

# Members Ratify Master Agreement Contracts for N. California, Nevada

## Nevada Gets Same Raise As California

Members of the Operating Engineers Local Union No. 3 in Northern Nevada overwhelmingly supported ratification of the proposed Master Agreement for Northern Nevada in the ratification meeting held last week.

The ratified three-year contract "followed very closely" the contract approved by the operating engineers in Northern California, said Business Manager Dale Marr (see story this page).

"The negotiations went smoothly for Northern Nevada," he added, "because many of the language changes had already been worked out in the California agreement."

Besides language changes, the ratified contract, which became effective July 1, 1977 provides for wage and fringe increases totaling eight per cent.

The contract further provides  
(Continued on Page 2, Col. 5)



## ENGINEERS NEWS

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## Members Attend Ratification Meetings

Members meet above in San Jose to ratify the new master construction agreement for Local 3 in Northern California. The new agreement met near unanimous support.

## Agreement Gets Support From 95 Pct.

By JAMES EARP

Members of the Operating Engineers Local Union 3 in Northern California gave over 95 per cent support for the proposed Master Agreement for Northern California in ratification meetings held in July.

Besides language changes, the three-year contract, which Business Manager Dale Marr noted as the "best of the contracts" negotiated this year among the building and construction trades, provides for wage and fringe increases, a continuation of the "hard dollar" cost of living increase negotiated in the last contract and changes in the Sub-contractor Clause, apprenticeship, shift work and starting times.

In response to the members' wishes as indicated in the pre-negotiation survey cards, wages  
(Continued on Page 2, Col. 2)

## Locally and Nationally

## How Local 3's Contracts Compare

Business Manager Dale Marr reports that the Master Agreement contracts negotiated by Local 3 and ratified by the members in California and Nevada are "superior across the board when compared to contracts ratified by other unions in the construction industry."

A look at the wage and fringe increases for the Group eight classification in Local 3 shows a total increase of \$1.22 an hour. Comparisons with other building

and construction trade unions in Northern California show that the teamsters settled for an increase of \$1.07 an hour, tunnel laborers — \$1.06 and pipefitters and cement masons settled for \$1.05 an hour.

Carpenters, laborers, piledrivers and shortline pipefitters all settled for an average increase of under \$1 an hour.

In Northern Nevada, Operating Engineers also settled for the best contract to date at an aver-

age \$1.22 an hour increase in wages and fringes. The cement masons and laborers have settled for considerably less at 95 cents and 52 cents an hour respectively.

### Across the Nation

On a national basis, labor contracts negotiated through the first half of 1977 provided for an all-industries average straight wage increase of 42 cents an hour, according to Collective Bargaining Negotiations and Contracts, a service of the bureau of national affairs.

In the construction industry, Local 3's average 59 cent straight wage increase compares well with the national average of 46.3 cents an hour increase, over last year's wages.

Deferred increases were negotiated in approximately 85 per cent of the contracts across the nation this year. Insurance plans are the most frequently negotiated or renegotiated fringe benefit. Revisions occurred in 72 per cent of all new contracts settled in the first half of this year. Pension plan revisions were second highest on the list nationally, with 56 per cent receiving revisions.

Thirty six per cent of the contracts revised holiday provisions while 31 per cent of the contracts revised vacation plans.

Local 3 is in the small percentage group which received increases in all of the above categories.

## President Gives Card to 'Dad'



Local 3 President Harold Huston had the rare opportunity to present his father, George Huston with a 35-year honorary membership card at the Semi-annual Meeting July 9. It is the first time in the history of the local union that an officer has made such a presentation. George Huston has worked "nearly every kind of equipment" all his working life. Next year, his son, the president will join him as a 35-year member of the union.

## Notice of Dues Increase

The dues rate changes published below apply to ALL MEMBERS paying dues after July 9, 1977 for the October 1, 1977/September 30, 1978 period.

Article VI of the Local Union By-Laws provides for an automatic increase in dues of fifty cents (\$.50) per month for each One Dollar (\$1.00) per day increase in the total wage package of the top four classifications in the Master Agreement or Unit Agreement unless a temporary suspension of all or part of the amount is approved by the Membership at the July Semi-Annual General Membership Meeting.

The membership at the Semi-Annual meeting held on July 9, 1977, acting on the recommendation of the Executive Board, voted to suspend the automatic dues increase due on October 1, 1977, and all prior temporary suspended dues increases with the exception of Two Dollars (\$2.00) for Locals 3, 3-A, 3-B, 3-C, 3-E, and 3-R.

Due to the differences in the wage structure of 3-D and Industrial Units the amount of automatic dues increase temporarily suspended varies from unit to unit and the members will be notified of the amount applicable to their respective unit.

If there is any question in regard to the above please contact your business representative.

Amendments to the Local Union By-Laws, as amended by the membership at the Semi-Annual Membership meeting held in San Francisco on July 9, 1977 appear on page 6.

### LOCAL UNION EXECUTIVE BOARD RENEWS INTERPRETATION OF ARTICLE XVII SECTION 4 OF THE INTERNATIONAL CONSTITUTION IN COMPLIANCE WITH DECISION OF NINTH CIRCUIT COURT OF APPEALS (1969)

"In response to a communication from Brother B. R. Burroughs it was moved, seconded and carried that in compliance with the decision of the United States Court of Appeals for the Ninth Circuit in Operating Engineers Local Union No. 3, et al. v. B. R. Burroughs No. 22,786 decided October 1, 1969, it is the position of the Local Union Executive Board that Article XVII Section 4 of the International Constitution shall continue to be enforced only in the manner permitted by law and specifically the decision of the Ninth Circuit Court of Appeals in that the Court may stay the hand of a member for four (4) months while he seeks relief within the Union but the Union may not so act."





By DALE MARR, Business Manager

# Looking At Labor

## Members Encouraged To Support Referendum

ENGINEERS NEWS

WIPA

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During the month of September, 1977 you will be asked to vote by mail referendum on a very important amendment to the Constitution of the International Union of Operating Engineers, AFL-CIO.

A detailed letter regarding this amendment and an enclosed ballot will be sent to you over the signature of General Secretary-Treasurer Russell T. Conlon. A Referendum Committee explanation of the ballot will also be enclosed.

Simply stated, this amendment would reapportion delegates eligible to attend and vote at International conventions to a controllable number. Reapportionment would be based on a pre-set membership and per capita paid formula.

This would equalize representation between the larger and smaller locals, reduce costs and make conventions more representative and more manageable. Even the largest local unions could not afford the exorbitant cost of a full delegation under the present bylaws.

We recommend a yes vote on this important amendment.

The Constitution is, of course, that body of rituals, rules, regulations and laws governing the organization of the International Union of Operating Engineers and "all Subdivisions, Bodies, Local Unions and Members Thereof."

The present Constitution was compiled at The Constitution Convention on September 30, 1938 and adopted by

Referendum Vote of the entire membership December 31, 1938.

Most amendments have been made at the International Conventions held every four years. Only twice in the 39-year history of the Constitution have amendments been made by referendum vote: in 1947 and in 1951.

So, you can readily see how important it is that you read carefully the amendments, properly mark your ballot and return it before the deadline.

Again, in all fairness to the general rank and file membership, as well as the elected officers of all our sister locals, we recommend a yes vote in support of this important amendment.

(More from Marr, Page 20)

## N. Cal. Agreement Ratified

(Continued from Page 1)

and pension received top priority.

Negotiated wage and fringe increases which became effective June 16, 1977 together total an eight per cent increase for the first year of the contract. The contract further provides for \$1 per hour increases on June 16, 1978 and June 16, 1979.

These increases will be allocated to wages and/or fringes by action of the Executive Board. Additional increases, which may take effect on Nov. 1, 1977 and Nov. 1, 1978 will be determined by the cost of living clause.

Fringe Benefit increases nego-

tiated in the new contract were divided between Health and Welfare, Pensioned Health and Welfare, Pension, and the Vacation and Holiday Pay Plan. The Pension received a 25 cent increase to \$2.25 per hour effective July 1, 1977.

Health and Welfare will receive a 15 cent increase to \$1.27 per hour effective July 1, 1977, and will increase another 3 cents to \$1.30 on Nov. 1, 1977.

Pensioned Health and Welfare will receive a 5 cent increase to 28 cents per hour on Nov. 1, 1977. The Vacation and Holiday Pay Plan received 10 cents effective

Nov. 1, 1977 for a total of \$1 an hour.

Next to the wage package, according to Dale Marr, sections dealing with subcontractors in the Master Agreement were the subject of the most deliberation.

Because of the U.S. Supreme Court's Connell decision, as well as the necessity to conform to the guidelines of the National Labor Relations Board on subcontracting, language dealing with subcontractors and union employees had to be changed.

Due to the Connell decision, unions under certain conditions can no longer enforce union security on subcontractors. According to the Supreme Court, it was in effect "organizing from the top down."

"What we tried to do, and I think succeeded," explained Marr, "was to live with this ruling as far as possible under the law. After a lot of negotiation, we were able to come up with language which we hope is strong enough to preserve work for our members in this area."

In his closing comments, Marr said that the Master Agreement contract books for Northern California are now in the process of being published. "Individual copies for the members will be in the field in the near future," he pointed out.

In the meantime, a working copy of the contract covering many of the major changes can be found on the removable center pages. Marr urged the members to study the economic increases and job classification information carefully, so that they could be knowledgeable of the new contract.

for various locations in Butte and Sutter Counties.

Claude C. Wood should be finishing up work on the Sacramento River levee job at any time. Hensel and Phelps will also be finishing up at the Meridian Bridge job. Baldwin completed their job in Colusa on River Road.

Robinson Construction picked up a couple of street work jobs in Biggs and Willows. Robinson is also moving right along with their job on Pearson Road in Paradise. Hydro-Conduit in Orland is real busy at this time with approximately double the employees that they had several months ago. They are currently making pipe for the Bureau of Reclamation.

Peterson Tractor Shop in Chico has slowed down somewhat, according to Halsted. Williams and Lane in Yuba City are holding their own. The other manufacturing shops are still slow at present.

Some of the smaller non-Union Contractors have been bidding out the fair Union Contractors, says Cellini. "There has been picket action in several places and we would appreciate any help the Brothers would give if they are called upon for picket duty—remember, this means our jobs!" Cellini points out.

## Nevada Agreement

(Continued from Page 1)

for \$1 per hour increases on July 1, 1978 and July 1, 1979, which will be allocated to wages and/or fringes by action of the Executive Board. Additional increases which may take effect on Nov. 1, 1978 and Nov. 1, 1979 will be determined by the cost-of-living clause.

Increases in the fringe benefits were allocated to the Health and Welfare and sick benefits. Pensioned Health and Welfare, Pension and the Vacation and Holiday Pay Plan.

Health and Welfare received a 21-cent increase effective Nov. 1, 1977, which will bring the fund to \$1.43 per hour. Pensioned Health and Welfare received a seven-cent increase to 30 cents an hour effective Nov. 1, 1977.

Pension received an increase of 25 cents to \$2.25 effective July 1, 1977 and the Vacation and Holiday Pay Plan received a 10-cent increase to \$1.02 an hour effective Nov. 1, 1977.

Also included in the contract is a new clause calling for an Industry Promotion Fund to "finance campaigns for vital construction projects and provide finances to defend projects endangered by environmental lawsuits," said Dale Marr.

The employers will pay seven cents an hour into the Nevada Construction Industry Promotion Bureau, Inc., two cents of which will be contributed to the Nevada Environmental Action Trust.

A list of major language changes as well as a table of the new wage rates can be found on page 13.

## Tehama-Colusa Canal Awarded

District Representative Alex Cellini reports that the work in the Marysville district will pick up somewhat with the awarding of the Tehama-Colusa Canal — a \$21 million job.

"Once the job was awarded, the contractor moved real fast on this one," Cellini said. Ball, Ball and Brosamer, which received the award July 15, held a prjob on the 20th, and though the official starting date isn't until the 25th, they already have a few engineers on the job, he said.

Dennis De Wold, Inc., who is doing the surveying for Ball, Ball, and Brosamer, called a couple of men back to work that had been laid off.

Business Rep. George Halsted reports that Teichert Construction has been working on its job in Arbuckle reconstructing 5th Street. It has also been doing some overlay work on Highway 113 North of Knights Landing, around Oswald on Highway 113 and also at Highway 20 in Meridian. This is all part of the \$573,000.00 overlay job



PICTURED ABOVE is a completed portion of the Tehama-Colusa Canal. After over 100 days of delay, the \$21 million contract was finally awarded to Ball, Ball and Brosamer the last week of July.

It is necessary to change the regular quarterly district membership meetings for District Nos. 4, 7 and 6 as follows. Please note the change of meeting place for the Marysville (District 6) meeting.

Dist.	TO	FROM	Meeting Location
4	Tues., Oct. 4th	Oct. 11th	Same
7	Wed., Oct. 5th	Oct. 12th	Same
6	Thurs., Oct. 6th	Oct. 13th	VETERANS COMMUNITY CENTER, 905 "B" Street, Marysville, CA 95901



## Nevada Work 'Keeping at A Good Pace'

Business Representative Paul Wise reports that the work in the State of Nevada is keeping at a good pace and "it looks like we will go into next year with more work." He emphasized, however, that they have enough brothers to fill the jobs at hand and future work.

The Yoxen Construction Company was the low bidder on the Carson High expansion job at a cost of 2 million dollars. The subs are Savage Construction for site, underground and dirt. Sierra Steel and Crane have all the structural work.

Nevada Paving will be doing all the parking lots and street extensions. Helms has cranked up the hot plant in Carson City and are keeping busy making the black stuff.

Frehner is finally moving along on their Highway 50 job with a good number of brothers steadily employed. Independent Construction and Soil Stabilization are two subs on this project.

Out at Lahontan, Nevada Paving was the low bidder for the expansion of the Silver Springs roads, parking, picnic area and so forth. Over in the Tahoe area, Byars is the subcontractor on Harvey's expansion which will include underground excavation and expansion as well as the three story parking structure.

Del Webb on the Park Tahoe is moving very well at present. They have a number of subs but at this writing they are not in a position to confirm them. Sub Terra has moved back on their Kelley project just south of Glenbrook. They also picked up the Cave Rock job which will help them keep a few more hands busy.

Speaking of Glenbrook, it is rumored that Contri has picked up the first phase of a Mammoth sub-division in the Meadows. Perata Excavation are still busy and will continue to be busy through the rest of the season on the Otto Project.

Mandeville has a number of small jobs going as well in the Incline area and Byars who are subs to Nevada Paving on the Mt. Rose job has moved ahead of schedule under the work scheduling of Leo Techori. J. F. Shea and Moulder Bros. will be moving in on this job in the next few months.

A new project in the area which is still on paper and shall be let within the next few months will



Looking down 200 feet is a view of the north end of excavation on the Sahara-

Reno Hotel Casino—a \$37 million project, owned by the Del Webb Corporation.

be the new Holiday Hotel Casino at Incline. H. M. Byars has moved into phase three on their exclusive Lake Ridge subdivision.

Ferretto Construction down at the foothills of Lake Ridge are in the halfway stages of their subdivision work. Harker-Harker can be seen all around town on a rum-

ber of small jobs and as usual Seaberry Depaoli is getting his share and keeping his engineers happy.

Wise says the crane business is in one of its busiest seasons with Reno Iron, Martin Iron, Western Crane and Rigging, Sierra Crane, McKenzie and Nevada Crane get-

ting themselves a lion's share of the crane work.

Nevada Paving has a number of good jobs in and around town as they are having a top season as well as Sierra Paving. Taylor Construction, the builders of the MGM, haven't wasted any time (Continued on Page 16, Col. 1)



By HAROLD HUSTON, President

## A Personal Note From The President's Pen

"Thank You" to all the brother engineers working under the Master Construction Agreement, A.G.C., E.G.C.A., and Independent Construction (California) who took time out to attend one of the special-called meetings to hear a report of your negotiating committee. We appreciate the courtesy given to your officers and all the questions asked in regards to the new agreement.

The final tally of the Yes and No votes of all the meetings tells the whole story.

Business Manager Marr asked me to assist in the Technical Engineers Master Agreement negotiations with Bay Counties Civil Engineers and Land Surveyors Association, Inc., Northern Counties Civil Engineers and Land Surveyors Association, Inc., and Western Counties Land Surveyors Association. We have had several meetings so far, and I appreciate the opportunity to help in these very important negotiations!

My personal congratulations to all the "Honorary Members" who were presented gold cards at the July 9th Semi-Annual Membership Meeting. I considered it an extra special honor to have the privilege to present to my dad, George Huston, his Gold card.

Congratulations also to Susan Anderson and Nolan Arruda, Scholarship Winners.

"The Prophets of doom, who have criticized the Auburn Dam are not really concerned with the effect an earthquake would have on the Dam, but rather are using this issue as a smoke screen to further their own special interests—whatever they may be," said Assemblyman Gene Chappie.

On June 16, 1977 Interior Secretary Cecil Andrus, took a quick class in earthquake geology at Auburn Dam, but said it was too early to decide if work should continue on the \$1.1 billion project.

Andrus inspected the huge project in the American River Canyon, and viewed a geological fault—one of several that prompted the Carter Administration to ask Congress that funds for the project be cut off, at least temporarily.

Roy J. Schlemon, a consulting geologist for the U.S. Bureau of Reclamation, told Andrus the fault was "inactive by the Bureau of Reclamation cri-

teria," because it had not shifted position in more than 100,000 years.

The secretary later stated that the safety question was the only obstacle to the Carter Administration's full blessing of the project.

Auburn Dam is the latest and most sophisticated in dam design. Like a teacup, wedged in the V-shaped American River Canyon, 40 miles east of Sacramento, the dam, if completed, would be the world's longest double plus curvature, thin-arch concrete dam—685 feet tall and 4,150 feet across at the crest. It would form a reservoir 25 miles long and have a 750,000 plus kilowatt power generating capacity.

If the people who seek to block the Auburn Dam had been active 40 years ago we wouldn't have any reservoirs today. We wouldn't have been able to sustain our people, let alone experience the agriculture and industrial development. Dams are essential to preserve stream life in times of drought. We are having a good illustration of that this year with the predictions that many of the State's streams will run dry this summer.

Approximately \$232 million has already been spent on the project and it would be the height of folly to abandon it because of faults which were known before the site was selected and were taken into consideration in the design.

The Auburn Dam is the most investigated site in the history of dams in the entire world. There were more than 11 miles of drill cores and 8,000 feet of tunnelling to determine the foundations.

I am hopeful that the United States Congress will stand firm against President Carter's opposition so that we can continue the funding and completion of this most worthy project.

On June 30th the Senate, fearing a veto, stuck with a tenuous compromise, and approved money for half of the water projects that President Carter has targeted for termination.

The Senate refused to approve amendments which would have added funds for six more projects and also rejected an amendment that would have killed funds for all but one project on the White House "hit list."

The Senate Appropriations Committee, in an effort to avoid a veto, had agreed to delete nine of the 18 water projects Carter wanted to eliminate and adopted two of the five modifications. The House previously had voted full funding for 17 of the 18 projects but by too narrow a margin to override a veto.

By defeating the McIntyre amendment the Senate assured Congressional approval of eight projects on lion; Atchafalaya River Bayous in Louisiana, \$6.3 the "hit list." Applegate Lake in Oregon, \$7.4 million; Cache Basin in Arkansas, \$2 million; Hillsdale Lake in Kansas, \$14 million; Richard B. Russell Dam in Georgia and South Carolina, \$21 million; Tallahola Creek in Mississippi, \$5 million; Columbia Dam in Tennessee, \$20 million; and Auburn Dam in California, \$39 million.

The National Wildlife Federation is urging President Carter to veto any public works appropriation bill containing money for any water projects on Carter's original "hit list."

Thomas Kimball, Executive Vice President of the Federation, urged Carter in a letter to "stand firm against these wasteful and environmentally unsound boondoggles."

He added: "From the votes in both the House and Senate, it is clear that there are not enough votes in either house to override a presidential veto. We think this is a great opportunity for the President to put an end to the practice of building dams that nobody needs."

He said none of the projects would produce enough power or any other benefits to offset the damage that would be inflicted on people, wildlife and the ecology of the areas involved.

"In every case the sponsors have overstated the benefits and understated the environmental costs," Kimball charged.

It is very important that all labor write to the President, our Congressman, and Senators in Washington, urging passage of all the dam-building water projects! Please! Get your letters in the mail today!





By BOB MAYFIELD  
Vice-President

## Rigging Lines

By most any comparison this past month, for the most part, has been quite good. For starters, the people who keep track of actual hours worked (derived from figures from the employers Trust Fund monthly reporting forms) tell us that as a total work picture we are looking at 10 to 15 per cent more hours overall, on the average, than at any time in the last 5-year period. Areas holding their own or showing a marked increase are Stockton, Nevada, San Jose, Fresno, Utah and Santa Rosa, with certain classifications at given times showing a shortage.

By this statement, I wouldn't want to lead anybody down the garden path and tell them all kinds of jobs are available and waiting to be had immediately for the taking, but people with skills in some classifications—if they are willing to go to the work—certainly stand a good chance. These classifications are probably skilled Heavy Duty Mechanics, Scraper Hands, Finish Blade, experienced Grade Setters, Tower Crane Operators, as well as Finish Asphalt Roller hands.

Areas that are low in volume of work are Eureka, Redding and Marysville, to name some. It seems as though these out-of-work lists have never depleted in the past several years. However, one of the tough, hard facts of life is that if a person is going to make a successful and decent living in this business, he will not always do so by staying at home and waiting for the work to come to him.

In my own case, I know I spent several years away from home, which included a hitch in both Utah and Nevada, but this decision let me make a very good living while still working by the hour at the trade.

Looking down the road a ways, several of the bigger jobs that have been long awaited and held up are now in progress. The Pacheco tunnel (San Felipe project) which would link the San Luis Dam water with the parched Santa Clara and Monterey Basins was finally let after two years of hold-up by environmental group lawsuits. Low bidder on the project was a joint venture of Shea & Kiewit for a price tag of just under \$105 million. This bid was quite a bit over an outdated engineers' estimate but hopefully this huge project will be awarded and started immediately without any further delay. Ball, Ball & Brosamer's Colusa-Tehama Canal project (over \$22 million with revisions) was finally awarded after almost 100 days delay, and I'm told at this moment is finally underway with many engineers from the Marysville area who so badly need to work finally getting the chance to do so.

The low bid for the road relocation of Warm Springs Dam out of the Santa Rosa office was submitted by Piombo Construction. This was great news, of course, because like the San Felipe Project just previously mentioned, it was held up by a lawsuit instituted by an environmental coalition and had been on the back burner for some time. This road relocation project should signal the beginning in the relatively near future for the beginning of actual phases of contract construction for the dam itself, although until construction actually begins one is never certain, as anything can and does happen which blocks or stops these projects.

One of these hurdles certainly could even include lack of funding or deletion of funds by recommendations of our good U. S. president, Jimmy Carter. He certainly by no stretch of the imagination (in my opinion) has been any big supporter of water projects and has fought many such big water projects almost from the day he began his term as president of the United States.

In talking with the Business Representative in Nevada very recently, I'm told that final approval of the first phase of the Valmy Power Project has been completed and that actual power construction shall begin sometime in the early Fall. Also, the camp and related facilities should begin at the same time, as this job will most definitely be a camp job. This project is one that will have a construction cost of \$360 million at least and will be supervised by the owner, Sierra Pacific Power Company, with the prime construction contractor to be the Stone & Webster Company under a project agreement which has already been signed and completed with the Nevada Building & Construction Trades Council. These above comments are only a reference to the increased hours being worked now days around Local No. 3 and are meant to illustrate as to some of the reasons why. Many more projects are upcoming, of course, and many more already let with the vast majority being much smaller, but each job—no matter how small—is relative to the total picture, and each in its own way equally as important as any of the above-mentioned.

