

COPE Supports Brown, Scores Prop. 17

Nevada Master Agreement Ratified

Brothers Get 12.03 Per Cent For First Year

In a ratification meeting held in Reno on August 10, Nevada members unanimously ratified the Master Agreement for Northern Nevada.

The three-year agreement between Local 3 and the Nevada Chapter of the Associated General Contractors of America, provides for a 12.03 per cent increase to wages effective July 1, 1974. Like the California agreement, the Nevada contract provides for further \$1 increases, to be allocated by the Executive Board to wages and/or fringe benefits, on July 1, 1975 and July 1, 1976.

The Nevada contract also contains a cost-of-living clause exactly like that found in the California agreement. This clause (explained in detail in the August *Engineers News*) provides for additional increases if the cost of living increases sufficiently.

Fringe benefit increases provided for in the Nevada contract include 7 cents to health and welfare, effective July 1, 1974 and an additional 2 cents, effective Jan. 1, 1975; 34 cents to pension, effective July 1, 1974 and an additional 11 cents, effective Jan. 1, 1975; and 5 cents to vacation and holiday, effective July 1, 1974. Pensioned health and welfare will receive increases sufficient to bring the contribution for all groups to 13 cents per hour, effective July 1, 1974. A further increase of 2 cents will become effective on Jan. 1, 1975.

Another provision of the contract pertaining to fringe benefits is Section 12.06.01, which stipulates that vacation and holiday pay contributions for overtime hours will be one and one-half times the straight vacation and holiday hourly rate.

Many important language changes were also made in the new agreement. One of the most important of these is that grader-setter was upgraded from group 5 to group 7, effective July 1, 1974.

Other sections with important language changes are:

01.05.00 Booms. (Applicable also to Steel Erectors and Pile-driving.) The straight time hourly wage rate of employees on cranes or equipment with booms of eighty (80) feet or more, including jib, and/or leads, shall be according to the following schedule, and added to the straight time hourly wage rates set out in 01.00.00 and such increase in straight time hourly wage rate shall apply for the full shift and all overtime work.

Booms of one hundred eighty (180) feet, up to and including two hundred fifty (250) feet—\$80.

Booms over two hundred fifty (250) feet—\$125.

01.05.01 Working Suspended.

ENGINEERS NEWS

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

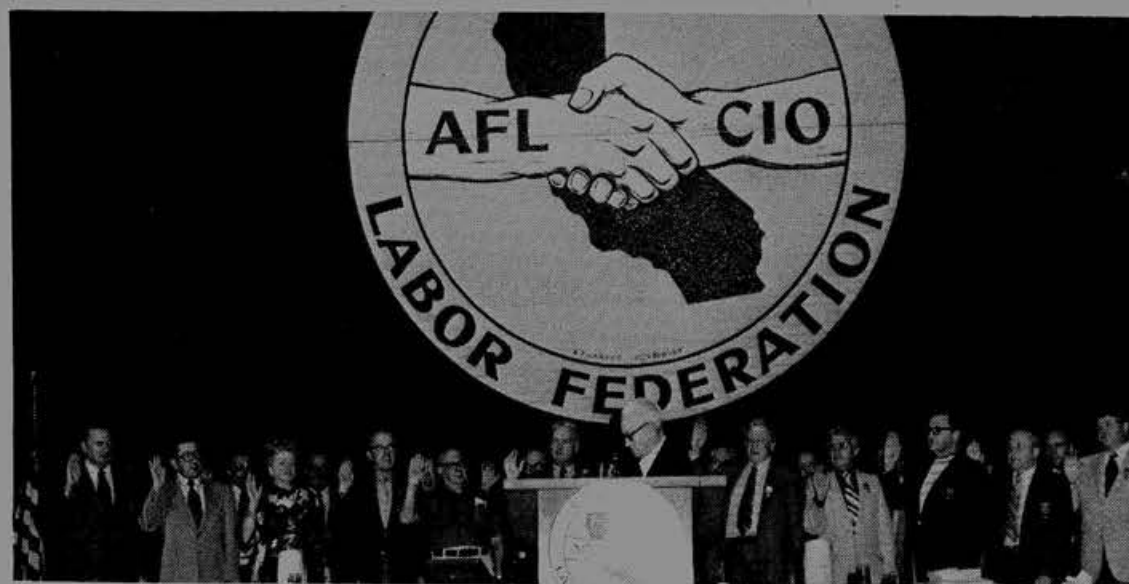


Guam, Where America's Day Begins • Hawaii, The 50th State • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

VOL. 33—NO. 9

SAN FRANCISCO, CALIFORNIA

40 SEPTEMBER, 1974



A NEW EXECUTIVE BOARD of the California Labor Federation, AFL-CIO was sworn in by C. T. McDonough (at podium) at the 10th Convention held recently in San Diego. From left to right are William G. Dowd, J. J. Twombly, William Greaff, Loretta Riley, Jack Crowley, M. R. Calahan, Joe Garcia,

Harry Finks, James McLoughlin (partially hidden), John F. Henning, McDonough, T. A. Small (partially hidden), Sigmund Arywitz, Richard Groulx, John Cinquemani, Leo Mitchell, James Booe, Edward T. Shedlock, Ray Wilson, Max Osslo, and Ray Mendoza (hidden).

The straight time hourly wage rate of employees required to work suspended by ropes or cables or performing work on a Yo-Yo Cat shall be according to the following schedule, and added to the straight time hourly wage rates set out in 01.00.00, and such increase in the straight time hourly wage rate shall apply for the full shift and all overtime work. Per hour \$50.

05.02.03 That if an Individual Employer shall sub-contract on-site work as herein defined, such sub-contract shall state in writing that such sub-contractor agrees to be bound by and comply with the terms and provisions of this Agreement in the performance of his subcontract.

07.06.00 Whenever an Employee starts, stops or operates pumps over 500 GPM (except automatic electric pumps), compressors over 185 CFM (except automatic electric compressors), more than two (2) welding machines, or generators over 100 KW, he shall be an employee covered by this Agreement. Any servicing and maintenance of the above equipment regardless of size, including automatic electric pumps and automatic electric compressors, shall also be performed by an employee covered by this Agreement.

07.07.00 Pumps. Whenever the individual employer uses powered pumps (except automatic electric pumps, pumps 500 GPM or less, and water loading pumps), they shall be manned as follows: (1) over three (3)

up to and including nine (9): one (1) Engineer required; (2) over nine up to and including sixteen (16): two (2) Engineers required; and thereafter (3) for each six (6) additional pumps: one (1) additional Engineer.

07.07.01 Generators. (1) Generators (single or multiple units), over 250 KW, up to and including 600 KW: one (1) Engineer required; (2) For each additional 350 KW: one (1) additional Engineer. See MORE NEVADA, Page 3

LATE FLASH—Democratic gubernatorial candidate Edmund G. Brown, Jr. has stated that he personally favors Proposition 17, the initiative measure that would stop construction of the New Melones Dam.

As reported in this edition of your "Engineers News," at the time of the C.O.P.E. convention, Brown stated that he would not make a decision on New Melones until all the facts were in. However, he has informed your business manager at press time, that after evaluation of the project's current status and the fact that water from New Melones won't be needed or available for some 15 to 30 years, the merit of the project is questionable at this time. He has, however, promised to aggressively fight for Federal funding for many other construction projects of higher priority.

We do not agree with Brown's evaluation of the New Melones project and will continue to fight to see that it is built despite his position. However, on balance we do not agree with the present State administration's support of the administration in Washington which has seen the freezing of Congressionally appropriated funds that has stopped billions of dollars of highway and housing construction in this state since 1968.

We do believe the working man throughout the construction industry will get a much better shake if Brown is elected in November and he has assured us that despite the New Melones commitment he will give vigorous support to the elimination of unemployment in the construction trades. None of us can always agree 100 per cent or get 100 per cent commitment from the candidates we support for public office and frequently have to rise above certain disagreements to make the decision we think will best serve all of our members over a long period of time.

I feel this is the situation as regards Jerry Brown and New Melones, so we will continue to support Jerry Brown for governor and we will continue to support construction of the New Melones Dam.

—Dale Marr, Editor

Speeches By Marr And Lee Hit Ecologists

The California Labor Council On Political Education (COPE), at its 10th Convention held in San Diego from August 19 to 23, passed resolutions urging defeat of Proposition 17 and support of six Democrats and one Republican for statewide offices.

Receiving COPE endorsements were Democrats Alan Cranston for U.S. Senator, Edmund G. Brown, Jr. for Governor, Mervyn M. Dymally for Lt. Governor, March K. Fong for Secretary of State, Ken Cory for State Controller and Jesse M. Unruh for State Treasurer.

In a close voice vote Republican incumbent Evelle J. Younger defeated William Norris for the endorsement for Attorney General.

Local 3 delegates to the convention were Business Manager Dale Marr, President Harold Huston, Vice-President Bob Mayfield, Recording-Corresponding Secretary James "Red" Ivy, Treasurer Don Kinchloe and District Representatives Ray Cooper, Ken Green, Dick Bell, Mike Kraynick and Walter Talbot.

The resolution urging defeat of Proposition 17 was passed after speeches against the measure by Marr and James S. Lee, President of the State Building and Construction Trades Council of California. Proposition 17, the "Wild and Scenic Rivers Initiative," would, if passed, place certain sections of the Stanislaus River into the State's Wild and Scenic River System and halt construction of the New Melones Dam.

Marr said that Proposition 17 offers a choice between a recreational monopoly disguised as an environmental measure and a dam which would provide benefits for millions.

"Proposition 17, the so-called 'Wild and Scenic Rivers Initiative,' is nothing more than a move by a group of commercial rafting outfitters to keep hold of their monopoly of the Stanislaus River," Marr said.

According to Marr, the rafters are ruthless in their efforts to maintain their position.

