicated equates with local area lending policy. Exceptions may be requested. Repayment terms under items P and R are legal limits.

2. The amount of money that may be granted on a member's signature will be determined by the Credit Committee and/or Loan Officer See MORE CREDIT UNION NOTES, Column 4

More On Semi-Annual...

(Continued From Page 1)

equivalent to, and in some cases less than those paid by members of other crafts for the 10 districts of Northern California. It is expected that these unions will soon increase their dues also.

The Executive Board's resolution called for suspensions to become effective on October 1, 1974, of all but:

Six dollars per month in California, Nevada, Utah and Hawaii in Local 3, 3A, 3B, 3C, 3E and Registered Apprentice;

Two dollars in those 3D bargaining units which have had wage and fringe benefit increases in amounts sufficient to provide for such dues increases; and

One dollar in those 3D bargaining units which have had wage and fringe benefit increases in amounts sufficient to provide for such dues increases.

Addressing the meeting on the subject of the recommendation, Business Manager Dale Marr said that the temporarily suspended dues increases have been hanging like a "hammer over our heads" for some time.

"The fact is that the rising cost of living also affects the day to day costs of running your union," Marr said. "This is an issue that cannot be avoided. We don't like to have to ask for an increase, but we're willing to bite the bullet and tell you that if we don't have an increase, in all honesty, the operation of your union would be less than effective."

Marr said that the dues issue is a straight money problem and has nothing to do with union politics.

The meeting was also addressed by Edmund G. Brown, Jr., Democratic candidate for governor of California, and Speaker of the California Assembly Leo McCarthy.

The short addresses given by Brown and McCarthy were noteworthy because never before have the two most promising political figures from one state addressed a local union's general membership meeting.

Both Brown and McCarthy strongly criticized the Nixon and Reagan economic policies.

"I unconditionally disassociate and disavow the Nixon economics and the Republican 'trickle-down' theory that soaks the poor to feed the rich," said Brown.

"We live in the richest state in the country, with a gross income larger than every country in the world except seven. Yet, in the construction industry, which is the backbone of the nation's economy, the unemployment rate is 12.5 per cent. I think we can do better."

"In a state as rich as ours, there is no acceptable level of unemployment. I think it is time to speak up, 'put us back to work and give us an honest day's pay for an honest day's work'."

McCarthy said that the Republican solution to the faltering economy and spiraling inflation was to give more tax breaks and tax write-offs to the rich, in the hope that "big business, in their kindness, would help the working people of this country."

"It didn't work in 1967 when Reagan first took office; it didn't work in 1969 when Nixon first took office; and it doesn't work now," McCarthy said. "It's time

to tell the Republicans that their program for the privileged isn't working and that it never will work. The way to give them that message is to vote them out of office in November."

In other business, presentations of Local 3's 1974 scholarships were made to three of six scholarship winners.

Scholarship presentations were made after the Brown and McCarthy speeches by Business Manager Dale Marr and President Harold Huston. Rachel Mil-

ler, 17, of Ross and Wayne Walley, 18, of Morgan Hill were awarded \$500 scholarships. Michael Bowen, 17, of Marysville, chosen first runner-up, received a scholarship plaque.

Other winners not present to receive their awards were Melinda Krpan, 17, Sacramento, also a first runner-up, and Linda Eaton, 17, and Michael Loque, 18, of San Jose, second runners-up. They will receive their awards at the next membership meeting in their districts.

Wage-Dues Breakdown

	Per hour wage increase	Amount of wage increase per month (Average 171 hours month)	Dues increase per month	Dues increase as a percent of wage increase
Group 1	\$.83	\$141.93	\$6.00	4.23%
Group 2	.87	148.77	6.00	4.03%
Group 3	.89	152.19	6.00	3.94%
Group 4	.94	160.74	6.00	3.73%
Group 5	.96	164.16	6.00	3.65%
Group 6	.98	167.58	6.00	3.58%
Group 7	.99	169.29	6.00	3.54%
Group 8	1.03	176.13	6.00	3.40%
Group 9	1.25	213.75	6.00	2.80%
Group 10	1.07	182.97	6.00	3.28%
Group 10A	1.08	184.68	6.00	3.25%
Group 11	1.10	188.10	6.00	3.19%
Group 11A	1.20	205.20	6.00	2.92%
Group 11B	1.23	210.33	6.00	2.85%
Group 11C	1.26	215.46	6.00	2.78%

Strikes Slow Work In City

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

Construction work in the city had been slowed down considerably, due to the recent Carpenters strike, with many of the large projects shut down. Since a settlement has now been reached, a number of the projects are now back under way, such as the Wm. Simpson project at Fort Miley Hospital and Letterman General Hospital along with Rothschild and Rafin at Letterman.

Swinerton and Walberg at St. Lukes Hospital is just getting under way and their apartment complex at Lake Merced is nearing completion. Banagh Inc. has just begun its 13-story, 240-unit apartment building, a total of \$5 million and a completion date of approximately 14 months.

Rosas Construction has completed their fill project in the Hunters Point area, keeping several of the brothers busy. Herman Christensen and Sons are getting out of the ground at Sutter & Franklin Streets on a three-story office complex. Williams & Burrows are working at 5th and Brannan and on Front Streets.

More Credit Union Notes...

(Continued From Column 2)

and will depend upon the following information: 1) excellent ability to repay; 2) the member's credit repayment history; 3) the number of hours worked during the past 3 years; and 4) the amount cannot exceed \$5,000 plus the amount of the member's unencumbered shares.

3. Co-signers must be wage earners with the ability to assume the obligation in case the borrower defaults. The co-signer does not have to be an Operating Engineer. Completion of the Co-signer Statement is required.

4. The down payment on any secured loan request, if required, will be determined by the Credit Committee and/or Loan Officer and will depend on the following information: 1) excellent ability to repay; 2) the member's credit repayment history; 3) the number of hours worked during the past 3 years; and 4) the collateral being purchased. 100% financing will be available for qualified loan applicants.

5. Under Real Estate Loan Policy the maximum loan to a member cannot exceed \$20,000 plus the amount of the member's unencumbered shares. A total of \$40,000 plus unencumbered shares of the borrower and spouse is the maximum amount permitted under Credit Union Law.

6. A Purchase Order or Appraisal establishing the value of the security for a loan should be submitted with the Loan Application (items E through O).

7. Insurance protecting the collateral against loss with Loss Payable Clause in favor of the Credit Union is required on secured loans of \$1,500 or more.

8. The terms and amounts indicated above may be modified within reason subject to the limitations imposed by law.

Santa Rosa Hog Feed Draws Big Crowd

By RUSS SWANSON,
District Representative

The Second Annual Wild Boar Bar-B-Q was a HUGE success so, because of this and the very apparent demand, we will be back again in the same place, doing exactly the same thing (God willing) next year, for the 3rd annual feed.

Our compliments to all of those who graced us with their presence and it was truly apparent everyone had a remarkably good time. There was so much fellowship, which is an integral part of the labor movement and should continue to follow in the years to come for the Operating Engineers.

There were games for the children, music and dancing for all, good old "conversation" with no dissension, which made it well worth all the hard work and effort put forth by all in such an undertaking. For all of you who were there—you know; and for those who were not, we feel sure after talking with your brother engineers that it will be a must for you next year. It's a little overwhelming to realize about 800 children and adults were participating this year and we can visualize 1,500 people next year. What a lot of work!—but so gratifying to see everyone having such a good time, we don't regret one moment spent in the preparation.

There are so many thank you's,

deserving to so many people, where do we begin? The cooks? Sure — Stan McNulty came through again and the wild boar was excellent, however enough thanks cannot be given to our good Hawaiian Brothers from Willits. L. K. "Sonny" Wharton, along with his brother and friends, cooked the most delicious Hawaiian style hog that you could ever hope to taste. This process is quite involved, requiring a lot of time and work. Sonny's whole group drove from Willits, a distance of 75 miles, arriving about noon on Saturday and were there until 6 p.m. preparing the pit, where we were most fortunate in having our good brother, Owen Parker, operating J. R. Peters' backhoe, for which we thank Mr. Peters.

The pit for the Hawaiian style cooking was circular in shape, about seven feet across and four feet deep, rounded out on the sides like a bowl. The fire was prepared by putting paper in first, kindling second, and then wood piled a few feet high. On top of this, varying sizes of rock were placed. (These are not ordinary rocks — they must be porous, otherwise they will pop or explode in the extremely high heat. We obtained these rocks from Mr. Hilger of Hidden Valley Gravel Company in Lake County, for which we thank him so much. They were perfect and you can bet we will save them, especially

after the struggle we had finding just the right type.

To light the fire a post was placed vertically in the center and all of the above mentioned materials were placed around it so that when the fire was to be started all that had to be done was to remove the post, pour lighter fluid in the hole made when the post was removed, ignite it and "let 'er go!"

After having given your committee instructions as to when the fire was to be lit, Sonny and his group returned to Willits. The beginning of the cooking time for a noon feed was 7 a.m. so this meant the rocks must be lit four hours prior to the start of cooking to enable the rocks to come to red-hot heat, so we lit the fire at 3 a.m. We didn't expect Sonny and his group back until 6 a.m. but no sir, there they were again at 4:15 a.m. bringing various equipment used in this most interesting preparation.

The whole hogs were placed on a table (secret ingredients were used to flavor the meat, which Sonny did not disclose to us). About 6:30 a.m. the rocks were hot enough and were leveled out so they just filled the entire pit. Then long tongs, about six or seven feet in length, were used to take rocks from the pit and stuff the hogs. (The rocks were so hot that when they were placed in the cavities the fat would catch fire and the Hawaiians would slap out the fire with ti leaves. (Let's detour a moment—where else would we obtain banana stumps and ti leaves? You guessed it. Nowhere else but from Honolulu!)

After having filled the pig cavities with rocks they were wrapped in chicken wire. The pit was then covered with a layer of banana stumps and strips, then the pigs were placed upon the strips which were covering the hot rocks. The ti leaves were then placed completely around the pigs (this keeps them from burning) wet burlap was placed on top of the ti leaves, followed by two huge tarps (compliments from Rudy Gonsalves of the Kaiser Co. Thanks and sorry we returned such smoky tarps—save them, we'll be back next year). After the tarps were placed came the dirt, which completely covered all of the above in order for the meat to be completely sealed in with the hot rocks. After about six hours, out came the most delicious pig you have ever tasted. Thanks, Sonny, we sure hope you can do it again for us next year. So you can see the great amount of work it takes to make the Hawaiian Luau possible.

Your Business Manager Dale Marr and the entire Executive Board met in the Santa Rosa office on the morning of the Bar-B-Q. After the meeting adjourned the entire group, en masse, proceeded to the Bar-B-Q, and we have yet to hear anything but good from them as to the fellowship in which they were able to participate. Incidentally, when the Executive Board started their meeting Mayor John Downey welcomed them and made some kind remarks as to how the Operating Engineers were in the forefront and aided the City Council in their thinking on many occasions. John, it was great that you



HAWAIIAN STYLE—Business Representative Stan McNulty, L. K. "Sonny" Wharton and Wharton's brother make the final preparations on the Hawaiian style hog, one of many cooked for the feed, in the top photo. In the lower photo McNulty (far right) and Wharton (center) cover the hog for cooking with the help of Business Representative Bill Parker (second from right) Coordinator Brad Dotson (on backhoe) and others.

would say those kind words and you can rest assured we will continue to work with you.

Prior to the Bar-B-Q it was necessary to get the pigs, of course. We put out the word and found many willing hunters but only a few were successful in their efforts: Stan McNulty, Marvin Baswell and Andy Anderson were able to bag some boars. Next year we'll need some again so don't forget us.

The Marine Cooks & Stewards were most helpful. As you no doubt know they have a cooks' training center in Santa Rosa and after talking to their manager, Ed Turner, who is a good friend of the Operating Engineers, we were able to borrow the necessary cooking utensils and the microphone. Thanks, Ed—they all worked beautifully and your staff, especially Val & Lennie, worked with us one hundred per cent.

We mentioned music—it was great. It was provided by our Brother Engineer, Marv Massey and his band. We paid him well, so no more advertisement.

The children's games were well run by Carol Smith, wife of Chuck Smith, Santa Rosa Executive Board member, who also worked very hard towards making the event a success. Thanks Carol and Chuck—your efforts paid off and the children all had prizes.

To Duane Myers, of Lace House Linen Supply, and son of our brother, Ivan Myers, who holds a gold, 35 year honorary membership card, we wish to extend our thanks in supplying us with towels, aprons, etc. Incidentally, Ivan worked with Garth Patterson, our former Executive Board member, at Hein Bros. Basalt Rock Company, who

supplied us with additional rock needed, helping to make the Bar-B-Q a success.

Then there is Pat O'Connell who spent the entire night helping and what a team between Pat and John Pressley when we needed to split the wood—great job—sure hope the muscles have loosened up by now.

Speaking of muscles—I do hope you all shook hands with the former light-heavyweight champion of the world, Bobo Olsen—he was there along with his lovely wife and we sure appreciated his presence.

We had so much help—John Bottani came through like a trooper and was able to slice all of the meat, which is no easy task. See you next year, John, you're an expert. We sure can't forget the Foremost Dairy people, especially Walt Ballard. We used their refrigerator and cool trucks and had nothing but wonderful cooperation from them. Your "Girl Friday", Alice, must have been tired, because she worked before, during and after and never stopped. Bouquets, O.K.? Candy, Stan McNulty's wife, sold tickets and was a great help, even though she is expecting their second child very soon. To my wife, Norma—thanks for making it a lot easier for me. You were sweating it out right along with me. For those of you who saw her perform the hula, it was quite a treat.

My apologies if I have slighted anyone in not extending my thanks, but in all seriousness it was a great party. Ron Bergsen, Bill Parker, Brad Datson, Stan and myself thank you all so much for being there and working so hard towards bringing together the families of the Operating Engineers.



CHEFS AND GUESTS both enjoyed the Wild Hog Feed held in Santa Rosa. In the top photo, Business Manager Dale Marr gets some of the delicious side dishes served with the hog, while in the bottom photo Vice-President Bob Mayfield passes time in a pleasant manner, in the long food line that formed. In the center photo Santa Rosa District Representative Russ Swanson acts as chef.

More On Contract...

the Construction Industry Stabilization Committee in January.