As most of you brothers are now fully aware in California and Nevada, the pure construction contract has now been completely negotiated with the Employer Association. These completed agreements have been taken back to the rank-and-file membership for approval or disapproval, as the By-Laws call for. I'm very happy to report that overall the membership in both states asked good questions and then voted either heavily

(Continued on Page 13, Col. 4)

## In San Jose

# Outlook on Blood Alley Improves

District Representative Tom Carter reports that State Highway Department officials are hopeful construction on the Blood Alley bypass from Cochran Road at Morgan Hill to Ford Road in San Jose will begin about a year from now.

The environmental impact statement on the \$75 million project should be completed about October of this year.

Cal-Trans officials said that the new time table calls for the first section of the project to be on the big list next April with construction to start by July 1978.

"We, as members of the Council for a Balanced Community (C.B.C.) along with all the State and Federal Legislations from this area have applied pressure on the State for the past 2 years to get this project moving," Carter said.

The Highway Commission will take up the funding at the next meeting in August. "We don't see any problem with funding because the Governor has given the

job top 'Priority,'" he added.

Business Rep. Harvey Pahel reports that work in Santa Cruz has picked up quite a bit in the last few months. Granite Const. Co. has been very busy and has kept about 40 engineers working in a lot of small jobs all over the county.

"We just held a pre-job conference with Steve Rados Const. from Southern California," Pahel explained. "They will be starting their pipe line job from Capitola to Soquel, better known as the Aptos Transmission Facility." This project will last approximately 7 months and will keep 7 to 8 Operating Engineers busy.

Work in Watsonville is spread in a lot of different small jobs but nothing big at the present time.

The job over at Castroville High School is moving right along. Granite Const. Co. has moved in and started the underground work. Fischer Const. is also working on this project and will have one or two operators busy for a while, since this job is scheduled

to last until 1978.

According to Pahel, Pacific Western Const. is paving at a good pace on Highway No. 1 from Castroville to Marina and it looks like they will be through with the paving on this job around November or December of this year.

All the Drilling outfits have been very busy for the last few months as everybody would like to have a water well drilled and not have to worry about the water shortage.

Business Rep. Don Incardona reports that work in the Southern part of Dist. No. 90 has been good for the last few months and the picture looks quite promising at this time. "We've got quite a few jobs going throughout the area that are keeping many operators busy," he said.

Raisch Const. of San Jose is going to be busy doing the widening of a section of "heavy-traffic" on Capitol Expressway. They'll also be working on a bridge overcrossing Highway 101.

(Continued on Page 15, Col. 1)

## Highrises on Slate in San Francisco

Business Rep. Charles Snyder reports that work in the San Francisco area still has not started as far as some of the larger sewer projects.

A few of the high rises have started. Homer J. Olsen has started a \$2 million Market Street beautification, sewer and storm drain project on lower Market Street. Completion, April 1978. Stolte Inc. has started their \$4.5 million Hotel, Retail and Restaurant project at Fisherman's Wharf. Completion, June 1978. Dan Caputo still has not started their \$8.8 million sewer project on Berry St., Dinwiddie Const Co is under way on the \$7 million Golden Gate University on Mission St.

Business Rep. Phil Pruett reports that San Francisco's Muni Street car track renewal jobs are moving along. Homer J. Olsen Const. Co., is finishing up on the Judah St. Line and on Taraval Street on the upper end. O. C. Jones Const. and Lummus Industrial Rails are doing one block at a time so as to minimize traffic congestion and should complete their contract in about three to four months.

McGuire and Hester have just started a section on the lower end of Taraval St. and should complete it in approximately six months. These track jobs are very good for Engineers due to the track removal and excava-

tion, the large amount of quarried rock for the road bed ballast, concrete and hot-mix.

Bethlehem and Triple "A" Shipyards are keeping between thirty and forty Engineers busy on two and three shifts, repairing and overhauling ships.

It is hoped that there will be ship building started in the near future since Triple "A" Machine Shop got the lease at Hunters Point Naval Shipyard. Bethlehem moved a 4100 and 4000 Manitowoc from their east coast construction to the San Francisco Yard and have been able to speed up the work in the fabrication yard by a large percentage, Pruett said.



The U.C. Medical Center in San Francisco currently has three construction projects going, one of which is the dental building pictured here in its early stages. Dale Bergquist is the tower crane operator on this job (right) and Ron Harris put in a few days on a bobcat (above).





# HAWAII

## University Of Hawaii Gets Projects

Business Rep. Harold Lewis Jr. reports that the University of Hawaii's Manoa campus, located in the beautiful lower Manoa Valley area has been making headlines in the local newspapers. The various problems within the Athletic

Program have provoked wide attention throughout the State from the so-called local sports enthusiasts.

The University at Manoa has also been the focus of attention in the Construction Industry. Despite slow times elsewhere, the building activity at the 64-year-old campus is going at a fast and furious pace. This is one of the busiest periods in University history.

Major Capital Improvement program appropriations in the early 1970s made this work all possible and only now has the University been able to finish planning and let them out to bid.

Lewis explained that there are 16 major construction projects underway on campus. This year will see the completion of Hamilton Library, a \$12.7 million addition Phase II being constructed by Hawaiian Dredging & Construction Co., Ltd.

A \$7.6 million complex of one and two-story dormitory apart-

ments being constructed by Dynamic Industries Corporation. It will be followed by two 13-story dormitories costing \$8.7 million to be finished in April 1978.

A \$5.6 million general classroom building on Dole street being constructed by Teval Corporation.

A three-auditorium complex on the site of the present Krauss Hall (formerly known as the Pineapple Research Institute). The lecture halls will cost \$5.2 million and be ready by December 1978. An agricultural science building on Maile Way costing \$4.7 million is being constructed by Allied Construction, Inc.

A major problem for campus planners is the lack of adequate campus space for an enrollment of 40,000 undergraduate and graduate students plus staff on Manoa campus. In trying to make use of limited space, much of the construction activity has been accomplished by razing aged structures, which is a very familiar pattern followed throughout Hawaii.

## Honolulu Seeks Funds For Public Projects

Financial Secretary Harold Lewis reports that an application for \$11.3 million in federal funds for 80 public construction projects has been approved by the Honolulu City Council.

In a special meeting, the Council passed a resolution to apply for Community Development Block Grants through the U.S. Department of Housing and Urban Development.

The funds would be coupled with about \$3.65 million in Community Development money left over from last year for capital improvements projects, according to Financial Secretary Harold Lewis.

Included in the list is \$60,000 for demolition of buildings in the Block A area of the Chinatown redevelopment plan.

Among the major projects are

\$1 million for land acquisition for a Kahuku housing project, \$500,000 for a housing rehabilitation loan program, \$600,000 for a gymnasium in Kilauea Field, \$495,000 for development of Makiki District Park, \$250,000 for a recreation building in Moanalua playground and \$1.2 million for a gymnasium in Mililani District Park.

Also in the list of projects, explained Lewis, are \$1.7 million for land acquisition for Salt Lake District Park, \$350,000 for a recreation building in Manana Neighborhood Park, \$300,000 for a gymnasium in Lanakila playground, \$250,000 for land acquisition for a Kalihi Valley Park, \$250,000 for development of Piikoi-Rycroft Minipark, and \$342,000 for a Kohou Street sewer in Kapalama.

(Continued on Page 16, Col. 3)

## Ringer Crane Used in Hawaii Breakwater Job

District Representative Wallace Lean reports that the first Ringer Crane to be used in the State of Hawaii was used recently on a Corps of Engineers project on the Island of Maui. It was the Kahului Harbor East and West Breakwater Repair Job.

The contractor for this work is Hawaiian Dredging and Construction Company whose main offices are in Honolulu, Oahu.

This project started off in June, 1976, when the crew started to cast twenty-ton and thirty-ton concrete dolos that were to be used in the breakwater repairs, Lean said.

Progress was going along fine

until the contractor started to prepare the breakwater for the mobilization of the crane. The existing east breakwater had a narrow usable surface area that was fourteen feet wide and it had to be widened to a width of twenty feet in order to move the crane along its length.

High seas created some very discouraging problems for the crew. The waves actually washed away the concrete forms or the roadway itself four times. Finally they succeeded in widening the surface area to the necessary twenty feet.

The next step in the operation was to pour the concrete pad that

would serve as the mounting platform for the ringer. The pad which was near the end of the breakwater consumed 200 cubic yards of concrete before it was ready for the ring.

Wallace Lean pointed out that the crane that was mounted on the ring was a Manitowak Model 4100 crawler whose normal capacity is 200 tons. After it was set up on the ringer its maximum lifting capacity was increased to 529,000 pounds. A 220 foot boom was used and it could handle a 30 ton load at a radius of 215 feet. This rig is a sight to behold as it was the largest crane to be seen in this area of Local No. 3.

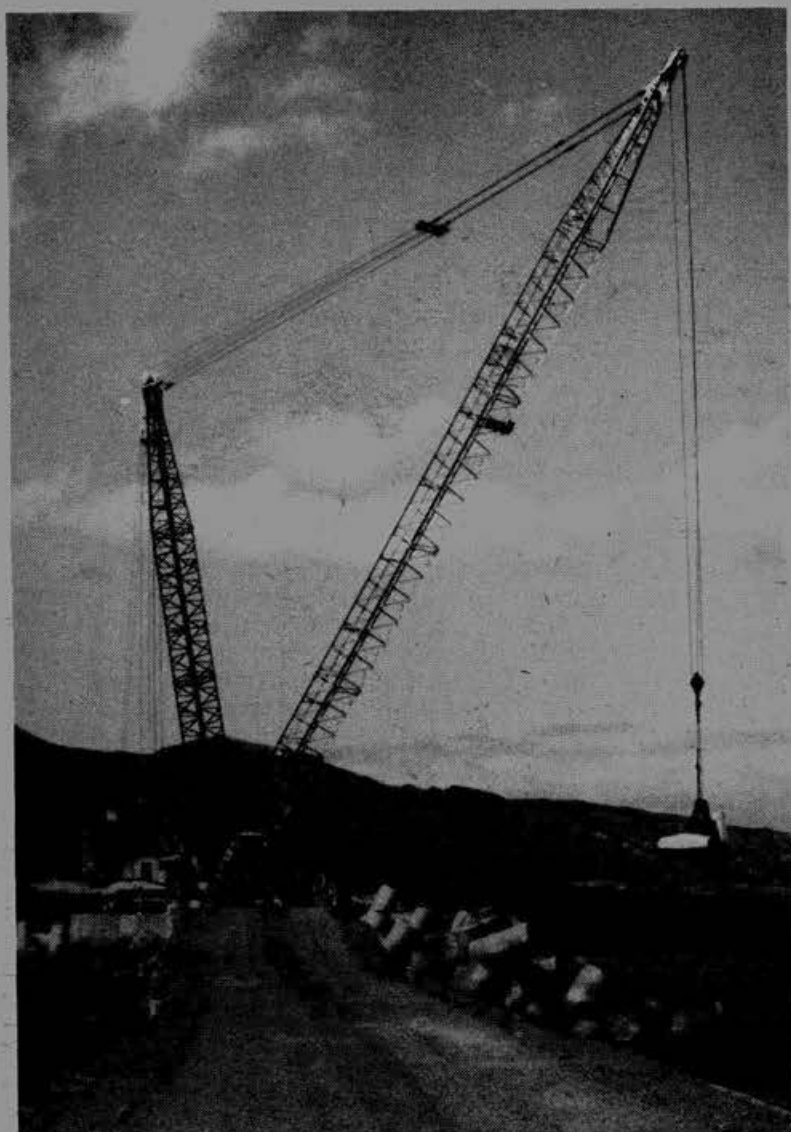
The crew for this ringer were Brothers Herman Pavao, Jr. and his oiler was Brother Chris Olsen. "These brothers did the work very well considering that they were not familiar with this rig," commented Lean. Brother Bertram Klask and his apprentice Brother Richard Ferreira were assigned to the 100 ton P & H Crane. It was their job to load the precast concrete dolos onto a specially modified Caterpillar 769 rock dump.

These rock dumps had the rock beds removed and a special cradle was fabricated to hold the dolos in place while in transit. Half of the time these vehicles had to be reversed along the en-

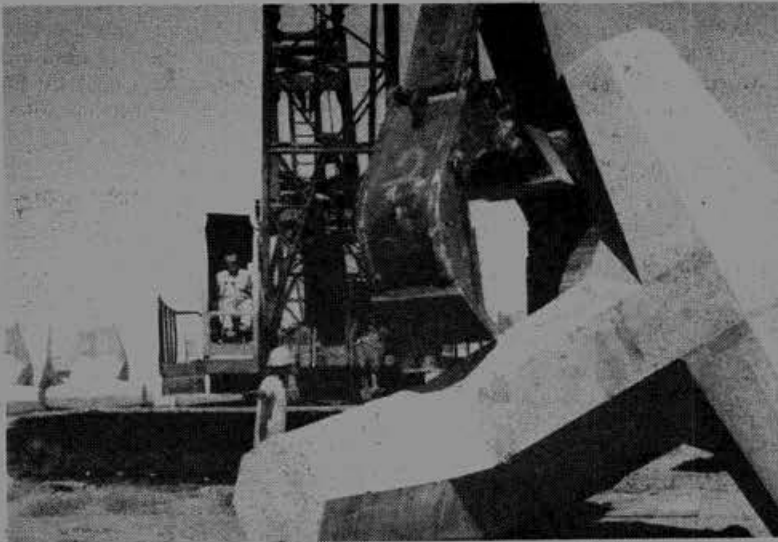
tire length of the breakwater loaded in delivering the dolos to the ringer. Operators on the haulers were Brother Manuel DePonte and Brother Paul Vargas.

In all, approximately 811 of the 20 and 30 ton dolos must be set in the repair work. The project has run well in spite of the weather problems at the beginning of the project.

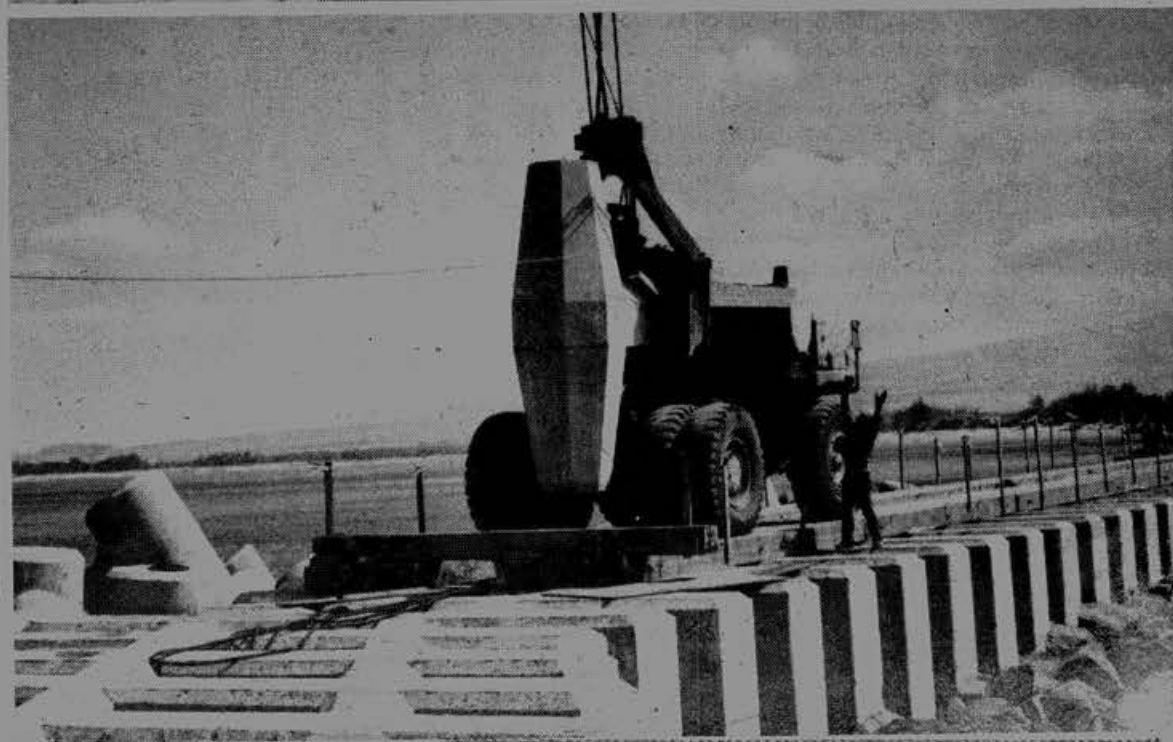
"It was a pleasure to learn that our brother engineers on this project have again shown their professionalism in our heavy equipment construction industry," said Lean.



PICTURED ABOVE is the first ringer crane to be used in Hawaii. Operators are (top center) Bert Klask, with apprentice Richard Ferreira in foreground, and Herman Pavao (top right). Oiler Chris Olsen is pictured to the right signaling the operator on the breakwater job.



ON THE RINGER crane are oiler Chris Olsen (left) and operator Herman Pavao.







LOCAL OFFICERS stand in with members who received their 35-year pins at the Semi-annual meeting. From left to right are James Holmes, Albert O'Rourke, Harold Lewis, Eugene Hayes, Don Kinchloe, Larry Hagle, Eugene Merrill, Harold Huston, George Huston, Dale Marr, S. Price Brownley, Richard Keeman, Lloyd Dixon, Earl Hart, Tom Meredith and James "Red" Ivy.

## On Road Relocation

# Warm Springs Dam Gets Restart

District Representative Bob Wagon reports that after many delays Warm Springs Dam is going again, or rather, it is getting a re-start. The U.S. Corps of Engineers just awarded to Piombo Corporation to build and re-work 14½ miles of road at the dam.

"If this project could have progressed on schedule we would have had water this year instead of being rationed and had our lawns and trees dying for lack of water," says Wagon. "This is just another instance of where the no growers beat us and at what cost."

Most of the upcoming work in the Santa Rosa area is going to be water pollution work consisting of underground projects. There are currently three major jobs that have already been bid and more coming up "so we expect an out-of-work list to start coming down," Wagon explained.

Wagon also reports that he has contracts open to negotiate with Empire Tractor Company, Cinder Products and Lake and Mendocino County Material dealers. "It is hoped we can get these contracts negotiated without problems," he says. "As we look out ahead we anticipate a fairly good work season."

Mendocino County construction projects seem to be suffering an abnormal mid-season slowdown, reports Rep. Stan McNulty. Apparently several contractors have managed to delay starting dates on Caltrans' repair and widening projects and the Mendocino County out-of-work list has been growing rather than decreasing. If the normal early rains return this year, those delays will be rather costly. Keeping small crews busy are Vic Henry of Mendocino Paving, Joe La Malfa, Mendocino Aggregates, Parnum

Paving, Lin Ford and Lange Bros. Major projects bid but not started also include the Fort Bragg Sewer project and Redwood Valley Water Treatment and Transmission Lines.

Heavy overtime scheduled for contractors working on Geyser site work for the various oil companies is keeping employees of Union Engineering, Rossi Bulldozing and St. Clair Bulldozing smiling. Also, putting in quite a few hours is Owen Haskell's crew on Unit 14 attempting to repair the big slide.

Business Rep. Pat O'Connell reports that the work picture in Sonoma County is starting to pick up. Carl J Woods was low bidder on a channel improvement job, \$359,168. Argonaut Construction was low bidder on a water main in Bennett Valley, \$115,446.00. Sire Construction is real busy. At Oak-

(Continued on Page 14, Col. 5)



SCHOLARSHIP WINNER Susan Anderson, Galt, Cal. receives her scholarship award of \$750 from Business Manager Dale Marr at the Semi-annual Membership meeting July 9.

# RESOLUTIONS APPROVED BY MEMBERSHIP

The following resolutions were approved by the membership at the Semi-Annual General Membership Meeting held in San Francisco on July 9, 1977.

## RESOLUTION TO AMEND ARTICLE V INITIATION FEE OF THE LOCAL UNION BY-LAWS

**WHEREAS**, the purpose of the initiation fee into Operating Engineers Local Union No. 3 has historically and traditionally been to instill pride in the joining and actively participating in the trade union movement; and

**WHEREAS**, the initiation fees for Operating Engineers Local Union No. 3 have not been increased since October 1930; and

**WHEREAS**, the wage package negotiated into the collective bargaining agreements between the employer and the Local Union have increased by as much as 350 per cent since the initiation fee was last increased;

**THEREFORE, BE IT RESOLVED** that Article V, Section 1 of the By-Laws of Operating Engineers Local Union No. 3 of the International Union of Operating Engineers, AFL-CIO, shall be amended by deleting Section 1 and inserting in lieu thereof the following:

### Section 1

The initiation fee of each applicant for membership in the Parent Local and all Sub-Divisions shall be:

Parent Local	\$500 plus \$100 Int'l Tax
Sub-Division A	\$375 plus \$ 75 Int'l Tax
Sub-Division B	\$435 plus \$ 87 Int'l Tax
Sub-Division C	\$375 plus \$ 75 Int'l Tax
Sub-Division D	\$ 60 plus \$ 12 Int'l Tax
Sub-Division E	\$375 plus \$ 75 Int'l Tax
Registered Apprentice	\$500 plus \$100 Int'l Tax

## RESOLUTION TO AMEND ARTICLE VI DUES OF THE LOCAL UNION BY-LAWS

**WHEREAS**, the automatic increase of member-

ship dues is tied to the mid-year increase in the wage package of the collective bargaining agreements; and **WHEREAS**, the Local 3D and Industrial Bargaining Unit agreements in many instances provide for wage package increases at dates far removed from mid-year; and

**WHEREAS**, it is desirable to set a standard rate of dues for members whose dues are paid from the Good Standing Fund; and

**WHEREAS**, it is desirable to distribute the cost of operating the Union as equitably as possible; and

**WHEREAS**, payment of dues in advance of the date of the scheduled automatic increase for the purpose of postponing the effective date of the increase penalizes those members who are not fortunate enough to be able to pay their dues in advance; and

**WHEREAS**, it is the desire of the Officers and Executive Board of this Local Union to operate the Organization as economically, fairly and efficiently as possible;

**THEREFORE, BE IT RESOLVED** that Article VI of the By-Laws of Local Union No. 3 be amended as follows:

## ARTICLE VI DUES

### Section 1

No change.

### Section 2

Amend (4) by deleting:

"(4) Local 3D:

"In October of 1966 and subsequent years there shall be an automatic increase of fifty cents (\$.50) in the monthly rate of dues in each Local 3D Bargaining Unit in which the 'total wage package' at mid-year has increased by \$1.00 per day."

And inserting in lieu thereof the following:

"(4) Local 3d and Industrial Bargaining Units:

"There shall be an automatic increase of fifty cents (\$.50) in the monthly rate of dues in each Local 3D and Industrial Bargaining Unit for each one dollar (\$1.00) per day increase in the total wage package," as that term is defined in (1)(a) of this Section. The dues increase shall be effective the first (1st) day of the second (2nd) month following the contractual effective date of the increase or ratification, whichever is later.

"At the Executive Board meeting following said

increase or ratification, the Local Union Executive Board may temporarily suspend all or part of the automatic dues increase. This temporary suspension shall be submitted to the Membership at the Semi-Annual Meeting in July for adoption. If the Membership does not adopt, the total automatic increase will be effective the first (1st) day of August following the Semi-Annual Meeting."