"This July they even went so far as to get an injunction against a high school's river trips in order to keep their monopoly," he said.

Marr said that Friends of the River, the group which sponsored the initiative, are a group of elitists who are acting as a front for the rafting companies.

"In order to get people to sign their petition, Friends of the River distributed material that runs from misleading to downright lies," Marr said.

He cited a part of the initiative which said that the State

See MORE COPE, Page 5



LOOKING AT LABOR

By DALE MARR, Business Manager

Elsewhere in this edition of your *Engineers News* you will find articles on actions taken at the Tenth Annual Convention of the California Labor Federation, AFL-CIO in San Diego and at the pre-general election convention of C.O.P.E., as well as C.O.P.E. recommendations for the upcoming general election in November. Your delegates at these two important state labor activities worked very hard and played key roles in the joint convention. I am pleased to report to you that Jim Twombly, Secretary-Treasurer of the California-Nevada Conference of Operating Engineers and Secretary-Treasurer of the State Building Trades Council was named to the executive board of the State Fed, along with Jack Crowley, Secretary-Treasurer of the San Francisco Labor Council. These two new vice presidents at large are sound and devoted men and will play a key role in keeping the building trades representative in this important labor body.

Working closely with Jimmy Lee, President of the State Building Trades Council and other friends, we were able to get strong support for a large number of convention resolutions regarding our industry in California. The resolution on Proposition 17, the New Melones initiative, that will appear on the November ballot is especially important, workwise, to our members in California, as were a number of other resolutions that affect the basic rights and compensation of the construction worker in health, safety and unemployment.

Jerry Brown was endorsed by the convention and made an excellent presentation which we in the construction industry could find no fault with. As I have mentioned previously, the young gubernatorial candidate has stated that he will carefully examine the pros and cons of all major construction currently being held up on environmental issues and will make decisions that best serve Californians as a whole. Although he has taken no definite stand on Proposition 17 at this moment, we feel that regardless of the outcome of the initiative, that as governor, the New Melones project will be given a careful examination and a just decision rendered should Brown occupy the state house come January. We feel that this will also prove true in his close work with the Assembly, the Attorney General's Office and State Comptroller as regards Proposition 9, and that every endeavor will be made to make that a just and workable law. Frankly, in our many conversations with Jerry Brown, we are impressed with his dedication, astuteness and ability to cut to the heart of problems that affect the working man in the State of California.

To put it candidly, we are convinced that Jerry Brown stands with us on the "gut issues" that face labor, whether it be balanced planning on construction and home building, enforcement of State and Federal safety regulations, balanced growth and intelligent planning for the future of the construction industry and the appointment of knowledgeable and experienced labor people to state positions that have a direct impact on labor in our state. We would hope that every member and his family would support Edmund G. Brown Jr. and the full Democratic ticket in the very important November elections. Be sure you are registered and be sure that you vote. Remember, we have registrars in every district office for your convenience. I would encourage all of you and your families to make a special effort to participate in getting the vote out on election day.

There are equally important races in other parts of our local union jurisdiction and I would hope that members in Nevada and Utah, as well as in Hawaii, would follow the slates recommended in our *Engineers News* and also in *Vote Views*. It is necessary if we are to make progress that labor have the kind of elected officials and public servants that will give us a fair and equitable hearing in the communities, in the state houses and in the Federal legislative bodies.

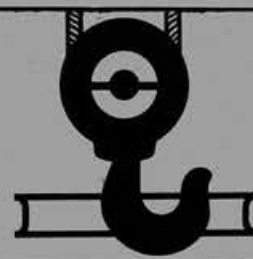
I can only remind you, as I have previously, that the "now action" is in the political arena and that your union

See MORE LOOKING AT LABOR Page 3



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Why don't we try stopping these raises and see if the economy will level off? This inflation has just got to stop somewhere.

There is no doubt in anyone's mind that inflation must be stopped and we have always been willing to do our share to halt the spiral. We think that we have done our share. If you look closely at the recently negotiated contracts you will see that, although the increases were sizeable, the agreements were not inflationary.

Because of the Construction Industry Stabilization Committee (C.I.S.C.), wage increases in the construction industry had fallen way behind price increases. It was absolutely necessary that our wages be raised to a level equal to the cost of living.

With other unions asking for increases of over 20 per cent it was impossible for us to demand less than we did.

We are especially happy with the cost-of-living clauses negotiated in the California and Nevada contracts because we feel they are excellent economic protection for Operating Engineers and, at the same time, are not inflationary. With these clauses we are simply reacting to changes in the economy, not stimulating further inflation.

While we are anxious to do our share to stop inflation we are not willing to be taken to the cleaners by corporations which are reaping windfall profits at the expense of the working man.

When unions are asked to settle for small increases at the

same time that corporations are bringing in profits of up to 200 per cent it is time to stop and ask who should settle for less. Wage controls are only reasonable when combined with profit control.

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

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

Auto Consumer Protection Group Formed

By SIDNEY MARGOLIUS
Consumer Expert for
Engineers News

A new consumer organization — small but determined — has been started in Washington, D.C., to deal with the widespread problem of complaints about car service and warranties. This is the Automobile Owners Action Council, headed by a young government attorney, Archie Richardson, and staffed mostly by volunteers, including law students.

One of the chief aims of the new organization is to try to help auto owners resolve disputes with dealers or shops over service. But an even broader objective is to represent the public generally on the large problems that may affect many car owners. In fact, the AOAC grew out of a committee formed in 1971 to represent Ford Cortina owners.

Ford had imported the Cortina, a small car, from England and sold over 80,000 in the U.S. during 1962-1970. Ford assured potential buyers that parts and service could be obtained from any of its network of dealers and service centers, Richardson relates. Then late in 1970, Ford announced it was halting the sale of Cortinas here in favor of the Pinto. Ford reassured Cortina owners that maintenance support would continue for Cortinas previously sold. But Ford permitted dealers to return their parts inventories, the owners charged.

As a result, Cortina owners experienced a decline in resale value of their cars as well as delays in getting maintenance services, they complained. Currently they are suing Ford in a class action on behalf of all Cortina owners.

Another recent effort by the new group involved Chevrolet Vegas. In March, 1974, the auto owners council learned from the St. Paul-Minneapolis Office of Consumer Affairs that the Vegas

were experiencing an unusual number of engine failures. Their aluminum engine did not withstand overheating as well as the usual cast iron, the Council says. With some 500 requests for help from Vega owners, the Council negotiated an agreement with Chevrolet to repair Vegas with existing engine problems and to reimburse owners who previously had paid to have this problem corrected. (Vegas made since late '73 have a coolant recovery tank to correct this problem.)

Many of the Council's efforts have been on behalf of individuals. In one case the Council is going to court on behalf of a member who had defaulted in payments on a used car. The bank repossessed the car and told the owner she would have to pay not only the \$1,700 she still owed but \$700 more in repossession costs. The bank had the right under current law to repossess the car. But the Council feels the repossession charge is "unreasonable and unconscionable."

The Council also is seeking to establish a Consumer/Dealer Recourse Agreement. This is patterned after labor/management agreements providing for arbitration, in lieu of expensive litigation, if a consumer can't get satisfaction of a meritorious claim.

The Council is financed mainly by membership fees including

some organizational memberships and is hoping to expand outside the Washington area. Its address is Suite 236, 733-15th St., N.W., Washington, D.C. 20005.

Future Services Contracts: An installment trap that has hurt many consumers, from youngsters signing up for karate lessons to mature people signing up for health clubs and dance lessons, is so-called "future services" contract. This type of contract may obligate you to pay for services even if you want to or have to discontinue, or if you were misled by verbal salesmanship.

Without doubt lonely or hopeful people have lost millions of dollars through such contracts. One of the worst cases that came to light this year was that of a Texas widow, a 56-year-old school teacher, who used the money from her husband's insurance and the sale of her home to pay \$27,000 for 2,400 hours of dance lessons. She had been led to believe that she could become a professional dancer competing in international dance contests. In another earlier incident, over 400 people signed \$480 contracts with a computer dating service in Oklahoma, that provided only flimsy "matching" tests and misrepresented the value of promised access to professional help such as psychiatrists.

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Credit Union Notes

Funds For Home Financing

By James "Red" Ivy, Credit Union Treasurer



James "Red" Ivy

Your Credit Union has completed a survey concerning the availability of funds and applicable loan interest rates for loans secured by First Mortgage Deeds of Trust on improved residential property. We were advised by the majority of competing institutions that funds were not available for home financing. We were also advised the loan rates normally range from 10 per cent to 11 per cent when funds for home purchases and new construction are available. Your Credit Union continues to serve all member needs for funds to finance new homes and related property. Effective Sept. 1, 1974, the rate of interest applicable to loans secured by First Deeds of Trust on improved residential property will be 10 per cent ANNUAL PERCENTAGE RATE. First Mortgage loans are not covered by Loan Protection Insurance coverage. The only cost to Credit Union members is the cost of the property appraisal, title insurance and minimal escrow costs. The Credit Union does not assess prepayment penalty on real estate loans paid in advance of normal maturity. Your Credit Union also makes First Mortgage loans on unimproved property as well as Second Deeds of Trust loans. The applicable interest rate on these two types of loans will be 12 per cent ANNUAL PERCENTAGE RATE effective Sept. 1, 1974.

On Aug. 14, 1974, the government announced it is increasing the loan interest rate ceiling on federally insured home mortgages for the third time since May, 1974, establishing a maximum interest rate at a record 9.5 per cent. In announcing the increase in the interest ceiling, the Secretary of Housing and Urban Development said the most recent auction of home loan commitments by the Federal Mortgage Association produced an average yield on FHA-VA loans of just over 10 per cent. This means that a buyer and seller together in a home transaction have to pay the lender about 7.5 "points" to make up the difference between the government ceiling and the return the lender demands on his money. FHA-VA loan interest rates have always been considered the lowest available rates in the home finance market. Your Credit Union offers you a lower rate with limited costs in processing the loan request.