Group 1 (9 Classifications)		
	5/1/74	6/16/74
AREA 1	\$7.13	\$7.76
AREA 2	\$8.26	\$9.03
Group 2 (10 Classifications)		
	5/1/74	6/16/74
AREA 1	\$7.41	\$8.08
AREA 2	\$8.54	\$9.35
Group 3 (12 Classifications)		
	5/1/74	6/16/74
AREA 1	\$7.58	\$8.27
AREA 2	\$8.71	\$9.54
Group 4 (12 Classifications)		
	5/1/74	6/16/74
AREA 1	\$8.03	\$8.77
AREA 2	\$9.16	\$10.04
Group 5 (8 Classifications)		
	5/1/74	6/16/74
AREA 1	\$8.20	\$8.96
AREA 2	\$9.33	\$10.23
Group 6 (22 Classifications)		
	5/1/74	6/16/74
AREA 1	\$8.31	\$9.09
AREA 2	\$9.44	\$10.36
Group 7 (26 Classifications)		
	5/1/74	6/16/74
AREA 1	\$8.44	\$9.23
AREA 2	\$9.57	\$10.50
Group 8 (28 Classifications)		
	5/1/74	6/16/74
AREA 1	\$8.76	\$9.59
AREA 2	\$9.89	\$10.86
Group 9 (8 Classifications)		
	5/1/74	6/16/74
AREA 1	\$8.94	\$9.79
AREA 2	\$10.07	\$11.06
Group 10 (30 Classifications)		
	5/1/74	6/16/74
AREA 1	\$9.10	\$9.97
AREA 2	\$10.23	\$11.24
Group 10-A (10 Classifications)		
	5/1/74	6/16/74
AREA 1	\$9.19	\$10.07
AREA 2	\$10.32	\$11.34
Group 11 (23 Classifications)		
	5/1/74	6/16/74
AREA 1	\$9.33	\$10.23
AREA 2	\$10.46	\$11.50
Group 11-A (6 Classifications)		
	5/1/74	6/16/74
AREA 1	\$10.20	\$11.20
AREA 2	\$11.33	\$12.47
Group 11-B (1 Classification)		
	5/1/74	6/16/74
AREA 1	\$10.42	\$11.45
AREA 2	\$11.55	\$12.72
Group 11-C (2 Classifications)		
	5/1/74	6/16/74
AREA 1	\$10.65	\$11.71
AREA 2	\$11.78	\$12.98
01.03.01 Classifications and Rates for Steel Erectors and Fabricators:		
	5/1/74	6/16/74
Group 1 (1 Classification)		
	5/1/74	6/16/74
	\$7.55	\$8.23
Group 2 (4 Classifications)		
	5/1/74	6/16/74
	\$7.86	\$8.58
Group 3 (5 Classifications)		
	5/1/74	6/16/74
	\$8.67	\$9.49
Group 4 (2 Classifications)		
	5/1/74	6/16/74
	\$8.79	\$9.62
Group 4-A (1 Classification)		
	5/1/74	6/16/74
	\$9.02	\$9.88
Group 5 (8 Classifications)		
	5/1/74	6/16/74
	\$9.41	\$10.32
Group 6 (9 Classifications)		
	5/1/74	6/16/74
	\$9.74	\$10.69
Group 6A (1 Classification)		
	5/1/74	6/16/74
	\$10.20	\$11.20

(Continued From Page 1)

Group 7 (1 Classification)
5/1/74 6/16/74
\$10.99 \$12.09

01.03.02 Classifications and Rates for Piledrivers:

Group 1 (1 Classification)
5/1/74 6/16/74
\$7.19 \$7.83

Group 1-A (1 Classification)
5/1/74 6/16/74
\$7.46 \$8.13

Group 1-B (1 Classification)
5/1/74 6/16/74
\$7.58 \$8.27

Group 2-A (1 Classification)
5/1/74 6/16/74
\$8.09 \$8.84

Group 2-B (4 Classifications)
5/1/74 6/16/74
\$8.26 \$9.03

Group 3 (4 Classifications)
5/1/74 6/16/74
\$8.50 \$9.30

Group 3-A (1 Classification)
5/1/74 6/16/74
\$8.81 \$9.65

Group 4 (6 Classifications)
5/1/74 6/16/74
\$9.26 \$10.15

Group 5 (4 Classifications)
5/1/74 6/16/74
\$9.38 \$10.28

Group 6 (1 Classification)
5/1/74 6/16/74
\$10.20 \$11.20

01.04.00 Foreman. Wages, foreman (other than general foreman), shifters, heavy duty repairman foreman and master mechanics (heavy duty):

5/1/74 6/16/74
AREA 1 \$10.19 \$11.19
AREA 2 \$11.32 \$12.46

Language changes in the new contract make the following stipulations:

A special single shift can be instituted when work is for a public agency or public utility and written certification and adequate justification is given by the employer (Section 06.04.01);

The number of employees on a second or third shifts cannot exceed the number of the first shift by more than 50 percent (Section 06.09.00);

Triple time provisions were deleted (Sections 06.25.01 and 06.25.02);

The Assistant to the Engineer will get overtime to "fireup" or "grease" before or after a shift begins or ends (Sections 06.25.01 and 06.26.00);

Because of inadequate language in the contract for when generators, welding machines, and compressors are to be manned, the number and times when engineers are to be on the equipment is designated.

07.06.00 Pumps. Whenever the individual employer uses powered pumps (except automatic electric pumps, pumps 500-GPM or less, and water loading pumps), they shall be manned as follows:

(1) Over three (3) up to and including nine (9); one (1) Engineer required.

(2) Over nine (9) up to and including sixteen (16); two (2) Engineers required; and thereafter

(3) For each six (6) additional pumps; one (1) additional Engineer.

07.06.01 GENERATORS

(1) Generator (single or multiple units), over 250KW, up to and including 600KW; one engineer required.

(2) For each additional 350-KW: one (1) additional engineer required.

(3) Manned single units shall not be included in Multiple Unit Count.

(4) Generator House: one (1) engineer required.

(5) Not more than one (1) engineer required on any single unit.

07.06.02 COMPRESSORS

(A) Building Jobs Only:

(1) Compressors single or multiple (except automatic electric compressors), over 500 CFM total capacity; one (1) engineer required.

(2) For each additional 2400 CFM total capacity: one (1) additional engineer required.

(B) Other Than Building Jobs:

(1) Any single unit 600 CFM or over: one (1) engineer required.

(2) On compressor houses, manifold compressors or large single unit compressors (600 CFM or more) in the same location: one (1) engineer required.

(3) Any other combination of compressors, (excluding those as named above, and excluding the isolated single unit of 185-CFM or less), exceeding 600-CFM: one (1) engineer required and thereafter, for each additional 2400 CFM: one (1) additional engineer required.

07.06.03 WELDING MACHINES

(1) Four (4) or more up to and including eleven (11): one (1) engineer required.

(2) Twelve (12) or more up to and including nineteen: two (2) engineers required.

(3) Thereafter, for each additional eight (8) welding machines, one (1) additional engineer required.

The minimum age in the journeyman training provision (Section 07.09.00) is now 48 years old, the maximum is now 58 years old and the maximum hours a man can work and still get training are 1,050;

The registered apprentice can go to Rancho Murieta Training Center and retain his job upon returning to work from the center (Section 07.10.06);

When the registered apprentice becomes a journeyman he can go to work for any employer for whom he has worked in the past, if the employer requests him and he does not bump a journeyman (Section 07.10.07);

If the apprentice is sent out as an assistant to engineer he will get apprentice or assistant to engineer wage scale, whichever is higher (Section 07.10.10);

The registered apprentice must be under the supervision of a journeyman at all times (Section 07.10.09);

The insurance for heavy duty mechanics' tools has been increased from \$750 to \$1,500 maximum (Section 08.01.00);

Working leadman will now get an additional \$.25 per hour (Section 10.01.00);

The California Apprentice Termination and Training Subsistence Fund is to be eliminated and the money to be divided pro-rata to the apprentices (Section 12.08.00);

Travel and subsistence com-

Big Highrise Building To Start After Hold-Up Of 18 Months

By MIKE KRAYNICK,
District Representative and
TOM CARTER, BOB FLECK-
ENSTEIN, JACK BULLARD,
and JACK CURTIS,
Business Representatives

The huge \$25 million Taylor-Woodrow highrise building, one of the key projects in the San Antonio Plaza redevelopment area, is on the brink of construction after an 18-month delay. The Taylor-Woodrow Project, a primary development in the redevelopment plan along with the \$20 million Saga Building, is proposed for the area between First, Market, San Carlos and San Fernando Streets. Delays were partly due to hangups over building a public parking garage within the project. These problems have been resolved. Work has already begun on the three-block pedestrian mall through the heart of the San Antonio Plaza.

A typical San Jose resident opposes growth, wants more public transportation, favors a full-time city council and guards his tax money, according to a survey conducted by the Citizens Community Improvement Committee. If the survey is an accurate reflection of San Jose residents, they aren't exactly for development.

Public transportation seemed to have the overwhelming backing of those responding with 76 per cent agreeing that San Jose should spend tax money to expand public transportation shift-

pensation has been increased to \$14 per day and will be increased next year to \$15.50 per day (Section 11.01.00);

Mileage is now 17 cents per mile (Section 11.03.03);

If a job steward is to be laid off the employer must notify the job placement center two work-days prior to the lay off, except if for "just cause" (Section 17.04.00);

Persons who have earned three or more employment credits at any time within 36 months preceding registration for employment shall be classified Class A (Section 04.07.06);

Persons who have earned one employment credit or more, but less than three, at any time within 12 months immediately preceding registration for employment shall be classified Class B (Section 04.07.07);

Persons who do not meet the requirements of either Class A or Class B set out above shall be Class C (Section 04.07.08);

For people who earn one or three employment credits, as the case may be, the transfer from Class C to Class B or from Class B to Class A will be effective the first day of the month following the month in which the individual employer's report on fringe benefits show the required hours.

Three new job classifications have been added, in group 7, self-propelled tape machine, in group 8, grooving and grinding machine (highway) and in group 10, trenching machine (assistant to engineer required) and multi-engine with sloping attachment, Jelfco or similar. 3321 gradesetter, grade checker (mechanical or otherwise) has been moved to group 8 (Section 01.03.00).

ing funds from street improvements to develop transit facilities was also well supported. The study was originally intended to be used during city council budget deliberations but weren't completed in time.

Blood Alley, the treacherous stretch of the Bayshore Freeway between Morgan Hill and San Jose, will be eliminated in five years, at a cost of \$54 million. Work will begin in about a year on the project to transform the undivided four-lane highway into a six-lane freeway. The State has allocated \$25 million for grading this high accident stretch of Highway 101. In the following years the State has earmarked another \$19.3 million for paving the highway. This should keep a good number of brothers busy for a while!

Out in the hills of Cupertino, developers are studying at least five proposals to develop 638 acres with 2,222 housing units. Current plans call for a professional golf course and other planned recreational facilities. The Old Kaiser Pacific Quarry may be replanted near a luxury condominium development. Other properties in the hillside area are also in the planning stages.

Jubby Roach, with Warner-Yates Forklift, has to be the most lucky and unlucky brother we know. He had his middle finger over an unknown pinhole leak on a hydraulic line when 1,800 pounds of pressure hit the line. It pumped hydraulic fluid into his hand, arm, then entire body. Roach passed out several times getting into his truck. Brother Delbert Johnson saw something was wrong, put him into Johnson's truck and ran him to Salinas Memorial. Roach heard one doctor say "That's fatal, call his family." They replaced his entire blood supply, he made it OK. He may lose his middle finger, and clean paper pressed on his hand shows oil on it yet three weeks later.

Granite Construction Salinas Office will soon begin the Blanco Road job. It went for \$1.04 million. It involves 55,000 yards excavation. After "rocking" the job, it will take 13,000 yards of plant mix. Not much doing there yet, PG&E and Pac Tel still busy there. This job will take 200 working days. Granite Salinas also has Salinas-Monterey Highway 68 to widen from Blanco Road to Spreckels Boulevard. That job was \$662,000, primarily a widening project. This project plans 120 working days.

Granite Construction Salinas has averaged 40 brothers all year, plus 12 foreman brothers.

Granite Construction Monterey is installing a main sewer line down Pacific Street, Monterey, a one-month job. Brother John Hazzdovac is superintendent, Harold Clark runs the hoe. Brother Howard Hawkins runs the new Carmel Valley Road widening work. Earl Jaschmeyer on blade, Kenny Holt loader, Don Scott sets grade. How do you like Gp 8 pay for gradesetting, Don?

The joint Kaiser Permanente-Moss Landing-Natividad contract negotiations with the eleven crafts were finally completed June 16!

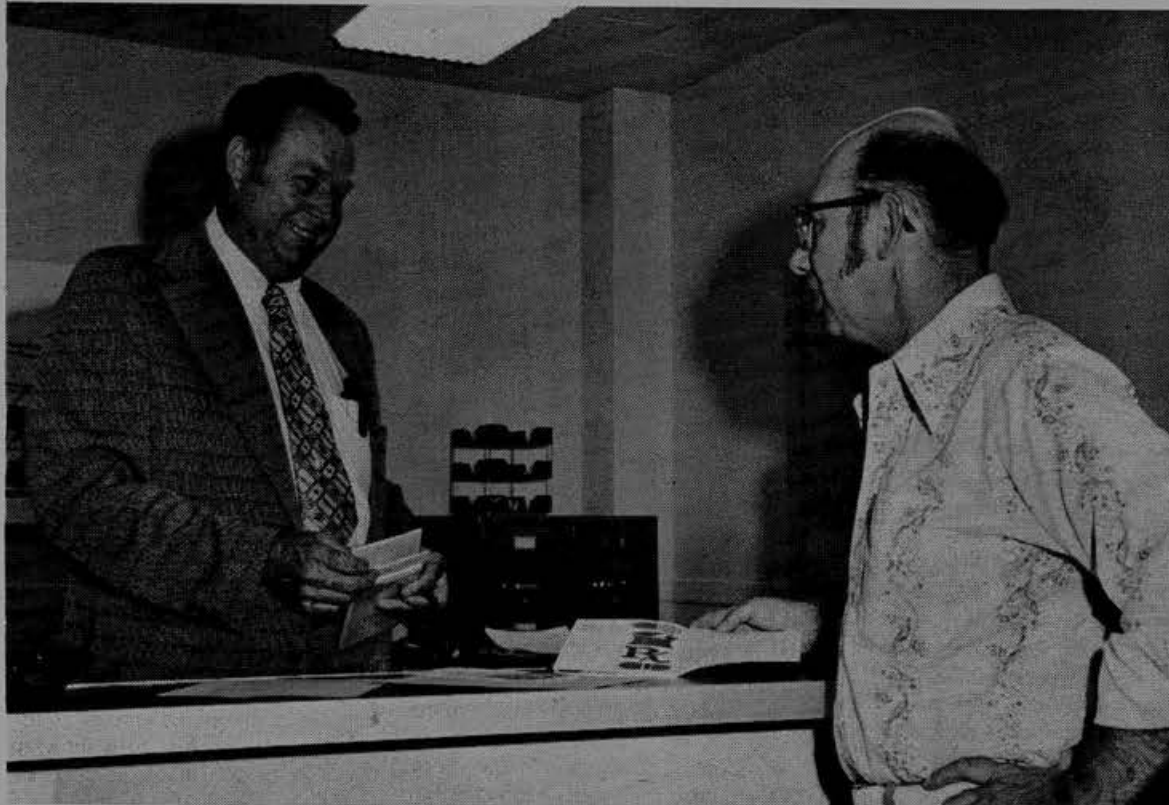
OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

VOL. 1—NO. 6

SAN FRANCISCO, CALIFORNIA

AUGUST, 1974



DIRECTOR OF FRINGE BENEFITS, Art Garofalo, left, answers a question about fringe benefits asked by John L. Parrott, in the

Fringe Benefits Service Center in the San Francisco office. Parrott is a 15-year member from Oakland.

Health And Welfare Provision

Life Insurance Provides Security

Under the provisions of the Operating Engineers Health and Welfare Trust Fund, every eligible member is insured in the amount of \$4,000 in the event of death due to any cause on or off the job. This life insurance benefit is payable in full to your designated beneficiary upon notification of the Trust Fund Office.

You may name anyone that you wish as your beneficiary. It can be even more than one person though if you made this choice, you would be required to assign the percentage of the benefit payable to each beneficiary. You may also change your beneficiary at any time by simply completing a new beneficiary card. If you have not as yet filed a beneficiary card with the Trust Fund Office or the Union Office, or you wish to change your beneficiary, you can obtain a beneficiary card at any district office, the Fringe Benefit Service Center or the Trust Fund Office. Once completed with the appropriate information, the card should be mailed either to the Trust Fund Office or to your Union Office. In the event that you have not designated a beneficiary upon your death, your life insurance will be paid in a single sum to the first surviving of the following: your (a) widow (b) surviving children (c) surviving parents (d) surviving brothers and sisters (e) executors or administrators of your estate.

If before the age of 60 you become totally disabled and are unable to work, your life insurance will stay in effect. This coverage will be continued without further payments so long as

you remain disabled. To be eligible for this "waiver of premium," you will be required to submit proof of continued total disability on a year to year basis. Be sure to file your original notification of total disability with the Trust Fund Office so that the insurance company may contact you annually to determine your continued total disability status. The full amount of your life insurance will be paid to your beneficiary if total disability continues until the date of death.

If you become totally disabled from the age of 60 thru 64, your life insurance will be extended for a maximum period of one year.

In the event you become totally disabled you must, within one year of the cessation of your eligibility, submit proof that the total disability began while you were insured. Proof of continued disability, as stated previously, will be required on a year-to-year basis. For further information or for the necessary forms to prove total disability if you are entitled to continuance of life insurance, contact the Trust Fund Office.

Your life insurance also has a conversion feature. If your insurance terminates because of termination of eligibility, your group life insurance will be continued for a period of 31 days, and the benefit will be payable to your beneficiary if you die within this period.

During this 31-day period, you may convert your group life insurance to an individual life insurance policy without a medical examination. You may choose

any type of individual policy then customarily being issued by the insurance company, other than a policy containing term insurance or disability benefits. The annual premium cost to you will be based upon the plan of insurance that you select, and your class of risk and age at the time of conversion without any additional charge on your medical risk at that time.

Your group life insurance provides you and your family with an important element of security in the event of your death. For this reason, it is an integral part of your total fringe package and one that you should be quite familiar with.

Protect Your Pension Credits With Vesting Or Grace Period

Every operating engineer in Local No. 3 must be eligible for a "grace period" or earn at least one quarter of Future Service Credit in any period of three consecutive calendar years if he is not "vested" in order to keep the pension credit that he has accumulated.

You must earn at least one quarter of pension credit in a period of three consecutive calendar years if you do not qualify under the vesting or grace provisions of the pension plan. Otherwise, you can incur a "break in employment" and forfeit your entitlement to your pension credit. Currently, 350 hours in one calendar year represent a quarter of pension credit for engineers under age 60 while engineers age 60 and over are only required to work 300 hours in one calendar year.