### Sections 3 through 8

No change.

### Section 9 (New)

Insert:

"The dues rate for each month for each Member whose dues are paid from the Good Standing Fund shall be ten dollars (\$10.00) per month."

### Section 9 (Old)

Becomes New Section 10.

### Section 10 (Old)

Becomes New Section 11.

### \*Section 11 (Old)

Delete the following:

"A Member who before October 1st of any year pays his dues for any quarter not to exceed the fourth quarter in the following calendar year at the rate in effect on that date shall not be required to pay any additional dues for any such quarter that the Member paid through, except as may be required because of reclassification or area transfer."

### Section 12

No change.

**\*PLEASE NOTE:** With the deletion of section 11 (old), a member cannot avoid any automatic increase of dues by paying in advance of the effective date of such increase.

For the purpose of receiving year cards, it will be necessary for members to make payment after the rate has been set, at the July Semi-Annual Meeting, for the twelve (12) months starting October 1st through September 30th of the following year. Any monies received (after the July Semi-Annual Meeting) in excess of the amount required to pay through September of the following year will be carried as a credit until the rate has been determined by the membership at the July Semi-Annual Meeting preceding such period.



# Cutting Decay Prevents Costly Cavities

A recent report published by the American Dental Association estimated that a family of four spends approximately \$300 to \$388 annually for dental care. Of that amount, the largest portion goes for filling cavities at anywhere from \$15 to \$27 each. So it is not surprising that the report suggests that families can drastically reduce their dental bills by simply cutting down on tooth decay.

The following are some of the simple methods that you and your family might use to cut cavities and reduce dental bills:

Many dentists recommend the use of fluorides. Fluoride, a natural mineral, is the most effective agent available to prevent tooth decay. It's often added to municipal water supplies and one part fluoride per million parts of water can prevent up to 65 per cent of tooth decay that would ordinarily occur. But if your community's water isn't fluoridated, there are other ways to get fluorides on your teeth:

- Mouth rinses with fluoride. Rinsing the mouth daily or weekly with these will reduce cavities by 20 to 50 per cent.

- Fluoride supplements. Many

doctors prescribe fluoride drops for infants and tablets for older children. These are most effective when taken daily and can reduce cavities by 50 to 60 per cent.

- Fluoride toothpaste. A study in the U.S. showed that fluoride toothpaste, if used regularly, reduces cavities by about 15 to 30 per cent.

- Professional application of fluorides. Dentists and dental hygienists can apply fluorides, in gel or solution form, directly on the teeth after they are cleaned. If this is done twice a year, decay can be reduced 30 to 40 per cent. Scientists are also seeking new ways to apply fluoride. For example, disks and ribbons are now being tested in studies supported by the National Institute of Dental Research. They can be attached to the teeth, and fluorides can then be released gradually over a long period.

Another method recommended by many dentists is sealing off your teeth from decay. The use of an adhesive plastic film on the chewing surfaces of back teeth where cavities are most likely to occur has shown to be 60 to 100 per cent effective in preventing cavities.

These sealants last from a few months to several years and should be regularly checked by a dentist. Both clear and white sealants are available. The white sealant has the advantage of being visible so you can see if it's in place.

Keeping the mouth and teeth clean is the most effective way of preventing tooth decay. Plaque is a film, containing colonies of bacteria, that sticks on and between teeth and forms harmful chemicals that attack and destroy tooth enamel, gum tissue and eventually the bone that holds a tooth in place. If plaque is removed, the number of cavities likely to develop is reduced.

Careful brushing and flossing of teeth once a day are necessary. These are especially important at night because during sleep the chemicals that destroy teeth are much more concentrated than during the day, when a greater amount of saliva is produced. Most doctors recommend soft-bristled brushes with rounded-off bristle ends that reach into crevices in the teeth and are less likely than a hard brush to irritate sensitive gum tissue.

To brush properly, first scrub the chewing surfaces. Then clean the smooth surfaces by placing the brush against the teeth and jiggling it back and forth, not up and down. Because the brush cannot get in between the teeth, use unwaxed dental floss to remove plaque there.

Plaque-discovering agents—harmless dyes that come in tablet or liquid form that you swish around in your mouth—will show you how carefully you clean your teeth.

Researchers are looking for chemical agents that will control bacterial growth and development of plaque. The feasibility of a vaccine that will prevent tooth decay is also being explored.

A family can also reduce dental costs with regular dental check-ups. Small developing problems can be corrected before they become serious and often very costly to repair. Most dentists will happily work with you and lay out a program of proper dental care for you.

## Fringe Benefits Forum

By MIKE KRAYNICK,  
Director of Fringe Benefits



We recently began the summer round of Retiree Association Meetings. If you are a retired member of Local No. 3, we once again extend a cordial invitation to you to attend the meeting in your area. The time and place for any of the chapter meetings can be obtained by writing to us here in the Fringe Benefit Service Center or by contacting any of the district offices. Make it a point to attend . . . we would love to see you there!

We continue to receive a number of questions each month, and the following may be of interest to all of the members of Local No. 3:

**Q:** I became disabled last month due to a non-work related injury. My health and welfare coverage will run out in June so I'm concerned about the extent of my coverage at that time. I read in our health plan booklet that there is a provision for extended benefits. Could you please explain how this provision works?

**A:** The "extended benefits" provision of the Operating Engineers Health and Welfare Plan for California provides that in the event that you or one of your dependents becomes totally disabled on the date that your eligibility terminates and remain totally and continuously disabled, claim payments for comprehensive benefits will continue for that disability only and will terminate at the earliest of (a) the expiration of twelve continuous months following termination of coverage, (b) the date that the individual who is disabled becomes insured under another group type plan, or (c) the termination of the disability. If you wish to maintain all of your benefits, you should also note the provisions of the plan that provide for the continuation of eligibility by means of self-payment. Please feel free to contact the Trust Fund Office or the Fringe Benefit Service Center if you have further questions in this regard.

**Q:** We received a claim denial from the Health and Welfare Trust Fund today indicating that my husband had "insufficient hours" to cover us for March 1977. I'm a bit confused about this since he has been working at least 40 hours a week since last December. We should be covered. What should we do?

**A:** When it appears from the number of hours that an employee has been working that he should be eligible for Health and Welfare benefits, but a claim is denied for insufficient hours, the first thing that you should always do is contact your business agent through your local union office. Your business agent or the union office will then contact the Fringe Benefits Service Center to insure that your employer is reporting contributions to the Trust Funds correctly and on a timely basis. Generally this simple procedure will resolve this type of problem. However, your business agent may request that you provide the Trust Fund Administration Office with copies of your check stubs so that a determination can be made as to whether or not a discrepancy exists between the hours that an employee worked and the number of hours reported to the Trust Funds by an employer. If it is finally determined that sufficient hours were worked to provide March eligibility, your health and welfare claim will be paid accordingly.

**Q:** I just got married last month, and plan to retire this fall. I would like to know if I can name my new wife as my beneficiary for my death benefits?

**A:** Yes, you can name your new wife as your beneficiary to receive your pension benefits under the 60 month guarantee provision of the Operating Engineers Pension Plan. If you have been married for at least a year prior to your entitlement to pension benefits, you may also elect to receive your benefits in the form of a Husband and Wife Pension thereby guaranteeing benefits for your wife's lifetime.

# Outlook

Operating Engineers Trust Funds

August, 1977

Vol. 4 — No. 8

## 'Geneticist's Nightmare'

# Diabetes—Its Signs and Symptoms

**EDITOR'S NOTE:** The following is the second in a two part article on diabetes. See *Engineers News*, June for the first part.

Diabetes has been called the "geneticist's nightmare." The heredity patterns of juvenile- and maturity-onset diabetes are markedly different. Tests with identical twins have shown that if one twin develops maturity-onset diabetes, the other almost certainly will also. However, if one twin develops juvenile-onset diabetes, there remains a 50 percent chance that the other twin will not develop the disease. This, and other corroborating evidence, has led researchers to believe that juvenile-onset diabetes may be the result of damage to the pancreas by viruses such as those that cause mumps, congenital rubella, and hepatitis.

Possible causes for maturity-onset diabetes are somewhat more obscure. The condition may occur as the premature onset of the aging process. For example, pancreatic cells may cease to function earlier in some people, just as some people lose their teeth before others.

Obesity may not cause diabetes, but there is clearly an association between the two. In fact, the risk of diabetes has been calculated to double for every 20 percent of overweight.

Diabetes can occur during pregnancy, which puts stress on the pancreas and thus decreases the amount of sugar converted to energy. This calls for a special diet, and constant monitoring of the

mother and baby by a physician so that long-range developmental defects in the infant can be minimized.

Although this type of diabetes may disappear after pregnancy, it can reoccur later in life. Smaller families may decrease the incidence of pregnancy-related diabetes.

Diabetes can be detected fairly easily, if an individual is aware of the symptoms. For juvenile-onset/insulin dependent diabetes, the symptoms are a raging thirst despite continual drinking of liquids; frequent and compelling urination; weight loss despite a voracious appetite; and a special craving for sweet foods. The individual tires easily and feels weak, and may be irritable and confused. These symptoms usually begin suddenly, and because they are dramatic they are usually detected and treated rapidly. But in the days before insulin in 1921, the victim lapsed into a coma and eventually died.

Maturity-onset symptoms are usually milder and escape notice until picked up in a physical examination. There may also be any of the symptoms of juvenile-onset diabetes, or none of them. Other symptoms may include slow-to-heal skin infections; blurred vision or marked change in vision; cramps in the legs, feet, or fingers; genital rash; intense itching; and in men, impotence.

There are two popular misconceptions about the treatment of diabetes: first, that every diabetic requires insulin, and that all dia-

betics must be deprived of certain foods. Neither of these is true.

Insulin is now recognized as just one essential element in the control of juvenile-onset diabetes. Effective treatment tries to restore the proper balance between insulin, activity, and food. For the juvenile-onset diabetic, this means supplementing the hormone by regular injections of insulin. The insulin-dependent diabetic must inject into his arm, thigh, or abdomen one or more doses of insulin based on the severity of the disease, how much exercise and rest is received, weight and diet. This balancing act requires careful control of calories, mealtimes, exercise, and insulin injections. A regular routine makes managing diabetes easier, but the experienced diabetic learns to adjust his schedule to the day's events.

Most maturity-onset diabetes can be controlled by diet and increased exercise. A maturity-onset diabetic can often return his blood-sugar level to normal by losing weight and adopting a more active life-style. In some cases, the maturity-onset diabetic may have to begin an insulin regimen when he grows older.

With the assistance of a physician, there is little reason why a diabetic whose disease is under control cannot feel strong and healthy and able to do anything a non-diabetic can do. Diabetes is no longer the obstacle that it used to be in allowing its victims to lead a normal life.



# Equipment Dealers Near Negotiations

Assistant District Rep. Ron Butler reports that the Oakland office is now in the process of distributing and picking up survey cards for the upcoming East Bay Equipment Dealers Negotiations, and later this month there will be a pre-negotiation meeting.

Negotiations have recently been concluded with Bethel Island Golf Course and Diablo Country Club, obtaining new three year agreements for these brothers.

Work in the shops is picking up, with most of them going full bore and even doing a little hiring.

"We look forward to seeing you shop hands at your pre-negotiation meeting," Butler commented.

## West Contra Costa

Business Rep. Hank Monroe reports that in Western Contra Costa the big dirt movers are still at it, Gallagher & Burk out at Centex in Hercules, Lloyd Rodoni & Son at Rodeo across the highway, and Buzz Haskins finishing up the underground at Hilltop. The exciting news is that Pacific Refining at Hercules is turning P.M.I. loose on an 8 to 10 million dollar plant expansion. "This kind of industrial work is badly needed and is very welcome to our out of work crane operators," Monroe said.

Business Rep. Buford Barks reports that gravel plant production is at a slowdown, stock piles are at a high peak.

S. J. Groves have been using base and sub base from two big producers. The concrete rock producers have been doing a little better with the foundations for the many houses in Fremont, Union City and Newark.

The new Heat Treatment Building at the Forge is looking skyward by the week. Let's hope this will bring back some of those laid off for so long in this unit. With 60 per cent laid off anything will help.

## Central Contra Costa

Looking at the dirt spreads, Dewitt Markham reports that in Central Contra Costa there are more large tracts going now. The dirt is moved much faster with 500 thousand yards typically being moved and finished in 3 or 4 weeks, not 3 or 4 months.

"Independent Construction is one outfit that has sharpened those pencils, and thanks to four

or five crews of sharp journeymen, the dirt is moving under bid dollar and my it looks good when they finish," Markham declared. "They've chalked up 7-8 jobs since the first of the year in the valley, and are due to start in Orinda soon. Could be Dave McCosker has learned which buttons to push on that computer of his."

Earl Faria, Job Steward in Rossmoor, working one of the

small jobs says they're tying into a good yardage job across the valley, so it looks like Rossmoor will keep perking for sometime to come.

Smoking Joe Foster started the Twin Creeks job, about a million plus on the yardage here. "This one will keep 25-30 hands in the dust for a spell," said Markham. "Joe is pulling in a lot of rental stuff, just about every piece of

iron Buzz Haskins owns. Four or five 657's, two 637's, and the old buzzard keeps some pretty fair skimmers on these mules. Joe's crew has finished off 3 or 4 jobs so far this year. Shoopman, Gansberger, Prindible, Peterson and the boys have put away some fine work for this company."

Chuck Ivie reports that the work picture in Eastern Contra Costa County is looking great.

## Johnston Atoll—Ocean Boondock

"It was a new experience for some of the boys who just got back from Johnston island," said Business Rep. Gordon MacDonald. "As you walk off the plane 'Welcome to Johnston Atoll' is the first thing you see on this tropical island."

Johnston island is 717 nautical miles West-South West of Honolulu, 3 1/2 miles long, 1/2 mile wide and averages seven (7) feet above sea level. While standing in one spot you can glance around and almost see the entire shoreline.

"The boys call it a stationary aircraft carrier, MacDonald said. "From the air that's

exactly what it looks like. You can bike around the entire island in less than an hour and the maximum speed limit is 25 miles per hour." MacDonald said they issued him his own personal gas mask upon setting foot on the island. Then they informed him of the nerve gas, mustard gas, and herbicide orange stored on the island.

Practically the entire coastline is artificially constructed from concrete and steel sheet piles with concrete facing built to form a low sea wall. The construction job consisted of removing and repairing sections of existing sea walls and

constructing new sections of sea wall, driving concrete sheet piles, steel sheet piles plus 540 square piles and 70 rectangular piles etc.

The boys work about 58 hours a week and on their leisure time they play mountain ball or bowl, fish, play golf, tennis, ping pong, archery, or racquet ball. Some of the men spend hours skin diving on the reefs which are filled with millions of fish.

"There's no women on the island," MacDonald commented, "so if you're not into sports you can bend elbows at the club and talk about them."

## Stockton Work is Holding Up Well

District Representative Al McNamara reports that work in the Stockton District has been holding up well. There are quite a few more small jobs to be bid which should keep the Brothers busy until winter if it should happen to rain.

Business Rep. Ray Morgan reports that Nova-Rados has been going strong on their I-5 job. They ran into a problem with wet material which was coming out of the Peripheral Canal site. They have moved to a new location and the material is much better.

Business Rep. Sharkey Winnett reports that Teichert Const. on I-5 is moving right along on its concrete paving and should finish ahead of schedule.

Ernest Pestana, Inc. on the North-South Sewer Line are moving right along and are now making the River Crossing. Bocon and A.F.B. Contractors working across the river from one another on the new sewer disposal plants to take care of the sewage from the North part of Stockton.

Bocon has quite a large crew of Brother Engineers working at different stages of time. This plant will be one of the most modern in the world when complete.

Morgan also reports that Claude C. Wood Co., Geo. Reed Inc. and Teichert Const. have quite a few small jobs throughout Amador and Calaveras counties. The Valley has lots of small jobs such as subdivisions and underground going

on.

McNamara urges the Brothers to take note that the open shop Associated Builders and Contractors reports a sudden growth of open shop firms on the West Coast. As a result, Union Contractors in Northern California are pushing a plan for reclassifying all future construction workers, resulting in more lower skill classifications, all getting paid closer to non-union scale.

Two bills have been introduced in Congress by the open shop contractors. One against the Davis-Bacon Act to lower wages and the other against the Hobbs Act. "Please let us know immediately about any open shop contractor working in the area so we can get more information about it."

## Work on Even Keel In Modesto

Assistant District Rep. Jay Victor reports that the work picture in Stanislaus and Tuolumne Counties has not changed to any great extent since the last writing. The S. J. Grove job is progressing. The Company is making preparation to start excavating shafts for the bridge piers.

Eastco Construction Co. has started its road project in Groveland. There will be 12-15 engineers on the job at peak employment. The rest of the activity in Tuolumne County has been about the same.

The rock plant at Table Mtn. is running with a full crew. The George Reed Company Shop also at Table Mtn. has most of their mechanics working at this writing.

According to Victor, the upcoming activity in Tuolumne County will be primarily underground communication cable. They have a fairly heavy work load in the future.

The water treatment plant that was let last month in the city of Ceres has been held up due to bid protests by one of the bidding contracts. "Just when this job will be turned loose we are not sure," Victor commented. "We are hoping it will be in the very near future."

The local contractors in the Stanislaus County area are keeping most of their old hands busy on small projects within the county.

The Telephone Company has also budgeted a fairly heavy work load in underground communication cable throughout the county. We understand that the new communications budget for the Telephone Company has been changed at least three times this year and each time it has been added to which means that provided this is fact, there will be quite a bit of activity in the underground installation.

"We in the Stanislaus and Tuolumne County area would like to take this opportunity to congratulate the negotiating teams for a very expert job done on the new 1977-80 agreement," Victor commented. "Good job, well done."

## DISTRICT 8 EXECUTIVE BOARD & GRIEVANCE COMMITTEE ELECTIONS

By reason of resignation a vacancy has occurred in the office of District 8 Executive Board Member, and in accordance with Article IX, Section 2(b) of the Local Union By-Laws, a special election will be held at the regular quarterly membership meeting on Tuesday, August 23, 1977, at 8:00 p.m. to fill the balance of the unexpired term.

Another special order of business will be the election of a Grievance Committeeman in accordance with Article X, Section 9(b) to fill the balance of an unexpired term left vacant by resignation. The meeting will be held at the C.E.L.&T. Building, 2525 Stockton Blvd., Sacramento, California.

## Labor Dept. Conducts Validation Study

District Representative Clem Hoover reports that the U.S. Dept. of Labor recently conducted a validation study at Rancho Murieta Training Center for upgrading dozer job descriptions. The purpose of the study was to rewrite the Operating Engineers' portion of the Directory of Occupational Descriptions.

Sacramento, being the closest Job Placement Center, was called upon to supply the journeymen and apprentices for this project.

"This was a very important step by the Dept. of Labor," Hoover said, "and thanks to our Business Manager Dale Marr and our General President J. C. Turner, it will help in getting the U.S. Government to recognize our craft as a skilled trade and not as a semi-skilled trade."

The Sacramento office would like to extend its thanks to the following brothers who were good enough to go to RMTC for one day each and help in this study:

Harry Bannister, Steve Bondy, Jack Burns, Leo Christensen, Ken Dedemus, Don Dupriest, Oscar Funk, Howard Green, Rich Hare, Ed Harris, Darly Hicks, Pete Hubbard, Alan Ireland, David Kevin, Leo Kinchloe, Wilbur Marshall, Billy McHenry, Frank Melow, Fred Morris, Rollin Morgan, Lee Nelson, Ken Ogg, Marv Roper, Joe Schnieder, Ben Shephard, Ralph Sierra, Elvin Smith, Larry Steel, Robert Teal, Bill Vincent, Frank White, Jim Woods.

In the future a similar study will be made for scrapers, and the brothers will be asked for their help again. "This is a great

benefit to our trade, so I hope that we will get the same cooperation from the brothers as we did on this last one," Hoover commented.

We will be holding a Pre-Job with Madonna Const. on their I-5 project on July 20. That project should be kicking off by the time this paper goes to press. This should put several brothers to work in the dirt moving phase of our out-of-work list.

A great big thanks should be extended by the brothers to Business Manager Dale Marr, the other officers, and the negotiating committee for the excellent agreement they were able to obtain in the Master Agreement. With the construction industry still in the slump that it is, they did an excellent job in maintain-

ing our conditions as well as the wage and fringe increase they obtained. My hat is off to them.

Business Rep. George Morgan reports that he was fortunate to win an election recently with Tahoe Ford. The vote count was ten to one in favor of Local No. 3.

In the Tahoe Basin the work is moving quite well. T. E. Bertagnoli & Associates received a grading and paving job on Lake Forest Road in Tahoe City of \$28,400. R & D Watson is moving along on their dredging job at Meeks Bay. Madonna Const. is on their overlay job over the Echo Summit, and this will last about six weeks, which these good brothers will probably leave there and move on the I-5 job.



# Major Changes in the MASTER AGREEMENT for NORTHERN CALIFORNIA

**EDITOR'S NOTE:** Since it will be a number of weeks before the new contract books for the Master Agreement are printed and distributed, the following information is printed so that the members may have a working knowledge of the new contract as it relates to their working rules, classifications, manning and wage rates. No attempt has been made to print every change in the new contract.

## WORKING RULES

**06.01.01** On all jobs awarded on or after June 16, 1977, five consecutive days of eight (8) consecutive hours (exclusive of meal period) for single or first shift Employees, and seven (7) consecutive hours (exclusive of meal period) for second and third shift Employees, Monday through Friday inclusive, shall constitute a week's work.

**06.02.00** Not less than eight (8) hours at the applicable rate shall be paid for the work performed on any one (1) shift subject to Section 06.22.00 of this Section, except that on the first (1st) day of employment and on any day that the work on a job or project is suspended on account of weather conditions, by written order of the Contracting Authority, or by any Governmental agency having the authority to suspend the work, by the unavailability of fuel, power or water, and on days on which there is a major mechanical breakdown (i.e., Employees directly affected by such breakdown), not less than four (4) hours at the applicable rate shall be paid for work performed and any time thereafter shall be reckoned by the hour.

**06.04.00** On a single shift, eight (8) consecutive hours (exclusive of meal period) shall constitute a shift's work; the regular starting time of the single shift shall be between 6:00 A.M. and 8:00 A.M., provided, however, once such starting time has been established on a job or project, it shall not be changed except by the mutual consent of the Union and the Individual Employer.

(3)  
once such starting time has been established on a job or project, it shall not be changed except by mutual consent of the Union and the Individual Employer.

**06.19.00** Meal Period. There shall be a regularly scheduled meal period. The meal period shall be one-half (1/2) hour and shall be scheduled to begin not more than one-half hour before and completed not later than one hour after the midpoint of the regularly scheduled hours of work for each shift. The meal period for Mechanics, Service and Lubricating Engineers, may be scheduled to permit work at the applicable straight-time rate during the regularly scheduled meal period.

## MANNING

**07.03.00** Change Rule. An Employee may be changed from one classification or piece of equipment to another classification or piece of equipment and returned to his original classification or piece of equipment only once on any shift. If an Employee is changed from one piece of equipment to another piece of equipment, the piece of equipment which the Employee leaves may not operate unless the Employee is replaced by another Employee. This Subsection shall not apply to the Registered Apprentice, or when the Individual Employer has four (4) or less pieces of equipment, excluding pumps, compressors, welding machines and generators on the job. This Section may be modified by mutual agreement between the Union and the Employer.