Your Credit Union is one of the last credit unions in California to increase loan rates. Inflationary costs to the Credit Union have increased sharply during the past 18 months. Costs affecting salaries and employee benefits, postage, stationery and supplies, equipment maintenance and paper costs have increased substantially requiring a slight increase in loan rates on four types of loans. All other loan rates remain unchanged. This increase in loan rates will make it possible to continue payment of good dividends to the investors, provide insurance benefits to Credit Union members as well as continue to offer loan interest rates that are less than competing lending institutions.

Interest rates on loans secured by First Mortgage Deeds of Trust on improved residential property will be increased to 10 per cent ANNUAL PERCENTAGE RATE. Interest rates on new automobiles and trucks, new mobile homes and First Mortgage Deeds of Trust on unimproved property will be increased to 12 per cent ANNUAL PERCENTAGE RATE. These loan rate changes will become effective Sept. 1, 1974.

Many Credit Union members have made decisions to purchase 1974 automobiles to avoid paying the large price increases that have been announced for the 1975 models. Your Credit Union has compared many purchases orders on new and used automobiles for Credit Union members. This comparison verified the rate of interest charged by your Credit Union has always been lower. In addition, the Credit Union provides credit life insurance coverage on your loan balance without individual cost to you, subject to Credit Union Insurance Policy. Contact your Credit Union to compare financing costs before you have the automobile agency assign the sales contract to other lending institutions. Large numbers of members are also refinancing present automobile loans with the Credit Union at substantial savings in interest costs. The Credit Union will assist you in refinancing your automobile loan; you will not be required to contact the lending institutions now holding your loan. The Credit Union staff will process complete loan papers for you.

More Looking At Labor...

(Continued from Page 2)

leadership is making every effort to provide an effective and dedicated representation at all of these levels. Although there is a great deal of work ahead for all of us in these areas, I am sure with the support of the membership and their families that we can make exceptional inroads in providing a better life for all members of Operating Engineers.

More Nevada...

(Continued from Page 1)

Not more than one (1) Engineer required; (3) Manned single units shall not be included in Multiple Unit Count; (4) Generator House: one (1) Engineer required; (5) Not more than one (1) Engineer required on any single unit. 07.07.02 Compressors. (a) Building Jobs Only: (1) Compressors single or multiple (ex-

cept automatic electric compressors), over 500 CFM total capacity: one (1) Engineer required; (2) For each additional 2400 CFM total capacity: one (1) additional Engineer required. (b) Other than Building Jobs: (1) Any single unit 600 CFM or over: (1) Engineer required; (2) On compressor houses, manifold compressors or large single unit compressors (excluding those as named above, and excluding the isolated single unit of 185 CFM or less), exceeding 600 CFM: one (1) Engineer required; and thereafter, for each additional 2400 CFM: one (1) additional Engineer required.

07.07.03 Welding Machines. (1) Four (4) or more up to and including eleven (11): one (1) Engineer required; (2) Twelve (12) or more up to and including nineteen: two (2) Engineers required. (3) Thereafter, for each additional eight (8) welding machines, an additional Engineer required.

07.10.01 Training Program. Employees (1) who have attained their forty-eighth birthday but have not attained their fifty-eighth (58th) birthday and have ten (10) years or more Pension Credits; (2) have been while unemployed under this Agreement continuously registered in a Nevada Job Placement Center or other approved Job Placement Centers 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 Nevada Job Placement Center; (3) did earn three hundred fifty (350) hours pension credits but less than one thousand and fifty (1,050) hours pension credits during the previous calendar year, shall be eligible for training as follows: 1. Training shall take place at an approved Training Center.

Sections 07.11.01 through 07.11.10, pertaining to apprentices, are exactly the same as in the California agreement, outlined in the August issue of *Engineers News*.

08.01.00 Tools. . . the Individual Employer shall reimburse such Heavy Duty Repairman for such loss of tools from a minimum of one hundred dollars to a maximum of one thousand five hundred dollars (\$1,500).

10.01.00 Working Leadman. . . if a Heavy Duty Master Mechanic or Heavy Duty Repairman Foreman is not employed on such shift, then in lieu of such supervision one (1) Heavy Duty Repairman shall be a working Leadman and his straight time hourly wage rate shall be that of Group 8, set out in Section 01.00.00, plus twenty-five cents (\$.25) per hour.

11.01.00 Subsistence, Rental Equipment. Rented equipment on any job, location or project located more than thirty-five (35) miles from the permanent yard of the Individual Employer, Operating Engineers employed by an Individual Employer who are regularly engaged in the business of renting cranes, truck cranes, hoisting equipment gradalls, truck mounted pavement breakers or truck mounted earth augers, on a fully operated basis, shall receive in addition to their regular overtime wages a daily subsis-

A Personal Note
from
The President's PenBy HAROLD HUSTON
President

On July 23, 1974, I appeared before the meeting of the Yuba County Water Agency Board of Directors, along with other representatives of labor, to request that they approve appropriating \$1,800 to the Committee for Marysville Dam.

The board had originally turned down this request but later reconsidered their action after we spoke on behalf of the dam. Their final decision, by a three-to-two vote, was to approve the appropriation as part of the \$232,000 Water Agency budget.

This action was a must, we feel, in order to keep the Marysville Lake Project alive. As usual the anti-Marysville Dam Committee was also present at the meeting to fight us all the way. Labor must unite in order to win more vitally needed jobs for our brother engineers!

In the House Report No. 93-1077 on H.R. 15155, making appropriations for public works for water and power development for the fiscal year 1975, planning funds for Marysville Lake were recommended in the amount of \$950,000. That is \$600,000 more than the budget estimate of \$350,000—a substantial increase.

The bill has passed the House as recommended by the committee. The Senate Appropriations Committee's Subcommittee on Public Works Appropriations is still holding what they designate "call back" hearings where they rehear departmental witnesses. It is impossible to determine when the Senate committee will report on the bill but it should be soon.

The Marysville Lake Project consists of a multiple-purpose dam on the Yuba River, some 11 miles upstream from the City of Marysville. The flood control to be provided when the project is operated in coordination with Bullards Bar Dam and Oroville Dam on the Feather River will provide standard project flood protection to the cities of Marysville and Yuba City and additional flood protection to a farm and urban area along the Feather and Yuba Rivers of approximately 150,000 acres. The project will also provide needed additional water supply, power, recreation and fish and wildlife enhancement.

Total Federal cost of the project is currently estimated at \$220 million. Allocations to date for study of all the alternatives, selection of the most feasible project and environmental considerations total about \$3.4 million. The President's budget for 1975 contains \$350,000 which would fund completion of project feasibility including the environmental impact report, but provides no funds for preconstruction engineering and design. The Corps of Engineers has reported a capability of \$950,000 for 1975, or some \$600,000 over and above the budget.

Appropriation for \$950,000 during 1975 would initiate preconstruction planning and allow its completion during 1976 so that a start of project construction could be made in 1977. If funds are not available for advance engineering and design next year, construction of the project will be delayed by at least one and possibly two years. The project will produce a significant power and water supply both of which are needed in California, in addition to flood control and recreation.

tence as follows: Effective July 1, 1974—\$15.00.

11.01.01 Within thirty (30) days of the execution of this Agreement, any such Individual Employer having more than one (1) yard shall notify the Union, in writing, of the location of his permanent yard, or permanent yards. Such locations can be changed once each year by giving written notice to the Union. Such payments for subsistence shall be excluded from the wages of the Employee for the purpose of the Fair Labor Standards Act.

11.03.02 Travel expense, when due an Employee furnishing his own transportation shall be paid at the rate of seventeen cents (\$.17) per mile, and the Individual Employer shall also pay bridge, ferry or toll fares involved; provided that no Employee shall be required to furnish the means of transportation as a condition of employment.

Sections 13.12.01 and 13.14.02, covering subsistence and travel expense for steel erectors, provide for \$14 per day subsistence effective July 1, 1974, \$15.50 per day effective July 1, 1975 and 17 cents per mile travel expense.

Job Placement Regulations, Section 04.09.08. Registrations on the "Assistant to Engineer" lists shall be limited to Employees who possess A or B status as an "Assistant to Engineer" or Employees who are eligible to make a preferred registration as a result of Employment under a collective bargaining agreement with the Union.

Section 04.09.09. The employment of a 1st or 2nd Period Registered Apprentice on work covered by an Assistant to Engineer classification by an Individual Employer shall terminate on the Friday following notification by the Job Placement Office servicing the job or project that an A or B Assistant to Engineer or an Employee registered in a preferred classification who has been currently registered on the Assistant to Engineer list for at least ten (10) days is seeking such employment.

04.09.10 No Employee or applicant may register for employment as an Operating Engineer and Assistant to Engineer at the same time except an Employee who is eligible to make a preferred registration.

The Rapid Transit System Of The Future?

Does an inexpensive, non-polluting, 400 mile - per - hour rapid transit system which would produce all its own power and create 300,000 new jobs seem like a fantasy?

Probably. But it is the dream of Dr. Wayne M. Mann, a 53-year-old inventor with masters and doctorate degrees in education from Stanford University, who lives in Citrus Heights, Calif.

Mann's system is based on a huge elevated railway which would stretch for long distances. Its construction, of course, would create countless jobs for operating engineers, not to mention the possibilities of the public employees who would run the system. The only catch is, will the system, known as Cushion Rail, ever be constructed?

"We believe we have a practical, multi-million dollar system which could greatly ease the energy crisis and take one-third of the cars off the freeway in only a few years," said Mann.

The Cushion Rail system involves four basic components, all powered by electricity.