To be vested simply means that you have attained a permanent right to the pension credit that you have earned under the pension plan.

Since January 1, 1972, you became "vested" if you either accumulated 25 pension credits regardless of your age or accumulated 10 pension credits and were at least age 45. If you are under age 60, you need 1,400 hours in a calendar year for one pension credit, and only 1,200 hours in a calendar year if you are age 60 or over. Once vested you cannot lose your pension credits even if you decide not to continue employment as an operating engineer.

A grace period is a period of time which is disregarded in determining whether there has been a period of three consecutive calendar years during which you may have failed to earn one quarter of a pension credit. A grace period never adds to your pension credit total, but importantly does protect whatever credits you have earned.

You can obtain a full-time grace period for any of the following reasons:

1. Full-time employment with the International Union of Operating Engineers.
2. Employment with a public agency on the type of work covered by the collective bargaining agreement.

3. Employment as a supervisor with a contributing employer.

4. Initial employment with a contributing employer or with a joint venture in which a contributing employer participates on a project located outside of the United States and continued employment thereafter by a contributing employer on the same project whether or not with the initial contributing employer or joint venture.

5. Employment covered by a collective bargaining agreement with the International Union of Operating Engineers, or any of its affiliates, on a project located outside of the United States.

In order to apply for a grace period, you must make written application to the Board of Trustees through the Trust Fund Office or Fringe Benefit Service Center.

In the event you become totally disabled you may be granted a grace period for a maximum of two consecutive calendar years. Your total disability must be determined to the satisfaction of the board of trustees. To apply for a total disability grace period, you must give written notice to the board and present written evidence of your disability. In addition, you must submit to any examinations that the board, at its sole discretion, may determine necessary to verify your eligibility for the grace period.

Grace periods will be granted for one year at a time in cases of total disability. Grace periods may be granted for up to two years at a time if absence from work as a covered employee is due to any of the other reasons stated above. Your application should be made at the end of each period of time you wish the grace period to cover. A "grace period" cannot be granted prospectively.

In order to continue a grace period in effect, renewal applications must be filed on a timely basis. They may be obtained at the Fringe Benefit Service Center or the Trust Fund Office.

ASK YOUR TRUSTEES:

Name _____
SS # _____
Address _____

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



VOL 4—NO 8

SAN FRANCISCO, CALIFORNIA

AUGUST, 1974

Ranch Instructors Build Testing Device

A new device for the testing and breaking-in of engines was recently built by Rancho Murieta instructors and used for the first time.

The machine, a dynamometer, was built in spare time by several instructors over a period of two or three months.

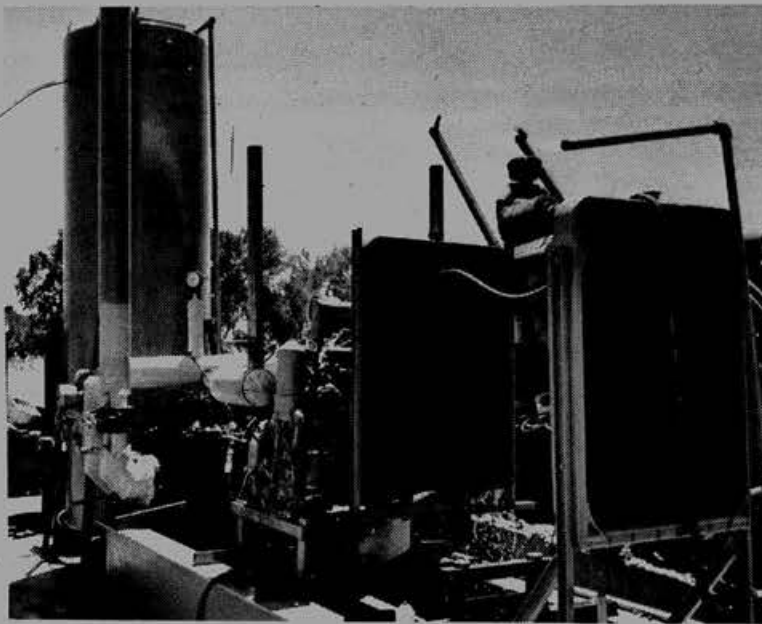
"We really haven't finished it yet although we are ready to test engines now," said Doc Ford, one of the instructors who helped put the machine together. He said that part of the cooling system still needs to be completed.

The machine is basically a combination of cooling systems, gauges and a water pump. The engine to be tested or broken-in is linked to the dynamometer so that it drives the water pump. It is then possible to measure the amount of work the engine is doing by noting the pressure and rate of flow the pump is producing. It is also possible to allow the engine to work under various loads by restricting the pump.

"We already know the rated horsepower of the engine and we can find out what it is really producing by reading the pump pressure and how many gallons it is pumping," said Ford. "The more we restrict the pump the harder the engine works. The idea is to make it work like it is in a piece of equipment."

"You're supposed to produce so much horsepower and right here is where you can prove it," said Dave Germain, another Rancho Murieta instructor.

According to Germain any defect in an engine can be discovered by running it on the dynamometer.



TEST RUN—The dynamometer built by Rancho Murieta instructors tested its first engine in July. Almost every conceivable engine fault can be detected using this machine.

"If there's anything you can't detect I don't know what it would be," he said.

Although the dynamometer is often used as a testing device it is mostly used to seat rings and otherwise break-in rebuilt engines. The testing aspect and the training aspect of the device are closely related to this, however. The engines which are broken in and tested on the dynamometer are ones that have been stripped down and rebuilt by journeymen or apprentice trainees.

"The engines are stripped bare and completely rebuilt by the trainees," said Germain. "In addition to learning how to use the dynamometer, the trainees can now make absolutely sure that

the engines they rebuild are right before they leave this shop."

Germain said that knowledge of how to use a dynamometer is important because most big outfits now have these machines.

According to Logan Stewart, Rancho Murieta project director, the dynamometer at the training center has greatly impressed all who have seen it.

"A man from University of California at Davis came over and was astounded," he said.

Use of the dynamometer is now included in the training curriculum and Stewart said that he would like to encourage journeymen who are not familiar with the machine to come to the Ranch to learn about its use.

Apprentice Systems Notebook

By JACK H. McMANUS
Administrator

Last month we said goodbye to an old and very good friend, Bill Gaines, and now we would like to welcome his successor and a group of men we are sure will do an excellent job. However, they can only work well if they receive the same help you gave Bill. So welcome Robert Little as Affirmative Action Director and let's give him the help needed to get the job done.

The signing of the new Collective Bargaining Agreement has a substantial effect on the apprentice program. Most changes are self explanatory so read those changes well, especially the "two missed shift" change.

Apprentices, it's simple, if you miss two shifts—you have been replaced regardless of your reasons for missing those shifts—life can be sad!!!

Mr. Employer wants to train you and he depends on you but if you aren't there to be trained he feels he will offer that training opportunity to another apprentice. I think that is logical and if Mr. Management and Mr. Union think it logical because the supply the work training opportunities, don't you think it's logical??? If you don't—it may be logical that you should look around for other training!!!

Now, let's look at some other changes. Pending complete ratification and signatures and the execution date of the Collective Bargaining Agreement, the California Apprentice Termination and Training Subsistence Fund shall be discontinued and in the following manner. The employer will continue his present contribution until the first day of the month following the month in which this agreement is executed.

Twenty-five days after the date of the termination of payments into the fund by the individual employers pursuant to the collective bargaining agreements calling for such payment, an audit shall be made to determine the number of hours upon which payments have been made into the fund on behalf of each registered apprentice and the available assets of the fund. The total number of hours of each such employee shall be divided into the fund assets and the total hours of such employee shall be multiplied by the result: that amount, less all applicable taxes and the proportionate share of expenses and any other expenses or obligations of the fund, shall be paid to each such employee, and the trust agreement establishing said fund and the trust therein provided shall thereupon terminate.

If you have any questions concerning the applications of the above information, be sure to contact your coordinator and your business agent or business representative. Inform your employer in the event that he has paid beyond the stipulation in the contract and further if you feel that you have a share in this fund, wait a time with patience until all the applicable contributions have been received and the trustees have had the opportunity to work out the mechanics of distributing the monies in the fund.

I cannot emphasize strongly enough the application of patience it will take to compute and allocate monies held in trust and as quickly as is possible, that money will be available for proper distribution. We will keep you informed of that you can be sure.

Dedication Works For San Jose Apprentice

By JIM ATKINSON,
Coordinator

The 1st of July A. J. Raisch Co., of San Jose gained a well trained journeyman. His name is Fred Scatena. The reason Fred is well trained is because Raisch has spent the past 2½ years training him. And according to Al Jones, the foreman Fred has worked for, Fred has been very receptive to training.

Fred has been trained at Raisch's plants and has received training on varied loaders, dozers, a blade, wheel tractor, and even a little Bob Cat. Fred also has been trained to operate primary and secondary crushing and screening plants, and has some training at Raisch's C T B plant and hot plant. During his training he has spent time at the Gay Pit on Monterey Road in San Jose, the Serpa Pit near Milpitas, and the Palak Pit.

Al Jones has a lot of confidence in Fred because he has shown a real interest in the work, is very ambitious, catches on fast and is not afraid to ask questions. In general Al said Fred has been a very trainable apprentice. Fred has demonstrated his interest by enrolling in evening classes at San Jose

City College that are related to the industry, such as welding. Fred also is serving on the Safety Committee at the plant.

Fred had some experience prior to entering the apprenticeship. He gave two years of service to the Marine Corps where he acquired experience on heavy equipment. He did a tour in Viet Nam with a support company to an air wing. Here he helped to build and maintain access roads, and unload aircraft. This experience included loaders, blades, dozers, forklifts, and a hydraulic utility crane. He even helped to train other men on equipment.

Fred has a wife, Diane, and two children. They are buying a home now in San Jose. Fred is still continuing his education at San Jose City College. He has completed 33 units towards an AA degree. Fred feels that the apprenticeship program has been very worthwhile. Also he highly commends Rancho Murieta Training Center. He said he plans to take advantage of the opportunity offered at Rancho Murieta as a journeyman.

We extend our appreciation to all of those who helped to train Fred as we know that both the union and contractors will benefit from this effort.

Six Of Seven Apprentices Happy

By CLIFF MARTIN
Coordinator

Six grading and paving apprentices from the Redding-Marysville area were advanced last month while time caught up to a seventh.

Apprentices who advanced were Albert Wilson, second to third step; Peter Gonzales, third to fourth step; John Castro, second to third step; W. Livingston, third to fourth step; K. Purewal, third to fourth step; and A. Santos, second to third step.

The apprentice who lost to the

clock was Mike Barnard, employed by the Rahco Co. on the Zurn project in Orland. He was rotated to Rancho Murieta Training Center for two weeks related training and will be replaced by Andrew Huntoon while he is at the Ranch.

Apprentice Earl Law, also with Rahco Co. will be attending RMTC for relating training in the near future.

R. Lucero, HDR, has changed his classification to PEO and has been rotated from Orientation to Baldwin Construction's hot plant and crusher operation at Hallwood.

A. Benjiman, also HDR, recently completed six weeks of training at RMTC and is now employed on the Piombo highway project at Dunsmuir.

Larry Roper has completed his

related training and has returned to A. Tiechert and Sons project at Beale Air Force Base.

R. Dagostin completed two weeks training at the Ranch and has gone to work in the shop for H. E. Parker in Marysville. Nat Tolbert got the good news at the July 25 safety meeting in Marysville that he is scheduled for two weeks related training.

Richard Harlson, HDR fourth step, is in the medical file and is currently in traction at the Mercy Hospital in Redding. His sacroiliac is causing muscle spasms and he has had a great deal of discomfort.

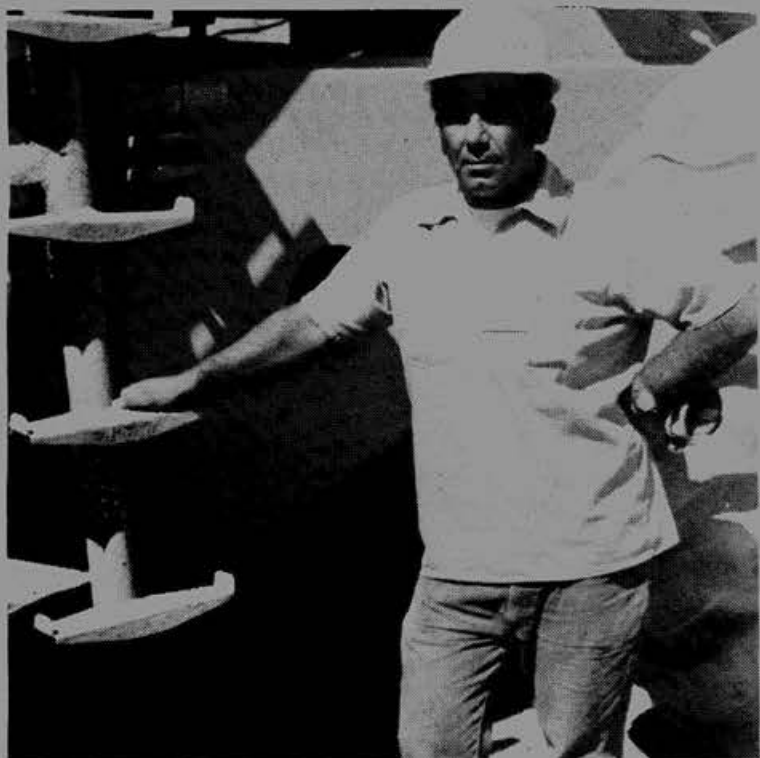
Terry Porter, the third place Outstanding Apprentice, has been advanced from fourth step apprentice to journeyman and is now employed by Eastco Construction.

JAS News

VOL 4—NO. 8

AUGUST, 1974

News and photograph copy appearing on these pages is paid for by the Joint Apprenticeship System.



LUPE BARELA recently became a journeyman operating engineer after working nine years as a laborer.

Ex-Laborer Now Operator

By **DON INCARDONA**,
Coordinator

Another San Jose apprentice recently became a journeyman operating engineer after working as a laborer for nine years.

Lupe Barela, originally from Soledad, graduated from High School in Gonzales. After graduating he spent four years in the Marine Corps where he served in the Far East as a Military Policeman. He then returned to California where he got a job as a laborer.

Barela's first job after joining the apprenticeship program was as a grading and paving apprentice on an east San Jose subdivision for Frank and Beaudet. On that job he worked on a DW20 compactor and cat dozer and grade setting, where he showed outstanding ability. He not only learned about layout but the importance of accuracy in using an eyelevel.

When that job was over he went to work for Bahr and Ledoyen where he had previously worked as a laborer. He finished his apprenticeship working for this employer in a plant and with grading and paving equipment.

Barela has worked on subdivisions, parking lots, roads and commercial pads. He likes grade-setting and running all types of equipment and would like to get into supervisory work. The journeymen he worked with feel that if every apprentice had the same attitude he has they would feel free to give their all to them.

In talking to Bob Bahr, he said he couldn't say enough about Lupe and that he is a feather in the Operating Engineers' hat.

So, congratulations Lupe, good luck in the future and thanks to everyone who helped you through the program.

Nevada Busy In July

By **GAIL BISHOP**
Coordinator

This past month has been a busy one for the state of Nevada. There have been some of our apprentices whose jobs were affected by the various labor disputes. Happily the work stoppages have been of short duration.

The majority of our apprentices are working in the eastern part of Nevada. All the jobs in that area are on a two-shift basis. Warm days and cool nights along with some mighty fine fishing make that area very popular with all hands.

We have indentured two new apprentices and have graduated Louis Esparza, HDRM; Clint Block, UEO; and Meredith Hooper, G&P. Our congratulations and best wishes to these three fine young men. They are a welcome addition to the journeymen ranks.

Income Mismanagement Brings Problems

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

Two apprentices, Elden Holmes and Allen Mortensen, will enter the ranks of journeymen this month. They have completed the 4,000 hours of on-the-job training plus the 320 hours of related classroom and job training at Rancho Murieta. We wish them success for the future but also want to remind them that they must continue to learn.

A great many of our problems today are the result of mismanagement of income. When you begin earning money as an apprentice in the construction industry there are a few financial considerations which would be beneficial for you to take to heart right at the start.

To begin with, keep in mind that if you spend beyond your means, you will have greater debts to overcome in the future. Wait a few years before you buy that big car or that big house. While it is important to establish credit, be careful that you do not let it get out of hand. Be

careful not to get too many charge accounts. Take on only those you can handle, keeping your payments as low as possible and establish a good credit rating.