**07.08.01** When an Individual Employer, at his discretion, wishes to utilize Employees covered by this Agreement to perform Soils and Materials Testing, such Employee shall be employed in accordance with the applicable classification set forth in Section 01.03.00.

**07.09.00** Journeyman Training. Employees who have

- (1) attained their forty-eighth (48th) birthday but have not attained their fifty-eighth (58th) birthday and have ten (10) years' or more Pension Credits;
- (2) been while unemployed under this Agreement continuously registered in a California Job Placement Center or other approved Job Placement Center during the previous calendar year (registration during the calendar week following termination shall not break continuous registration) and have not refused four (4) or more dispatches during the previous calendar year and are at the time of application for training registered in a California Job Placement Center; and
- (3) earned three hundred fifty five hundred (500) hours' credits but less than one thousand fifty (1,050) hours' pension credits during the previous calendar year.

shall be eligible for training as follows:

- (a) Training shall take place at an approved training center.
- (b) Room and board while at the training center and the cost of training shall be paid by the Operating Engineers and

(2)

**06.05.01** On all jobs awarded on or after June 16, 1977, when two (2) shifts are employed for five (5) or more consecutive days (or less if by mutual written agreement), eight (8) consecutive hours (exclusive of meal period) shall constitute a shift's work for the first shift, for which eight (8) hours shall be paid; and seven (7) consecutive hours (exclusive of meal period) shall constitute a shift's work for the second (2) shift, for which eight (8) hours shall be paid. Such shifts shall run consecutively. The straight-time hours for the second shift shall commence not later than one (1) hour after the end of work (either straight time or regularly scheduled overtime) on the first shift. On two (2) shift operations, the first shift shall have regular starting time not earlier than 6:00 A.M., and not later than 8:00 A.M. Once such two (2) shift operations and starting time have been established, they shall not be terminated other than on a Friday (except upon completion of the job), provided that the starting times may be changed by mutual consent. Shift hours and the applicable straight-time or overtime rate shall be paid whenever shifts are worked under the above conditions including Saturdays, Sundays and holidays.

**06.06.01** On all jobs awarded on or after June 16, 1977, when three (3) shifts are employed for five (5) or more consecutive days (or less if by mutual written agreement), the first shift of the day shall work eight (8) consecutive hours (exclusive of meal period), and the other shifts shall work seven (7) consecutive hours (exclusive of meal period) for which eight (8) hours shall be paid for all shifts on such job. Such shifts shall run consecutively. The straight-time hours for the third shift shall commence not earlier than the end of work and not later than one (1) hour after the end of work (either straight time or regularly scheduled overtime) on the second shift. On three (3) shift operations, the first shift of the day and of the work week shall start at 8:00 a.m. Monday, and such work week shall end with the closing of the third or graveyard shift Friday or at 8:00 a.m. Saturday, whichever is earlier, and 8:00 a.m. Mondays shall be compensated for at the applicable overtime rate. Once established, shift hours shall apply and the applicable straight or overtime rate shall apply on all work thereafter, including Saturdays, Sundays and holidays. Once such three (3) shift operations have been established they shall not be terminated other than on a Friday (except upon completion of the job).

**06.07.02** The straight-time starting time for Employees on each shift shall be the same for all Employees employed on that shift.

**06.08.00** On "multiple shift operations" (a two and/or three shift job), in addition to the two and/or three shifts, a single shift of eight (8) consecutive hours (exclusive of meal period) may be established, provided it is for five (5) or more consecutive days and has its own Operating Engineer Foreman where required or if a Foreman is not required is under separate supervision, and further provided that on a two or three shift job such single shift is not related to and is not in conjunction with the work on the two or three shift operation. The regular starting time of such single shift shall be between 6:00 A.M. and 8:00 A.M., provided, however,

(4)

Participating Employers Pre-Apprentice, Apprentice, and Journeyman Affirmative Action Training Fund.

- (c) While at the training center there shall be paid to the Health and Welfare Trust and the Pension Trust the amounts called for by this Agreement for every training hour but not for more than forty (40) hours in any one calendar week.

## RENTED EQUIPMENT

Effective June 16, 1977—\$15.50

**11.01.01** Any crane rental work to be performed on a fully operated basis shall be performed under the wage rates, fringe benefit rates and all other terms and conditions of the existing Master Agreement for Equipment Rental; provided, however, if the Individual Employer has a bona fide lease or rental agreement executed prior to June 16, 1977, covering work to be performed prior to January 1, 1978, such work shall be performed under the terms and conditions of Section 11.01.00 above, and the wage rates and fringe benefits of this Agreement shall apply.

## STEEL FABRICATING AND ERECTING WORK

**13.01.00** Employees working four (4) hours or more in conjunction with a crew or crews consisting of four (4) men or more of the crafts listed below shall be covered by and under this Section 13.00.00:

- (1) International Association of Bridge, Structural and Ornamental Iron Workers Union,
- (2) International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, and Helpers,
- (3) United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada,
- (4) International Brotherhood of Electrical Workers,
- (5) International Brotherhood of Bricklayers.

**13.05.01** Reckoning of Time. The straight time of an Employee shall be reckoned by the shift in the following instances:

- (1) During the Employee's first (1st) calendar week of employment.
- (2) During the week the work covered by this Agreement is completed. A break in such work of five (5) or more days excluding Saturdays, Sundays or holidays, shall be considered the same as a completion of such work.
- (3) If work is shut down by the Contracting Authority; by any Governmental agency having authority to suspend the work; by lack of fuel, power or water, or by reason of strike or if the crew they are servicing does not appear for work when work is available and such fact or facts is or are confirmed by the Contracting Authority in writing.



(5)

13.05.11 When Employees covered by this Section are employed to service another craft or crafts that work a shorter day or shorter week, such Employees shall be afforded the opportunity to earn an amount equal to a full shift, full day or full week, as the case may be, at the applicable straight-time wage rate.

13.05.12 When Employees perform work covered by this Section in conjunction with another craft that receives overtime for any period of time between 8:00 a.m. and 4:30 p.m., Monday through Friday, they shall be compensated on the same basis.

## PILEDIVING

14.01.02 Work Covered. The operation, repair and maintenance of engines and machinery and the operation of deck engines in connection with piledrivers and derrick barges engaged in the following work shall be performed by Employees working under this Agreement:

NOTE: New language is subject to jurisdictional determination and is not operative until a confirming letter is received from the International Presidents of the Unions.

### 14.02.01 Minimum Hours.

(1) The straight time of an Employee shall be reckoned by the shift in the following instances:

- During the Employee's first (1st) calendar week of employment.
- During the week the job is completed.
- If an Employee quits or is discharged for cause.
- If work is shut down by written order of the Contracting Authority.
- If work is shut down by lack of materials.

(2) In the event there is a major mechanical breakdown (i.e., Employees directly affected by such breakdown), Employees shall be paid not less than four (4) hours at the applicable rate for work performed and any time thereafter shall be reckoned by the hour.

14.02.08 When Employees covered by this Section are employed to service another craft or crafts that work a shorter day or shorter week, such Employees shall be afforded the opportunity to earn an amount equal to a full shift, full day or full week, as the case may be, at the applicable straight-time wage rate.

14.02.09 When Employees perform work covered by this Section in conjunction with another craft that receives overtime for any period of time between 8:00 a.m. and 4:30 p.m., Monday through Friday, they shall be compensated on the same basis.

14.02.13 Employees shall receive, for raising steam on any equipment before a shift begins, except as otherwise provided, the following:

6/16/77  
\$9.18

(6)

## SPECIAL WORKING RULES AND CONDITIONS FOR WORKING UNDERGROUND

15.02.02 Tunnel Shift Work. When work is performed in tunnels on a shift basis, such work shall be in accordance with Sections 06.05.00 and 06.06.00 (i.e., seven [7] consecutive hours exclusive of meal period shall constitute a shift's work, for which eight [8] hours shall be paid for all shifts on such job).

## EMPLOYEES, CLASSIFICATIONS, MANNING, AND WAGE RATES

Current Straight-Time Hourly  
Wage Rates —

GROUP 1				
(Until)				
	6/15/77	6/16/77		
Area 1	\$ 8.70	\$ 9.13		
Area 2	\$10.10	\$10.64		
1. Brakeman			5. Hydraulic Monitor	
2. Deckhand			6. Mechanical Conveyor	
3. Fireman			(handling building materials)	
4. Heavy Duty Repairman Helper			7. Mixer Box Operator (concrete plant)	
5. Oiler			8. Pump Operator	
6. Signalman			9. Spreader Boxman (with screeds)	
7. Switchman			10. Tar Pot Fireman (power agitated)	
8. Tar Pot Fireman			GROUP 3	
*All of the above are Assistants to Engineer			(Until)	
GROUP 2				
(Until)				
	6/15/77	6/16/77		
Area 1	\$ 9.05	\$ 9.50	Area 1	\$ 9.26 \$ 9.73
Area 2	\$10.45	\$11.01	Area 2	\$10.66 \$11.24
1. Compressor Operator			1. Box Operator (bunker)	
2. Concrete Mixer (up to and including 1 yard)			2. Helicopter Radioman (signalman)	
3. Conveyor Belt Operator (tunnel)			3. Locomotive thirty (30) tons or under (Assistant to Engineer when required)	
4. Fireman Hot Plant			4. Motorman	
			5. Rodman or Chainman	
			6. Ross Carrier (construction jobsite)	
			7. Rotomist Operator	
			8. Screedman (except asphaltic concrete paving)	

(7)

9. Self-Propelled, Automatically Applied Concrete Curing Machine (on streets, highways, airports and canals)

10. Trenching Machine—maximum digging capacity 4 ft. depth (any assistance in the operation if needed, shall be performed by an Assistant to Engineer)

11. Truck Crane Oiler (Assistant to Engineer)

12. Tugger Hoist, single drum

13. (NEW) Boiler Tender

### GROUP 4

(Until)

	6/15/77	6/16/77
Area 1	\$ 9.81	\$10.32
Area 2	\$11.21	\$11.83

- Ballast Jack Tamper
- Ballast Regulator
- Ballast Tamper Multi-purpose
- Boxman (asphalt plant)
- Elevator Operator (shall not apply to permanent, fully automatic elevators when only personnel and tools are being hoisted)
- Forklift or Lumber Stacker (construction jobsite)
- Line Master
- Material Hoist (1 drum)
- Shuttlecar
- Tie Spacer
- Towermobile

### GROUP 5

(Until)

	6/15/77	6/16/77
Area 1	\$10.02	\$10.55
Area 2	\$11.42	\$12.06

- Compressor Operator (over 2)
- Concrete Mixers (over 1 cu. yard)
- Concrete Pumps or Pumpcrete Guns
- Generators
- Grouting Machine Operator
- Press-Weld (air operated)

- Pumps (over 2)
- Welding Machines (powered other than by electricity)

### GROUP 6

(Until)

	6/15/77	6/16/77
Area 1	\$10.17	\$10.71
Area 2	\$11.57	\$12.22

- BLH Lima Road Pactor or similar
- Boom Truck or Dual Purpose A-Frame Truck
- Concrete Batch Plants (wet or dry)
- Concrete Saws (self-propelled unit) on streets, highways, airports, and canals
- Drilling and Boring Machinery, Vertical (not to apply to waterliners, wagon drills or jackhammers) (Assistant to Engineer or Mechanic/Welder required)
- Highline Cableway Signalman
- Locomotives (steam or over 30-ton) (Assistant to Engineer required)
- Lubrication and Service Engineer (mobile and grease rack)
- Maginnis Internal Full Slab Vibrator (on airports, highways, canals and warehouses)
- Mechanical Finishers (concrete) (Clary, Johnson, Bidwell Bridge Deck or similar types)
- Mechanical Burn, Curb and/or Curb and Gutter Machine, Concrete or Asphalt
- Portable Crushers
- Post Driver (M1500 and similar)
- Power Jumbo Operator (setting slip-forms, etc., in tunnels)
- Roller (except asphalt)
- Screedman (Barber-Greene and similar) (asphaltic concrete paving)

(8)

- Self-Propelled Compactor (single engine)
- Self-Propelled Pipeline Wrapping Machine (Perault CRC or similar types)
- Self-Propelled Power Sweeper Operator
- Self-Propelled Tape Machine
- Slip-Form Pumps (lifting device for concrete forms)
- Small Rubber-Tired Tractors
- Surface Heater
- (NEW) Auger-type drilling equipment up to and including 30-ft. depth digging capacity m.r.c. (any assistance required will be performed by an Employee covered by this Agreement)

### GROUP 7

(Until)

	6/15/77	6/16/77
Area 1	\$10.32	\$10.87
Area 2	\$11.72	\$12.38

- Concrete Conveyor or Concrete Pump, Truck or Equipment Mounted (Assistant to Engineer when required) Boom length to apply
- Drilling and Boring Machinery, Horizontal (not to apply to waterliners, wagon drills or jackhammers (Assistant to Engineer or Mechanic/Welder required)
- Deck Engineers
- Concrete Conveyor, Building site (any assistant shall be an Employee covered by this Agreement)
- Dual Drum Mixer (Assistant to Engineer required)
- Fuller Kenyon Pump and similar types)
- Gantry Rider (or similar equipment)
- Hydro-Hammer or similar
- Instrument Man

- Material Hoist (2 or more drums)
- Mechanical Finishers or Spreader Machine (asphalt, Barber-Greene and similar) (Screedman required)
- Mine or Shaft Hoist
- Mixermobile
- Pavement Breaker with or without Compressor combination
- Pavement Breaker, Truck Mounted, with Compressor combination (Assistant to Engineer driver when required)
- Pipe Bending Machine (pipelines only)
- Pipe Cleaning Machine (Tractor propelled and supported)
- Pipe Wrapping Machine (Tractor propelled and supported)
- Refrigeration Plant
- Roller Operator (Asphalt)
- Self-Propelled Boom-Type Lifting Device (center mount) (10-ton capacity or less m.r.c.)
- Self-Propelled Elevating Grade Plane
- Slusher Operator
- Small Tractor (with boom)
- Soil Tester
- (NEW) Soils and Materials Tester
- Truck Type Loader
- (NEW) Auger-type drilling equipment over 30-ft. depth digging capacity m.r.c. (Assistant to Engineer or Mechanic/Welder required)

### GROUP 8

(Until)

	6/15/77	6/16/77
Area 1	\$10.72	\$11.31
Area 2	\$12.12	\$12.82

- Armor-Coater (or similar) (Assistant to Engineer required) (second Operator when required)



(9)

2. Asphalt Plant Engineer
3. Cast-in-Place Pipe Laying Machine
4. Combination Slusher and Motor Operator
5. Concrete Batch Plant (multiple units)
6. Dozer
7. Heading Shield Operator
8. Heavy Duty Repairman and/or Welder
9. Gradesetter, Grade Checker (mechanical or otherwise)
10. Grooving and Grinding Machine (Highways)
11. Ken Seal Machine (or similar)
12. Kolman Loader
13. Loader (up to 2 yards)
14. Mechanical Trench Shield
15. Portable Crushing and Screening Plants (Assistant to Engineer required)
16. Push Cat
17. Rubber-Tire earthmoving equipment (up to and including 45 cu. yds. "struck" m.r.c., Euclids, T-Pulls, DW-10, 20, 21 and similar)
18. Rubber-Tired Dozer
19. Self-Propelled Compactor with Dozer
20. Sheepfoot
21. Timber Skidder (Rubber-Tired or similar equipment)
22. Tractor drawn Scraper
23. Tractor
24. Trenching Machine, maximum digging capacity over 4 ft. depth (Assistant to Engineer required)
25. Tri-Batch Paver (Assistant to Engineer required)
26. Tunnel Mole Boring Machine Operator (any assistance in the operation, if needed, shall be performed by an Assistant to Engineer)
27. Welder

28. Woods-Mixer (and other similar Pugmill equipment)
29. (NEW) Vermeer T-600B Rock Cutter

GROUP 9

(Until)

6/15/77

6/16/77

Area 1

\$10.94

\$11.54

Area 2

\$12.34

\$13.05

1. Chicago Boom
2. Combination Mixer and Compressor (gunite)
3. Combination Slurry Mixer and/or Cleaner
4. Highline Cableway (5 tons and under)
5. Lull Hi-Lift or similar (20 ft. or over)
6. Mucking Machine (Assistant to Engineer when required) (rubber-tired, rail or track type)
7. Tractor (with boom) (D-6 or larger, and similar)

GROUP 10

(Until)

6/15/77

6/16/77

Area 1

\$11.14

\$11.76

Area 2

\$12.54

\$13.27

1. Boom-type Backfilling Machine (Assistant to Engineer required)
2. Bridge Crane
3. Cary-Lift (or similar)
4. Chemical Grouting Machine, truck mounted (Assistant to Engineer required)
5. Chief of Party
6. Combination Backhoe and Loader (up to and including 3/4 cu. yd. m.r.c.)
7. Derricks (2 operators required when swing engine remote from hoist)
8. Derrick Barges (except excavation work) (deck engineer required when deck engine is

		(10)	
used) (Assistant to Engineer required)	9. Do-More Loader and Adams Elegrader		
10. Elevating Grade Operator	11. Euclid Loader and similar type (Assistant to Engineer required when not controlled from the Pullcat)		
12. Heavy Duty Rotary Drill Rig (including caisson foundation work and Robbins type drills) (Assistant to Engineer required)	13. Koehring Skooter (or similar) (Assistant to Engineer required)		
14. Lift Slab Machine (Vagtborg and similar types)	15. Loader (2 yards up to and including 4 yards)		
16. Locomotive (over 100 tons) (single or multiple units) (Assistant to Engineer required)	17. Multiple Engine earthmoving machine (Euclids, Dozers, etc.) (no tandem scraper)		
18. Pre-Stress Wire Wrapping machine	19. Reservoir-Debris Tug (Self-Propelled Floating)		
20. Rubber-Tired Scraper, Self-Loading (paddle wheels, etc.)	21. Shuttle Car (Reclaim Station)		
22. Single Engine Scraper over 45 yards	23. Soil Stabilizer (P & H or equal)		
24. Sub-grader (Gurries or other automatic type) (Assistant to Engineer required)	25. Tractor, Compressor Drill Combination (Assistant to Engineer required)		
26. Track Laying type earthmoving machine (single engine with tandem scrapers)	27. Train Loading Station		
28. Trenching machine, Multi-en-			

		(10)	
		gine with Sloping Attachment, Jefco or similar (Assistant to Engineer required)	
		29. Vacuum Cooling Plant	
		30. Whirley Crane (up to and including 25 tons)	
		GROUP 10-A	
		(Until)	
		6/15/77	6/16/77
Area 1	\$11.25	\$11.88	
Area 2	\$12.65	\$13.39	
1. Backhoe (hydraulic) (up to and including 1 cu. yd. m.r.c.) (Assistant to Engineer required)			
2. Backhoe (cable) (up to and including 1 cu. yd. m.r.c. (Assistant to Engineer required)			
3. Combination Backhoe and Loader over 1/2 3/4 cu. yd. m.r.c. (Assistant to Engineer required if over 3/4 1 cu. yd. m.r.c. when used as a Backhoe)			
4. Continuous Flight Tie Back Auger (up to and including 1 cu. yd.) (crane attached) (Two [2] operators)			
5. Cranes (not over 25 tons, hammerhead and gantry) (Assistant to Engineer required)			
6. Gradalls (up to and including 1 cu. yd.) (Assistant to Engineer required)			
7. Power Blade Operator (single engine)			
8. Power Shovels, Clamshells, Draglines, (up to and including one [1] cu. yd. m.r.c.) (Assistant to Engineer required) (Long boom pay)			
9. Self-Propelled Boom-type Lifting Device (center mount) (over 10 ton) (Assistant to Engineer required when over 15 18 tons m.r.c.)			
10. Rubber-Tired Scraper, Self			

Loading (paddle wheel twin engine)		(11)	
11. (NEW) CMI dual lane auto. grader SP30 or similar (Assistant to Engineer required)		13. Power Blade Operator (multi-engine)	
GROUP 11		14. Power shovels, Clamshells, Draglines, Backhoes, Gradalls over 1 cu. yd. and up to and including 7 cu. yds. m.r.c.) (Assistant to Engineer required) (two [2] Assistants to Engineer required on 120-B similar or larger) (Long boom pay)	
(Until)		15. Rubber-Tired earthmoving machines (multiple propulsion power units and two or more scrapers) (up to and including 75 cu. yds. "struck" m.r.c.)	
Area 1	6/15/77 \$11.42	6/16/77 \$12.06	16. Self-Propelled Compactor (with multiple propulsion power units)
Area 2	\$12.82	\$13.57	17. Single Engine Rubber-Tired earthmoving machines (with tandem scrapers)
1. Automatic Concrete Slip-Form Paver (Gradesetter, Screedman and Assistant to Engineer required)		18. Slip-Form Paver (concrete or asphalt) (one [1] Operator and two [2] Screedman required)	
2. Automatic Railroad Car Dumper		19. Tandem Cats	
3. Canal Trimmer (Two [2] Assistants to Engineer required)		20. Tower Cranes Mobile, including rail mounted (Assistant to Engineer required)	
4. Canal Trimmer with ditching attachments (Two [2] Operators, One [1] Gradesetter, two one [1] Assistant to Engineer required)		21. Trencher (Pulling attached shield) (Assistant to Engineer required)	
5. Certified Chief of Party (when requested by Individual Employer)		22. Tower Cranes, Universal Liebherr and similar types (in the erection, dismantling and moving of equipment there shall be an additional Operating Engineer at Group 8 rates)	
6. Continuous Flight Tie Back Auger over 1 cu. yd. (including crane) (Two [2] Operators)		23. Wheel Excavator (up to and including 750 cu. yds. per hour) (Assistant to Engineer required)	
7. Cranes (over 25 tons up to and including 125 tons) (Assistant to Engineer required)		24. Whirley Crane (over 25 tons)	
8. Drott Travelift 650-A-1 or similar (45 ton or over) (Assistant to Engineer when required)		GROUP 11-A	
9. (NEW) Euclid Loader when controlled from the Pullcat		(Until)	
10. Highline Cableway (over 5 tons)		6/15/77 6/16/77	
11. Loader (over 4 cu. yds., up to and including 12 cu. yds.)		Area 1 \$12.49 \$13.22	
12. (NEW) Miller Formless M-9000 Slope Paver or similar (Gradesetter required) (any additional assistance required on this equipment shall be performed by an Assistant to Engineer)		Area 2 \$13.95 \$14.73	

13. Power Blade Operator (multi-engine)		
14. Power shovels, Clamshells, Draglines, Backhoes, Gradalls over 1 cu. yd. and up to and including 7 cu. yds. m.r.c.) (Assistant to Engineer required) (two [2] Assistants to Engineer required on 120-similar or larger) (Long boom pay)		
15. Rubber-Tired earthmoving machines (multiple propulsion power units and two or more scrapers) (up to and including 75 cu. yds. "struck" m.r.c.)		
16. Self-Propelled Compactor (with multiple propulsion power units)		
17. Single Engine Rubber-Tired earthmoving machines (with tandem scrapers)		
18. Slip-Form Paver (concrete or asphalt) (one [1] Operator and two [2] Screedman required)		
19. Tandem Cats		
20. Tower Cranes Mobile, including rail mounted (Assistant to Engineer required)		
21. Trencher (Pulling attached shield) (Assistant to Engineer required)		
22. Tower Cranes, Universal Liebherr and similar types (in the erection, dismantling and moving of equipment there shall be an additional Operating Engineer at Group 8 rates)		
23. Wheel Excavator (up to and including 750 cu. yds. per hour) (Assistant to Engineer required)		
24. Whirley Crane (over 25 tons)		
GROUP 11-A		
(Until)		
	6/15/77	6/16/77
Area 1	\$12.49	\$13.22
Area 2	\$13.95	\$14.73