The first component is called the "Electrabus" and is simply a battery powered bus capable of traveling at 55 mph for four hours on one charging. When the bus's batteries run down it is driven into one of many small stations on the roadside where the batteries are rapidly exchanged. The used batteries are then recharged for future use while the bus is free to leave under the power of the fresh batteries.

The second component is a small Volkswagen-sized "Electracar" which operates on the same principle. The Electracar is privately owned and three batteries are purchased with the car although only one can be used at a time. The other two batteries are put into the system of recharging stations so that, whenever a personal car runs low on power, its owner may pull into any recharging station and replace the battery.

This small car is integrated with the final two components of the Cushionrail system, the shuttle train and the air foil vehicle. These two vehicles are powered by electricity supplied by the tracks upon which they run. Both of them run constantly, 24 hours a day, a technique which Mann terms "the Swiss Watch Movement." The shuttle train would provide transportation within cities or between cities a short distance apart, while the air foil vehicles would run on large circuits between major cities such as San Francisco and Los Angeles.

When the owner of one of the Electracars wanted to travel to a city a short distance away he would drive his vehicle into a staging area and wait for a shuttle train. The train would move through the staging area at 15 mph and, as it passed, the owner would drive at a slightly faster speed onto a platform projecting from the train. After the Electracar was safely on the platform conveyor belts would pull it inside and the train would accelerate to 80 mph, its cruising speed.

A similar process would be used to transfer the Electracar from the train to the air foil vehicle if the owner wished to

travel to a distant city.

The air foil vehicle would cruise, however, at 400 mph and would be capable of speeds up to 600 mph. The entire body of the huge, 125-foot long, 150-ton capacity vehicle is designed to act as a type of wing, lifting it away from the track as it nears cruising speeds. The specially-designed cushions which attach the vehicle to the track would, therefore, not bear the weight of the vehicle and its cargo but would simply secure the vehicle to the track.

"The advantage of the Cushion Rail system is that we would have privacy in mass transportation," said Mann. "Even in the air foil vehicle the traveler would be inside his own Electracar. In addition the speed of the system would allow one to live in Northern California and work in Los Angeles."

The entire system would be run by electricity generated by highly efficient windmills. Although it would draw from conventional metropolitan electrical power systems in times of emergency it would also supply additional power to these systems in times of surplus.

"The best thing we have is a system of storing electrical energy," said Mann.

He said that the Cushion Rail system uses vacuums to store electrical energy for as long as six months.

"I think this is as important as all the oil fields of Saudi Arabia and Kuwait," he said.

The electrical storage technique was not developed by Mann but by an associate, Lindsay M. Applegate, an engineer

who has over 23 patents for electrical and mechanical devices and who has published over 30 articles in various scientific journals.

According to Mann the Cushion Rail system would be built in six or seven phases, the first phase consisting of the Electrabuses, Electracars and power stations. Mann said that an ideal place for the first power station, due to the windiness of the area, would be the Carquinez Straits, near Benicia, California.

The first phase of the system would cost about \$15 million with the total project costing

about \$15 billion.

The cost to the individual would be very low, however, according to Mann.

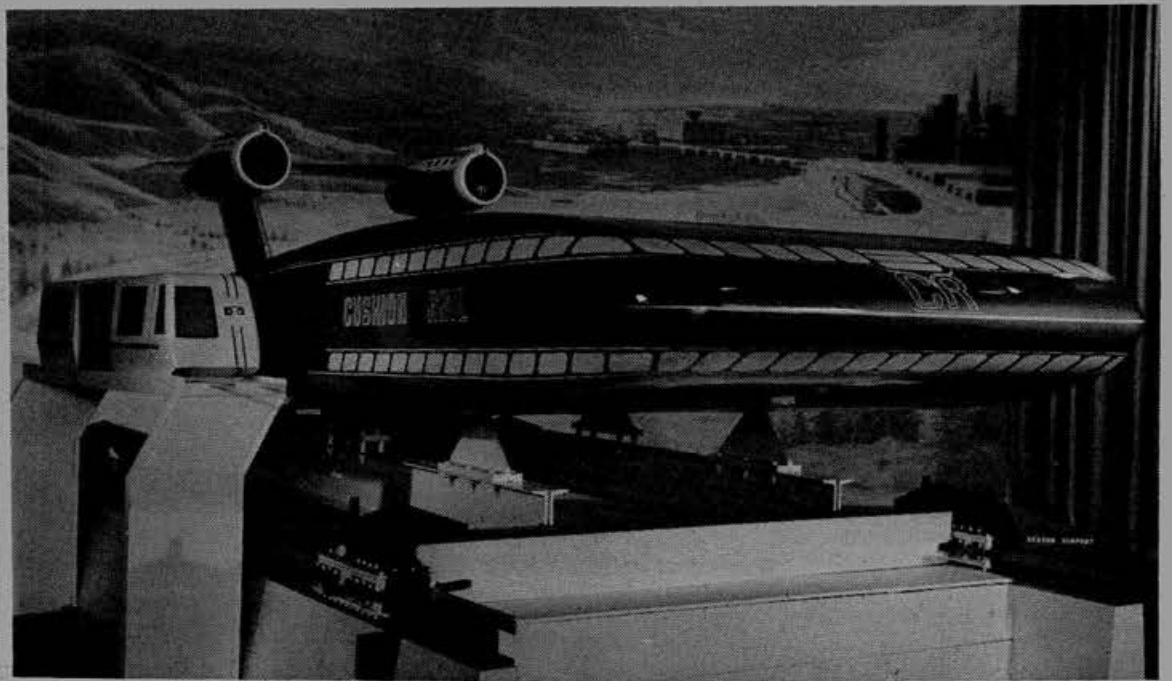
"Freight hauling should cover the cost of all of the Cushion Rail System operations," he said. "We compute the cost to individuals at \$10 per month for unlimited use of the system and \$5 a month for unlimited energy for the Electracars. We're talking about a system which would pay for itself and make a profit."

Mann is often confronted with the argument that Cushion Rail is reminiscent of a "Buck Rodgers" scheme.

"Top engineers and scientists have concurred that the system is practical," he said. "Even with the fact that the system would create about 300,000 new jobs, we have enough manpower and knowhow here in California to do the job."

According to Mann, the problem is politics, not engineering.

"We face opposition from airlines, bus companies, auto makers and oil companies," he said. "And because these people are against us, the politicians are against us. We're out on an island by ourselves."



THE CUSHION RAIL SYSTEM air foil vehicle is shown above in a scale model. At the left is a scale model of a BART car. A full size

air foil vehicle would be 125 feet long and weigh 150 tons. It would cruise at 400 MPH and be capable of 600 MPH.

Nov. 5 Crucial Date For Warm Springs Dam

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

Sonoma County voters — vote yes—November 5th.

On what? Warm Springs Dam and Sonoma Lake, of course!

We have been doing our best to keep you informed of the progress regarding the Warm Springs dam — Sonoma Lake project, not only by word of mouth, but in many issues of the Engineers News. The latest: a vote will be taken in Sonoma County, November 5, 1974, which will be known as Proposition B on the ballot and, in essence, asks the people of Sonoma County to give either their approval or disapproval to the building of Warm Springs Dam, thereby creating Sonoma Lake. At this time we urge you to vote "Yes" on Proposition B and to ask all of your families, neighbors and friends to do the same.

Your Executive Board has seen the value of participating in this effort and have voted unanimously to urge a "Yes" vote and to spend a sizeable amount of money to reach this goal.

In regards to this project a group of citizens in Healdsburg have formed a group known as "Citizens for Community Improvement, a coalition of concerned citizens." We feel that they are taking the right approach to inform the people of the facts and actual benefits to be realized after the dam has

been completed. The opposition, some who have just recently moved into this beautiful area, appear to be pretty well financed, presumably from outside sources, and they are using "scare tactics" which appears to be their only weapon. The Citizen's Coalition is in the process of obtaining information which will counteract these "scare tactics" and present facts to the people and to further present the advantages of building the dam and creating such a beautiful lake which will provide recreation, flood control, water supply and fish hatcheries to name a few.

Approximately \$40 million has been spent so far towards the completion of the \$115 million dam. Much work has been provided but the task force against the dam has prevailed on Supreme Court Justice Douglas to stop the operation until further environmental impact studies are made. We feel these studies have already been made and you would feel the same if you could see the two volumes of reports, which are of encyclopedic size and about five inches thick.

Even though the people vote in favor of the dam, which we fervently hope will be the case, there will probably still be a court fight attempting to delay the project, which presently is considered a \$115 million project. But with delays upon delays it will most certainly cost the taxpayer much, much more.

We can't help but emphasize some benefits now, with more to

come in the next issue. With the creation of Sonoma Lake we can visualize an area which presently is of use to only a few and upon completion of the dam the lake will serve us all and we will be able to use the recreational facility to swim, fish and boat, just to name a few advantages. With the fuel conservation, which we are all supposed to be involved in, the distance to find this type of recreation facility will be greatly reduced. In this regard we would be conservationists, wouldn't we?

If we win this fight in Sonoma County, you can believe that we will have made significant inroads to winning the fights in other areas, such as Auburn and the Melonies Dam. More to come on this subject next issue.

Next Wild Boar Feed, June 22, 1975.

Put this date down on your calendar, because we hope to have as good, or even better time, if that's possible, than we had this year. Incidentally, the following comments were inadvertently omitted from the last issue when we reported on the feed.

1. "I was fortunate, prior to the Hog Feed, in spending a few weeks in Hawaii and while making a visit to our Honolulu office I explained about our forthcoming "Luau" and was offered the ti leaves and banana stumps. District Representative Wally Lean, along with Wilfred Brown, Gordon McDonald, Richard Shuff, Shoichi Tamashiro (Executive Board member) their entire

Grievance Committee and Harold Lewis, our Financial Secretary, all said, 'Don't worry, Russ, we will send them to you, just tell us when.' Well, they sure came through for us, and you should have seen the happy faces on our Hawaiian cooks when they saw the big ti leaves and the banana stumps, straight from the Islands! Also, Wally, thank you so much for the extra effort and thank all of your friends and agents who were able to put a package like that together. The leis you sent were beautiful and put to good use around the necks of a number of lovely ladies, bringing to us a fond remembrance of your beautiful islands."