A planned budget can be most helpful in arranging your finances and your way of living. If you allocate your income for specific purposes you won't overspend and have checks "bounce" at the end of the month. There are many ways of developing a personal budget. First, determine what your expected monthly income will be then make out a schedule for both essential and non-essential items. It is more difficult to determine a monthly income when working construction as there are unexpected layoffs and work stoppages to contend with. However, you can make a close estimate based on hours you have worked in the past. Then list your expenses—rent, groceries, car payment, telephone and other utilities, gasoline, and insurance. Also list savings as a regular item. If un-

expected expenses arise, such as medical expenses or car repairs, you can pay them from the money which you would ordinarily save.

Also include in this list of necessary items, clothing and entertainment. There are certain bills which must be paid every month. When unexpected needs arise, however, you can cut back on some of the less essential items.

Always remember that it is wiser to buy items outright than to make time payments. It's much better to earn interest on savings than to pay it on time payments. Beware, also, of making loans through finance companies. You might be paying more interest than you need to pay. If you must procure a loan you are wise to go through your credit union. Never underestimate the value of savings. Even if you are able to save only \$20 per month, you will be grateful when you see the figures begin to mount up with interest.

101 JAC Program Applicants Registered In State Of Hawaii

By **NELSON UMIAMAKA**,
Coordinator

During the first week of June, the Hawaii J.A.C. Program on the Island of Oahu signed up 101 Operating Engineers apprenticeship applicants. We expect that this group of applicants will be our source of apprentices for the remainder of 1974 and into a part of 1975.

As of this writing, 28 of this group have already been dispatched to various employers. Although we've had a couple who could not cut it within the first couple of weeks of employment and have since requested removal from the program without prejudice, the over-all potential of this new group looks pretty good. We've had six newly indentured apprentices who are sincerely interested in pursuing our Dual Enrollment Program. This has been very encouraging and we hope that this will serve

as an incentive for other apprentices who really want to apply themselves and take advantage of this opportunity. The community colleges here as well as the Hawaii J.A.C. will encourage and help in every way possible these apprentices who are going after an Associate of Science degree.

Our count of apprentices throughout the State as of this writing are: Hawaii 16, Maui 18, Kauai 2, Oahu 156, for a total of 192.

During the month of June, an alternate member of the Hawaii J.A.C. representing labor, was appointed. He is Business Representative Gordon R. MacDonald. "Mac" has been assigned to District 17 for the past three years. He has had very good relations with employers and apprentices throughout his assigned area, and we feel that he will be a valuable asset to the Hawaii J.A.C.



NEW EQUIPMENT AT RANCHO MURIETA is now being used to train apprentices and journeymen. Top row, upper left, apprentice Russell Patricio gets instruction on a John Deere 15-yard paddlewheel from instructor Troy Harwell. In the top center photo instructor Roy Quillen talks to Gene Taylor in the seat of a Barber-Greene trencher. Top right, apprentice Wayne

Wong operates a Case backhoe. In the bottom row, left, is a new 12G Cat Articulating Blade. Center, instructor Larry Tavares gives instruction to apprentice Harry Ah Nee. In the right hand photo instructor Ed Cavelli gets down from the seat of a new D6 Cat. Another new piece of equipment not shown is a Cat 627B scraper.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

The NCSJAC Training Program was designed to accommodate several types of situations:

1. The Tech Engineer who is already a part of the work force and already a member of Local 3, but wants to upgrade and broaden his skills;
2. An experienced person from a work force in some other geographical area who desires to be "qualified" under the provisions of the Collective Bargaining Agreement;
3. Newcomers to the work pool with little or no experience who want to become Technical Engineers.

The thrust of the program is to provide the needed training for any person with any degree of skill toward the goal of "qualifications" contained in the Technical Engineers Master Agreement.

Obviously then, the program does not only concern itself with just apprentices but includes the whole gamut of training possibilities and needs for journeymen as well.

Currently, approximately one-half of the registered apprentices are journeymen upgrading their skills.

There has been some difficulty in record-keeping and pay scales in connection with the journeyman apprentice. For instance, a sixth period apprentice may sign in on two different out-of-work lists: The apprenticeship list and the journeyman chainman/rodman list. If dispatched as a chainman he then becomes an unemployed 6th period apprentice and an employed journeyman chainman.

The new provisions contained in the Tech Engineers Agreement concerning the consolidation of apprentices and journeyman out-of-work lists in one office and dispatching by one person will allow a natural flow back and forth without loss of credit for training hours.

The consolidation of lists and centralized dispatching system in no way takes away from the services of the local district job placement center. All activities normally expected will still be provided by the district job placement center in each home area. The only difference is that the apprentice or journeyman will be contacted by one dispatch instead of 14 different dispatchers.

With the ratification of the new Tech Engineers Agreement, the final steps were taken to develop a tech engineers center where activities concerning tech engineers can be coordinated.

Whether it be a member, his employer, a business representative, the district representative, the Local No. 3 officers, a coordinated effort can be implemented to resolve problems and provide service by one department making up the many administrative departments of Local No. 3.

The decision to establish the tech engineers center is one more building block put in place by the business manager and officers of Local No. 3. It will take a little getting used to by all concerned, just as any new or innovative idea takes a bit of time to understand. If efficiency is obtained and services bettered, then the effort is worth it.

In Marysville

Work Good Despite Strike

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

On the West side, work is still moving along well. We hope when this article is being read that the Carpenters have settled and everyone is back working going full bore.

We would like to thank all the brothers who made it out to the July district meeting.

We have three pre-jobs coming up for work on the West side—one with Continental Heller for the Sunsweet Plant in Yuba City, one with H. M. Byars for the Pipeline Job at Willows, and one with Kirkwood Bly for the Pumping Station at Willows on the Tehama-Colusa Canal.

We certainly hope that the next section of the Canal is let in November or December; rumor has it that it might.

Ray Bertelson has started their job at Chico Airport. Thornsberry from Woodland is doing the dirt and paving for this job.

Claude C. Wood has started a crew back on the levee work on the Sacramento River.

The plants and shops are going pretty well.

Kaiser Sand & Gravel at Hamilton City has two shifts going and will probably keep them going for quite a while.

Brothers, keep up the good work on the blood bank donations.

Work on the East side has picked up considerably, with Teichert Construction being awarded a \$2.3 million contract for widening Highway 99 from the Yuba City-Marysville "Y" on 99 to Interstate 5 near Sacramento. This should put several of the fellows to work shortly.

Teichert is in full swing at Beale Air Force Base, with about 25 brother engineers working out there.

As of this writing, Madonna Construction was low bidder on the Quincy Highway job, with a bid of \$1.8 million. The contract has not been awarded as of this time. This job, once it is awarded and it is started, should put several of the fellows to work.

Claude C. Wood at Parks Bar has started their operation up again and put several engineers back to work.

Crook Bros. at Calpine is moving along real well and should be completed in September. They have been working several of the brothers for the past two months.

Mathews Ready Mix has picked up some new contracts and are working their men steadily.

H. Earl Parker has started their Spring Valley Quarry up

July Rain Slows Work In Sacramento Dist.

By LARRY J. UHDE,
Coordinator

What with contract negotiations and rain in July, work in the Sacramento district has slowed down again. However, we do expect to be back to normal very soon.

We are happy to report that the Auburn Dam project has finally gotten underway after a very long and sometimes heated dispute with the environmentalists. We will be able to place a few people this year, but the bulk of the hiring for operating engineers probably won't be until sometime next spring.

Our congratulations to apprentice Alan Ireland on his recent marriage (July 4, 1974). We wish Alan and his lovely bride, Coleen, a very happy, healthy and prosperous lifetime together.

We are having our next safety meeting on August 8, 1974, at 7 p.m., 2525 Stockton Boulevard. We would like to see 100 per cent attendance. Safety is not only an important phase of your training as an apprentice, it is also a very necessary part of everyday life.

Work Better In The City

By MARTIN CASEY,
Coordinator

The work picture is better, now that the Carpenters have signed an agreement to go back to work, which should open up some work here in the area. Our contract talks ended without a strike or even the threat of a strike. This has been the way that Local 3's contract talks have gone for the most part over the past years.

Now that we have a new contract and a wage raise, all we need is some work. There are no easy answers to that. What we can all do is find out who is friendly to labor and working men and come November when its election time, put your X behind the name of the candidates who at least say they are in sympathy with us and hope they carry out their promises.

We have noticed that some of the apprentices are not getting in time cards on time, and not complying with rule No. 5 of keeping a current address and phone number in the J.A.C. office.

Every apprentice received a copy of the rules and regulations in the mail a short time ago. Therefore, you should read them and comply. If you have any questions I can be contacted at 415-583-1686.

again, making rip-rap for their work on the Sacramento River.

Spence Robinson, Baldwin Contracting, Lamon Construction, R. G. Fisher, are all working.

BLOOD BANK

Remember, brothers, we still could use donations to our Blood Bank. Donations may be made at the following places:

Marysville: Marysville Art Club (just behind the Elks Lodge), 420 - 10th Street, Marysville, 1 - 7 p.m., 2nd Tuesday of each month.

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

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO



Mike Womack

With the support of Dale Marr and the officers of Local No. 3, the Tech Department has been working closely with the district agents and the business agents throughout Northern California in their organizing efforts. These efforts are beginning to pay off. Contracts with various firms are now either being signed or are in the process of being negotiated. Demand letters are being served, almost on a weekly basis. All of this is possible because of Local 3's team effort.

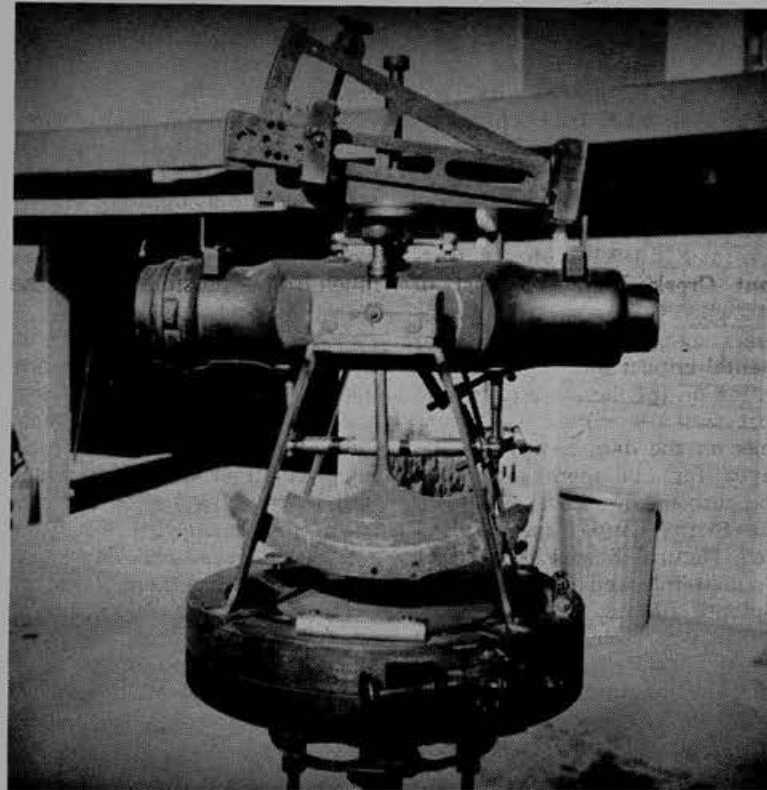
The Fresno area has been a new experience for the Tech Department and a big surprise. The work seems to be in good supply. The members we talked to have worked all year round in most cases. Union firms are in the minority—most of the surveying and testing firms are non-union.

A lot of organizing has to be done and the ground work is being done at this writing. Not only are there few members, but the wages are D area rates and it is hard to eat meat with no money.

As in other successful organizing drives in various districts of Local No. 3, the Tech Engineers Department hopes to give Claude Odom and his crew the assistance necessary to complete this special organizing effort.

Frank Morales of Riffe, Peters & Jones is recuperating from a heart attack. Knowing Frank, he was probably looking for his clothes and asking the nurse to bring him a beer (union, of course) two hours after he got to the hospital. Hope to see you up and around soon, Frank.

In the photograph below, we show a very old Transit. The scope and the plates are wooden (hand carved), the tripod is also hand carved, the optic power is 0. Can anyone guess the age or type of instrument? Perhaps Paul's dad, Hank Schissler, used this type of instrument when he started surveying in his youth.



CAN YOU GUESS how old the transit pictured above is? For details on construction see Talking To Techs, above.

District 2 Has August Meeting

By L. R. BUSBY, Coordinator

District 02 and 04 have a safety meeting on August 28 at 7 p.m., located at 404 Nebraska Street, Vallejo. The last one was extremely good. Jack Short of the Safety Division of Local 3 came down from Sacramento and showed us a very good film on Safety, and answered questions some of the 40 or so apprentices in attendance asked. Jack did a very good job.

We had an apprentice discus-

sion meeting on July 18th in San Rafael. Only 12 of the 25 apprentices showed up. That is their loss, as Wayne "Lucky" Sprinkle, business agent for District 02 gave a talk about working rules, and Art Garafolo came over from San Francisco and discussed the Fringe Benefits Center and its functions. The apprentices who did see fit to come and learn a little are now much more informed than the ones who did not show.

My apologies to Lucky and Art. They gave up a night to try and help these apprentices and only about 50 per cent showed up. Hopefully the next one will be better. Thanks again to Lucky and Art.

Job banks, an important tool of the federal-state employment service, are computerized daily printouts of all the available openings in a labor market area.

Chico: 169 Cohasset Road, Chico, Mondays, 3 - 6 p.m.; Tuesdays, 8 - 11 a.m. and 1 - 4 p.m.; Fridays, 8 - 11 a.m.

We again thank the many members who made donations to our fund during the past few months when our supply was so very low. However, we still need blood. Donors, please be sure to tell them it is for the Operating Engineers — Marysville District Fund.



THE EXPOSED CUTTERHEAD of the 36-inch dredge Hydro Pacific is seen above.

The dredge is working on the Reef Runway Project at the Honolulu Intl. Airport.

Currant Creek Contract Awarded

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

S. J. Grove and Sons of Pine Valley, California were low bidders at \$18,347,191 on the Currant Creek Dam northeast of Strawberry Reservoir. Three years ago, before an environmental impact statement delayed action on the dam, the estimated cost was \$10 million. Bid openings on the dam have been delayed for five months pending the outcome of a lawsuit filed by the Sierra Club, Trout Unlimited, Natural Resources Defense Council Inc. and Environmental Defense Fund. Chief Judge Willis W. Ritter, U. S. District Court for Utah, ruled that the final environmental impact statement for the Bonneville Unit of the Central Utah Project complies fully "with all applicable laws and regulations."

S. J. Grove and Sons intend to begin immediately on the preliminary work, with actual construction of the dam to begin next spring. The Currant Creek Dam will be an earthfill type and is expected to take three years to build.

Industrial Construction is moving equipment from Idaho to the Beaver job as fast as possible. It will be about a month before all the equipment for this job will be working. This employer will start work on the Scipio job as equipment becomes available. By the end of this season there should be many operating engineers working on these two projects.

Strong Construction was the successful bidder on the \$600,000 job in Canyonlands and they hope to move some equipment on the job shortly. There is still a problem with water on the Thompson job, which has resulted in a reduction of force.

Cox Construction is moving equipment from job to job. The dirt spread is now working in Mona, Utah and the paving spread is putting the finishing touches on the Salina Canyon job.

Jelco Construction is having difficulty getting enough iron for erection of the new power plant at Huntington Canyon. They may have to cut back on the number of operators if the situation does not improve. However, the employer is making every effort to get delivery on as much iron as possible to keep the crews together.

W. W. Clyde Company is calling back many of the operating engineers for their projects and the payroll is increasing almost every day. It is quite possible that all of their equipment will be working before the end of the month.

After a recent four-day shutdown at Rio Algom Corporation's underground uranium mine at LaSal, Utah, top-level officials from the Canada office were made aware of the deplorable safety and working conditions there.

A joint inspection of the mine was made by the Canadian officials, Mr. Ed McLean and Mr. Francis Winkle; State and Federal Mine Inspectors and Local No. 3's business and safety representatives.

The inspection and subsequent meetings between the company and Local No. 3 representatives has resulted in all of the safety problems being corrected. A safety committee of five mine employees will conduct monthly inspections and meetings with the company in a combined effort to prevent future safety problems.

Previously, the mine's alltime loading record on a single shift had been 750 tons. After the men returned to work, the production output increased to an average of just under 1,000 tons and an alltime high for a single shift of 1,342 tons.

Management personnel and employees are now communicating, which can only improve production and contribute to the success of the company.