		GROUP 11-A	
		(Until)	
		6/15/77	6/16/77
Area 1	\$12.49	\$13.22	
Area 2	\$13.95	\$14.73	

1. Band Wagons (in conjunction with Wheel Excavator)	
2. Cranes (over 125 tons) (Assistant to Engineer required)	
3. Loader (over 12 cu. yds., up to and including 18 cu. yds.)	
4. Power Shovels, and Clamshells, Draglines, Backhoes and Gradalls (over 7 cu. yds. m.r.c.) (Assistant to Engineer required; an additional Assistant to Engineer is required if the shovel or dragline is electrically powered) (Long boom pay)	
5. Rubber-Tired Multi-Purpose earthmoving machines (Two [2] units over 75 cu. yds. [struck] m.r.c.)	
6. Wheel Excavator (over 750 cu. yds. per hour) (Two [2] Operators and One [1] Assistant to Engineer required; any additional assistance shall be by Assistant to Engineer)	
GROUP 11-B	
(Until)	
	6/15/77      6/16/77
Area 1	\$12.77 <b>\$13.52</b>
Area 2	\$14.25 <b>\$15.03</b>
1. Loader (over 18 cu. yds.)	
GROUP 11-C	
(Until)	
	6/15/77      6/16/77
Area 1	\$13.07 <b>\$13.84</b>
Area 2	\$14.55 <b>\$15.35</b>
1. Operator of Helicopter (when used in erection work)	
2. Remote-controlled earthmoving equipment (no one Operator shall operate more than two [2] pieces of earthmoving equipment at one time)	
Classifications and Rates for Steel Erectors and Fabricators.	
GROUP 1	
(Until)	
	6/15/77      6/16/77

(12)

	\$ 9.22	\$ 9.69
1. Assistant to Engineer (Oiler)		
GROUP 2		
(Until)		
6/15/77	6/16/77	
\$ 9.60	\$10.10	
1. Compressor Operator		
2. Rodman, Chainman		
3. Generator, gasoline or diesel driven (100 K.W. or over) (Structural Steel or Tank Erection only)		
4. Truck Crane Oiler (Assistant to Engineer)		
GROUP 3		
(Until)		
6/15/77	6/16/77	
\$10.61	\$11.19	
1. Compressors, Generators and/or Welding Machines or Combination (2 to 6) (over six [6] additional Engineers required) (Structural Steel or Tank Erection only)		
2. Deck Engineer		
3. Instrument Man		
4. Signalman (using mechanical equipment)		
5. Forklift		
GROUP 4		
(Until)		
6/15/77	6/16/77	
\$10.75	\$11.34	
1. Heavy Duty Repairman		
2. Tractor Operator		
GROUP 4-A		
(Until)		
6/15/77	6/16/77	
\$11.04	\$11.65	
1. Combination Heavy Duty Repairman and/or Welder		
GROUP 5		
(Until)		
6/15/77	6/16/77	
\$11.52	\$12.17	
1. Boom Truck or Dual Purpose A-Frame Truck		
2. Boom Cat		



(13)

3. Chicago Boom	GROUP 7
4. Crawler Cranes and Truck Cranes (15 tons m.r.c. or less) (Assistant to Engineer required)	(Until)
5. Self-Propelled Boom-Type Lifting Device (center mount) (10-ton capacity or less m.r.c.)	6/15/77 6/16/77
6. Single Drum Hoist	\$13.50 \$14.31
7. Tugger Hoist	1. Operator of Helicopter
8. Chief of Party	Classifications and Rates for Piledrivers.
	GROUP 1
	(Until)
	6/15/77 6/16/77
	\$ 8.78 \$ 9.18
	1. Assistant to Engineer (Fireman, Oiler, Deckhand)
	GROUP 1-A
	(Until)
	6/15/77 6/16/77
	\$ 9.11 \$ 9.55
	1. Compressor Operator
	GROUP 1-B
	(Until)
	6/15/77 6/16/77
	\$ 9.26 \$ 9.78
	1. Truck Crane Oiler (Assistant to Engineer)
	GROUP 2-A
	(Until)
	6/15/77 6/16/77
	\$ 9.89 \$ 9.78
	1. Operator of Tugger Hoist (Hoisting material only)
	GROUP 2-B
	(Until)
	6/15/77 6/16/77
	\$10.10 \$10.60
	1. Compressor Operator (over 2)
	2. Generators
	3. Pumps (over 2)
	4. Welding Machines (powered other than by electricity)
	GROUP 3
	(Until)
	6/15/77 6/16/77
	\$10.40 \$10.92
	1. Deck Engineer (Deck Engineer Operator required when deck engine is used)*
	2. Forklift Operator
	3. A-Frames
	GROUP 6A
	(Until)
	6/15/77 6/16/77
	\$12.49 \$13.22
1. Cranes (over 125 tons) (Assistant to Engineer required)	

4. Self-Propelled Boom-type Lifting Device (center mount) (10-ton capacity or less m.r.c.)  
 \*Additional nomenclature effective 6/16/77 subject to jurisdiction determination, and is not operative until a confirming letter is received from International Presidents of Unions.

GROUP 3-A
(Until)
6/15/77 6/16/77
\$10.78 \$11.36
1. Heavy Duty Repairman and/or Welder

GROUP 4
(Until)
6/15/77 6/16/77
\$11.33 \$11.93
1. Operating Engineer in lieu of Assistant to Engineer tending boiler or compressor attached to crane piledriver
2. Operator of piledriving rigs, skid or floating and derrick barges (Assistant to Engineer required)
3. Operator of diesel or gasoline powered crane piledriver (without boiler) up to and including 1 cu. yd. rating (Assistant to Engineer required)
4. Self-propelled Boom-type Lifting Device (center mount) (over 10 tons) (Assistant to Engineer required when over 15 18 tons m.r.c.)
5. Truck Crane Operator (up to and including 25 tons) (Hoisting material only) (Assistant to Engineer required)

GROUP 5
(Until)
6/15/77 6/16/77
\$11.48 \$12.11

(14)

- Operator of diesel or gasoline powered crane piledriver (without boiler) over 1 cu. yd. rating (Assistant to Engineer required)
- Operator of crane (with steam, flash boiler, pump or compressor attached) (Group 4 Operating Engineer required)
- Operator of steam powered crawler, or Universal type driver (Raymond or similar type) (Assistant to Engineer required)
- Truck Crane Operator (over 25 tons) (Hoisting material or performing piledriving work) (Assistant to Engineer required)

## GROUP 6

(Until)

6/15/77 6/16/77
\$12.49 \$13.27

- Cranes (over 125 tons) (Assistant to Engineer required)

## FOREMEN—Wages

Foremen (other than General Foremen), Shifters, Heavy Duty Repairman Foremen and Master Mechanics (Heavy Duty) shall receive:

(Until)

6/15/77 6/16/77
Area 1 \$12.48 \$13.21
Area 2 \$13.94 \$14.72

together with overtime computed at the overtime rate applicable to the men supervised. All Foremen, Shifters, Heavy Duty Repairman Foremen and Master Mechanics (Heavy Duty) shall be paid by the day except overtime, which shall be paid by the hour and half-hour.

(15)

## WORK PRESERVATION

05.01.00 The purpose and intent of this Section is to preserve and protect employment opportunities and terms and conditions of employment of all Employees covered by this Agreement to the maximum extent permitted by law.

05.02.00 No on-site work covered by this Agreement which historically has been performed by the Individual Employer, or by the industry if the Individual Employer has no such history, on the site of a job or project shall be performed off the site of a job or project.

05.03.00 The Individual Employer shall not subcontract unit work on a jobsite, except to subcontractors whose total economic cost per unit of labor equals or exceeds the total economic cost per unit of labor required for Employees under this Agreement.

05.04.00 Regardless of anything in this Agreement to the contrary, no on-site work covered by this Agreement of a Heavy Duty Repairman or a Lubrication or Service Engineer or an Employee who operates or maintains the following equipment—generators or welding machines or uses in the performance of his work fixed drills, lathes, pickup trucks, grease trucks, lube trucks and trailers or any or all of them—will be subcontracted to any person or individual if such person or individual performs any such work.

05.05.00 Because of the relationship between Individual Employers and subcontractors at the jobsite and the close community of interests of the Employees on the jobsite with respect to on-site work covered by this Agreement, that is, work done at the site of the construction, alteration, painting or repair of a building, structure or other work:

05.05.01 This Section 05.00.00 shall be applicable only when an Individual Employer has employed an Employee covered by or bound to the 1974-1977 Master Construction Agreement or is employing Employees covered by this Agreement.

05.05.02 The total economic cost per unit of labor of this Agreement, insofar as it applies to the Individual Employer, shall apply equally to any subcontractor.

05.05.03 If an Individual Employer shall subcontract on-site work as herein defined which is covered by this Agreement, provisions shall be made in such subcontract for the observance by said subcontractor of the economic cost per unit of labor as to such work.

05.06.00 The Individual Employer will give a list of subcontractors who will perform unit work under this Agreement as set forth in Section 02.07.00 where the subcontract amount is over \$25,000.00. Notice at a pre-job conference will satisfy the requirements of this Section. Furthermore, the Individual Employer will give written notice prior to the commencement of work by the subcontractor of any such subcontract entered

(16)

into subsequent to a pre-job conference with a subcontractor who will perform unit work under this Agreement as set forth in Section 02.07.00. Any Individual Employer who has given such notice and requires the subcontractor to agree to comply with and observe the provisions of Subsection 05.03.00 hereof with respect to the jobsite work shall not be liable for any delinquency by such subcontractor in the payment of any wages, fringe benefits or contributions provided herein except as provided hereinafter.

05.06.01 In the event the Union questions compliance by a subcontractor with the provisions of this Section, the Union shall so notify the Employer, the Individual Employer and subcontractor in writing, and the subcontractor shall furnish to the Union within fifteen (15) days a written itemized record of all pertinent information. Additionally, where itemized payroll records are required for submission to public contractor agencies on behalf of subcontractors, the subcontractors shall furnish copies of such submission to the Union upon written request. If the subcontractor refuses, the Individual Employer shall cause the subcontractor to supply the information.

05.06.02 If any subcontractor shall become delinquent in the payment or meeting of the obligations set forth above, the Union shall promptly give written notice thereof to the Individual Employer and subcontractor specifying the nature and amount of such delinquency. If such notice is given, the Individual Employer shall withhold the amount claimed to be delinquent out of any sums due and owing by the Individual Employer to such subcontractor and shall pay and satisfy therefrom the amount of such delinquency by such subcontractor as follows:

05.06.03 If such subcontractor does not dispute the existence or amount of such delinquency, the Individual Employer shall forthwith pay into the Operating Engineers' Pension Trust Fund the difference between the economic cost per unit of labor that should have been paid by the subcontractor and the amount actually paid by the subcontractor, plus 25% of said difference by way of liquidated damages for the added expense of investigation, prosecuting and administering violations for the damages suffered by the Union and the Employees. Any dispute as to the existence or amount of such delinquency shall be settled as provided in Section 18.00.00 hereof and if the subcontractor is found in violation, the Individual Employer shall be obligated to pay the amount determined to be due, including liquidated damages as described above, out of the money so withheld from the subcontractor, into the Operating Engineers' Pension Trust Fund, and costs incurred.

05.06.04 The Individual Employer shall not be liable for any such delinquency occurring more than sixty (60) days prior to the receipt of such written notice from the Union.



## Marin Board Reaffirms Need For Hamilton Air Force Base

Assistant District Representative "Lucky" Sprinkle reports that the Marin Board once again reaffirmed its desire by a 3-to-2 vote to acquire the valuable sur-

plus Hamilton Air Base for a county airport and commercial development that would include a regional shopping center.

Over 300 people were in attendance at this meeting, and the turnout was terrific, especially from labor.

In other news, work in general has picked up considerably since last month. Ray Bertelsen is keeping quite a few of the Engineers busy in various locations in the County.

According to Sprinkle, Abbett Electric Corporation has been awarded a contract for improvement of Vista Point facilities, modify highway lighting and sign

illuminating system near Sausalito from Golden Gate Bridge to 0.1 miles north of Waldo undercrossing. A pre-job conference is to be held regarding this job.

Piombo Construction of San Carlos has been awarded a contract re site improvements located at Sir Francis Drake Blvd. A pre-job is also scheduled with this Company.

A compromise realignment of Tiburon Boulevard which conforms to the requests of many local residents was recommended to the state Department of Transportation. The road would span a half-mile stretch from Reed Ranch Road to Stewart Drive across

Blackie's Pasture. The road, which will cost about \$1.4 million, will provide four lanes from Reed Ranch Road to the intersection of Trestle Glen Boulevard. There will be three lanes, two eastbound and one westbound, from Trestle Glen to Stewart Drive. The road will narrow to two lanes just west of Stewart Drive.

Many local residents were angered over an environmental impact report prepared by the state which they felt was prejudiced in favor of a plan to put a road straight across the pasture for safety reasons.

The realignment is aimed at straightening a dangerous curve

in Tiburon Boulevard at the Trestle Glen Boulevard intersection. The route selected features a gentler curve and leaves a large area between the road and the bay. Federal funding is anticipated for the project.

Sil Rossi Bulldozing has a few rigs manned by 5 Operating Engineers and 1 Apprentice at Lucas Valley, just off Highway 101. This is about the only dirt job going in Marin County at present, 290,000 yards, making way for a Church Site.

"We wish to remind all of you to make sure you are on the out of work list with current phone number," Sprinkle said.

# Changes in Master Agreement for Northern Nevada

EDITOR'S NOTE: The following information is printed so that the members may have a working knowledge of the new Master Agreement for Northern Nevada as it relates to their working rules, manning and wage rates. No attempt has been made to print every change in the new contract.

## WORKING RULES

06.04.00 Single Shift. On a single shift, eight (8) consecutive hours (exclusive of meal period) shall constitute a shift's work, the regular starting time of the single shift shall be between 6:00 a.m. and 8:00 a.m. provided, however, once such starting time has been established on a job or project, it shall not be changed except by mutual consent of the Union and the Individual Employer.

06.04.01 Asphalt Paving. Should temperature conditions prevent starting asphalt paving at 8:00 a.m., then the Union and Individual Employer may mutually agree to a regular starting time no later than 10:00 a.m. Such shift may be established Monday through Friday for eight (8) consecutive hours, exclusive of meal period, and shall be in accordance with the provisions of Section 06.02.00.

06.04.02 Special Single Shift. When the Individual Employer produces evidence in writing to the Union of a bona fide job requirement for a public agency or a public utility which certifies work can only be done outside the normal shift hours, and notifies the Union by certified mail at least three (3) days prior to the start of such special shift (except in the case of emergency), the Individual Employer may initiate such special shift for eight (8) consecutive hours (not in conjunction with any other shift), exclusive of meal period, Monday through Friday. Such shift shall be in accordance with the provisions of Section 06.02.00.

06.04.03 Employees' straight-time rate shall be the applicable wage rate set forth in 01.03.00 plus two dollars and fifty cents (\$2.50) per hour.

06.04.04 For the purpose of this Section, Saturday shall begin at the close of the regularly established shift on Friday.

06.06.01 On all jobs awarded on or after July 1, 1977, when two (2) shifts are employed for five (5) or more consecutive days, eight (8) consecutive hours (exclusive of meal period) shall constitute a shift's work for

the first shift, for which eight (8) hours shall be paid, and seven and one-half (7½) consecutive hours (exclusive of meal period) shall constitute a shift's work for the second shift, for which eight (8) hours shall be paid. Shifts shall run consecutively with not more than a one-hour break between shifts. On two-shift operations, the first shift shall have a regular starting time not earlier than 6:00 a.m. and not later than 8:00 a.m. Once such two-shift operations and starting time have been established they shall not be terminated other than on a Friday (except upon completion of the shift operation), provided that the starting times may be changed by mutual written consent. Shift hours and the applicable straight-time or overtime rate shall be paid whenever shifts are worked under the above conditions, including Saturdays, Sundays and holidays.

06.07.01 On all jobs awarded on or after July 1, 1977, when three (3) shifts are employed for five (5) or more consecutive days, the first shift shall work eight (8) consecutive hours (exclusive of meal period); the second shift shall work seven and one-half (7½) consecutive hours (exclusive of meal period); and the third or graveyard shift shall work seven (7) consecutive hours (exclusive of meal period), for which eight (8) hours shall be paid for all shifts on such job. On three-shift operations, the first shift of the day and of the work week shall start at 8:00 a.m., Monday, and such work week shall end with the closing of the third or graveyard shift at 8:00 a.m., Saturday. All work performed between the hours of 8:00 a.m. Saturday and 8:00 a.m. Monday shall be compensated for at the applicable overtime rate.

06.07.02 The "regular hourly rate" of multiple shift Employees for the purpose of determining overtime shall be as follows:

1. Employees receiving eight (8) hours' straight time for seven and one-half (7½) hours' work: one hundred seven percent (107%) of the Wage Schedule rate.
2. Employees receiving eight (8) hours' straight time for seven (7) hours' work: one hundred fourteen percent (114%) of the Wage Schedule rate.

06.08.02 The starting time for each shift shall be the same for all Employees employed on that shift, except as provided in Section 06.07.03.

## MANNING

07.07.08 When an Individual Employer, at its discretion, wishes to utilize Employees covered by this Agreement to perform Soils and Materials Testing, such Employee shall be employed in accordance with the applicable classification set forth in Section 01.03.00.

## STEEL FABRICATING AND ERECTING WORK

13.01.00 Crew. Employees working four (4) hours or more in conjunction with a crew or crews consisting of four (4) men or more of the crafts listed below shall be covered by and under this Section 13.00.00:

1. International Association of Bridge, Structural and Ornamental Iron Workers Union
2. International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, and Helpers
3. United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
4. International Brotherhood of Electrical Workers
5. International Brotherhood of Bricklayers.

13.05.05 When Employees covered by this Section are employed to service another craft or crafts that work a shorter day or shorter week, such Employees shall be afforded the opportunity to earn an amount equal to a full shift, full day or full week, as the case may be, at the applicable straight-time wage rate.

13.05.06 When Employees perform work covered by this Section in conjunction with another craft that receives overtime for any period of time between 8:00 a.m. and 4:30 p.m., Monday through Friday, they shall be compensated on the same basis.

## SPECIAL PROVISIONS

22.04.03 When the Individual Employer employs more than three (3) and less than seven (7) Operating Engineers on a spread or shift and no Operating Engineer Foreman is employed to supervise them, in lieu of such supervision, one (1) Operating Engineer shall be a working Leadman and receive the Group 11 wage rate.

22.04.05 Before reporting to work as an Operating Engineer Foreman, an Employee must receive a dispatch.

Rates			GROUP 6 (20 classifications)			GROUP 11A (7 classifications)			GROUP 5 (8 classifications)			GROUP 2A (1 classification)		
Straight Time Hourly Wage Rates			Until			Until			Until			Until		
Effective Dates			6/30/77	7/1/77		6/30/77	7/1/77		6/15/77	6/16/77		6/15/77	6/16/77	
GROUP 1 (1 classification)			Area 1	\$10.17	\$10.71	Area 1	\$12.54	\$13.27		\$11.52	\$12.17		\$ 9.89	\$ 9.78
			Area 2	\$11.32	\$11.86	Area 2	\$13.69	\$14.42						
GROUP 1A (9 classifications)			GROUP 7 (30 classifications)			CLASSIFICATIONS AND RATES			GROUP 6 (8 classifications)			GROUP 2B (4 classifications)		
Until			Until			FOR STEEL FABRICATORS AND			Until			Until		
6/30/77 7/1/77			6/30/77 7/1/77			ERECTORS			6/15/77 6/16/77			6/15/77 6/16/77		
Area 1	(NEW)	\$ 7.00	Area 1	\$10.34	\$10.89	Note* Wages for the term of this Agreement shall be the same as those negotiated between the Union and the Employers in North-ern California.				\$11.93	\$12.61		\$10.10	\$10.60
Area 2	(NEW)	\$ 8.15	Area 2	\$11.49	\$12.04									
GROUP 1A (9 classifications)			GROUP 8 (29 classifications)						GROUP 6A (1 classification)			GROUP 3 (4 classifications)		
Until			Until						Until			Until		
6/30/77 7/1/77			6/30/77 7/1/77						6/15/77 6/16/77			6/15/77 6/16/77		
Area 1	\$ 8.75	\$ 9.18	Area 1	\$10.72	\$11.31	GROUP 1 (1 classification)				\$12.50	\$13.22		\$10.40	\$10.92
Area 2	\$ 9.90	\$10.33	Area 2	\$11.87	\$12.46	Until								
GROUP 2 (4 classifications)			GROUP 9 (8 classifications)			GROUP 1 (1 classification)			6/15/77 6/16/77			GROUP 3A (1 classification)		
Until			Until			Until			\$13.48 \$14.31			Until		
6/30/77 7/1/77			6/30/77 7/1/77			6/15/77 6/16/77			CLASSIFICATIONS AND RATES			6/15/77 6/16/77		
Area 1	\$ 9.12	\$ 9.58	Area 1	\$10.94	\$11.54	\$ 9.22 \$9.69			FOR PILEDRIVERS			\$10.79 \$11.36		
Area 2	\$10.27	\$10.73	Area 2	\$12.09	\$12.69	GROUP 2 (4 classifications)			NOTE* Wages for the term of this Agreement shall be the same as those negotiated between the Union and the Employer in North-ern California.			GROUP 4 (5 classifications)		
GROUP 3 (13 classifications)			GROUP 10 (22 classifications)			Until			6/15/77 6/16/77			Until		
Until			Until			6/15/77 6/16/77			6/15/77 6/16/77			6/15/77 6/16/77		
6/30/77 7/1/77			6/30/77 7/1/77			\$ 9.61 \$10.10			6/15/77 6/16/77			\$11.34 \$11.93		
Area 1	\$ 9.32	\$ 9.79	Area 1	\$11.17	\$11.79	GROUP 3 (5 classifications)			GROUP 1 (1 classification)			GROUP 5 (4 classifications)		
Area 2	\$10.47	\$10.94	Area 2	\$12.32	\$12.94	Until			Until			Until		
GROUP 4 (11 classifications)			GROUP 10A (9 classifications)			6/15/77 6/16/77			6/15/77 6/16/77			6/15/77 6/16/77		
Until			Until			\$10.61 \$11.19			\$ 8.78 \$ 9.18			\$11.48 \$12.11		
6/30/77 7/1/77			6/30/77 7/1/77			GROUP 4 (2 classifications)			GROUP 1A (1 classification)			GROUP 6 (1 classification)		
Area 1	\$ 9.84	\$10.35	Area 1	\$11.29	\$11.92	Until			Until			Until		
Area 2	\$10.99	\$11.50	Area 2	\$12.44	\$13.07	6/15/77 6/16/77			6/15/77 6/16/77			6/15/77 6/16/77		
GROUP 5 (6 classifications)			GROUP 11 (17 classifications)			\$10.75 \$11.34			6/15/77 6/16/77			6/15/77 6/16/77		
Until			Until			GROUP 4A (1 classification)			6/15/77 6/16/77			FOREMEN		
6/30/77 7/1/77			6/30/77 7/1/77			Until			6/15/77 6/16/77			Until		
Area 1	\$10.05	\$10.58	Area 1	\$11.46	\$12.10	6/15/77 6/16/77			6/15/77 6/16/77			6/15/77 6/16/77		
Area 2	\$11.20	\$11.73	Area 2	\$12.61	\$13.25	\$11.04 \$11.65			\$ 9.26 \$ 9.78			Area 1 \$11.73 \$12.40		
												Area 2 \$12.88 \$13.55		



# Intermountain Power Project—Another Kaiparowts?

Business Rep. Don Strate reports that most of the construction conversation in Southern Utah concerns the Intermountain Power Project. According to Strate, if this power plant is built it will probably be the largest coal-fired plant in the western

states. The estimated cost of the project is \$4 billion. However, the longer the project is delayed, the more the costs will jump in leaps and bounds.