2. "An interesting thing happened when I went hunting with Brother Richard Bettega and his boys. On the Sunday before the feed we were about three miles from our cars (in rough country) when Richard ducked under a tree and came up too fast, hitting his head on a broken branch of the tree—lots of blood but we made it back. Richard feels fine now, after have 72 stitches taken. Thanks for the effort, Richard."

3. "Dean Harlan, who worked so hard in most every way—serving, shoveling, anything we asked. Thanks, Dean. Les Crane — we heard he may have thought about "streaking" (and that doesn't mean "creeping") even though he is 76 years young—he shoveled, danced, helped out tremendously, while his wife helped with the children's games."

More On COPE...

(Continued from Page 1)

Water Resources Control Board told the Army Corps of Engineers that the dam is not needed and that construction will consume more energy than the dam will produce.

"The facts are that the Water Resources Control Board has denied both of these allegations," Marr said. "The hydroelectric plant at the project will generate enough smog-free power to meet the domestic needs for a community the size of Modesto—about 200,000 people."

In his speech, Lee questioned the way Friends of the River are receiving their financing.

"The rafting companies collected campaign contributions by tacking on an extra five dollar charge to their customers so that their front organization could report it as small contributions, under a hundred dollars," he said.

Talking about the effects of the dam, Lee said that it would definitely cover up the nine miles of whitewater the rafters are trying to protect.

"But here's what else the New Melones Dam will do," he said. "It will create a 12,500-acre lake that will provide recreation, not just a raft ride for a few elitists who can afford \$60 a day apiece. The lake will open up swimming, sailing, water skiing, fishing, camping, and hiking for hundreds of thousands of regular Californians and their families."

According to Lee the new lake

would take the visitor strain off Yosemite, Sequoia and Kings Canyon Parks.

"The recreation will be public," he said. "It will be inexpensive and will be available to about 7,000 people on an average weekend from the start. That's about 6,500 more than those who play at rafting."

"Believe it or not, there will also be a new whitewater area four miles long. But the rafters wouldn't be satisfied, even though the Olympic canoeing team manager praised the new whitewater and called it excellent."

Calling the proposition a "Whitewater Watergate," Lee said that the measure would seal the fate of a dying river by denying continuous supplies of clean, cold water to the lower Stanislaus. This clean, cold water is needed to halt the pollution which is threatening to end all sport fishing and other recreation on the river below the proposed dam, he said.

The Equal Pay Act, enforced by the U.S. Department of Labor, requires that men and women performing equal work must receive equal pay.

The Fair Labor Standards Act contains minimum wage, maximum hours, overtime pay, equal pay, record keeping and child labor provisions.

Engineer Has Idea With A Good Ring

By BOB MAYFIELD,
Vice President

Brother Bob Daniels of Fresno recently followed through on an idea which may be of interest to other operating engineers who are proud of their long service to their industry and their union.

Brother Daniels, a 45-year-old power blade operator who is now with J. J. Limata Co., had his 25-year pin made into a ring.

Bob, who joined Local 3 in 1947 when he was only 17, said he originally got the idea for the ring about 10 years ago. After he received his 25-year pin he again remembered the idea.

"Myself, I very seldom get a chance to dress up and wear my 25-year pin," said Daniels. "With

this idea I get to show it off every day. It would be great if every 25-year member got a ring similar to this one because I know a lot of the brothers are as proud of their membership as I am."

The ring, which contains eight diamonds and the chromed 25-year pin, cost \$450 to make. The work was done by Prince Orloff jewelers of Fresno and took about three months to complete.

Bob said that he was very happy with his ring, especially because he is now able to show off his pin every day.

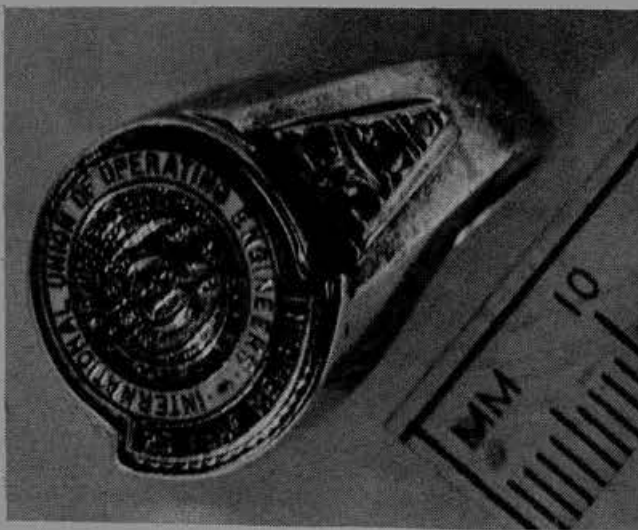
"As you know by now, I am proud of my membership in the Operating Engineers," he said.

Bob has every reason to be proud because he is an operator

with tremendous experience. He started operating land leveling equipment when he was only 15 years old, and later worked dozers, blades, loaders and all types of rubber-tired equipment. His experience includes work on the Vermillion Valley Dam, Mammoth Pool Dam, Pine Flat Dam, Union Valley Dam and Coyote Dam. He also worked on 52 miles of Highway 99, 72 miles of Interstate 5 and 42 miles of the San Luis Canal, in addition to countless other projects.

Bob is also interested in union activities and is on the Apprenticeship Committee from Fresno.

He and his wife, Joy, have one son, Larry, who recently graduated from the Apprenticeship Program.



BROTHER Bob Daniels is seen to the right of a close up of the ring he had made from his

25-year pin. Daniels joined Local 3 when he was 17 years old.

Many Jobs In Oakland District Keep Engineers Busy

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

To give you a run down on just some jobs in Alameda County we have Pacific Excavators in Cull Canyon in Castro Valley on a two-shift operation for removing 290,000 cubic yards of excavation work. At this time, there are approximately 18 brother engineers on the job-site.

Jasper Construction Company has started the Hayward Hall of Justice. The contract awarded was \$11.25 million. Raymond is doing the pilework.

Silva's Pipeline is finishing up their pipe job on Saklan Road in Hayward.

Pentaco Construction Company is starting to make progress on the Winton Avenue overpass.

Tutor-Saliba & Potashnick is going full steam ahead on their \$35 million Sewer Treatment Plant at the end of Grand in Oakland. Santa Fe Construction is doing the pile work, Bovee & Crail are doing the plumbing work, and Elmer J. Freethy is doing some of the excavation work.

Peck & Hiller on 8th and Broadway on their Oriental Building is coming right along.

Of course, this just touches on the many jobs now underway in the Alameda County area. The work situation looks real good at this time, and will stay good as long as the weather holds out.

Once again, brothers, we would like to impress upon you the importance of donating blood to our blood bank. Too many of us don't realize this importance until we're hit with some accident or illness. Please, let's put forth a little extra effort and get in and donate a pint.

Central Contra Costa seems to be one big dust cloud, the dirt spreads are at it. Syar Paco on Highway 4 has moved most of the gravel, but has a lot of finish work to do before starting the C.T.B. They're going hours on this spread now.

Bay Cities should be paving through central Pacheco at this time. They finally got it out of the low hole on their creek job in Danville, after beating some water problems.

Gordon Ball is coming along with the paving on 680 despite traffic conditions.

The hands over in Rossmore have done a hell of a job for Gallagher & Burk. They've moved close to a million yards in a month and a half. This crew will be moving across the valley to another 800,000 yards in October. Their Moraga & Danville crews are finishing up. Also they picked up another 200,000 yards at Twin Creeks in Crow Canyon.

Prodding you on that safety again fellas. It's that time of year. Some spreads are going hours. We're tired of looking at the same haul roads, the peace sign has turned into the one finger salute, thinking of fishing and hunting in the fall, having a little, oh my dear, with that twist and twirl you just met.

This time of year it's kind of like spring fever in reverse. Let's not forget what hell that yellow monster can be. Safety. Think safety all the time.

Pre-job was held on the 20th of August 1974 with Guy F. Atkinson. This is going to be a big help for Eastern Contra Costa County, as far as taking up the slack work coming to an end. This is a \$23 million job with approximately 9 million yards of dirt to move. One fill will be 85 feet high.

Hood started 10 miles of 24-inch pipe for PG&E east of Byron, going through peat land which will make it a good job for the members.

Peterson & Simpson is going full swing again and we have a lot of brothers on that job.

Brothers, it would be a great help and save a lot of time if you would carry your dispatch with you. The time it takes to check out a member to see if he has been dispatched, we could have taken care of two more brothers.

Freeman-Sondgroth's job at Jackson Avenue in Hayward is moving along well after being down for quite awhile due to the Carpenter's strike.

Silva's Pipeline, East Bay Excavators, Oliver DeSilva, J & M, MacDonald Construction, Redgwick, and Wm. Lyon all have small jobs that are working in the area.

Silva Brothers is moving along real well on their Fremont Boulevard job, as is Mission Pipeline, who's laying the underground.

Freeman-Sondgroth has had a couple of street jobs going in

Fremont that are close to completion.

Oliver DeSilva has just been awarded \$1 million contract for street work in South Fremont.

Ohlone College is winding down, as is General Motors. Both are very near their completion dates.

The Pleasanton area has a few jobs going, but they are small ones.

Rumor has it that a big sewage treatment plant will be built in the Dublin area in the near future. The area badly needs it.