The company has evaluated an appropriate wage increase for the employees to compensate for the increased production to become effective July 1, 1974.

Rio Algom officials have expressed their appreciation to

Local No. 3 representatives for their efforts in bringing these problems to the surface, their assistance and suggestions for improvements and concern for the well being and success of employees and company alike.

Construction work in Northern Utah has slowed considerably as most of the major contracts have reached completion.

James Reed Construction will complete their project located at Collingston in August. They will then move to Lakeside, Utah on the United States Air Force Base.

Cox Construction expects to complete their project from Hot Springs to Brigham City in July. This project has taken 2½ years to complete with over nine million tons of imported borrow to place.

M. H. Cook Pipeline Company is apparent low bidder for installation of gas lines for the City of Lewiston, Utah.

A 22-inch gas pipeline is scheduled for bidding in July. The line will start at Coalville and continue over the mountain to Farmington.

Oakland Construction Company's bid of approximately \$9.5 million was apparently low for a landing gear warehouse at Hillfield.

Peter Kiewit & Sons has been awarded a \$1.5 million asphalt job at Silver Creek Junction. The job should get under way as soon as the company finishes their project in Nevada and can move the hot plant into Utah.

Tempest Construction was low bidder at \$1,257,038 for installation of 12 miles of new water lines in Ogden. This bid is for the final phase of a \$2.5 million waterworks improvement program initiated in 1969. Already completed are the six new wells in Ogden Valley and improvements to the filtration plant below Pine View Dam.

Utah's Department of Highways now predicts that the State's Interstate System, totaling nearly 1,400 miles, will not be completed until 1983. Of I-15's 399.54 miles, 268.88 have been

Hawaii Work Going Strong; Many Working On Runway

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.

Work in Hawaii is very good at this time, with quite a few brothers coming off one job and within a very short period heading for the next one.

The bulk of the freeway work between Puuloa Road and the stadium is just about completed. Quite a bit of tying in remains to be done on the structures and ground level portions. This becomes a problem because of traffic and relocating it to get work done.

The largest project going on at this time in Hawaii is the Reef Runway Project. The General Contractor is Hawaiian Dredging & Construction Co. Hawaiian Dredging will be doing all the construction work with the dredging portion of it subed out to Universal Dredging.

There are 85 members working on this project at present with the bulk being employed by Universal Dredging on a three-shift basis.

As most of you are very interested in this project and have at some time driven by for a look-see, we know the following will be of interest to you.

The Reef Runway Project, a 12,000-foot offshore runway, is now underway at the Honolulu International Airport. The Island of Oahu, the site of the project, is the focal point of the tourist industry in Hawaii, bringing many millions of dollars to Hawaii annually. The completed runway will bring long-needed increased capacity to the airport and a large measure of noise abatement and increased safety to downtown areas of Honolulu, Kalihi-Palama, and all the way to Waikiki-Kahala area.

The runway is being built on new land created by over 19 million cubic yards of dredged coral. When completed in early 1976, the design and construction cost will approximate \$80 million.

The 12,000-foot-long runway will be located parallel to 6,700 feet south of the existing 12,380 foot runway and connected to

the existing network by new taxiways.

The runway will be protected from the sea by a 16,000-foot protective structure.

The runway itself will be 12,000 feet long, 200 feet wide and will have a center elevation of 10 feet above sea level. One-thousand-foot, obstruction-free zones are provided on each side of the runway centerline and 1,000-foot-long overruns at each end. Fifty-foot-wide paved shoulders are provided for the taxiways and runway.

The runway pavement, which will consist of five inches of asphaltic concrete over 18 inches of crushed aggregate base course, will meet existing civil and military aircraft load criteria. Five years after, construction provisions are included to add an additional five inches of asphaltic concrete to correct anticipated differential settlement and to increase payment load strength for greater aircraft loads.

The protective structure of the runway in deeper water will consist of 10,777 four-ton dolos units and 4,493 six-ton units.

The 36-inch dredge Hydro-Pacific operating around the clock is averaging 25,000 cubic yards per day.

The 16-inch dredge Explorer removes the soft mud from beneath the runway and taxiway pavement areas. The Explorer has also been used to dredge the Hickam Harbor Channel.

Universal Dredging Corp. is presently planning to mobilize a 30-inch dredge in the near future. The 30-inch dredge will be used as a dredge or a booster to assist in the completion of the project.

An interesting item about this project is that the stone used on the protective structure is quarried on the Island of Molokai and barged over the Pacific Ocean 50 miles to the jobsite. About 700,000 tons of stone will be required to construct the protective structure.

The steward for the General Contractor of the Reef Runway is Brother Stanley Neves. We have two stewards for the dredging contractor and they are Harry Hillen (mate) and "Hitler" Miyasato (welder) and all have been doing a beautiful job.

finished, with the last scheduled stretch of 6.9 miles from Sevier River to Mills Junction due for completion in 1983. 132.72 miles have been completed on the East-West I-70. I-80 has 169.62 miles completed on the 194.54 project. Slightly more than 100 miles of the finished section stretches from Wenover to Saltair. I-80N has all but a 9.8-mile section from Blue Creek Summit to Tremonton completed. The 29 miles of belt route surrounding Salt Lake City, I-215, has barely started and is not due for completion until 1983. The projected completion dates are based on funding rates in the 1973 Federal Highway Act. Any changes in funding would alter those dates. The original completion date of the Interstate System was 1969.

In the Salt Lake City area, Peter Kiewit & Sons are making good progress on the I-215 section of the Belt Route. Approx-

mately 12 operating engineers are employed on this job. Their contract was a low bid of \$8 million and is located between 6400 South and 4700 South. Gibbons and Reed Company is on the last leg of their section of the Belt Route but are having some trouble getting an even supply of tailings from Kennecott Copper, which is being used for borrow.

Christiansen Brothers is making a good showing on the Z.C.M.I. Complex. A.J. Mackay is doing the demolition, Savage Brothers the excavation, and Western Piling is driving the pile. This is the second phase of the \$30 million downtown shopping complex.

World Wide Construction is about finished at Husky Oil Refinery. Ford Bacon & Davis is in full swing at Phillips 66 Refinery with seven brother engineers employed.

In Redding District

Return Of Fed Money Could Fund Project

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

It has been suggested that Shasta County might return some of its revenue sharing money to the Federal Government in an attempt to start construction of a \$209 million flood control water storage project on Cottonwood Creek. The Board of Supervisors Revenue Sharing Committee reacted favorably to a suggestion that \$200,000 be committed to designing the twin-reservoir project on the Shasta-Tehama county line west of Cottonwood. The commitment may persuade Congress to allocate \$200,000 in federal money to the Army Corps of Engineers. Congress authorized the Corps to build the two dams in January 1971 but has not included funds in the last two federal budgets. The Corps' request for \$400,000 in the next fiscal year was not included in the House Appropriations Committee budget when it reached the full House June 6.

Tehama County refuses to join Shasta County in pledging a \$100,000 of revenue sharing funds to the Cottonwood Creek project.

President Nixon, for the second year in a row, had deleted the \$400,000 item from the budget, but public works subcommittees of the House and Senate had been asked to restore funds. In refusing to pledge the money, Tehama County supervisors said that pressing local needs deserved first priority on the funds and that they did not believe local contribution would unlock the necessary congressional funds.

It has been suggested by the Shasta County Board of Supervisors that if the dam was of a hydro-electric capacity it would be more likely to be funded by Congress. There were warnings by the U.S. Corps of Engineers that expanding the Cottonwood Creek project could get the County in trouble with environmentalists in Congress.

Funding cutbacks in the Federal highway system will set back Trinity County by 20 years as outlined by the California Department of Transportation on state roads serving the county. The nine-mile stretch of Highway 299 between Clear Creek in Shasta County and the Trinity County line at Buckhorn

summit will be deleted in the four-lane freeway system. Meanwhile additional passing lanes will be built and existing lanes will be widened.

Nine state highway improvements valued at \$13.3 million have been tentatively removed from the State Department of Transportation 20-year plan for Shasta County. The deletions were blamed on an overall \$121 million cutback in the projected 20 year funding for Caltrans District 2, which includes Shasta, Siskiyou, Trinity and four other counties.

The dust is flying and the trees are falling on Piombo Interstate 5 job at Dunsmuir. The job will eventually employ approximately 40 operating engineers but at the present time there are only 16 operators working trying to get the various detours built and the clearing and grubbing squared away. Project Manager Bob Brody is presently being assisted by Foreman Brother Joe Griffin and Roy Christman. Joe has the lower end and Roy has the upper end of the project. Most of the engineers on the job will be out of the Redding hall but a few of the key men are long-time Piombo employees Brody brought up from other jobs. Some of the brothers presently working on the job and out of the Redding District are: Jack O'Neil on Cat 955 with a diesel powered brush stripper mounted in place of the loader bucket, Geo Eastlick on a D-8 with a brush rake, Tommy Berlin on a 632 Scaper, Bob Currie — Gradesetter, Floyd Hanks on a 12F Blade, Homer Lackey on a D-8 Dozer, John Sullivan on a D-8 Dozer with a Sheepsfoot, Tom Doyle operator and Wayne Fite oiler on a Hopto 500 Backhoe, Al Benjamin apprentice heavy duty repairman-welder. The brothers Brody brought with him are: Joe Griffin—foreman, Roy Christman—foreman, Nick Chorak — dozer, Mel Shelton—dozer, Al Giovanello—lubman and service engineer and last but not least Brother O. M. "Dick" Dickey—mechanic welder.

The job will run approximately 400 working days and will take about two and one half years to complete.

K. S. Mittry Construction Company has a rough job at Dunsmuir putting in the new sewer main on River Road next

to the Sacramento River. They have been troubled with water seepage, cave-ins and large rocks. Brother Bill May, superintendent on the job, brought in a shield and should get some relief from the bad ground. Brother Royal John, operator on the small John Deere Backhoe with the "Big Bucket," is very ably assisted by Brother Harry Johnson. Brother Jack B. Kirch is on the boom truck, Brother Vic Bartow on the small combination backhoe and Brother Ed Benz on the loader.

J. F. Shea Company Inc., was awarded a contract of approximately \$2.8 million at the Lake Shastina Sub-Division near Weed, in Siskiyou County. They presently have 22 operators working and will probably hire a few more as the work progresses. The job will take about two years to complete.

Hughes & Ladd, Inc., & C. R. McConnell, J.V. at Hornbrook should have their job on I-5 open to traffic around the middle or end of August.

W. H. Lindeman & Sons, Inc., was the successful low bidder on the Sweet Briar Bridge over the Sacramento River (the old bridge was one of several that washed away during the January '74 floods). They also have a small job starting at Bieber (Lookout Road) putting in culverts and some road re-alignment.

Pacific Western and their subcontractor Eastco Construction Co., are working on the Highway 97 passing lane and overlay job from Big Valley to Dear Mountain Lodge (about 17 miles).

Eastco Construction was also the successful low bidder on the Squaw Creek Road job out of McCloud, although they are not expecting to move in on it until the Highway 97 job is completed.

O'Hair Construction Company Inc., will probably be busy the rest of the year on their Highway 3 job over Callahan Mountain in Siskiyou County. O'Hair's new superintendent, Don Ruffner, and his old superintendent, Stan McBride, had a misunderstanding and tried to fire each other—neither one was able to make it stick cause Bob O'Hair says he's the only one who can fire a superintendent and they will have to settle for firing foremen and below.

Your representatives in the Redding area, with the help of Business Manager Dale Marr and the other constitutional officers were able to collect retro-active pay for the brothers employed by Joe Ramos Pipeline Construction (Burney Sewer Job), Spike Voudouris, General Engineering Contractor (Burney Sewer Job) and Pete Barretta Construction (Hwy 44 job). These employers had neglected to pay the retro-active monies after being reminded to do so by the business representatives and had to be shut-down before they would pay the money they owed to the men.

If you have not received your retro-active pay that you have coming for work performed in this district please notify the Redding office (Phone 916-241-0158).

Carpenters', Pipefitters' Strikes Hinder Work In Nevada Area

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

Work in Nevada still remains slow due to the continued Carpenters' and Pipefitters' strikes.

Nevada Paving has been the low bidder on many projects in Nevada, such as street repairs in Reno, and overlay job at Silver Springs Highway No. 50, repairing the runway and taxiway and parking apron at the Naval Air Station in Fallon, and the concrete paving at the Veteran's Hospital in Reno, for a total sum of \$277,871.

Sierra Paving is bidding work out of the area. They just procured a job at Hawthorne Naval Air Base for \$313,720.

Harker & Harker has been awarded the Traffic Signal System job on Peckham and Virginia for \$56,126.

Robert L. Helms Construction has grabbed off the street repairs in Sparks from Nevada Paving for \$31,000. Nevada Paving came in second with a bid of \$45,600. Helms also got the pavement removal and repair of sub-grade and resurfacing at First and Ralston and Riverside Drive in Reno for \$7,933. Additionally, they have been awarded select streets in Reno for heater remix for \$568,120. Nevada Paving came in second again with \$572,497 on this bid. Helms has also contracted for the heater remix of Elko City Streets for \$175,420. Their Highway No. 395 project has been a very good job up until this writing, as they are now victims of the Carpenters' strike and pickets are up.

Tannenbaum Construction of Reno was awarded the pipeline job 30 miles north of Reno at Pyramid for approximately 29,742 lin. feet of one-inch hundred p.s.i.

The Elko Tennis Courts have been awarded to Stewart Construction out of Las Vegas, who outbid the local scab, Elko Building Supply by \$1,513.

Notice of Construction has been advertised by the Nevada Department of Highways for the construction of a portion on Interstate route 80, four miles east of Fernley and 15 miles west of Churchill-Pershing County lines, and on Interstate route 80, 1.33 miles west of U.S. 95 Interchange, for a total length of 22.895 miles of highway. Bids have also been called for in Elko County for construction of Interstate 80 two miles east of Oasis and Silver Zone Pass.

Beautification of downtown Reno is underway. Mayor Sam Dibierto presented a plan calling for \$125,000 worth of colored sidewalks, planters, trees, and wider pedestrian walkways between the Truckee River and Commercial Row. It was proposed and designed by Walter Fullerton and Associates, Architects, at no cost to the City. Dibierto says this is only a start to Project Renovation, which also calls for dressing up Virginia Street. Traffic lights are also scheduled to be redesigned and sidewalks covered with a special surface, which is rough and improves with traffic. The entire plan could be completed in 30 days, or in stages, and provides entrants to the downtown area with a color-coordinated view.

Work at the Lake Tahoe area is back in high gear once again, now that the Laborers in California have settled their contract.

At last report, permits for two major hotel-casinos proposed for the Stateline area were issued, but developers Oliver Khale and Ted Jennings are now awaiting the next round in their court battle to build. The TRPA is conducting routine reviews of the two projects. They are continually deferring the matter for what they call "lack of sufficient or adequate information." There is the additional problem of building the road which will rectify traffic congestion in the area. Ultimately these two hotels will be built!

A construction moratorium imposed by California TRPA on the California side of the lake will have no effect on the policy of its Nevada agency. The six-month moratorium on construction of anything but single family dwellings was approved, until a permanent plan for management of the basin can be devised.

District Judge Manoukian recently dismissed a suit by the State of Nevada aimed at blocking construction on the ridge that separates Lake Tahoe and Carson Valley in Douglas County. The Nevada-California Interstate Compact prohibits water from being supplied outside the Tahoe Basin, but the Judge ruled that the compact did not apply in this case (it is still waiting ratification from Congress).

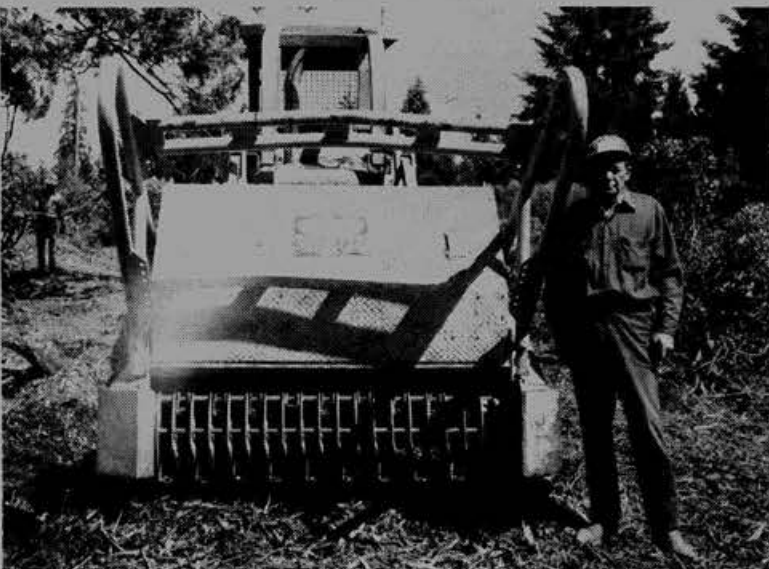
The negotiations have just ended for the Anaconda Mine at Yerington, and it has been ratified by the members at a special meeting held there last week.