The site for this plant is north of Cainsville, Utah on Highway No. 24 in Wayne County. The site puts the project just a few miles east of Capital Reef National Park. According to recent law, National Parks have a Class 1 air status so it puts the project on the firing line with the Air Quality Act.

According to computer projections, there are only about thirteen days out of the year when there is a possibility of some pollution drifting over the park. If this did happen, it would have an impact only on a few of the highest mountains. With the advanced technology, scrubbers and air purifiers, there would not be much pollution in any case.

"I don't believe we should get our hopes up too high for this project," Strate said. "After all, if a wild flower or an ant on the extinction list can hold up millions of dollars worth of work, it doesn't take too much imagination to guess what the outcome might be."

Construction work in the southern part of the state has held up very well so far, but if the State doesn't move off center and get some of these road jobs going it could turn out to be a poor year.

W. W. Clyde's job at Harleys Dome on I-70 just finished up. Their hot plant and crew are moving to the Koosharem Junction job to start laying asphalt. W. W. Clyde's Fremont Junction

job is moving along very well. They are finishing grade and laying asphalt. This project may be finished late this fall.

L. A. Young Sons has their Cisco job finished and has moved their crew over to their job on Highway No. 89 south of Levan. They have about six miles of overlay, plus some culvert extensions and burrow.

Western Paving, a subsidiary of J. M. Sumsion Construction of Spanish Fork, has been awarded the job on Highway No. 89 from 300 South in Provo to 300 North in Springville. This job consists of surfacing, sidewalk, curb and gutter. The job has seventy-five working days and a price tag of about \$500,000.

## I-80 Resurfacing

Business Rep. Wayne Lassiter reports that Peter Kiewit Sons' Company has been awarded the lion's share of resurfacing on the Interstate project in the Salt Lake Valley. The job is in full swing at present. Peter Kiewit Sons' also has the contract for the clearing work from Redwood Road to 5600 West for the next phase of I-80 West. A number of changes from the original design have been made to connect I-215 and I-80 at 2000 West as well as include another on-ramp at the airport.

Gibbons and Reed Company have picked up another portion of the airport runways, approximately, \$800,000 (not yet awarded). G&R Contractors has been awarded a number of small projects in the valley. They have

approximately twenty to twenty-five engineers employed at present.

G&R members ratified the new Custom Agreement which gives them 78 cents on a one-year contract.

According to Lassiter, Jack Parsons Construction was apparent low bidder at approximately \$1 million for the preparation of the site for asphalt at the new Kennecott Copper Corporation smelter.

## Kennecott Copper

Business Rep. Bill Markus reports that Kennecott Copper Corporation's nonferrous bargaining has reached a settlement agreement on economic issues. Only three of the 18 crafts are still negotiating. Each of these crafts have only one or two items left to resolve and hopefully the strike that has been in force since July 1st will be short lived.

Members of Local 3 ratified the economic package and local issues at a meeting held July 4th in Salt Lake City, Markus explained. "Our Brothers at Kennecott are happy with the negotiated package and voted 165 to 26 in favor of accepting the agreement as it was presented."

The Brothers at Kaibab Industries are meeting in Panguitch, Utah on July 16th to decide whether or not to accept their contract without dental insurance.

Representatives of Local No 3 and the Laborers Local No 295 have scheduled a meeting with employees of Anaconda Corporation's Carr Fork Project at Tooele, Utah on July 12th in an effort to get the show on the road towards negotiating a first contract.

## Thorn Rock Strike

According to Business Rep. Dennis Wright, who has been on the scene, members at Thorn Rock Products are still on strike. Production at this plant is running around 50 per cent with scab help.

"However, with much assistance and the support of the membership, we are confident an agreement will be reached in the near future," Wright said.

Heckett Engineering is currently working two ten-hour shifts employing seventy Operating Engineers. Everett Midden and Jim Pino are the stewards.

Geneva Rock Products is working many hours and "really blowing and going due to the Thorn Rock Products strike." Their four crushers are running around the clock six days a week trying to keep up with the work load.

American Bridge at Geneva is keeping busy with small repair contracts being let by U. S. Steel.

United Concrete Pipe is trying hard to keep up with all the jobs supplying concrete pipe to the local contractors.

## More from Santa Rosa

(Continued from Page 6)

mont Ghillotti Bros. picked up a couple of jobs so they should be busy for awhile.

"Kaiser Sand & Gravel has been like a yo-yo," he says. "One day they are busy—the next day they are not."

Bay Cities Excavating started their job at Meachem road. It should last about one month with six operators. Lake County has a lot of activity. J. C. Plumbing, Peter Kiewit and Sulley Miller have about 50 Operating Engineers working for them on their sewer job. Lange Bros. started a few jobs so they should be busy for awhile.

In Napa County Ramos Construction is busy on their sewer project. Slisen & Talbott Bros. are real busy on subdivision work. Berglund has been busy all year. They are constantly looking for mechanics.

## Engineer a 'Lucky Fellow'

Bro. Tiger Brown, Oil Superintendent for L. A. Young Co., considers himself a very lucky fellow and he may very well be, says Safety Rep. Vance Abbott. During a minor thunder storm, June 27th, Tiger was laying out the next morning's work, on the I-70 overlay job, at Cisco.

He was preparing to step out of his pickup when he was momentarily blinded by a flash of lightning accompanied by a deafening crash of thunder. After regaining his composure, he examined his vehicle and found the antenna had burned off, the radio was ruined and several holes were burned in the asphalt around the perimeter of the truck. If he had stepped out of the truck a few seconds later he may not have been around to tell the story.

Getting a couple more loads of asphalt out when a thunder storm is imminent is not worth the risk and according to Tiger, the practice will be discontinued.

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165SR-13	26.97	1.80
175SR-13	29.93	1.99
165SR-14	28.94	1.97
175SR-14	31.65	2.07
155SR-15	28.88	1.91
165SR-15	30.69	2.03
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ER78-14	38.77	2.47
FR78-14	39.94	2.65
GR78-14	40.96	2.85
HR78-14	44.77	3.04
GR78-15	42.86	2.90
HR78-15	45.67	3.11
JR78-15	46.83	3.27
LR78-15	48.94	3.44

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175SR-13	34.82	1.92
175SR-14	35.96	2.11
185SR-14	37.82	2.22
165SR-15	35.76	2.13
185SR-15	40.94	2.64

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175/70HR-12	33.96	1.60
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185/70HR-13	38.97	1.93
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## 35 YEARS

At its meeting on July 9th the Executive Board granted Honorary Memberships to the following Retirees who have 35 or more years of membership in Local 3:

Name	Reg. No.	Initiated	By Local No.
Burrell Borden	369012	7/42	3
S. Price Brownlee	369555	7/42	3A
Floyd Carr	290293	9/40	3
Pete Ceasari	369570	7/42	3
Harry Chaffee	369040	7/42	3
Robert Cowger	322342	9/41	3
Leonard Cunha	369062	7/42	3
Walter Gobby	346997	6/42	3
Sal Gordillo	369597	7/42	3A
George Huston	369146	7/42	3
Lewis Inman	369148	7/42	3
Richard Keeman	369798	7/42	3A
Andrew Matus	369195	7/42	3
Charles McBurney	244269	5/37	45
Thomas Meredith	369702	7/42	3A
Lawrence Meyers	369201	7/42	3
Edward Millard	334821	12/41	3
Bruce Myers	369217	7/42	3
Albert O'Rourke	369932	7/42	3B
Albert Osorio	313281	7/41	3A
Denton Parker	369227	7/42	3
O. F. Rogers	369257	7/42	3
Lee Steffens	369287	7/42	3
Charles Thomason	369827	7/42	3A
Allen Turk	369310	7/42	3
Terrell Young	369352	7/42	3
Stanley Bryan	369029	7/42	3
M. T. Ferreira	361211	6/42	3A





## WITH SAFETY IN MIND

By JERRY MARTIN, Director of Safety

## Think Safety Around Your Swimming Pool

### Safety Committeemen Activated

Week Ending July 13, 1977	Agent
Dist. Name	
03 Mitch Gauthier	N. Davidson
03 William Wathen	N. Davidson
90 Richard Weigel	D. Incardona

### Job Stewards Activated

Week Ending July 13, 1977	Agent
Dist. Name	
01 Clyde Schofield	C. Snyder
03 Dick Emry	N. Davidson
30 Ronald D. Phillips	S. Winnett
80 Cecil T. Brown	G. Morgan
10 Clarence Keeton	F. Townley
10 Wes Kinney	S. McNulty
11 Bill Blackman	C. Canepa
11 Morris DeJean	P. Wise
11 Charles Gray	P. Wise
12 Nyle Reese	L. Lassiter
12 Wayne Betts	R. Daugherty
12 Mark Sorenson	R. Daugherty
12 Paul Bazzell	D. Strate
12 Edwin R. Bayer	H. Lewis, Jr.
17 Henry K. Keohohou, Jr.	R. Shuff

### Job Stewards Inactivated

Week Ending July 13, 1977	Agent
Dist. Name	
03 Philip Ehrhorn	D. Bell
90 Sidney A. Rigor	J. Bullard
13 Wayne Betts	D. Strate
17 Francis K. Hao	W. Crozier
17 Samson Y. Hamamoto	W. Crozier
17 Herbert Higa	G. MacDonald
17 John Hoopii	G. MacDonald
17 Stanley Kaahanui	R. Shuff
17 Shunji Horiata	W. Crozier
17 Joseph K. Kamanu	W. Lean
17 William Kpiko	G. MacDonald
17 William K. Ko	W. Lean
17 Feliciano Lagronio	H. Lewis, Jr.
17 Ralph C. Martin	H. Lewis, Jr.
17 Eugene Medeiros	W. Lean
17 Clement W. Miha	W. Lean
17 Charles Mitchell, Jr.	W. Crozier
17 Shigematsu R. Miyasato	R. Shuff
17 Michael G. Moniz, Sr.	W. Crozier
17 Karl A. Nakagawa	G. MacDonald
17 Clement Napeahi	H. Lewis, Jr.
17 Victor Ohelo, Jr.	R. Shuff
17 Joseph M. Orta	W. Lean
17 Edward B. Perreira	W. Crozier
17 Seichi Shishido	W. Crozier
17 William A. Foster	H. Lewis, Jr.
17 Jesse Blackman	R. Shuff
17 Chris Anderson	G. MacDonald
17 Revelation Alo	R. Shuff

Do you like to sit in the backyard in your favorite chair next to a pool of water, basking under the sun and sipping a cool drink?

If so, your family may be among those 13 million families in this country who own either an in-ground, above-ground, or wading pool.

While for most families this luxury of backyard pools provides a new and delightful experience, for some it has unfortunately proved to be a disaster. Last year 700 persons drowned in home accidents, and at least 230 of these deaths were in home swimming and wading pools. You may immediately say "That doesn't concern me since I don't have a pool at home"; however, about one-third of the victims drowned in a neighbor's pool.

Many of the victims of swimming pool drownings are children under five years of age, and yet anyone is a potential victim. A small amount of water caught in the wind-pipe can trigger a series of events which can lead to unconsciousness in less than a minute and death in less than five minutes. Because of this, not only swimming and wading pools are dangerous, but a bathtub, well, cistern or cesspool, pond, or bucket of water can be the site for a drowning.

Drowning accidents need never happen: They could be prevented in nearly all cases.



Jerry Martin

There are several ways to prevent these accidents.

If you can afford a backyard pool, then you should make sure that it has adequate safeguards for your family and the neighbors. A fence that can't be hurdled or easily climbed should be constructed around in-ground, above-ground, and wading pools. Some fences are easy to climb, such as a basket weave fence, and are no deterrent for curious, energetic children. Gates and doors should have self-closing and self-latching mechanisms placed out of reach of children.

Other supplementary protection devices and safeguards are such items as pool covers, alarm systems to warn of intruders in the water, float-lines, depth markings, and rescue devices.

Qualified supervision is another factor necessary to prevention of home drownings, especially for children under five years of age and non-swimmers. Constant supervision is essential: Sporadic spot checks on children swimming or playing near the water is not enough. When pools are not being used, their gates should be locked. Small plastic pools should be emptied and turned over when not in use. Even a few inches of collected rainwater in one of these pools could cause a drowning.

Everyone in your family over eight years of age should also learn mouth-to-mouth resuscitation. This method is the easiest to learn and the most effective method of re-

vival for a drowning victim. The life of a person in nearly all cases is dependent upon the speed with which a family member, neighbor or bystander reacts to give mouth-to-mouth resuscitation. Very seldom will there be a qualified lifeguard or a doctor near a home pool who could reach the drowning victim in time to save his life and, even then, the treatment method would be essentially the same unless special equipment is at hand.

If you use a public swimming facility you would expect it to have constant, qualified supervision, to be safely designed and to have rules enforced concerning safety. Your pool at home should be no different, but the safety of the users is your responsibility. Make it known that safety rules will be enforced at your pool, or otherwise the privilege of use will be withdrawn. You may be liable for the safety of anybody, invited or not, who uses your pool. You might help to discourage clandestine swimming and enhance neighborhood relations by setting regular hours for neighborhood swims, but make sure all minors are accompanied by a parent.

Drownings can happen anywhere, even at home. You may wish you never had a swimming or wading pool in your backyard—unless you take precautions and are aware of your responsibility for the safety of your pool. Make backyard swimming at your home a healthy, enjoyable, and safe pastime.

## Negotiations Begin for Saf-T-Tab

District Representative Claude Odom would like to thank the Brothers who turned out for the ratification meeting for the Master Agreement and for the support they showed in the Fresno district for the Negotiating Committee.

"We have also started negotiations for Saf-T-Cab, Inc. and hopefully negotiations will be completed prior to the 1st of August," Odom explained.

He commented that the Brothers in Merced County will be happy to know the San Felipe Project will be bid this month, as they have been needing some work up in that area for some time.

In other news, when Guardian Industries Corp. opens the doors of its \$30 million flat glass manufacturing plant sometime in the fall of 1978, it will have a roller hearth tempering system that will have the world's largest capacity for producing tempered glass.

According to Assistant District Rep. Bob Merriott, the 60-inch roller hearth system will use raw glass from the float glass line to produce tempered safety glass for patio door, storm doors and windows and coated architectural glass products.

The unit, which will have a capacity of 50 million square feet of tempered glass annually, is being especially designed and constructed by Glassteck, Inc. of Toledo, Ohio.

Once finished, Guardian's Plant will increase its glass-making capacity by more than 50 per cent.

The 470,000 square foot Plant, under construction on a 52-acre site on Indianola Ave. south of Mountain View Ave. between Selma and Kingsbur, will be fully automated and will employ more than 300 persons.

The Plant, with an equivalent of more than 11 acres under one roof, will operate 24 hours a day, seven days a week and be capable of producing up to 500 tons of raw glass daily.

Merriott reports that the general contractor on the project is Cunningham-Limp of Birmingham, Michigan. The melting furnace for the raw glass plant will be engineered and installed by the Toledo Engineering Co. of Toledo, Ohio. The grading and paving and underground work will be

done by M. D. Wesson Co. of Fresno.

Lee's Paving Co. of Visalia has moved onto the Visalia Airport project near Highways 198 and 99. The contract calls for extending the present runway 1,000 feet on the south end and to build a complete new taxiway.

## Moffett Field Work Coming Up

(Continued from Page 4)

Leo Piazza Paving Co. is going to be doing quite a bit of work over at the Camden Ave. extension. This project's cost is approximately \$780,000.00, and it will keep a few engineers busy for a while.

McGuire & Hester Co. of San Jose is keeping 2 crews going right along their pipe line project in San Jose.

Business Rep. Bob Fleckenstein recently had a meeting with N.A.S.A. representatives from Moffett Field, and was informed that they have a proposed \$159 million worth of work coming up in the very near future. This huge project involves the construction of a whole new tunnel by gate 18.

"This project would provide work not only for our brother engineers but for several other crafts as well," Fleckenstein explained, "since all the work would

be given out to contractors and none would be done by N.A.S.A., except, of course, for the supervision and overseeing of the projects."

The project is expected to last until sometime in 1985.

Several brother engineers are currently working out at Moffett Field running tunnels for ARO, INC. They are under the watchful eye of Steward John Cole, who has done a "great job" in keeping Fleckenstein abreast of any problems that arise and also by taking care of many even before they start.

Fleckenstein also reports that he is getting ready for contract negotiations with Clarklift of San Jose, Calstone, J. T. Lift Truck and the Equipment Dealers, which would involve Peterson Tractor in the San Jose area and Peninsula Building Materials, which also has a plant in the San

Mateo area. All of these contract negotiations are starting very soon.

Fleckenstein urges the members in the San Jose area to "Please help us in some of the jobs throughout Local No. 3's jurisdiction, for the NON-UNION element is getting worse every day. The same applies to situations involving other crafts doing or performing Operating Engineers' work. We really need to work together and fight together to keep the work where it rightfully belongs.

"If you, members, happen to see a problem of this type, please call the nearest office and report it immediately to make sure that a business representative is sent out to check the problem out and to get it straightened out," he advises.

## More from Mayfield

(Continued from Page 4)

in favor of or unanimously in your Officers' and Negotiations Committees' recommendation.

In California, ten separate district meetings produced a 95 per cent overall approval in favor of the new 3-year proposal and in Nevada the brothers who attended after viewing the film and listened to the remarks of the Committee (including mine) voted 100 per cent to accept the package as presented. We know these packages didn't satisfy everyone completely and that includes us, but in my own mind in these most difficult times, to squeeze another drop of blood out would probably have meant a strike and that is one thing certain that none of us at this time need. Most of all, we need, as near as possible, a job for each and every person who is sincerely seeking one.

Since last month's paper has come out we have completed contract negotiations and ratified with the membership involved in both the Basic, Inc. in Nevada and the Kennecott Copper Bingham Pit in Utah. The copper industry is only partially settled, however, as Anaconda at this writing has not offered the same monetary settlement. We represent several Anaconda properties in both Utah and Nevada and the future of these negotiations remains very cloudy at this juncture, as the world copper market remains flooded, which has produced a soft and uncertain price.

The Gabb's (Basic, Inc.) contract was our first trip to the bargaining table with this company since we inherited the bargaining rights of this somewhat remote property from Local No. 12. It produced an overall happy settlement, but a very sad note, as mining Business Representative Lenny Fagg was killed in the line of duty in a car accident after a long negotiation session, when he was attempting to drive to Hawthorne, Nevada (the nearest town to sleep).

He never reached that destination, and as a devoted family man left a lovely wife and four children behind with his untimely death. Besides the above-mentioned priority, the Local Union lost a young and very talented business agent whom we can only attempt to replace, but can never actually replace. The mining brothers and sisters in Nevada, I'm sure, will concur wholeheartedly, as they knew Lenny's entire life was spent in this area. He was just one of them (a miner) and understood a miner's problems completely because of his lifetime in this occupation.



## More from Nevada

(Continued from Page 3)

on this project and are moving ahead of schedule with a number of subcontractors, they being R. L. Helms, Seaberry Depaoli, R. E. Ferretto and George Reed just to mention a few.

L. A. Young had a slow time getting the Cherry Creek job started at Ely but are now finally starting to move. They picked up the Silver Zone job on I 80 at \$4 million. Frehner Construction will be moving into Ely within the month for their highway work and they were also fortunate enough to pick up the Ruth and McGill jobs which are approximately 10 miles from Ely.

This will help them since they will only have to set up the hot plant once in that area. Right at the end of the season they will be moving to their Pine Valley job and from all indications this will hold up until next year.

Peter Kiewit and Sons are keeping some of our eastern brothers happy with their I-80 job at Halleck which is near Elko. Max Riggs is also on the I-80 bypass work at Elko.



## Teaching Techs

By ART PENNEBAKER  
Administrator,  
Surveyors' JAC

Work training opportunities for Surveyor Apprentices are better than they have been for the past two or three years. During that time the main emphasis was toward utilizing what skimpy job opportunities existed to move already Registered Apprentices on up the ladder to Journeyman status.

For the past six months it has been possible to once again accept a few applicants to the occupation of Surveying.

The recent two years of low job opportunity demonstrates once again, on a very personal basis for many, the value of increased skills and broader knowledge of the occupation.

Whenever there are fewer jobs than there are persons to perform those jobs, a great sorting out process evolves. Everyone fits somewhere on the stick. Some work, some sit home and wait.

The Employer, who conducts a profit and loss business will normally hire the best producers who are available. A marginal producer will usually receive only a marginal number of hours work during the construction season.

Right now, when work training opportunities are on the up-swing is the time to

prepare for the next down-swing. It generally takes several months to digest the related training material and practice it in the field. When the lay-off starts, it is too late. An investment of a few hours a week for a few months now can reap a lot of hours of paid employment down the road.

There are ten (10) Related Training Classes operating in several locations throughout the 46 Counties of Northern California. When more are needed there will be more. Classes are established and discontinued on a supply and demand basis.

New apprentices should understand that the occupation is quite competitive. Those who rely on quotas, rules, regulations and head counts will simply not be successful in the competitive world of surveying. "A good days work for a good days pay" is still the criteria for the successful workman.

Your Union has just provided the "good days pay" through the Collective Bargaining Process. The "good days work" has got to be provided by the individual workman.

Negotiations for the Technical Engineers Master Agreement has been progressing and will no doubt be in the throes of ratifications as you read this. We know that several changes to the Northern California Surveyors Joint Apprenticeship Committee program have been considered, it would how-

ever be inappropriate to discuss any portion of the new contract until the individual Employers and Union Members have had a chance to consider the while package.

Despite the reasonableness or logic of the union-management negotiated changes, the court order will prevail. All changes must be approved by the parties to the order before they can become reality. A meeting is scheduled this week to discuss the changes.

Last month we mentioned a forthcoming hearing concerning the coverage and prevailing rate of surveying employees performing work on public work projects.

At stake are the many public entity construction jobs throughout California. Currently the Employer who can pay the lowest wage has the best chance of winning the job. A Firm's reputation, professional ability or ethics mean little when the job is won or lost at the price of the workman's take home pay.

The hearing has been held. Testimony was presented from 9:30 a.m. to 5:00 p.m. on the hearing day. Not one, but three hearing officers were assigned to the case.

The State Department of Industrial Relations has twenty (20) days to render a decision. Should it be in our favor, then we shall all rejoice. Should it be adverse, then the battle has just begun.

## Talking To Techs



MIKE WOMACK  
Paul Schissler  
Gene Machado

Contrary to wild rumors we have been around and about. During the last three months we have had extensive negotiations with Bay Counties Civil Engineers and Land Surveyors Association. On July 11, 1977 the last meeting was held and resulted in a tentative agreement between Union and Management. The same evening Management had a previously scheduled meeting with the general membership in Oakland and begrudgingly accepted the new proposal.