Livermore has become a busy area lately. Del Valle Dam has a good-sized crew working. Hensel-Phelps is making slow progress on their railroad consolidation project. Boscarello has a good-sized crew working at the treatment plant.

There are more jobs on tap, but they will probably be held up in court for a year or so.

The 5,000-acre Blackhawk Ranch Development located east of Danville was unanimously approved by the Contra Costa County Board of Supervisors on July 13, 1974. Plans call for building 4,200 units on approximately 2,000 acres with most of the remainder of the land being dedicated to Mt. Diablo State Park. Over a 10 to 15-year period 42 miles of roads and two golf courses will be constructed. The developer projects a construction labor payroll of \$125 million.

In addition, several miles of off-site roads will have to be developed and improved.

Vacations are coming to a short ending, but some have some nice reports of travel, fish-

ing, and other forms of relaxation.

Now that we are starting with pre-negotiations, we are hoping that you will send your suggestions for the new contract. They must be submitted through your stewards and should be in writing. We are fortunate to have a safety representative and safety committeeman who are looking the problems over together, and are hoping for some correction of the heat problems in the ladle and stripping cranes of the open hearth shop.

The Forge Division of Passco has quite a turnover of new employees, as some of the new employees don't realize the heat output. However, some new employees have found steady employment.

The Forge also uses some students in that area who need some extra money to continue their education.

The Sand & Gravel plants are in full speed, with all of these producers trying to produce more sand to meet the demands. As we travel through Alameda and Contra Costa Counties, there are many underground projects that are taking more sand than the concrete producers.

The plants are running some overtime and the repair crews are trying to catch up with some long needed repair.

Don't forget if you have any problem, feel free to call us at our homes, if you can't reach your steward. If you don't know who your steward is, please ask the Oakland office to send the agent.

Stockton Employment Up After Awarding Of Several Contracts

By WALT TALBOT, District Representative, JAY VICTOR, Assistant District Representative and AL McNAMARA, Business Representative

The prospects for employment in the district have picked up considerably by the awarding of several contracts throughout the district.

At this time there are approximately 90 engineers employed by Melones Contractors on the New Melones Dam. This is the largest project in the district and will take about five years to complete. The company has hopes of multiple shifting some phases of the project which, of course, will provide employment for more operators, apprentices, etc.

Larry Aksland, contractor member of Local 3, was awarded the Quail Lakes Subdivision excavation job north of Stockton on the old State Hospital Farm. The job entails the construction of two man-made lakes of 55.5 acres and the other of 5½ acres. The million yards of dirt removed from the lakes will provide the fill material to create different elevations and grades throughout the 532 acre project. The company now has 25 engineers employed on a ten-hour day, six-day week basis under the direction of Brothers Larry and Gary Aksland. The Akslands expect to have the dirt moved by the first of November.

Other contractors who have been successful in winning contracts this past month that have been responsible for the improvement of job opportunities in the district are R. Gould & Son, storm and sanitary sewer plant for \$240,000; McGaw Co., construction of March Lane for \$276,000; W. R. Buckanan of Sacramento for a sanitary sewer connection at the Naval Communication Center for \$234,000; Teichert Const. to resurface Sargent Perry and Davis Road in San Joaquin County for \$121,000; North Oaks subdivision for \$102,000; reconstruction of Tully, Archerdae Roads for \$82,000 and Acampo and Kettleman Lane for \$119,000.

W. M. Lyles Co. was awarded the storm drainage collector line at the New Jerusalem Watershed near Tracy. Lyles' bid was \$545,000.

Claude C. Wood Co. of Lodi was lowest of four bidders for \$378,000 to construct approximately one mile of road that will provide access to the Calaveras County's new dump site near Vallecito.

The largest project for the district, which will be bid August 28, is the extension of Interstate 5 from Hammer Lane to .5 mile north of Eight Mile Road in San Joaquin County. Engineers estimate for the job is \$5.8 million. The project entails the construction of an all new multi-lane freeway with imported borrow material and construction of four bridges.

The work picture in the Stanislaus and Tuolumne Counties is not what it should be. What tells us this is the size of our out-of-work list. However, there are several projects in the making and the situation could change shortly.

In Tuolumne County, the bids have been opened and contracts awarded for the Tuolumne County Regional Sewage Proj-

ect. The Twain Harte Plumbing with a bid of \$1 million to construct the eight-mile sewage interceptor line and to George Reed of Sonora with a bid of \$279,617 for improvements to the sewage plant. The Sonora Sewer System project went to W. M. Lyles of Stockton with a bid for \$471,266 to construct a 3.5-mile interceptor line from Sullivan Creek to the treatment plant, and to Robert Moore Construction of Burlingame with a bid of \$1.6 million for construction of a new treatment plant.

Flintkote Company has moved their rock plant from the Cottonwood area to the Cherry Lake area and will be crushing rock there at this writing. The two jobs at Groveland at the Pine Mountain Lake, the Sierra Pacific and the Twain Harte Plumbing jobs are almost complete. There are just a few operators finishing up there.

Moving down into the La-Grange area, the Geo. Reed Co. is hauling out of their pit at La-Grange periodically. All the rock plants are going full bore at this time, with M. J. Ruddy, Santa Fe Rock, Geo. Reed at Waterford and Flintkote. Flintkote's hot plant at Hughson is going pretty strong also.

Modesto Mall is beginning to take shape with Flintkote Co. moving dirt with 992 Loaders and sets of doubles. This is mostly a truck show because of the distance they have to transport the dirt. However, there are quite a few brother engineers working on this project.

The Crows Landing widening will start right away. Great Valley Construction of Fresno was successful in winning this bid. It is in the neighborhood of \$800,000.

Bids were let and accepted on the Stanislaus State cafeteria of over \$1 million, have requested a pre-job on this project.

Jaspar Construction Company was successful in winning the \$5 million bid at the Modesto Junior College West. This job should start sometime in September. Bids are coming up right away on the freeways north of Modesto adjacent to the Hahn Shopping Center. This project should be under way sometime in September. This is going to be a fairly large project and we are keeping our fingers crossed hoping that this one goes very well.

The \$5.5 million Stanislaus County office building project will begin probably in November. It will be a two-story building with underground parking. In Turlock, construction is slated to begin this fall on a \$1.5 million retirement center to be operated in conjunction with the Emanuel Medical Center. The initial construction will consist of two living centers each consisting of 52 units and a central commons building with administrative offices, arts and crafts room, dining facilities and a social area. The latter phase of construction will include the addition of two identical living centers and a two-story addition to Brandel Manor, a convalescent facility in existence now.

Turlock also has a proposal for development of 30 acres northwest of Turlock for a \$95,000 country club.

Engineer Has Useful Collection

Many people have collections but one of the most useful is that of Wilbur "Red" Durfey, a 58-year-old operating engineer who lives near Folsom, California.

Durfey has a number of old pieces of equipment with which he has done much work around his ranch. The prize of his collection is a Model 3-10 shovel built by the Universal Power Shovel Company.

"I wanted to get a shovel that was the same age as I was," said Durfey, who has spent most of his 37-year career as an operator on shovels. "That would have to be a 1916 model."

Durfey got his chance to buy such a shovel while working on the Folsom Dam.

"California Equipment Company was selling equipment to the contractor on the dam," said Durfey. "I asked the agent about getting a shovel my age and he told me about this one."

Durfey traced the shovel through various owners until he finally located it at a dump in San Jose. He bought the piece of equipment and hauled it from San Jose to his ranch.

"It was in terrible shape when I got it," he said.

According to Durfey he put a tremendous amount of work into restoring the shovel to usable condition and had to have all the replacement parts made specially.

He found out later that the shovel was not a 1916 model as he had thought but was built in 1929. This, however, was offset by the rarity of the rig.

"I've been an operator since 1937 and I've never seen one like this," he said.

Durfey's other pieces of equipment include a 1939 Dodge dump-truck, a Model B Ford truck with welder and a 1950 Bucyrus Erie dragline.

None of Durfey's equipment are show pieces in that they are all used to perform work around his ranch. He still uses the welder on the back of his Model B and

he has dug two reservoirs with the dragline. The ground on which his house stands was filled with dirt transported by the dump truck.

"I've done a lot of work around here with that shovel, too," he said.

Durfey has built almost everything on his ranch himself, from the gates to the house itself. He and his wife, Madonna, have lived on the ranch since 1953.



RARITY—Wilbur "Red" Durfey in the seat of his rare Universal Power Shovel Co. Model 3-10. The shovel was built in 1929.

Sacramento District

Work Picking Up Due To End Of Strike

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

Work in the Sacramento area has picked up considerably since all the strikes are over. We still have quite a few men on the out-of-work list though. The jobs that are going seem to be short ones and therefore don't lower our list very much. The Auburn Dam is slowly getting off the ground and putting additional engineers to work. This will be a productive job later on as the crews get more room to work.

Due to the efforts of our officers and many others we were able to settle some problems which existed and signed an agreement with Mastelotto Enterprises Inc. We were very pleased to see this company sign. We have approximately 25 engineers working on the Highway 65 job and Mastelotto has several other jobs in Northern California.

We are engaged almost constantly in negotiations. We completed negotiations recently with Sierra Metals & Fabricators' Shop in Nevada City. We will be starting negotiations with the Cen-Vi-Ro Pipe Corporation Concrete Plant which we more recently organized. We are confident of getting a satisfactory contract with this company and we also have several other shops in the area that have agreements to be negotiated. It looks as if we will be quite busy in that department for a while. We are attempting to estab-

lish a committee for visiting brothers who are confined to a hospital. Brother Otto Never has agreed to be the chairman of this committee. His phone number is 927-7309. If there are any members that would be willing to serve on this committee, please contact Brother Never.

For those of you who have ever been confined to a hospital you know how welcome a visit from someone is. Those of you who are retired, this would be something to not only occupy some of your free time but would be very worthwhile. Please contact the Sacramento office or Brother Never if you are interested.