The members of the Nevada Industrial Council Unions participated until the wee hours of the morning in a joyous party that was frowned upon by some, but enjoyed by most of those in attendance.

As we leave Yerington and head east toward the Utah border to the new Anaconda property, "The Victoria Mine," whose contract we will begin to work on during the coming weeks. The men at Victoria have a special problem, as they are 70 miles from nowhere, and it takes several hours to travel just to buy a loaf of bread. The prime rock movers at Victoria are a couple of 992 Cat Loaders that seem to be doing an adequate job so far. Management representatives of Victoria stated that they don't intend to have any shovels in their operations, and will depend on the loaders for moving materials.

The geothermal drilling is pretty quiet these days, with the departure of several of the drilling rigs that were in our area.

We were all saddened to learn of the recent death of Dr. Charles Merriam, who was instrumental in the discovery of a major mineral area in Northern Nevada. He was a leading authority on stratigraphy and paleontology throughout the United States, and his pioneering investigations in Nevada were critical elements leading to his recognition of the Roberts Mountain thrust fault, a major structural feature that is the location of gold mining operations at Carlin gold and Cortez Gold Mines.



THIS CAT 955 with a diesel-powered brush stripper mounted in place of the loader bucket is being used on the Piombo Construction job at Dunsmuir, California. Operator Jack O'Neil stands at right.

Obituaries

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

Anderson, Carlos (Rachel, Wife)	6-28-74
1415 W. Bridgeport Wy, Salt Lake City, Utah	
Bannister, John T. (John P., Son)	7-18-74
1360 Walnut Dr., Campbell, Ca.	
Bautsch, Albert (Florence Bautsch, Sister)	7-14-74
1237 Fulton Ave., Modesto, Ca.	
Bicknell, John (Edna, Wife)	7-14-74
3717 Nevin Ave. No. 6, Richmond, Ca.	
Booker, Marvin (Annie, Wife)	7-16-74
2308 Westgate Ave., San Jose, Ca.	
Cristobal, Albert (Julio Jr., Nephew)	7-16-74
1132 D Hoola Pl., Pearl City, Hawaii	
Eickbush, Ovis (Mary Fritz, Daughter)	7-11-74
124 Imperial Blvd., Reno, Nevada	
Elben, Robert (Gary, Son)	7- 9-74
1175 Ranchero Dr. No. 30, San Jose, Ca.	
Fernandes, Augusto (Maria, Wife)	7-13-74
16115 E. 14th St., San Leandro, Ca.	
Garner, William C. (Lily May, Wife)	5-17-74
P.O. Box 695, Hurricane, Utah	
Grant, Terry (Marie, Wife)	6-29-74
P.O. Box 174, Fulton, Ca.	
Halemano, George (Melba, Wife)	7-17-74
89-450-Farrington Hwy, Waiānae, Hawaii	
Hill, Nathan (Myrtle, Wife)	7-20-74
5101 Stockton Blvd., Sacramento, Ca.	
Johnson, Clarden (Rex Andis, Friend)	7-10-74
3220 N. Wilson Way, Stockton, Ca.	
Jolley, Herman (Marjorie, Wife)	6-29-74
1740 Victor Ave., Redding, Ca.	
Kirkland, C. (Patricia, Wife)	5-22-74
P.O. Box 446, Valley Ford, Ca.	
Patterson, Charles (Betty, Wife)	7-10-74
P.O. Box 1639, Fremont, Ca.	
Smith, Clarence (Nola, Wife)	6-29-74
3030 Moran Ave., Richmond, Ca.	
Stenroos, Wm. (Helen, Wife)	6-26-74
Rt 1, Box 354, Oroville, Ca.	
Thoroughman, Norvin (Nancy, Wife)	7- 9-74
1045 Seiber Avenue, Salinas, Ca.	
Van Landingham, Hugh (Frances, Wife)	6-27-74
3748 Miller Way, Sacramento, Ca.	

DECEASED DEPENDENTS

Armstrong, Lucille—Deceased June 4, 1974
Deceased wife of Wallace Armstrong
Cone, Jennifer—Deceased June 16, 1974
Deceased daughter of David Cone
Cox, Mildred—Deceased June 10, 1974
Deceased wife of Robert Cox
Johnson, Edith—Deceased July 16, 1974
Deceased wife of William Johnson
Hunter, Audrey—Deceased June 28, 1974
Deceased wife of Clifford Hunter
Kelly, Richard P.—Deceased July 10, 1974
Deceased son of Richard T. Kelly
Nollido, Esperanza—Deceased March 31, 1974
Deceased wife of Ernesto Nollido
Sanchez, Angela—Deceased July 17, 1974
Deceased wife of Enos Sanchez

Strikes Hurt Work In Sacramento District

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

The strikes have really hurt the work picture in the Sacramento area. This is increasingly bad after such a long winter. It is too bad that all the crafts can't be as successful as the Operating Engineers in negotiating their contracts. We want to thank all the brothers who attended our ratification meeting in Sacramento on July 12 and expressed their support to the negotiating committee. It is without a doubt that this agreement is the best that we in Local 3 have ever had. This shows, again without a doubt, that we have a top-notch team of officers.

We were able to negotiate a good agreement for the employees at Interpace in Lincoln. This is by far the best wage increase we have been able to get, thanks to the help we received from our president, Harold Hus-

ton. This agreement calls for a \$.40 across-the-board increase which isn't as much as the construction industry but the best increase we have ever been able to secure for the brothers at Interpace.

We were also able to negotiate a good agreement for the employees at Teichert's Concrete Manufacturing yard. This agreement was negotiated in conjunction with the Teamsters and Laborers. This contract was open for wages only in the last year of the contract. We were successful in getting the employees a \$.60 per hour across-the-board increase.

We have held several pre-job conferences on new work starting up. Among those was a contract to A. Teichert & Son in the amount of \$2.1 million for widening Highway 70 from the intersection of Interstate 5 to the junction of Highways 99 and 70. This project is in both Sacramento and Sutter Counties. Also a contract was awarded to Per-

Result Of Strikes

Work In Oakland District At Standstill

By DICK BELL, District Representative and HERMAN EPLER, KEN ALLEN, BUFORD BARKS, RON BUTLER, BILL DORRESTEYN, TOM ECK, JIM JOHNSTON, DEWITT MARKHAM, BOB MARR, and PAUL SCHISSLER, Business Representatives

As we all know, strikes and pickets put out by the Carpenters, Laborers, Millwrights, Pile Butts, Fitters, etc., etc., have had most of the projects closed down some weeks now, and we hope everybody is settled by the time this article reaches your mailbox.

Many of the independent contractors have signed interim agreements and continue to work keeping some of the brothers busy.

The Lloyd Rodoni & Son Company is moving dirt at the Hilltop Shopping Center in Richmond at a rapid pace. They lost a day or two with those unusual July rains we had.

The Duffel Corporation has some rigs terracing the hillsides in El Sobrante for a new subdivision, and Banke building a pad on San Pablo Dam Road. McGuire & Hester is kicking off a pipeline job in Richmond. O. C. Jones has a number of the brothers busy on various projects scattered all over the area, as well as their shop crew. A.F.-A.M. is moving right along on their Richmond housing project.

Work in central Contra Costa is again back in high gear now that most of the trades have settled their hash.

We're not going to repeat ourselves here, as the work picture remains the same as last month with no new starts at this writing, but most of the hands are back working and it should be one hundred per cent in a day or two.

We would like to say at this time how really great it is to see the large turn-outs at the recent meetings. This is the way it's done fellas. With the many new ideas and programs our business manager, Dale Marr, has, this is the way to get them first hand. Most of the questions have been

damn good with a lot of thought behind them, with the brothers getting damn good answers.

We have a certain amount of lost time here fellas with questions repeated and questions on business not being discussed at that particular moment. We've got to pay attention, stay on the subject, and be precise. Then there's time for everyone.

The sand and gravel companies are moving many carloads of materials, and with the consideration of most of the months of June and July, the slow down in building construction. That ain't bad.

Dumbarton Quarry reported a new production record in base and sub-base material.

Quarry Products are doing some overtime.

Kaiser and Lone Star in Clayton are strong enough production-wise, in Contra Costa County.

The wet plants in Southern Alameda County have been slowed down somewhat, but are not complaining, also because of the building slow down.

The Steel Mill and Forge Company are going full blast. The Forge has a full three-shift operation with back orders in some grinding ball sizes. This operation keeps about 150 engineers the year round.

The Open Hearth and Rolling Mills are doing their capacity in rebar and special sizes. Some of the special sections are rods for sand mills.

Vacations, of course, are in full swing. There are many good fishermen in this department. Tell your friends where you caught the big ones.

Work in Contra Costa County is probably better than we've seen in several years. Along with the housing we have several new projects starting.

Walnut Creek has started a Center of Performing Arts located on Kirker Pass Road. At this time they are hanging support steel for the building, and Bigge Crane is doing this. As the building and parking lot start to take shape, we will have many brothers working there. This

construction of the \$1.2 million Deer Creek Basin water reclamation project totalled \$470,973 more than funds allotted for the project originally.

Soaring cost for manpower and construction materials caused the cost to increase beyond funding projections.

W. Jaxon Baker Inc. of Redding is the apparent low-bidder for the main Sewer Plant of the Project with a bid of \$1.2 million. Engineering Science of Berkeley had estimated the Project at \$820,000. For roadways, a bridge and a siphon the apparent low-bidder was Pioneer Contractors of Placerville with a bid of \$132,473. Sierra Hydrotech of Placerville had estimated the project at \$62,000.

The original estimate for the Deer Creek Basin Project was \$1,288,570. Of that, 75 per cent or \$966,400 will be granted from the Environmental Protection Agency and 12.5 per cent from local funding.

center will be one of a kind in the Valley and will draw many big name entertainers.

The Urich Oil Company project in Martinez is still employing around 40 brothers in the dirt work and 10 on pipeline. This will continue for another four months, and they will let some more contracts during that time.

Darkenwald Construction is moving dirt in Pittsburg on Railroad Avenue for a new housing project. They have a good line of equipment (631's) and very good operators on that job, about 30 brothers. Work should last another 90 days.

Highway 4 through Concord has put out to bid recently, and Guy F. Atkinson was the low bidder at \$23 million. This project is going to be one of the very big ones for the dirt operators, and we will keep everyone posted as to the status—when it should start and who will be pushing.

Dredging is doing very well in this area. Shellmaker is still working up at Ft. Bragg. Looks as though this job will go a couple of more months. They have been working three shifts, seven days. They did part of the channel, are now working around piers, and will be out in channel again soon. Umpqua did a small job in Richmond and then moved to Oakland for some re-dredging for the Port of Oakland. This will be a good job, approximately \$261,000.

General Dredge is still doing a little work on rig. Heard they have a job on the river, will print particulars next issue of paper. Two of their tug boats sank, but have been raised for repair. No one was hurt as they sank while docked.

Great Lakes Dredge is still busy in Oakland Estuary, will go awhile on this job, also work some time. Smith Rice is doing work in Estuary, mostly short stuff and lots of moving of rigs. Rig working out at Leslie Salt, regular maintenance on salt pond.

Dutra is doing work out at Hayward Disposal Plant, and will be there most of the month. Dutra is working well up in delta and also out at Richmond Yacht Club. They have been out there a few weeks.

West Coast Dredging is doing a job at Black Rock out of Fresno and will be up there for four or five months. The rest of their work is slow except the barge work under a new barge agreement. They have a few brothers working on this.

Quimby Isles Reclamation District is still working out at Quimby Island and will be there a year. They will be starting a small suction dredge in the near future on the inside of the island, so they will be working more dredger men.

Ship yards are still booming and there are a few jobs going out. Most yards have a lot of repair and some barge and tug building and will go for awhile at this rate.

Pacific Coast Metal Trades received a \$2.55 package. \$.55 of this goes to fringes and a cost-of-living escalation. This involves 15,000 employees and 36 firms from the Bay Area to the

See More OAKLAND, Page 14

With Safety In Mind

Refusal Of Unsafe Work

The concern our business manager, Dale Marr, has for the safety of our members has been demonstrated by the formation of a full scale safety department, and the positive response this department has received in feedback from the members, their wives and families is most gratifying.



Jerry Martin

Generally, many members are unaware of the overall picture—of their safety rights as an employee, especially their rights of refusal to perform their work if it is unsafe.

This happens to be a real sticky issue and pertains to a case of "immediate imminent danger," so it is important to recognize that the use of this action should be used only when absolutely necessary. But if refusal is required, inform your immediate supervisor, safety committeeman and steward and if this is a valid situation and requires additional assistance call your Local 3 office for the business representative and/or safety representative serving your area.

Currently we are experiencing very good results with the various employers in that they are correcting unsafe conditions right on the spot. It's really a big payoff whenever you fine brothers and sisters do recognize a hazard.

Recently a retired member and his lovely wife dropped by the safety office and the conversation was so pleasant. In my discussion with Jim and Alice, she made mention of how proud she was of Jim, who had worked in many, many places throughout Local 3's jurisdiction and had performed work as a universal operator on dams, canals, highways, pipelines, dredging, airfields and similar projects. Jim had never been involved in a lost-time accident, and now they are enjoying retired life in all its fullness.

Alice went on to say, "Whenever Jim left home for work I tried to make sure he had a good attitude. It was a practice in our home that he should get the proper rest and generally he was freshly rested whenever he'd leave home for the job. As a wife and mother this has been our way of life."

In our continued discussion I asked Jim what he attributed his excellent safety record to. "I never, ever doped off," Jim said. "With this iron as hard, cold and deadly as it can be if not used properly it'll sure eat your lunch. So I always made it a practice to keep my mind on whatever I was doing and tried to watch out for the other guy. You'd be surprised just how many hands weren't so careful. Also, if my rig wasn't operating in top condition I always made sure the mechanical problem was taken care of. To make a long story short, I was able to see a problem before it became an accident."

This is the point I'm referring to. If you are paying attention to your job and your rig most of the time it's possible to avoid an accident by recognizing a hazard.

Some years back I had the privilege of working on the same spread running rig with Jim and it's these old timers who we can take our hats off to! I'm certain many of us have learned something from a lot of them.

This past month has been very busy as usual, not only for myself but for all the safety representatives. Over and above the routine job—site inspections and chasing safety "beefs" it's becoming more and more evident that a lot of our time is consumed assisting members in civil suits and State appellate hearings, most always testifying under subpoena, to bear witness for our members who have been involved in accidents and make sure that they don't become fall guys.

Since my appointment to the State Safety Orders Advisory Board you, the members of our union, have had representation for the rewriting of Cal/OSHA safety orders. And similarly, since my election to the National Safety Council last month, Local 3 continues to have the necessary input to that organization, whereas safety measures and legislation of concern to our members can be acted upon to further assist us. Our business manager, Dale Marr, has been a member of the National Safety Council for many years and he has gained national recognition for his contributions to this effort.

Another project that your safety department is involved with is the State Personnel Appraisal Panel, which is a three-man panel comprised of labor, management and one State safety supervisor, which interviews and selects the best of applicants for employment openings such as State Safety District Manager, Field Safety Engineers, Boiler Inspectors, etc. Naturally we are most interested in selecting persons most qualified for these positions who can best serve our people.

Hopefully this will give you some idea of the deep involvement that your union, under Business Manager Dale Marr's direction, is participating in.

Please be careful and good safety to you and your families.

SAFETY COMMITTEEMEN ACTIVATED

Week Ending May 24, 1974		
Dist.	Name	Agent
50	George Johnson	J. Bennett
50	Gary Dee Nason	H. Smith
80	Vern Klopotek	W. Marshall
80	Jay Sorenson	D. Rea
80	George Canady	D. Rea
12	Michael Gibbs	L. Austin
12	David Henrie	L. Austin
12	John Horne	L. Austin
12	Gale Madsen	V. Abbott
12	James Pino	L. Austin
Week Ending June 26, 1974		
Dist.	Name	Agent
20	Antone Amaral	W. Dorresteyn
30	George Hurt	W. Talbot
30	Hiram Huff	W. Talbot
60	Ray Dutter	G. Halstead
60	Jerry Carter	R. Rhode
11	Larry Burkhardt	R. Rhode
12	Hylton Haveter	V. Abbott
12	Thomas Phillips	L. Austin
Week Ending July 12, 1974		
Dist.	Name	Agent
80	A. E. Baker	A. Swan
90	James Adkins	J. Bullard
90	Tom Armer	J. Bullard
90	Carl Leonard	B. Fleckenstein
90	Roy Smith	B. Fleckenstein
11	Charles Villemin	P. Wise

More Oakland

(Continued from Page 13)

Canadian border. In these are Tood, Williamette and Bethlehem.