By the time this is in print and reaches you we hope to have a meeting for your ratification as we have been able to negotiate the majority of your pre-negotiation demands.

Western Counties has a few rough spots to iron out and they have requested Federal Mediation services to intervene.

During the same past three months Paul Schissler lit a fire to a small non-Union survey firm in Sebastapol on a Public works job. Paul notified the Labor Commissioner and from there it progressed to the Department of Industrial Relations under the direction of Don Vial. Don Vial's office made a determination as to coverage of work for surveyors and was consequently challenged by the non-Union firm. We met with Business Manager Dale Marr, and Dale said TO GO! We retained an attorney and met the challenge. As of this writing we have just left the staff hearing and we don't have a definite decision but unless our crystal ball is totally clouded, we are in excellent shape.

This decision isn't only for this one project but will be a landmark decision that will affect the paycheck of surveyors in the 46 counties of No. California for years to come.

Also during this same three-month period negotiations were consummated with San Jose Water Works Surveyors, Inspectors, and draftswomen after a strike that lasted seven and one-half weeks, the settlement included thirteen per cent in wages, updated Health and Welfare that included full payment for dental, an increase in Company savings plan by three per cent and various working conditions changes.

On July 1, 1977 Pittsburg Testing Laboratories dropped their Company Pension and Company Health & Welfare to join with the Operating Engineers' Pension, Health & Welfare and Pensioners Health & Welfare on a parity with the Council of Engineers and Laboratories Employers Association, Inc.



Mike Womack



ON STRIKE at the San Jose Water works: Top left from left to right, Bob Zamzow, Mark Powell and Mike Shannon. Left photo — Larry Higahihara, and top photo, Rene Ruckmar.

## More from Hawaii

(Continued from Page 5)

### "Mining the Sea in Hawaii"

In other news, Business Rep. Richard Shuff reports that deep ocean mining of manganese nodules in waters off Hawaii continues to attract international attention. Reportedly, a representative of a German consortium has

discussed with the State Department of Planning and Economic Development the possible use later this year of the Foreign Trade Zone for storage of some 5,000 tons of nodules for later transshipment to pilot processing facilities elsewhere.

Location of a processing plant in Hawaii has been discouraged thus far by the lack of sufficient quantities of electricity at competitive rates with other Mainland areas, "and the high cost of labor."

The development of adequate geothermal power sources could solve the energy problem for a possible plant on the Big Island-

Hawaii which has the advantages of water supply and location.

"This would help our high unemployment rate on this island," Shuff commented. The geothermal drilling to date has caused an uproar with the "Life of the Land." If these projects get off the ground we will have to train men in this field."

Construction for government sponsored projects during the first quarter amounted to \$91.4 million compared to \$72.9 million recorded during the same months in 1976. An additional \$37.2 in private projects was let. This is below the previous year by 25 per cent in commercial buildings.



## Work Up in Redding, But Still Not Enough

District Representative Ken Green reports that work has finally begun to pick-up in the Redding District — but will not in all probability be sufficient to provide adequate job opportunities for all the Engineers in the area. O'Hair Construction was awarded a couple of pretty good jobs last month that will keep most of his regulars going through the Summer and into Fall. He also will be making the hot stuff for the J. F. Shea job between Canby and Tulelake on Hiway 139.

J. F. Shea Company has completed most of its small jobs scattered around the District and is concentrating on the big job near Canby. Brother Curt Jones is heading that one up and is ably assisted in that endeavor by Brother Larry Stilley as Foreman.

Cal-Ore is going full-bore on the Hiway I-5 over-lay between Lakehead and Shotgun Creek.

Business Rep. Bob Havenhill reports that John M. Frank Construction should be winding-up the City of Dunsmuir job sometime around the first of August and will immediately move on to its road job (\$1.3 Million) up in the northern end of Modoc County.

According to Havenhill, Lloyd J. Rodoni and Son Construction Company has had some real problems crop up on the sub-contract job from Geo Reed on Hiway 395, near Litchfield—but seems to have things well under control now and has started the paving. Things

should be winding up sometime around the last of July on this one.

Butte Creek Rock was the successful low bidder on the Hiway 36 job near Chester (about 85 percent of this job is in the Redding district and it will be serviced out of the Redding district). Brother Billie Cobb (Billie Cobb Construction-California Short Form) is subbing the excavation on this one and the prime (Butte Creek) will do the paving. It's mostly an over-lay with some shoulder widening etc.

Bob Henderson (formerly with Dick Crepeau as R.H.C. Construction) was the apparent low bidder on the Montague sewer job. "Only problem is the bid was a few hundred thousand dollars more than the City has to spend," said Havenhill. "They are hoping to get the extra money from Uncle 'You-know-who' and we all know where he gets it."

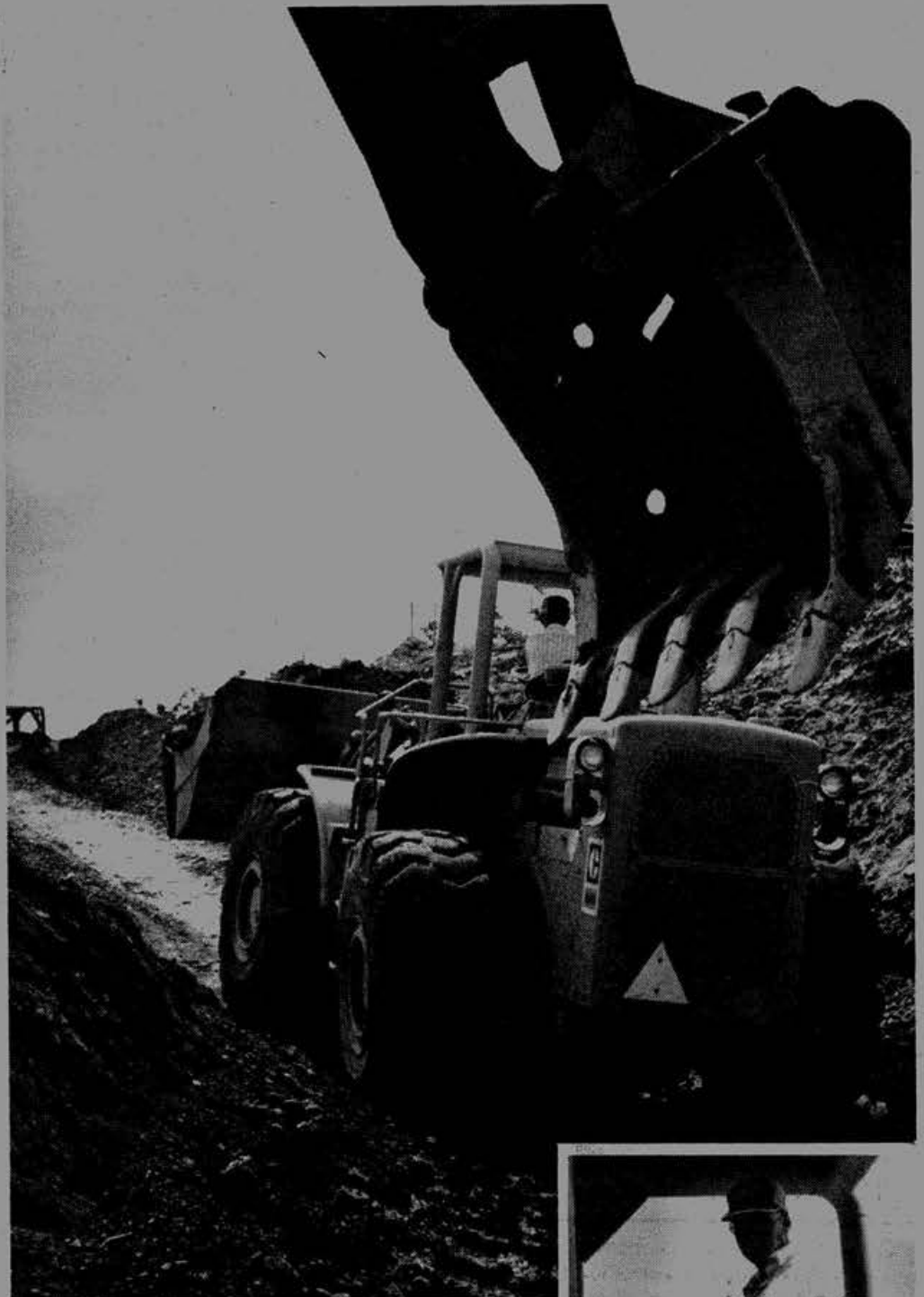
Ken Green urges the members that are currently registered on the "Out of Work" list "be sure to check your re-registration date so you will not go 085."

In April Green was a delegate to the Joint California Legislative Conference in Sacramento.

At the conference, he met with Assemblyman Stan Statham with a combined delegation from the First Senatorial District.

"From every indication I have had up to this point, Stan has been more than generous with his

(Continued on Page 19, Col. 4)



## Bridge to Relieve Traffic

THE WEATHER GETS PRETTY HOT, but Local 3 members still don't mind working on the Hensel-Phelps Bonnyview Bridge job outside Redding, since it's close to home. The bridge, which was started a couple of months ago, is being built to relieve traffic congestion on the Cypress Street Bridge in Redding. Down on the water (pictured below), crane operator Dale Bryant and oiler Wayne Fite are working on the preparatory stages of the job, laying trestle for two 140-ton cranes which will come in later. On the far bank, loader operator Jack Powell (pictured right), shovel operator Ron Gunthrie and oiler John Hinote excavate for the placement of abutments.



PICTURED TOP LEFT, oiler Wayne Fite and crane operator Dale Bryant (right) for Hensel-Phelps. On the right are Shovel operator Ron Gunthrie and oiler John Hinote.





## Humboldt County Gets \$8 Million For Highways

More than \$18 million will be spent on highway projects in Humboldt County during the next six years according to Caltrans District Engineer William Hegy.

In outlining the 1977 Six-Year Highway Program for Caltrans, Hegy noted that several new construction projects were included in the plan that had not been last year.

The most notable, he said, were the replacement of the Mad River Slough Bridge on Route 255, scheduled for the 1978-79 fiscal year, and a new interchange at the intersection of Highway 101 and Elk River Road, scheduled for fiscal year 1981-82.

Cost of the bridge replacement is estimated at approximately \$1 million and \$3 million is estimated for the new interchange.

According to District Representative Gene Lake other capital projects for the next six years include:

—\$3.5 million to construct a

bridge and approaches three miles north of the Mendocino County Line at Smith Point during 1978-79.

—\$4.3 million for grading, surfacing and building structures at Fleisher Bridge, from Stafford to Scotia, during 1977-78.

—\$1.9 million to replace the Van Duzen River Bridge south of Alton during 1977-78.

—\$1.1 million to replace the Van Duzen River Bridge on Highway 36 just west of the Trinity County Line.

—\$320,000 to renovate the traffic signal system from Allard Avenue to W Street in Eureka during 1977-78.

—\$810,000 to realign and correct the curves on Highway 101, five miles south of Orick at the Little Red Hen during 1977-79.

—\$240,000 to correct a slide on Highway 101, two miles south of Bear Creek during 1978-79.

—\$250,000 for landscaping on Highway 101 from Seventh Street in Arcata to the Arcata Overhead during 1977-78.

—\$420,000 to correct curves on Highway 255, just south of the Mad River Slough Bridge during 1978-79.

"Realistically, this is a pitifully small amount of money to be spent in an area where so much highway improvement work urgently needs to be done," Lake pointed out.

Business Rep. Bill Parker re-

ports that work in the Crescent City area on the David R. Wilkins/J&W Pipe Line job is moving right along at a good pace. They have most of the main lines in and are still working one crew on it. They also have one crew on services and making good footage.

Jeager Construction of Yuba City are just now starting on the water job at Smith River, they plan to complete this job in 90 days.

Eastco Construction is working hard on their road widening on Highway 199 east of Gasquet. According to Parker, they are running into some hard rock in some of their cuts, but they have been able to rip most of their rock with two D-8's. They will have to do some blasting soon.

James O. Johnson Construction Company is just getting started on their water job at Orick. There are three Brother Engineers on the job to start with.

Jeager Construction has finished all of the main lines on their sewer job in McKinleyville. Christeve Corp. is almost finished with their main lines, leaving some laterals, paving and clean up.

In the last month there have been nine jobs come up for bid in our area, the jobs ranging from \$14,213 to \$689,720. The total being only about \$2.3 million.

Mercer Fraser has picked up

four of those nine jobs. One being the repair work on the jetties on Humboldt Harbor and Bay for about \$350,000, another being the resurfacing on Myrtle Avenue for \$333,082. The third being the grading and paving on Humboldt Hill Road and last being the construction of Eich Road between Humboldt Hill Road and South Broadway for \$25,945. All of these jobs are in Eureka.

Redwood Empire Aggregate picked up a small overlay job on Third Avenue in Blue Lake for \$14,213.

Earl Nally was the low bidder on the construction of Blue Slide Road, a County Highway in Rio Dell, the bid was for \$229,738.

Tyler-Engelke was low bidder at \$144,600, to build retaining dykes for the dredge spoils when they dredge the Humboldt Bay, which will get started some time later this year.

It looks like Roy E. Ladd Company will be back in the Gasquet area again this year. They finished up two jobs in this area last year, and now they are low bidders on another job on Highway 199 east of Gasquet. The job will be widening and resurfacing, their bid was \$321,155.

Last but far from least, O'Hair Construction was low bidder on the overlay and asphalt and concrete at the Arcata-McKinleyville Airport, their bid was \$689,720.

## DEPARTED BROTHERS

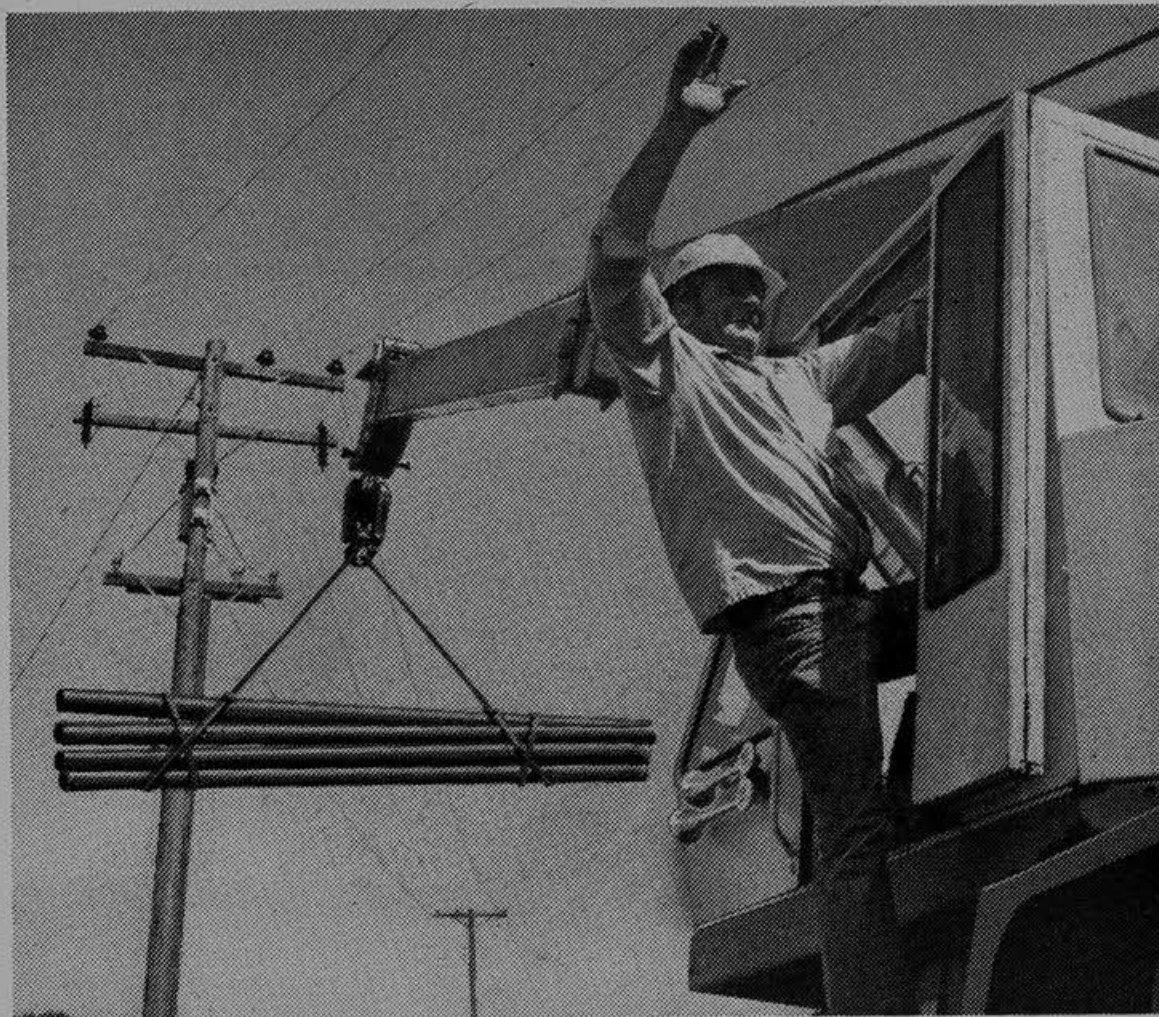
Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Agard, Charles (Jean, Wife)	5-23-77
371 Bethel Ave., Sanger, Calif.	
Chisholm, Craig (Conchita, Wife)	6-25-77
1618 43rd Ave., San Francisco, Calif.	
Chonle, Norman (Marie, Wife)	6- 8-77
1451 Matlick Lane, Bishop, Calif.	
Corey, Ray (Nelleen, Wife)	5-23-77
1364 Crandall Ave., Salt Lake, Utah	
Cox, Gene (Bertha, Wife)	6-24-77
1451 Oro Dam W No. 45, Oroville, Calif.	
Fagg, Lenny (Raye, Wife)	6-29-77
P.O. Box 641, Battle Mtn., Nev.	
Glage, Mike (Louise, Sister)	6-14-77
49 Blance Lane, No. 63, Watsonville, Calif.	
Gravn, Ted (Carmen, Wife)	6-18-77
199 W 3900 So., Salt Lake, Utah	
Hall, Arthur (Della, Wife)	6-11-77
241 East 3rd No., Springville, Utah	
Hamilton, Horace (Ethel, Wife)	5-26-77
1309 Monroe Street, Wichita Falls, Texas	
Hamm, Herbert (Joann, Wife)	6-12-77
General Delivery, Weston, Colorado	
Jones, Robert (Loretta, Wife)	6- 4-77
2602 8th Ave., Merced, Calif.	
Kiser, Lou (Mildred, Wife)	6-12-77
3117 E. Clinton, Fresno, Calif.	
Kump, Gordon (Carol, Wife)	5-28-77
4790 So. 4300 West, Kearns, Utah	
Lang, Lloyd (Dorothy, Wife)	6- 3-77
1453 E. Clinton, Fresno, Calif.	
Longueville, Julius (Magdalena, Wife)	5-26-77
149 Harrison Road, Salinas, Calif.	
McWaters, Howard (Ethelda, Wife)	6-21-77
P.O. Box 71, Rio Vista, Calif.	
Miller, William (Dorothy, Wife)	6-10-77
14973 Edgemoor St., San Leandro, Calif.	
Peters, Charlie (Estel, Wife)	5-25-77
Rt. 2, Box 294A, Elizabethton, Tenn.	
Piercy, Walter (Cornelia, Wife)	6- 4-77
Rt. 2, Box 311M, Cottonwood, Calif.	
Poston, Don (Marian, Mother)	5-29-77
1032 17th Ave., Redwood City, Calif.	
Reyburn, Wade (Beverly, Wife)	6- 4-77
8302 So. 835 East, Sandy, Utah	
Rupp, William (Ilena, Wife)	6-26-77
140 Corsicana Drive, Vallejo, Calif.	
Steger, Charles (Margaret, Mother)	5-29-77
1647 46th Ave., San Francisco, Calif.	
Swan, Gerald (Helen, Wife)	6- 2-77
3369 Leigh Ave., San Jose, Calif.	
Tyler, George (Eula, Wife)	6-16-77
122 E. Greenbrae Dr., Sparks, Nev.	
William, Herman (Muriel, Wife)	5-31-77
460 E. Gobbi St., No. 53, Ukiah, Calif.	
Wright, W. R. (Rachel, Wife)	5-31-77
735 Walnut Ave., Oakdale, Calif.	

### DECEASED DEPENDENTS

JUNE 1977

Bordsen, Lena—Deceased June 26, 1977
Wife of Jergen Bordsen
Clary, Marietta—Deceased June 3, 1977
Wife of Thomas Clary
Hopper, Robie—Deceased June 12, 1977
Son of Otis Hopper
Norman, Eillen—Deceased May 1, 1977
Wife of Harvey Norman
Parker, Jeanne—Deceased May 28, 1977
Wife of Frank Parker
Rackstraw, Lucille—Deceased June 1, 1977
Wife of P. G. Rackstraw
Rhoades, Wilfred—Deceased June 1, 1977
Husband of Mary Rhoades
Rice, Linda—Deceased June 25, 1977
Wife of Charles Rice



## AL BRITTON IS ABOUT TO BE GROUNDED PERMANENTLY.

Al didn't bother to check the clearance before working his rig under those high voltage lines. When they touch that crane, the entire rig will become electrified. Al not only risks his own life, but the lives of his co-workers.

So when you're working around power lines, look up, look around, and make sure your equipment clears the lines by at least 10 feet.

Also, a lot of high voltage and natural gas lines are hidden. They're buried, and you can't see where they are.

So to stay healthy, check before you dig or drill. And now it's easier than ever before to check.

Call, toll-free, the Underground Service Alert (USA), at 800-642-0123, and you'll reach a center in Pleasant Hill that can

tell you where underground facilities are located. Describe where you intend to dig, and then PG&E or any of the other 24 sponsors will describe approximately where their facilities are located or a representative might visit and mark the spots for you.

This service is currently available in 10 counties: Alameda, Contra Costa, Marin, Placer, Sacramento, San Francisco, San Mateo, Santa Clara, Sonoma and Yolo.

More counties will be added as time goes on.

To learn the location of underground PG&E facilities in other counties, call your local PG&E office.

Remember, dial before you dig. After all, there's no sense in putting your life on the line.