Placer County Board of Supervisors have given their approval and the contract will be awarded to Kaufman Reynolds, a Sacramento firm, for a \$1.4 million "can" company at the Roseville Industrial site north of Roseville. This project is for Reynolds Metals Co. and is the third industrial plant in the last two years at this site.

The apparent low bidder for the Canada Hill pipeline and street work in Nevada City is Baldwin Contracting Inc. of Marysville, with a bid of \$190,939.54. The project includes 1,460 feet of 18-inch pipeline from Canada Hill into Nevada City, plus the rebuilding of portions of Searls Avenue and Clay and Nimrod Streets.

A bid for the construction of the Loma Rica Treatment Plant was awarded by the Nevada Irrigation District to F & M Engineers who submitted a low bid of \$540,000.

We were able to negotiate a good wage package for the employees at Sierra Metal Fabricators shop in Nevada City, as mentioned earlier. Doug White and Warren Davis are the new owners of this shop.

Sierra Paving was the low bidder on the resurfacing of Highway 49 from south of Grass Valley to the Placer County Line.

At the present time, Auburn Constructors is working on the new railroad siding and access roads and have started on the cofferdam which will be 210 feet high. Auburn Dam will be the world's longest concrete arch dam. It will be 4,000 feet long. A thin double-curvature structure, the dam will be 685 feet high and will have a volume of six million cubic yards of concrete. The reservoir impounded by the dam will have a capacity of 2,300,000 acre-feet. Auburn powerplant, to be constructed at the toe of the dam, will ultimately have a capacity of 750,000 kilowatts. This will be the Bureau's third highest dam constructed since its inception of the Reclamation program of Water Resources development in the western United States in 1902.

The California State Water Control Board of the Environmental Protection Agency asked for added funding for the Deer Creek Basin Wastewater Project Contracts in the amount of \$1.59 million for construction of the treatment plant. The access road and outfall line extensions were signed with Syblon-Reid

See MORE SACRAMENTO, Page 13

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

VOL. 1—NO. 7

SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1974

Senate Passes Pension Bill

The Senate passed and sent to the White House last month a landmark pension reform bill as Congress adjourned for the Labor Day recess.

The bill, which sets standards for private pension plans and is aimed at protecting the pension rights of about 30 million American workers, was approved by large margins in both the House and the Senate. By all indications, President Ford is expected to sign it.

Once the bill becomes law, the board of trustees of the Operating Engineers Pension Trust Fund will take appropriate action to make sure that the rules and regulations conform to the new provisions. No major changes are anticipated however, since the pension plan is currently within the majority of the proposed federal guidelines.

The pension measure, which

was the result of three years of work by several congressional committees, was hailed as a "truly monumental" measure by Senator Jacob K. Javits (Rep.-N.Y.) who was one of the bill's primary sponsors. He called it "the greatest development in the life of the American worker since Social Security."

The aim of the measure is to insure that workers who belong to more than 300,000 private pension plans will receive their pension benefits after a number of years service, or if a plan is terminated for any unavoidable reason.

Companies and labor union will not be required to establish pension plans, but under the proposed standards an existing plan or one established in the future will have to include all employees with at least one year of service and who were 25 years of age or older.

All pension plans will have to

meet one of three alternatives for vesting, which is the setting of conditions of age and length of service that entitle a worker to receive pension benefits upon retirement.

The bill provides three alternatives. First, a worker would get 100 per cent of his pension rights after 10 years of service. A second alternative would give a worker 25 per cent of his pension right after five years of service, gradually increasing to 100 per cent after 15 years. A third alternative would give a worker 50 per cent of his pension rights when his age, plus his years of service, total 45, and this would gradually increase to 100 per cent over the following five years.

The bill also outlines the maximum number of years over which a multiemployer pension plan may be funded and provides for a transition period for established plans.

Fringe Records Keep Fast Company

A second doesn't seem like a long time — unless you happen to be a computer which can process data in 250 billionths of a second.

This is the capability of the computer which now processes fringe benefits records for Operating Engineers Local Union No. 3.

Located in the trust fund office in San Francisco, this super-modern device is linked by phone lines to the Fringe Benefits Center at the San Francisco office. When an operating engineer has a question about his pension or health and welfare, his status is requested from the computer and, within 20 seconds, his entire record can be displayed on a television screen in the Fringe Benefits Center, miles from the computer itself. Although the process of displaying the member's pension or health and welfare record may take seconds, the computer can find individual pieces of information in as little as 23 thousandths of a second.

The computer is a member of what is known as the fourth generation of computers. Ac-

cording to Dean Adams, systems analyst for the administrator of the trust fund, the first three generations of computers involved a transition from vacuum tubes to transistors, accompanied by greatly increased data processing speeds.

"The fourth generation has gone past the point of transistors," said Adams. "The components of this computer are the new circuit chips which have given the entire generation a reliability and compactness unthought of 10 years ago."

The circuit chips are pinpoint-size pieces of crystal which do roughly the same thing that vacuum tubes used to do.

The computer used to process fringe benefits records is unique. One of the main reasons for this uniqueness is the fact that it is designed to handle large amounts of data as opposed to scientific computers which are designed to perform many computations on small amounts of data.

The computer is also unique because of its "software." The software is the way the computer is programmed to do its job; it allows the computer to run up to 40 jobs at one time.

An illustration of the speed of the computer is that it can handle 4 million characters of data in one second. It can also print at a fantastic speed — 237,600 characters per minute, or the equivalent of about 600 good typists. This means that it could simultaneously read and write all of the Bay Area's telephone books in about two minutes.

Another of the computer's ad-

vantages is safety. In over two years of use the computer has not lost even one character of information. It does this through self checking circuits at every step in the operation. This means that after every step in an operation the computer verifies that it has not lost any information. If it has lost something it is stopped and the information can easily be recovered.

"Even in the event that the computer did lose something, we have master files which we can draw on," Adams said. "All in all, your records are processed very quickly and very safely."

Fringe Benefits Forum

Joint & Survivor Option



Art Garofalo

Retirement and the security that your Local 3 pension insures is something to look forward to. It's a great time of life, and can be made even better if we take the time to plan for it. All of us know that what we do today will be important tomorrow, and this is so true in regards to our retirement. How can we begin this important planning? One of the simplest ways is to familiarize ourselves with the rules and regulations of the pension plan and ask questions if we have them. By doing this we will know what options are available to use and exactly what to expect. The pension plan was never intended to be a mystery. And it is not as complicated as it seems. So if you have questions, ask them, and ask them NOW!

Recently, I was talking to a "25-year man" who was in the process of making a few plans of his own. In fact he had just completed his application for an Early Retirement. He had filed his application with the Trust Fund Office three calendar months in advance of the date he intended to retire. By reading about the pension plan in the various booklets available to Local 3 members he had learned that this was a requirement for filing an application. Unfortunately, this requirement is one that is frequently overlooked by many prospective retirees and often causes an unavoidable delay from the date that they want their pension benefits to begin.

Everything was fine except he did have one question. "What provisions can be made for my beneficiary, who in my case is my wife, in the event of my death after I retire?" As all of us know, our pension benefits are payable to us for as long as we live following our retirement. However, when considering our beneficiary there are two important aspects of the pension plan of which we should all be aware.

The first of these is known as the pension "guarantee period." As of April 1, 1973, pension payments became guaranteed for 60 months to all retired engineers, except those receiving basic pensions. What this means to you and your beneficiary is that in the event that you, as a retired engineer, die before you have received 60 monthly pension payments, your pension will be continued to your beneficiary until a combined total of 60 monthly payments are made. In addition, if you had qualified and your beneficiary was your wife, your retiree health and welfare would also continue throughout this guarantee period.

The second important aspect is an option that is available to any operating engineer retiring on a Normal, Early or Pro-Rata pension. It is called the "joint and survivor option" and means that you will be allowed to select a lower monthly pension benefit in exchange for the guarantee that 100 per cent of the optional amount will be continued to your beneficiary after your death for the remainder of your beneficiary's lifetime. If you elect the joint and survivor option then the "guarantee period" does not apply. You and your beneficiary are both entitled to lifetime benefits. The amount of your pension under the option is determined by a actuarial calculation based on your age and the age of your beneficiary. The smaller the difference in your ages the less the reduction.

If you wish to elect the joint and survivor option you must do so in writing two years before it can become effective and before you receive your first pension payment. Once pension benefits in the option form begin, it is important to understand that if your beneficiary should die before you do, the monthly payment will continue to you in the same reduced amount.

Both the "guarantee period" and the "Joint and Survivor Option" concern you and your beneficiary when you are planning your retirement. Do yourself a favor and become familiar with these important aspects of the pension plan as well as the other options available to you. And if you have any questions, ask them. The answer might make your retirement that much better.

ASK YOUR TRUSTEES:

Name _____		Mail to: FRINGE BENEFITS SERVICE CENTER 476 Valencia Street San Francisco, Ca. 94103
SS # _____		
Address _____		

Fringe Benefit Service Center

Phone: (415) 431-1568

Trust Fund Administration Office

Phone: (415) 863-3235



VOL. 4—NO. 9

SAN FRANCISCO, CALIFORNIA

SEPTEMBER, 1974

Most Apprentices At Work In Stockton

By **ROBERT BEALL**,
Coordinator

It is now the end of August and most all the apprentices in the Stockton and Modesto area are finally working. The fact that all apprentices are working is only true because a lot of journeymen are working. As you know the more journeymen that go to work the more apprentices we can place.