Scrap yards have slowed very little from their present boom. Yards are trying to beat the price drop in steel, copper and other metals, so are going great and most likely will for awhile. Levin Steel has a few ships waiting to be dismantled, and so does Nicolai Joffee.

Schnitzer Steel is wrecking and shredding cars and miscellaneous steel by the tons, and we see no let up at this time. All small junk yards are trying to beat the expected price drop, so are lined up and waiting at Schnitzer's.

Pacific Excavators in Albany was awarded a contract for distilling of Cull Canyon Reservoir and adjacent channels of 290,000 yards on Alternate No. 1. Our Brother Cloyd Swearingen is the foreman on this project. This will be a two-shift operation. The project has to be finished before the inclement weather sets in.

O. C. Jones Construction Company is about 70 per cent complete on their \$1.5 million job of 35,000 yards of excavation and 50,000 yards of fill. The job is for the Port of Oakland and has had approximately 27 of our members working at one time. Our good Brother Clyde Minar is the foreman on the project.

O. C. Jones has another \$5 million job for the Port of Oakland; cut and fill on Pier and Terminal streets. At this time, O. C. Jones has approximately 60 engineers on their payroll.

Scott Company of California was awarded a \$4 million contract for up grading and replacing supporting facilities at the Naval Hospital in Oakland.

Jasper Construction, Inc. in Santa Cruz was awarded the \$11.25 million job of the three-story Hayward Hall of Justice.

The shop work has slowed down due to the shutdown of many jobs in the area, but only a few layoffs have occurred to date. We are involved in several negotiations in the shops as most of the contracts are expiring this summer. The Diablo Country Club and Round Hill Golf Course contracts have been ratified and the employees are enjoying substantial increases in their wages.



Bob Skidgel, Job Steward Coordinator

JOB STEWARDS ACTIVATED

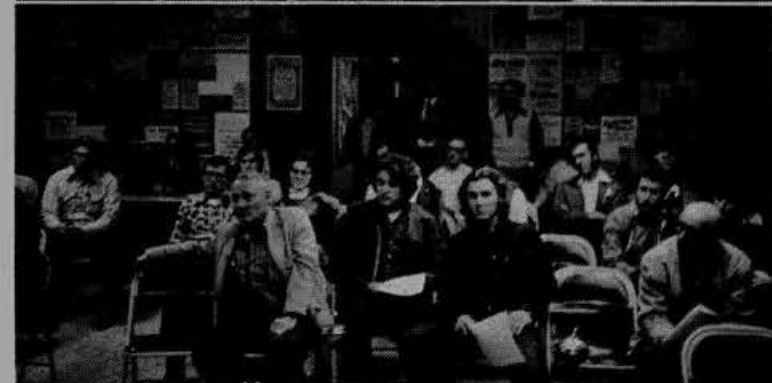
Week Ending June 28, 1974		
Dist.	Name	Agent
01	Bernard Hulihee	R. Wilson
20	Joseph Lema	D. Bell
60	E. E. Squires	A. Cellini
60	Ron Stenroos	A. Cellini
Week Ending July 8, 1974		
Dist.	Name	Agent
10	Robert VanWinkle	R. Swanson
11	Paul L. Scovil	D. Beach
11	Leo Plowman	D. Beach
11	James R. Mathews	D. Beach
20	Woodrow Schmidt	D. Bell
20	David W. Lyndall	D. Bell
Week Ending July 12, 1974		
Dist.	Name	Agent
11	Raymond Schneider	D. Beach
Week Ending July 19, 1974		
Dist.	Name	Agent
60	Michael Rinaldi	A. Cellini
80	Morton J. Oikle, Jr.	C. Hoover
90	George Marks	M. Kraynick
30	Clarence Peterson	W. Talbot
60	John T. Anderson	A. Cellini
90	Alfred Anderson	M. Kraynick
90	Christopher Wakefield	M. Kraynick
90	Doyle H. Ford	M. Kraynick

The By-Laws and Constitution have been the topics during the second round of job stewards meetings. While they are two of the most important areas, they can be "dry" to talk about at a meeting—even though these topics come alive when you're using them to settle an issue on the job. Never the less, we've had a good turnout in some areas.

Most of the women in the photographs are wives of members who, by request, were invited to attend. It gave them a chance to clear up any question they had on the fringe benefits that cover the engineer's family and they did a good job of quizzing Art Garofalo who handles the Health and Welfare part of the meeting.

The various contracts covering Operating Engineers will be the next topic for stewards' meetings. Every steward must know the contract and changes were made in them during recent negotiations. If you intend to continue being a steward we recommend that you:

- 1) Attend the next steward meeting when it is scheduled in your area, and
- 2) That you read your present contract and come prepared to talk about how you've used it on the job or ask questions about anything that was confusing.



STEWARDS at the San Jose (top) and Salinas (bottom) job stewards' meetings listen to presentations by Job Steward Coordinator Bob Skidgel. Several wives of stewards also attended the meetings.

Warm Springs Dam Injunction Modified

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

Supreme Court Justice Douglas modified his "stop work" injunction on the Warm Springs Dam to permit erosion control and cut stabilization work to proceed. This will put 10 to 15 brothers back to work for the season; about 10 per cent of the total we would have had working if Piombo and S. J. Groves & Son had proceeded on schedule. The \$20 million plus contract awarded to S. J. Groves & Son will now have to be re-bid or re-negotiated after the appeals court reaches a decision in four to six months.

The "ecologists" have also qualified the dam for the November ballot; the ease they had in collecting their qualifying signatures indicates a real battle

on our part to defeat them at the polls. You can help by making sure you and your spouse are registered to vote and then by voting, by writing letters to the editor of your local newspaper, by participating on committees promoting construction of the dam and, in general, just getting out and selling the dam to your friends and neighbors.

Lake Mendocino Counties are now booming with their best work outlook in years. Although the area got off to a late start, the Federal money seems to be arriving in big hunks for storm damage repair and pollution control. Indian Valley dam is now into high gear as the fill area increases in size. "Andy" Anderson came out of retirement to assume project manager status with John Bugbee as superintendent on the first shift and Darryl Doyle superintendent on the second shift. It seems

all the job needs now is a top "657" mechanic to keep the rigs rolling.

Mercer Fraser is progressing nicely on their Highway 20 widening project between the "Oasis" and the "Y." Lange Brothers at different locations, is keeping 15 men busy on site work and passing lane widenings. In the Highlands, Mission Pipeline finally completed its section of pipe and Ramos is going along nicely in Clearlake Park with a few impromptu safety meetings from time to time. The \$4 to \$5 million Lucerne sewer project goes to bid very soon, which should keep quite a few brothers busy through the winter. Piombo Corporation is gearing up for its \$2.5 million project in the Mendocino National Forest. The bulk of the work is 22 miles from downtown Covelo and one of the first orders of business is to construct a "Boar's Nest."

THINK SAFETY, ACT SAFELY

Personal Notes

MARYSVILLE

We are sorry to report that Brother Jack Slade has been in Rideout Hospital in Marysville due to surgery. Jack is now home and is feeling much better. Brother Glenn Severtson has been in Fremont Hospital, Yuba City, due to illness; he is now feeling pretty well. We are sorry to report that Brother Dana Gollenbusch, Sr. is again in Fremont Hospital due to illness.

Our condolences to the families and friends of the following deceased brothers in the Marysville District: Brother Elmer O. Parker and Brother William R. Stenroos; also to Brother David Cone and his family on the death of their daughter Jennifer.

SAN RAFAEL

Best wishes for a fast recovery to Brother Jack Owensby who had an accident on the Cal-West Communitas job at Shelter Ridge—fractured vertebrae.

Brother Ray Chamliis is entering Presbyterian Hospital at the end of August for open heart surgery.

Brother Harold Nygard is recuperating from eye surgery. We wish him a fast recovery.

SACRAMENTO

Both Robert Shultz is at home now after a stay in the hospital in Oregon. Hope he is recuperating quickly. Brother Kenneth Bounds is in the hospital now in Sacramento (Mercy Hospital) and we hope he will soon be going home.

We would like to extend our deepest sympathies and condolences to the families and friends of the following brothers who have recently passed away: Charles B. LaHa, Julius D. Avara, Albert Kranjack, Hugh VanLandingham, Albert Bautsch, and Henry Medinas.

STOCKTON-MODESTO

Our deepest sympathies are extended to the families and friends of departed Brothers Albert Bautsch, Clarden Johnson and William M. Weber.

The following brothers were either hospitalized or under a doctor's care during the past month: Edward Thozza, Leo Williams, Kenneth Holland, Wilbert Sevier, Clifford Pauley and Carroll Airola. A speedy recovery is wished for all.

SAN MATEO

We wish to extend our congratulations to the new parents in our area recently. John Hanmore and his wife are boasting a boy, born July 12. They have named it Aaron Thomas Hanmore. Mr. and Mrs. Brian Mackwood have a new boy born July 26. Mr. and Mrs. Richard Mehr now have a daughter who was born July 3, 1974. At this writing the parents have not agreed upon a name so we are still waiting for this news.

SANTA ROSA

Brother Sonny Wharton is recovering at the Doctor's Hospital, 13855 East 14th St., San Leandro, after undergoing a serious operation. Sonny will be there for awhile for cobalt treatments, so calls and postcards will be most welcome. Sonny worked so very long and hard in preparing the Hawaiian style "Hog" for the 2nd Annual "Wild Boar Feed" that was held on June 23rd in Santa Rosa and enough thanks cannot be given. Hurry up and get well, Sonny, all of the brothers and staff are praying for you.

With deep sorrow we must report the accidental death of Brother Terry Grant. Terry recently finished his apprenticeship training and had been working as a journeyman for Teichert Const.

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: 1931 FORD MODEL B truck engine \$200. T. D. Davis, 415/682-5326, 4711 Myrtle Dr., Concord, Ca. 94521. Reg. No. 0826809. 6-1.

FOR SALE: APPROX. 1/2 ACRE in Redding, Ca. Sts. sewer, gas, water, elec, capped well, subdivide. Also 2 smaller lots. J. Paulazzo, 275-41st St., No. 115, Oakland, Ca. 94611. Reg. No. 865537.

FOR SALE: 12 1/2 ACRES, fenced, water, pines, Middletown area. \$12,500, terms. 707/894-6561 evngs, wkends. D. Carter, P. O. Box 22, Clearlake Park, Ca. 95424. Reg. No. 1025224. 6-1.

FOR SALE: 2400 GRADALL, 3', 4' 5" buckets, 371 GMC diesel up & Cummings diesel in carrier, w/parts. \$8,500. Ph. 916/925-2822. Reg. No. 0970365. 6-1.

FOR SALE: 1964 TOYOTA, 4-WHEEL DRIVE LANDCRUISE JEEP. Clean, exc. cond. \$1,695. Ph. 682-5634, Clayton, Ca. evngs. Reg. No. 1324942. 6-1.

FOR SALE: 7 1/2 ACRES IN CALIFORNIA VALLEY on hwy 58 nr San Luis Obispo. All or part \$1,000/acre. Harry Pearson, 10 Garden Ct., Belmont, Ca. 415/591-5945. Reg. No. 0707346. 6-1.

FOR SALE: 1969 CHEVY 4-dr sedan, auto, P.S.P.B. air cond. \$695 or trade for pick up. 415/658-6539 evngs. J. M. Paulazzo, 275-41st St., Oakland, Cal. Reg. No. 865537. 6-1.

FOR SALE: CASE 750 CRAWLER w/ backhoe, rippers, 4 in 1 bucket, low hrs, exc. cond. \$12,500. Ph. 209/736-2365. Reg. No. 0559677. 6-1.

FOR SALE: IN GRANTS PASS, ORE. 7.20 ACRES. Irrigation water rights. Ph. 408/296-8621. W. P. Sarazen, 1055 Reed St., Santa Clara, Ca. 95050. Reg. No. 0519758. 6-1.

FOR SALE: XKE COUPE 4 spd, am/fm, new radials, sheepskin seat covers. 408/259-1946. Anthony Santos, 327 Renne Ave., San Jose, Cal. 95127. Reg. No. 0971443. 7-1.

FOR SALE: 1922 SEAGRAVES FIRE ENGINE. Running condition, horseless carriage plates. \$1,750. A. C. Bashnick, 4901 Tidewater Ave., Oakland, Ca. 94601. Reg. No. 0360521. 7-1.

FOR SALE: TWO GE 10 KW GENERATORS on trailer. Good condition, \$250 each. Ben F. Brooks, 38451 Timpanogas Circle, Fremont, Ca. 94536. Reg. No. 0421765. 7-1.

FOR SALE: TWO LARGE AIR COMPRESSORS \$2,500 each. C. E. Griffith, 1190 East C St., Oakdale, Ca. 95361. 209/869-1457. Reg. No. 1152669. 7-1.

FOR SALE: CAB & FRONT END for 1961 Chevy 1/2-T, no dents. Bill Thomas, 634 West K, Benicia, Ca. 707/745-3008. Reg. No. 1203667. 7-1.

FOR SALE: 3 1/2 CU. FT. PORTABLE FACTORY CEMENT MIXER w/tow car 3 h.p. Briggs Stratton. All in mint cond. New price \$400, mine \$250. James D. Short, 1889 Montecito Circle, Livermore, Ca. 94550. 415/443-0374. Reg. No. 1332827. 7-1.

FOR SALE: GRADING & EXCAVATING business. Utah oil field; 4 acres property; trailer home; two 977 loaders; 20T lift top tr; dump trks. D. B. Smith, Box 345, Myton, Utah 84052. Reg. No. 1051367. 7-1.

FOR SALE: 4 SHEETS 3/4" STEEL PLATE 7'x50' long, new. 20 cents lb. C. E. Griffith, 1190 East C St., Oakdale, Ca. 95361. 209/869-1457. Reg. No. 1152669. 7-1.

FOR SALE: 6 STEEL TOWERS 60' long 3 1/2" wide at base, 18" at top. \$350 each. C. E. Griffith, 1190 East C St., Oakdale, Ca. 95361. Ph. 209/869-1457. Reg. No. 1152669. 7-1.

FOR SALE: 5.6 ACRES on Hwy. 80 nr Auburn Dam. Dual wide budger, rds, elec., septic, air & all bit ins. Sierra view, 3 sheds, wired for welding, etc. \$27,000 for all, owner will finance. 916/637-4359. Box 552, Weimar, Cal. 95736. Reg. No. 0899286. 7-1.

FOR SALE: CHEV. WELDING TRK w/300 amp Lincoln welder, 5T winch \$2,500. C. E. Griffith, 1190 East C St., Oakdale, Ca. 95361. 209/869-1457. Reg. No. 1152669. 7-1.

FOR SALE: DODGE WATER TRK, self loading 1000 gal stainless steel tank \$1,000. C. E. Griffith, 1190 East C Street, Oakdale, Ca. 95361. Ph. 209/869-1457. Reg. No. 1152669. 7-1.

FOR SALE: 1960 VERMEER TRENCHER T4 on tracks. Digs 7" to 14" wide, depth to 4'. Good cond. \$1,200. No. 220 Backhoe bkt 1' like new \$100. Loader for M.F. No. 35 tractor \$350. Ph. 408/734-4090. Reg. No. 0362840. 7-1.

FOR SALE: 10 ACRES RECREATION LAND, on paved rd in Monterey Cty, 1000' frontage, nr Jolon on rd to Lake Nacimiento. \$15,000. 408/246-7848. A. L. Rodriguez, 1851 Bellomy St., Santa Clara, Ca. 95050. Reg. No. 1022442. 7-1.

WANTED U. S. & FOREIGN COINS. P.O. Box 21427, San Jose, Cal. 95151. Ph. 408/226-0724. Reg. No. 1225584. 7-1.

FOR SALE: MACK 401 GAS MOTOR complete \$250. Paint sprayer, new, \$40, never used. L. Mulhair, 97 Southridge Way, Daly City, Ca. Ph. 415/333-9006. Reg. No. 1547371. 7-1.

FOR SALE: TWO BE MOUNTAIN HOME. New roof, Stirling City. Access all year. 19 ml. above Paradise. \$13,500. Merton C. Anderson, 440 Magnolia, Gridley, Ca. Reg. No. 0368987. 7-1.