**PG&E**



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: 1½ ACRES**, 11 miles south-east Grants Pass, Ore. on Applegate River. 2 bdrm. house, kitchen, living room, 2 car garage. Immediate occupancy—\$49,500. Robert W. Grant, 1422 Dawes St., Novato, CA 94947. Ph. 415/892-5232. Reg. No. 0716361. 6-77

**FOR SALE: 1973 CHEV. ½-TON PICK-UP**, 6-cyl., radio, heater, 8-ft. bed and Barden bumper. Good condition — \$2,500. Robert W. Grant, 1422 Dawes St., Novato, CA. 94947. Ph. 892-5282. Reg. No. 0716361. 6-77

**FOR SALE: BLDG. LOT**, Mt. Konocti Lake Co., Clearlake Riviera subdivision. Utilities available at premises. Golf course, swimming and marina. View. E. Dallas, P.O. Box 81, Isleton, CA. 95690. Reg. No. 0931012. 6-77

**FOR SALE: SAIL BOAT**, fiberglass Silverline/Dolphin, 16'9" length, 6' beam, 34" depth. Anodized aluminum mast, 163 sq. ft. Dacron Sail Draft—never used. Call after 5 p.m. James Fulton, 415/757-9695. Reg. No. 1637625. 6-77

**FOR SALE: HOUSE**, 5 rms., bath, garage on 4.9 acres in foothills, 1 mile from Oroville dam and shopping. Guy Johnson, Woodleaf St., Rt. Box 9075, Oroville, CA. 95965. Ph. 534-0844. Reg. No. 0892508. 6-77

**FOR SALE: TWO GRAVE LOTS**, Top and Bottom, Inc. Water proof vaults, open and closing graves. Marker w/ vases. Buyer pays transfer. Military terrace, Olivet Memorial Park, Artes D. Anderson, 764 No. Brundage, Farmersville, CA 93223. Reg. No. 0879688. 6-77

**FOR SALE: 1973 JEEP WAGONEER**, Roof rack, radio and heater. Warner hubs, clean, 4 wheel drive. \$3,800. Anthony Baldini, 1160 Oak Knoll Ave., Napa, CA 94558. Reg. No. 1235109. 7-77

**FOR SALE: M-2460 GRADALL-371**, GMC upper, 160 Cummins lower, 5/3 trans., 11 attachments, 15", 2", 3", 4", 5" buckets, ripper, 4' & 8' boom extensions. Air ram bracket, parts. \$10,000. Lincoln-Trailer mounted. Ted Simmons, P.O. Box 1278, Cupertino, CA 95014. Ph. 408/257-9193. Reg. No. 1011254. 7-77

**FOR SALE: 1976 CORVETTE**, yellow, 15,000 miles, like new: \$8,600. Will take trade. Robert Verga, 355 Claremont Way, Menlo Park, CA 415/322-7329. Reg. No. 1651759. 7-77

**FOR SALE: USED TIRES**, 8.25 x 20 and 9.00 x 20—\$10 each. Used crankshaft for Cummins motor, new voltage regulator for 977 Caterpillar Loader. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 7-77

**FOR SALE: 20 ACRE HORSE RANCH**, 6 stall barn, large hay barn, shop, two machine sheds, fenced, good pasture, small two bedroom house w/ fireplace. \$60,000. \$20,000 down. John D. Pugsley, Rt. 1 Box 144C, Eatonville, WA 98328. Ph. 702/847-9022. Reg. No. 0661395. 7-77

**FOR SALE: CABIN CRUISER**, 25 ft., 1963 Larsen fiberglass, twin 4 cyl. Volvos, inboard outboard. Trailer, depth finder, compass. Frank Wilson, 145 Rose Lane, Los Banos, CA 93635. Ph. 209/826-1450. Reg. No. 0386991. 7-77

**FOR SALE: 1955 MACK DUMP TRUCK**, 10 yard, very good condition, new paint and brakes, flat head six—\$3,760. Call after 5 p.m. Melvin Amos, 2798 Fordham Street, Palo Alto, CA 94303. Ph. 415/326-7698. Reg. No. 1589172. 7-77

**FOR SALE: TD 9 DOZER**, runs good. Also, TD 9 for parts, both for \$4,730. 375 amp portable welder No. 1,250. W. L. Maddox, 17359 S. Mercy Springs, Los Banos, CA 93635. 209/826-0684. Reg. No. 1043556. 7-77

**FOR SALE: 1976 OVERLAND**, 33 ft., 5th wheel. Self contained. Take over credit union loan. Martin J. Ericson, 190 Cherry Way, Hayward, CA 94541. Ph. 415/276-1759. Reg. No. 0449707. 7-77

**FOR SALE: STYLED STEEL FORD WHEELS**, with rings and hubcaps (Torino). 1965 Mustang body parts. H. Gerth, 7907 Countess Ct., Dublin, CA 94566. Reg. No. 0877057. Ph. 415/828-5563. 7-77

**WANTED: HEAD** for Case 800 Diesel, part no. 73774. Leo Anderson, 692 Christine Dr., Danville, CA. 415/820-0360. Reg. No. 734731. 7-77

**FOR SALE: BOAT**, 1974 Fiber Form cabin cruiser, 22½ ft., fully contained, full canvas, 188 Mercruiser, engine run 173 hrs., w/Calkins Trailer —\$9,500. Arthur Port, P.O. Box 1312, Central Valley, CA 96019. 916/275-8349. Reg. No. 845459. 7-77

**FOR SALE: 74 CHEVY**, ¾ ton pickup-camper special, loaded, w/full self contained camper, very good condition. Peter G. von Perbandt, 782 Buena Vista Ave., Alameda, CA 94501. 415/865-0361. Reg. No. 1291023. 7-77

**FOR SALE: 1967 GROVE CRANE**, 10 ton hydraulic. Will sell on lease purchase. Don Sorah, 7954 Center Parkway, Sacramento, CA 95823. 916/391-19.8. Reg. No. 1023173. 7-77

**FOR SALE: ELECTRIC STOVE**, custom crafted, hot point electric, like new, 2 ovens, self clean, harvest gold color—best offer. Bill Lauderdale, 10070 Craft Dr., Cupertino, CA. Ph. 408/253-2047. Reg. No. 0726735. 8-77

**FOR SALE: Used and rebuilt TRACKS**, rollers, idlers, sprockets. Everything goes cheap. Lewis Goltz, 3624 Haven Ave., Redwood City, CA 94063. Phone 415/369-3453. Reg. No. 0698364. 8-77

**FOR SALE: TWO CUSTOM TOOL BOXES**, one fits Ranchero or El Camino or most small pickups. Other fits fleetside pickup, extra large with sliding trays. Fred Cucksey, 2330 Wooster Ave., Belmont, CA 94002. 415/591-754. Reg. No. 1351425. 8-77

**FOR SALE: ACRE WITH VIEW**, custom built 3-bdrm, 2 bath on sewer. Central H&A, carport, dbl/det garage. Fenced, barn, pasture, garden, orchard. Earl Law, 835 Thermatilo, Oroville, CA 95965. 916/534-1762. Reg. No. 1595073. 8-77

**FOR SALE: 8 MM TURRY MOVIE MAGAZINE CAMERA**, projector, light meter, editor splicer, screen, tripod. Also electric chain saw, 14 and 12 inch bar and chains. R. W. Mansfield, 9930 Fernwood Road, Stockton, CA 95212. 209/931-1853. Reg. No. 048182. 8-77

**FOR SALE: CATERPILLAR PARTS**, large assortment, all new: cyl. heads, brake shoes, trans. parts, U-joints, etc. Louis Lovotti, 400 Howard Ave., Burlingame, CA 94010. Reg. No. 0447006. 8-77

**FOR SALE: ANTIQUE CUT ROCK HOUSE**, exc. cond., 3 bdrm, fam. lv. rm., 1 bath, fenced yard and garage.

3 mile from mountains, 15 min. from golf course. \$25,000. Wm. K. Christiansen, Box 82, Mayfield, Utah 84643. Reg. No. 1600604. 8-77

**FOR SALE: BUILDING LOT**, w/water rights—\$5,000. Also, newly remodeled home, 4 bdrm., 2 bath, fam. rm., large kitchen, 1½ acres—\$50,000. Wm. K. Christiansen, Box 82, Mayfield, Utah. 84643. Reg. No. 1600604. 8-77

**FOR SALE: H. D. REPAIRMAN'S TOOLS**, gauges, drill bits, taps, dies, etc. \$350. L. Reeve, 302 E 39 Ave., San Mateo, CA 94403. Reg. No. 1051351. 8-77

**FOR SALE: 1969 CASE BACKHOE**, 580, 4 buckets, good condition—\$8,000. W. B. Apted, 8520 Kiefer Blvd., Sacramento, CA 95826. 916/381-2326. Reg. No. 0745149. 8-77

**FOR SALE: 1976 LANCER MOBILE HOME**, \$37,500, \$7,200 down. Adult Rancho Diablo Park, beautiful clubhouse, pools, etc. Joseph L. Parkinson, 335 Via Valencia, Pacheco, CA. 415/887-1932. Reg. No. 0524706. 8-77

**FOR SALE: SUN ENGINE ANALYZER**, 1977 model, new condition, save over \$500 at \$3,450. S. E. Roberts, P.O. Box 1, Nelson, CA 95958. 916/343-0585. Reg. No. 1020068. 8-77

**FOR SALE: 1956 CADILLAC**, runs good, new paint, body in good condition. Jim Greco, P.O. Box 62, Mountain Ranch, CA 95246. Reg. No. 1139581. 8-77

**FOR SALE: 9/10 ACRE**, Big Valley Ranchettes, Modoc County. Good hunting and fishing area. \$2,000. Thomas E. Gilbert, 7220 Lloyd Lane, Anderson, CA 96307. 916/243-4169. Reg. No. 0813772. 8-77

**FOR SALE: 14 ACRES** on Winters Freeway north of Vacaville. 255 ft. well, pump house, some pines started and others fenced. Ray Woody, 460 N. Jefferson St., Dixon, CA 95620. 916/678-3268. Reg. No. 560-09-1512. 8-77

**FOR SALE: 1974 30-ft. TERRY R-V FOLLY TRAILER**, self contained less than 500 miles, 1977 Mark III model. A. K. Shephard, 3043 Sylmar, Clovis, CA 93612. Reg. No. 1087993. 8-77

**FOR SALE: USED TRACKS, ROLLERS, IDLERS**, some rebuilt, most sizes. Vertical Hyd. press, 3 phase, 200 amp Hobart gas driven welder on trailer. Lewis Goltz, 3624 Haven Ave., Redwood City, CA. 415/369-3453. Reg. No. 698364. 8-77

**FOR SALE: VACATIONER SLIDE IN CAMPER**, 8 ft., sink, stove, ice box, sleeps four. Harry R. Soto, P.O. Box 94, Danville, CA 94526. 415/837-6328, after 6 pm. Reg. No. 553101. 8-77

## 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, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

## Personal Notes

### Sacramento

Our sympathies are extended to the families and friends of deceased members Charles Schraper, Luther Scribner, Bryan Overton, and Walter Sims Jr.

A speedy recovery is wished for Roy Steir who was recently in the hospital.

### Eureka

It is with great sorrow we report the passing of these retired Brother Engineers: Brother Paul Taylor who passed away very suddenly on July 1, 1977 and Brother Gene Cox who was killed in an auto accident on June 24, 1977. Our deepest sympathies to these families and friends.

Also, we extend our condolences to the family of Frank Benson who was accidentally killed in a logging accident on June 24, 1977.

### Reno

We are happy to report the birth of two baby boys and wish to extend our congratulations to the parents: Gerald and Vicki Gess had a son Darren and Michael and Tracy Baily named their son Travis Michael.

### San Jose

The San Jose Office personnel would like to express their deepest condolences to the families of the following members: Julius Longueville, Gerald E. Swan, Mike Glage, James N. Stone.

### Marysville

We would like to extend get-well wishes to Frank Cook, who has been off work due to a broken foot and also to John Sheehan who has been ill.

### Fresno

We wish to express our deepest sympathies to the families and friends of Brothers Charles Agard, Bryan Warren, Tommy D. Anderson and Norman Montgomery who recently passed away.

Also, our condolences to Brother Ray Arnold, Jr. on the loss of his wife Ann and Sister Fannie Mems on the loss of her husband Willie.

Many thanks to those who have donated recently to our Blood Bank, Jack Jensen, Guadalupe Sapien (a regular) and Carolyn Donald.

### San Rafael

Bouquets to Donna Therese Presley, daughter of Brother Don Presley who was runner-up in the recent Scholarship Awards Competition. We had a nice visit from Brother Al Hansen and his wife, Mary. They are now living in Indian Wells and both are doing nicely. Al wishes to be remembered to all the Retirees and other Brother Engineers. We wish all of you a good summer.

## Oil Field Work Booming

Last month Oil Field Rep. Frank Townley reported that almost every rig was working, but by press time Camay was already down in the Geysers, and Hunnicutt & Camp had four of their rigs down. "So, you see," said Townley, "these articles are about three weeks behind time. And you all know that it can be feast or famine in the oil patch!"

At the present time, the hiring hall in Sacramento reports it has received work orders and there are only about five men with experience on the out-of-work list, as a result of Hunnicutt & Camp firing up all their rigs, and Camay in Kettleman has taken several hands, as has R. B. Montgomery in Fresno.

Townley urges any hands that are either working for non-union contractors or are out of work to plug into the Sacramento Hall.

"Any of you hands that are working and know of any experienced hands who are out of work, pass the message along to them," he says. "If they don't belong to the Union they can go into the hall in Sacramento, or Santa Rosa and sign up on the out-of-work list. We need more experienced hands."

"A good reason why is that Hoover Drilling Company is bringing a new rig into the Geysers around the end of this month, and I'm going to meet with them to give the list of registered out-of-work men," Townley explained. Hoover is going to take 16 men right off the out-of-work list and put them to work. It appears that this will be an indefinite job. The addresses of the hiring halls are listed below:

SACRAMENTO: 8580 Elder Creek Road (Tel: 916/383-8480) Dispatcher: Ray Felix.

SANTA ROSA HALL: 3900 May-

ette Avenue (Tel: 707/546-2487) Dispatcher: John Smith.

"Please feel free to call either hall and get information regarding work," Townley said. "These men will definitely help you, as the drilling contractors are using the halls almost exclusively in their hiring. I am happy to report that the employers, for the most part, are well satisfied. So, when the lists at the hiring halls are almost depleted, I could say that work is in full swing in Local No. 3's jurisdiction."

There was a 3-week shutdown in May and June, partly due to the end of the fiscal year, and the haunting issue of the Life-of-the-Well-Bond staring the oil companies in the face in January.

## More from Redding

(Continued from Page 17)

time and labor and has had a tentative ear," Green said. "He alerted us to the problem of many hundred miles he has to cover in the 1st Assembly District, the many diversified problems—such as farming, labor, business, retirees, unemployment, law enforcement, teachers—and the list goes on and on."

"In my personal opinion, I feel we are very lucky to have Stan Statham for our Assemblyman—for he is the kind of Assemblyman who will listen to us and respond to our needs."

Local No. 3, has had a picket on a non-signatory contractor 1½ weeks in the Red Bluff area. It was reported to the Redding office by the inspector that because the Unions were taking economic action against this contractor the telephone company would watch him rather close. This is the first

Townley says this is due to the environmentalists who don't want anything, except for the working man to take care of them—and then they try to stop every job that comes up.

"In my opinion, if they would get behind every job, dam, freeway and drilling operation, the working man would make more money; therefore, he would pay more taxes and they could have an even free'er ride, as welfare," he pointed out.

At the time of this writing Townley reports Local No. 12 had reached an agreement with Camay Drilling Company, who have been on strike down there for several months. More details next month.

time an inspector has ever been on this contractors job.

"We feel with our continued pressure this contractor will sign with Local No. 3," said Green. "Lee Ellison and Steven Bondy have donated their time for this worthwhile venture."

The Voice of the Engineers will have their Fifth Annual Barbecue at the Anderson River Park, August 20, 1977, at 12:00 Noon. Through the past four years we have grown from 125 Brothers and their Wives—to last year a total of 599 Brothers and their Wives. This year—as in the past years we will rotisserie a calf, with Chief Cook Brother Ben "Pineapple" Caravallho heading up the fires. Brother Lee Ellison will have the responsibility of taking care of the tickets. If you would care to attend our picnic you may call Lee at his home 916-246-1567.



## 1977 SCHEDULE OF SEMI-ANNUAL MEETINGS

Location: Masonic Auditorium, 1111 California St., San Francisco, Ca.  
 Dates: Saturday, Jan. 8th (1:00 p.m.); Saturday, July 9th (1:00 p.m.)

## DISTRICT AND SUB-DISTRICT MEETINGS

## AUGUST

4 Oakland, Thurs., 8:00 p.m.  
 9 Stockton, Tues., 8:00 p.m.  
 16 Fresno, Tues., 8:00 p.m.  
 23 Sacramento, Tues., 8:00 p.m.

## SEPTEMBER

8 Santa Rosa, Thurs., 8:00 p.m.  
 15 San Jose, Thurs., 8:00 p.m.  
 23 Salt Lake City, Fri., 8:00 p.m.  
 24 Reno, Sat., 8:00 p.m.

## DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

Honolulu, Washington School (Cafetorium), 1633 S. King St.

Hilo, Kapiolani School, 966 Kilauea Ave.

San Jose, Labor Temple, 2102 Almaden Rd.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, 23rd & Valdez.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.

Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.

Salt Lake City, 1958 W. No. Temple.

Reno, Musicians Hall, 124 W. Taylor Street.

Watsonville, Veterans Memorial Bldg., 215 Third.

Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.

Provo, Carpenters Hall, 600 South, 600 East.

Ogden, Ramada Inn, 2433 Adams Ave.

## For More Information:

## CREDIT UNION

## OPERATING ENGINEERS LOCAL NO. 3

6300 Village Parkway, Dublin, CA (415) 829-4400

Please send me information as indicated below.

- ☐ Membership  
☐ Phone-A-Loan  
☐ Shares/Dividends  
☐ 7% Investment Certificates  
☐ Vacation Pay/Monthly Transfer  
☐ Signature/Personal Loan  
☐ New/Used Auto/Pickup/Van Loan  
☐ New/Used Motor Home Loan  
☐ New/Used Mobile Home Loan  
☐ New/Used Boat/Motor/Trailer Loan  
☐ Travel Trailer/Camper Loan  
☐ Share/Investment Certificate Secured Loan  
☐ First Mortgage Loan  
☐ Second Mortgage Loan  
☐ Assistance in Refinancing Automobile Loan  
☐ Temporary Disability Insurance  
☐ Share Insurance Protection on Share Deposits

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE \_\_\_\_\_ ZIP \_\_\_\_\_

SOC. SEC. NO. \_\_\_\_\_

TELEPHONE \_\_\_\_\_/\_\_\_\_\_

## Have You Checked Your Dues?

Dues Schedule for Period 10-1-76 through 9-30-77

Local 3 \$75. (Per Qtr.)  
 Local 3A \$72. (Per Qtr.)  
 Local 3B \$72. (Per Qtr.)  
 Local 3C \$72. (Per Qtr.)  
 Local 3E \$72. (Per Qtr.)  
 Local 3R \$72. (Per Qtr.)  
 Local 3D \*Variable by Unit

Dues Schedule for Period 10-1-77 through 9-30-78

Local 3 \$81. (Per Qtr.)  
 Local 3A \$78. (Per Qtr.)  
 Local 3B \$78. (Per Qtr.)  
 Local 3C \$78. (Per Qtr.)  
 Local 3E \$78. (Per Qtr.)  
 Local 3R \$78. (Per Qtr.)  
 Local 3D \*Variable by Unit

Please Note: An amendment to Article VI — Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in advance of an increase at the "old" rate (the rate in effect prior to the effective date of such increase). Therefore, the dues rates for the periods as indicated above apply regardless of when payment is made.

\*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

## 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. \_\_\_\_\_

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

Incomplete forms will not be processed.



## More from Marr

## 70 Million Man Hours in the Offing

(Continued from Page 16)

With home building at a very low ebb and unemployment close to the double digit mark, the 70 million man hours of employment for the construction trades and related industries over an 18-year period to be generated by the Las Positas New Town offer the first major glimmer of light in an otherwise gloomy work force picture for Alameda County.

The employment prospects for the much harassed and maligned New Town proposed for the Livermore-Amador Valley just north of the City of Livermore has brought mounting pressures from the unemployed for jobs and public demand for housing that must be answered, and Las Positas New Town appears to be one of the best answers.

An estimated 25,000 new families a week are anticipated in the United States over the next 15 years, families which will want and require adequate housing. But, they will also want, need and expect social services and employment opportunities close to that housing which pre-planned and phased New Towns like Las Positas appear better able to incorporate and provide.

Employment opportunities that would be afforded by the proposed 15,000 family unit Las Positas New Town are based upon initial research by Real Estate Research Associates, San Francisco. This would include schools, recreation facilities, open spaces, an industrial park and commercial centers on some 4,300 acres for a 45,000 population.

Projections are also based upon research of the Bureau of Labor Statistics and the National Association of Home Builders, with 2,000 man hours equated to one man year of employment:

On-Site Construction (This represents construction trades, supervisory and professional personnel):

Buildings: 20,779,600 man hours, 10,400 man years.

Land Development: 10,430,200 man hours, 5,200 man years.

Off-Site Employment (This encompasses administrative, estimating office and warehousing related to construction.)

4,097,800 man hours, 2,100 man years

Other Industries Employment: (This in-

cludes employment associated with manufacturing activities producing fabricated and raw materials and equipment, transportation, wholesale trade and services; warehousing, distribution and sales affected directly and indirectly by construction.)

35,210,500 man hours, 17,600 man years

## TOTALS:

70,518,100 man hours, 35,300 man years

More specifically, with regard to just on-site building, employment, Dale Marr cites the employment projections by actual trades as follows:

## ESTIMATED SUMMARY OF EMPLOYMENT BY OCCUPATION

Occupation	Hours
Carpenters	6,276,300 man hours
Painters	1,246,300 man hours
Brick Layers	1,109,100 man hours
Plumbers	1,275,500 man hours
Cement Finishers	531,600 man hours
Electricians	936,500 man hours
Plasterers & Lathers	373,700 man hours
Sheet Metal Workers	461,400 man hours
Roofers	192,100 man hours
Operating Engineers	591,100 man hours
Floor Layers	324,300 man hours
Laborers & Helpers	554,400 man hours
Truck Drivers & Miscellaneous Workers	245,600 man hours
Iron Workers	200,000 man hours
Pipe Fitters	48,200 man hours
Power Tool Operators	12,900 man hours
Pipe Layers	37,100 man hours
Supervisory Personnel	762,400 man hours
Other Skilled Workers	611,500 man hours

Total 20,779,500 man hours

Delays by governmental agencies and by opponents of the Las Positas New Town only delay jobs and income for many out of work people in Alameda County; and forestall much needed housing for the County's new families. Members of Local 3 and labor families in general are encouraged to support this important development through personal and other contacts with local media and elected officials.

## Letters From The Members

Ken Erwin:

I was very glad to see the stand that you, and I am sure the Operating Engineers has taken against the gay movement, and for the rights of concerned parents who desire to have their children in the presence of people who are good examples. Already many of the public school teachers are poor examples enough, without a known homosexual to be a living epistle, known and read of all the children.

I thank you and hope your article will inspire others to speak out for decency at every opportunity. Too many of us quietly sit back at times, or say "they have the same rights as anyone else," but I am reminded of 2 John 10, "If we bid them God speed we are partakers of their evil deeds."

Logan Elston  
 Olivehurst, Calif.

Dear Ken Erwin:

I first read your article in the June Engineers News. Thank you for speaking out for those of us who deeply resent the sick lifestyles that are constantly thrown at us from every direction in this day and age.

We are grateful that some one cares enough and has the means of communication

to let the world know we are not all happy with life as it is becoming—that we still have ideals, mean to have a good marriage relationship with our husband or wife and hope to raise children who will be a credit to their community and their God.

Mrs. Wm. Coombs  
 Orem, Utah

Monday, June 6, 1977

Mr. Ken Erwin  
 Managing Editor  
 Engineers News  
 Dear Sir and Brother:

Please accept a hearty AMEN and thank you for your very well written comments in the June issue of Engineers News.

All too few in responsible positions have courage to speak their convictions concerning controversial issues, especially when in opposition to one of the many minorities, who today, seem to nearly equal the majority.

I feel that Ms. Bryant would be pleased if she knew of your support.

Respectfully Yours  
 Bert Bengtson  
 Member I.U.O.E. Local No. 3  
 Reg. No. 0519628