FOR SALE: CLEAR LAKE SURPLUS IMPROVED PROPERTY. Free boat launch. \$4,000 dn, terms or trade for Bay Area prty. F. Williams, 220 Lorraine Blvd., San Leandro, Ca. 94577. Ph. 415/569-0126. Reg. No. 0722232. 7-1.

FOR SALE: MOBILE HOME. 1970 Cochman 8x35 w/tip out in living room, like new. \$4,700. Phone 408/734-4994. Reg. No. 0892531. 7-1.

FOR SALE: MOBILE RETIREMENT LOT on Lake Tutlock. Tennis crt, club hse, swim pool, all util at door, Copperopolis, Cal. Jesse Hardy, 6617 E. 17th St., Kansas City, Mo., 64126. Reg. No. 0290556. 7-1.

FOR SALE: ROOFING 400 SHEETS 3' wide x 10' long \$3 each. C. E. Griffith, 1190 East C Street, Oakdale, Cal. 95301. Ph. 209/869-1457. Reg. No. 1152669. 7-1.

FOR SALE: IH-TD25B CRAWLER TRACTOR w/hydr. angle dozer & Artco Ripper \$16,750. Call after 5, 916/487-6190. Reg. No. 8056148. 7-1.

FOR SALE: MOBILE HOME 10x50 FT custom made Pan American in Santa Cruz. Awnings & shed, 5-star adult park \$4,500. Call Ed Wright in So. San Fran. 415/994-6030. Reg. No. 370309. 8-1.

FOR SALE: EIGHT ACRES nr John Day, Oregon. Fenced, creek, new 3 BR home w/w-w crpt, attchd garage. Fruit & shade trees. J. H. King, Box 42, John Day, Oregon 97845. Call 503/575-1411. Reg. No. 0750971. 8-1.

FOR SALE OR TRADE: McKEON CONDOMINIUM UNIT No. 4. A.E.K. kitchen w/dishwasher, crpts, drapes thruout, in San Jose. R. Lopez, 133 Nashua Court, San Jose, Cal. 95139. 408/227-0535. Reg. No. 1382296. 8-1.

FOR SALE: CONSTRUCTION EQUIPMENT. G.I. water trk w/pump \$2,500. Essik 72" vibratory sheepsft \$2,500; Cat 212 grader \$2,700. Essik pump \$450; Artco ripper shank & bracket \$700. J. Meheen, Box 343, Murphys, Cal. 95247. 209/728-3088. Reg. No. 1148355. 8-1.

FOR SALE: MECHANICS TOOLS and complete welding eqpt. Jack C. Doyle, 3945 Grass Vly. Highway, Space 23, Auburn, Cal. 95603. Reg. No. 0577349. 8-1.

FOR SALE: VIEW LEVEL LOT nr Hwy 4, Camp Connell, Calif. Sell below tax valuation. Terms. J. H. King, Box 42, John Day, Ore. 97845. Call 503/575-1411. Reg. No. 0750971. 8-1.

FOR SALE: 1973 KAWASAKI 250-FII Trail \$475. Paid \$805 in Sept. 73. Licensed for street. Richard Tresider, P. O. Box 6, Ahwahnee, Ca. 93601. Call 209/683-7894 after 5. Reg. No. 0779450. 8-1.

FOR SALE: 3 or 4 acres. Lakes, river within 1/4 ml. Approved 1-acre bldg. sites paved rd. John L. Hinote, Rt. 1, Box 1420, Meadow Vista, Cal. 95722. Ph. 916/878-1203. Reg. No. 0367892. 8-1.

FOR SALE: 1964 SWB CHEV. PU. 4-speed, radio-htr, 230 CID, 6 cyl., 40 gal. saddle tank, 2 extra whls & tires \$500x16 rubber. \$700 firm. R. R. Clyde, P. O. Box 875, Carson City, Nev. 89701. Ph. 702/883-0162. Reg. No. 1212523. 8-1.

FOR SALE: LOT ON BEAUTIFUL CLEAR LAKE. Golf, boat & swim club priv.; paved sts, all util. in. \$6,500 terms. Bob Gowan, 655 Willow Avenue, Ukiah, Cal. 95482. Reg. No. 1355143. 8-1.

FOR SALE: CHAIN SAW like new—only cut two cords of wood. Call 455-9630. Reg. No. 0899381. 8-1.

FOR SALE: 1970 GREAT LAKES 20x51 MOBILE HOME. 3 BR, 2 bath, shower, crpts, awning, skirting. Unfurnished. \$7,000. E. B. Loyd, 312 Mobile Lane, Newells Pk, Vallejo, Cal. 94590. Call 643-6873. Reg. No. 0321463. 8-1.

FOR SALE: 49 CAD. 2-door fast back. Can be restored or used for parts. Not in running condition. \$300. A. C. Wagner, 1202 Rosemary Ln, Yuba City, Cal. 95991. 916/674-5982. Reg. No. 0904790. 8-1.

FOR SALE: AMERICAN SILVER COINS. Foreign country coins. Some collectors' species. Ph. 415/587-8981. Reg. No. 0864309. 8-1.

FOR SALE: 10.18 ACRES, remote & secluded, vw American River, beach, gd hunt & fish \$8,250 terms. Also 10.18 acres nr Coloma \$7,250 terms. W. L. Fischer, Rt. 2, Box 67-B, Placerville, Cal. 95667. 916/622-2483. Reg. No. 0574273. 8-1.

FOR SALE: APPROX. FOUR ACRES, Morgan Terr. Rd., Clayton, Cal. \$3,500. 2575 Morgan Terr. Rd., Clayton, Cal. 94517. Ph. 415/825-6126. Reg. No. 0892706. 8-1.

The U. S. Department of Labor's Bureau of Apprenticeship and Training promotes apprenticeship programs in the skilled trades under the National Apprenticeship Act.

FOR SALE: 1973 DODGE 1 TON POWER WAGON, cust. ft bed, warn hubs, air/cond., P/S, PB M/S tires posi-traction, hvy duty cooling, exc. cond. 21,000 ml. \$5,500. R. J. Kirkpatrick, 3450 Glen Ave., Oroville, Cal. 95965. 916/533-1329. Reg. No. 0991267. 8-1.

FOR SALE: 41 CAD. 4 dr, gd running cond. Upholstery & paint original. Metal & glass gd. Battery, brakes, gd. \$1,200. A. C. Wagner, 1202 Rosemary Ln, Yuba City, Cal. 95991. 916/674-5982. Reg. No. 0904790. 8-1.

FOR SALE: 10.18 ACRES NEAR COLOMA, remote, secluded, vw Amer. River, beach for prty owners, gd hunt & fish, 2 springs \$10,500 terms. W. L. Fischer, Rt. 2 Box 67-B, Placerville, Cal. 95667. 916/622-2483. Reg. No. 0574273. 8-1.

FOR SALE: HENSLEY RIPPER for D4, attached to blade, new point. \$175. W. L. Fischer, Rt. 2, Box 67-B, Placerville, Cal. 95667. Ph. 916/622-2483. Reg. No. 0574273. 8-1.

FOR SALE: REG. TENN. WALKER, mare, 12 yrs. \$650 trade for boat or camper. Pneumatic chain saw \$150 or trade for guns, etc. Bert Orman, 2575 Morgan Terr. Rd., Clayton, Cal. 94517. Call 415/689-5638. Reg. No. 0892706. 8-1.

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 sidelines.

● 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)

out of Santa Rosa. He was a very able journeyman and will certainly be missed by his brother engineers. Our deepest sympathy is extended to his family and friends.

In the same accident Brother Don Hendrix was injured and presently is home and recuperating. Don also works for Teichert Const. and has been a foreman for some time. Don, we wish you a speedy recovery and hope that you are back to work when you read this.

SAN JOSE

Sorry to report that Enos Sanchez wife, Angie, passed away suddenly after a very short illness. Our sympathy and condolences to Brother Enos Sanchez.

Brother Marvin Booker, one of our retirees, passed away on July 16, 1974. Also, Brother John Bannister, age 85, who suffered a heart attack while enroute to Oregon to visit his daughter, passed away July 18, 1974. John was an Operating Engineer for 29 years prior to his retirement in 1962. We wish to express sincere sympathy to the families of these deceased brothers.

CONGRATULATIONS and Best Wishes for Kaiser Permanentes' Cal Hogg who has completed 38 years membership with Local No. 3. Cal was initiated in Local No. 842 in May of 1936, and became a member of Local No. 3 in 1939, when Local No. 3 was formed and chartered through the amalgamation of various small locals in Northern California. Brother Cal was employed by Kaiser Cement at their Permanente Plant November 10, 1939. He was the Job Steward for the Equipment Operators who worked out of the main yard. He holds a very rare perfect attendance record throughout all his years of employment with Kaiser Permanente, never having missed a day due to illness or otherwise, and was never late in reporting for work. He was retired July 1, 1974. Cal, we and all your friends and fellow employees congratulate you and wish you the very best during your retirement. Happy fishing and/or happy girl watching—or whatever retirees do.

We would like to extend our sincere thanks to Brother Bob Sandow, for his blood donation to the blood bank on July 8, 1974.

FRESNO

Our condolences to the family and friends of Brother Dale Clay who recently passed away.

Brother Solon Stidham has been hospitalized in Fresno due to illness. We wish Solon a speedy recovery.

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

AUGUST

- | | |
|-------------------------------|--------------------------------|
| 6 Sacramento, Tues., 8 p.m. | 10 Marysville, Thurs., 8 p.m. |
| 7 San Francisco, Wed., 8 p.m. | 23 Honolulu, Wed., 7 p.m. |
| 13 Stockton, Tues., 8 p.m. | 24 Hilo, Thurs., 7:30 p.m. |
| 15 Oakland, Thurs., 8 p.m. | 30 San Francisco, Wed., 8 p.m. |
| 27 Fresno, Tues., 8 p.m. | |
| 29 San Jose, Thurs., 8 p.m. | |

SEPTEMBER

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

OCTOBER

- | |
|-------------------------|
| 8 Eureka, Tues., 8 p.m. |
| 9 Redding, Wed., 8 p.m. |

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, Carpenters Hall, 600 South, 600 East. |
| | Ogden, Teamsters Hall, 2538 Washington Blvd. |

Stockton Work Picture Better With New Melones Resumption

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

The work picture has brightened considerably for this district with the resumption of work on New Melones Dam. The Carpenters reluctantly removed their pickets on July 11 because of political pressure exerted by U.S. Congressman John J. McFall. This project, as Congressman McFall pointed out, is in double jeopardy.

First, the money appropriated by Congress for the project could possibly be re-appropriated because of a lengthy strike and secondly the group called "Friends of the River" already have an initiative going on the ballot in November to stop the project entirely. It only makes

sense that the initiative to prevent the construction of the dam will be harder to pass if the public is aware of the progress that has been made to date at the time of the election. It also behooves every craftsman regardless of his trade to do all he can to help beat the initiative in the forthcoming election that "Friends of the River" is sponsoring.

The Stockton City Council endorsed the \$75 million Quail Lakes Subdivision north of town on the old State Hospital Farm property. The project entails the construction of two man-made lakes of 55.5 acres and another of 5.5 acres. The earth moving involved to make the lakes will be over one million yards. The fill dirt from the lakes will be

See More STOCKTON, Col. 4

Business Offices and Agents Phone Listing

DISTRICT 01—SAN FRANCISCO

Dispatch Office:

- | |
|---------------------------------------|
| 470 Valencia St., Office—415/431-5744 |
| Ralph Wilson, Dist. Rep. * 355-8142 |
| Charles Snyder * 479-2113 |
| Harvey Pahel *408/264-7334 |
| Guy Jones *415/525-5055 |
| Ray Morgan *415/828-2624 |

DISTRICT 02—SAN RAFAEL

- | |
|--|
| 76 Belvedere St., 94901 ... 415/454-3565 |
| 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 |
| *415/656-3587 |
| 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 |
| Charles R. Ivie 415/939-5258 |

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 |
| Eugene Lake *707/443-5843 |

DISTRICT 50—FRESNO

- | |
|---------------------------------------|
| 3121 East Olive Street, 93702 |
| 209/485-0611 |
| Claude Odom, Dist. Rep. *209/439-4052 |
| Bob Merriott *209/734-8696 |
| Harold Smith *209/222-8333 |
| Jerry Bennett *209/224-2758 |

DISTRICT 60—MARYSVILLE

- | |
|---|
| 1010 Eye Street, 95901 ... 916/743-7321 |
| Alex Cellini, Dist. Rep. *916/674-3927 |
| John Smith *916/673-3583 |
| 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 ... 408/295-8788 |
| 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 |
| Nathan Davidson *408/724-5490 |
| Ronald L. Ward *408/295-8788 |

SALINAS

- | |
|----------------------------------|
| (Area 408) 422-1869 |
| 117 Pajaro, Salinas 93901 |
| Jack Bullard *408/476-1962 |

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 ... 801/532-8081 |
| 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.

- | |
|---|
| 56 Waihanue, 96720 |
| Valentine Wessel, Asst. Dist. Rep. *808/935-6187 |
| Wm. Crozier 808/949-0064 |

GUAM

DISTRICT 06—AGANA

- | |
|---|
| P.O. Box E-J 96910 ... 734-9064 |
| 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—209/522-0833 |
| *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 |

More Stockton ...

(Continued from Column 2)

used to create different elevations and grades throughout the development.

Teichert Const. was low bidder on the reconstruction of Highway 50 west of Tracy in San Joaquin County and Alameda County. Contract bid price was \$730,000. Teichert Co. was also low bidder on improvements at Louis Park for \$108,000 and reconstruction of Archerdale and Tully roads for \$82,000.

Kirkwood-Bly Inc. of Santa Rosa was the successful bidder at \$345,000 for construction of Altaville-Angeles Camp Sewerage System and improvements to the existing Angels Camp Sewage & Treatment facilities.

Hans A. Burkhardt of Verdi, Nevada was awarded the Pacific Crest Trail in Alpine County for his bid of \$97,000.

Projects to be bid soon over \$100,000 are Acampo Road and Kettleman Lane resurfacing near Lodi, resurfacing Sargent, Lucas Perryman and Davis Roads in San Joaquin County, storm drainage collector lines at New Jerusalem Watershed near Tracy (\$625,000), resurfacing in Amador and Calaveras (\$415,000) and Red Hill Access road in Calaveras County (\$500,000).

We have some good news for the brother engineers in the Modesto area. We held the pre-job conference for the dirt work on the Hahn Shopping Center to be built north of Modesto.

The Flintkote Co. of Modesto is the prime contractor on this part of the project. They have two sub-contractors at this time. They are Modesto Sand and Gravel for the clearing and Welty and Associates for the surveying. There will be about 12 engineers working on Flintkote's crew for excavation and import of the dirt. This will take about two and one half months. Most of the clearing has been done by Modesto Sand & Gravel early in the spring. There is about a week or so for the clearing to be complete. The contract for the underground will be let in about a month. The contract for the finish grade, base rock and paving will also be let. The project will go in three separate contracts. The Flintkote Co. will work 5-8's and maybe 5-9's.

The Flintkote Co has the Rock Plant going full bore in the Cottonwood area. They will be there for a while yet, then will move

PUBLIC EMPLOYEES DIVISION

- | |
|-----------------------------|
| Dan Senechal, Director |
| 1446 1/2 Webster St., 94612 |
| Office—415/893-2875 |

Lee Adams

- | |
|---------------------|
| Office—916/673-5736 |
|---------------------|

Walt Norris, Special Representative

- | |
|---------------------|
| Office—415/431-1568 |
|---------------------|

Stanley Glick

- | |
|---------------------|
| Office—209/466-7141 |
|---------------------|

Robert J. Criddle, Jr.

- | |
|---------------------|
| Office—916/743-7321 |
|---------------------|

Allen Boyd

- | |
|---------------------|
| Office—209/485-0611 |
|---------------------|

Lawrence B. Grissom

- | |
|---------------------|
| Office—209/485-0611 |
|---------------------|

Robert P. Langston

- | |
|---------------------|
| Office—408/295-8788 |
|---------------------|

FRINGE BENEFITS SERVICE CENTER

- | |
|-------------------|
| 474 Valencia St., |
|-------------------|

Art Garofalo

- | |
|--------------------------------------|
| San Francisco 94103 ... 415/431-1568 |
|--------------------------------------|

TRUST FUND SERVICE CENTER

- | |
|-----------------------------|
| 209 Golden Gate Ave., 94102 |
|-----------------------------|

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 |
|---------------------------------|

A. A. Pennebaker, Adm.

- | |
|---------------------|
| *415/254-8681 |
|---------------------|

IMPORTANT

Detailed completion of this form will not only assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____