The end of the season is coming close and it turned out fairly well with the exception of a few broken arms and legs. We have three apprentices on the sick and lame list. Joseph Doll has a fractured elbow, which he received when he slipped and fell off a boom truck. He is having a little trouble with it, but hopes to be back to work for Teichert real soon. Don Vigil, alias Muss, was in the hospital last month with a broken foot and other cuts and bruises. He received these when someone almost ran over him and his motorcycle. He will be out of work for some time. Also Michael Raineri had a growth removed and it was found to be malignant. He is now taking radium treatments at Stanford Medical Center. He hopes to be back to work in a couple of months. We hope to see all these men back on the job real soon. Good luck men.

We would like to give an ex-

planation of a seemingly universal "apprentice's question," that is the ratio of apprentices to journeymen. This is the way it is explained in the Master Agreement. "When the Individual Employer employs more than three (3) up to and including nine (9) Journeymen Operating Engineers, he shall employ one (1) Registered Apprentice but not more than one (1). When the Individual Employer employs more than nine (9) and up to and including nineteen (19) Journeymen Operating Engineers he shall employ two (2) Registered Apprentices but not more than two (2). When the Individual Employer employs more than nineteen (19) up to and including twenty-nine (29) Journeymen Operating Engineers he shall employ three (3) Registered Apprentices but not more than three (3). Thereafter, the Individual Employer shall employ Registered Apprentices in accordance with the above ratio. Foremen shall not be included in the determination of the number of Journeymen Operating Engineers employed by the Individual Employer."

On the lighter side we have advanced nine apprentices since our last news article. Listed in alphabetical order are: Thomas Aja, Arthur Avalos, Dave Fraser, Louis Hicks, Tim Jenkins, Lar-

ry Kasher, George Lundberg, Phil Rivera, and Vidal Villarreal.

Be sure and pick up your new Training Request Form at the dispatch hall when you get your dispatch to go to Rancho Murieta for related training. This new form lets the school know what training you need in the field. That way, Bert Ferrarini can see to it that you get the training you are lacking. We are trying to get you better trained so when you go back to the contractor you can do a better job. It's all to your advantage.

Something to think about as the work season begins to come to a close: Every apprentice is entitled to six weeks of free training at Rancho Murieta. You can have this six weeks IF you have related training up to date. During this time you can work on any pieces of equipment on which you want or need to train. We are talking about an eight-hour day with no classroom training. Have you ever wanted to learn to run the blade and couldn't get on it on a job? Well here is your chance. There are so many pieces of equipment you haven't run yet, why not go to the ranch this winter and get a headstart on this coming year. Think about that!!

Work safely and see you at our next safety meeting on November 12, 1974. Good Luck.

Apprentice Systems

By **JACK H. McMANUS**
Administrator

Notebook

Trying to keep all people abreast of the times in this rapidly changing world is a real job; however, apprenticeship never changes too much. It is still the best and only way to truly become a journeyman.



Jack McManus

Some of the minor changes involve equal opportunity and affirmative action. We foresee no problems in either area because construction machinery cannot tell what color you are nor what your sex may be. All a machine asks is that you know its capabilities and how to take good care of it and, lastly, how to direct it to do the job required. The machine and the operator become a team with which neither is worth a darn without the other half.

We know all about machines—what they are made of, how they are constructed, what they are designed to do, how they operate, and on

and on.

What do we know about the operator? He or she is a person who must be taught to use the other half of the team for no one ever was born with the knowledge and skill of a journeyman. He must be strong to stand hard work, heat, dust, noise, vibration, loneliness and long hours. He must have the desire to work as a team within a team, to build something that will be here for others to see or use after he has gone.

He must have judgment to control the awesome power placed in his hands and to use it gently and skillfully as part of that team. He must have courage to observe the obstacles in completing a job such as rain, snow or heat. He must have rhythm and coordination to act and react to the team and the machine. He must have the motivation to want to endure these facts of life. More than just earning a salary, more than just providing food and shelter for his family, more than all else—he must want to be a journeyman.

Last, he must have skill to succeed in all of the above and apprenticeship is the process of learning those skills so learn well and all other things will come as a matter of course. Remember that skill may be given to you by man but only the good Lord can take it away.

Recently, while attending the California Apprenticeship Council in Burlingame, there was an organized effort to draw attention to the lack of women apprentices. Very logical, if they meet the requirements of the industry. All women are eligible to participate in the construction industry if they do not seek any concessions because of their sex. Once again, machines do not recognize color nor sex; therefore, all people are the same. If any apprentice can do the job—teach them, help them and they in turn can become a good, competent, qualified journeyman (journey person??) We have no written tests for job level entry because no written test is valid and the only test is doing the job without special concessions. We do not lower our standards to comply with any special groups but instead we say, "raise your standards and follow them!"

Enough of platitudes and let's talk about some of your opportunities for further training. There is so very very much to learn that it is difficult to begin, so let's begin with Rancho Murieta Training Center.

Much effort, time and money has been expended in your behalf to expand your knowledge and increase your chances of employment through more skill. You are not taking advantage of your opportunities!! The more you know, the more you earn—because employers demand the most highly trained people, so they can survive. Don't wait until bad weather has you unemployed—do it now!! What can Rancho Murieta Training Center teach you in a classroom watching a film of a skilled operator making money when you cannot practice those skills?? Don't expect to attend Rancho Murieta Training Center during the foul weather because the training center cannot train on outside equipment any more than the contractor can operate. Take advantage of the time you are between jobs because your area dispatcher will call you at the training center for your job turn, and many times it is easier to reach you by telephone at the training center when you can't be reached at home. Depend on the Job Placement Center because they want you to have all the employment possible.

Three Nevada Apprentices Advance To Journeymen

By **GAIL BISHOP**, Coordinator

This past month has been a busy one for Nevada apprentices. Three more apprentices achieved journeyman status. They are Ray Marshall, G & P, Tommy Haynes, G & P, and John Jelovic, G & P. Our congratulations to these three young men.

Congratulations are also in order for Dennis and Donna Sleipenbeck for their handsome new son, Jessie.

Apprentice Lloyd "Kit" Carson is back to work after missing two weeks because of a leg injury. "Kit" was injured while working for the Robert L. Helms Company in Elko, Nevada. He

will have a story for the other apprentices at the next safety meeting.

We attended the Urban League National Conference in San Francisco on July 29, 30, and 31st. The International Union of Operating Engineers and Local 3 had a booth at this function. Jim Gary of the International Union of Operating Engineers from Washington, D.C. was there as was our own Affirmative Action crew. The slide presentation and the literature was well received by all who came by. It was an interesting and informative event and we thoroughly enjoyed participating in it.

Good Until Late Fall

Sacramento Work Is Back To Normal

By **LARRY J. UHDE**,
Coordinator

The work picture in the Sacramento district has returned to a more normal pace for this time of year and looks as if it will be good until late fall.

We would like to express our congratulations to Paul Pfannenstiel and John Virtue on their recent advancement to journeyman. It is a very good feeling to have both of these men return to the same companies they have been working for. We don't know of a better way of showing that our training program is a success than this.

Congratulations are also in store for Carlo Bertolino and Gregory Villegas for their advancement from 3rd to 4th period.

Our safety meeting of August 8, 1974 had a very good turnout. The safety film was excellent and the discussion after was very instructive.

We'd like to thank Art Garofalo for taking the time to come up and answer some of the health and welfare problems that

have been plaguing the apprentices.

The J.A.C. apprenticeship training booth will be on display at the State Fair again this year and we'd appreciate it if those of you who attend the fair would come by for a look. We'll be downstairs in Building "C" from August 23 to September 8.

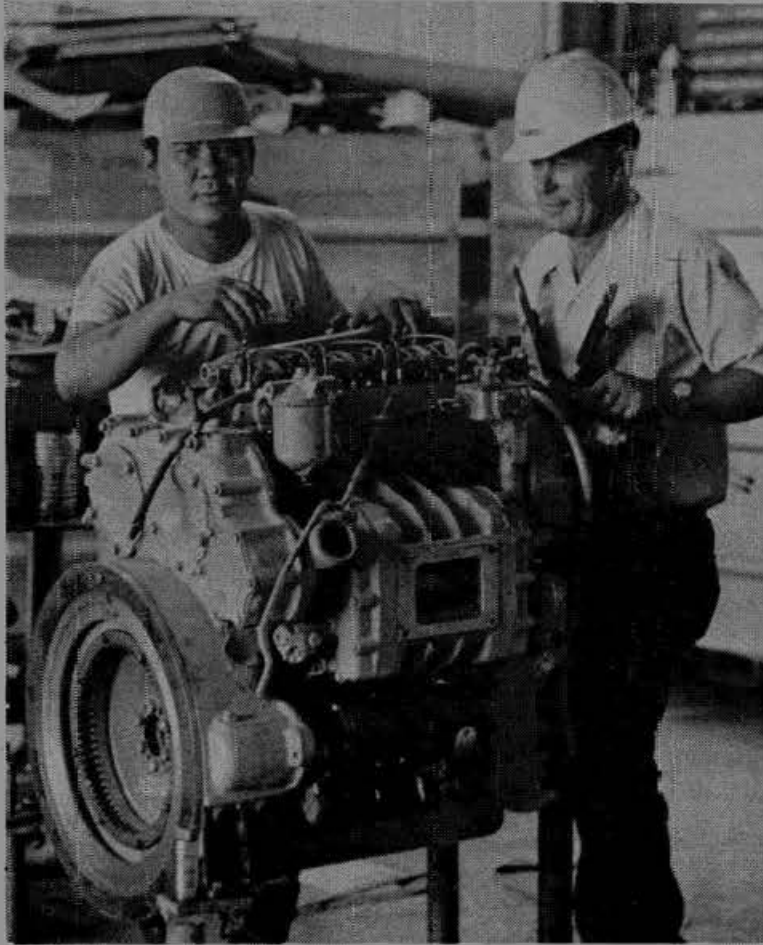
Summer is here in Nevada, and with it comes the same old problems for the operators. The three most important problems in a dry area like ours is definitely dust, heat, and noise, and these three problems seem to be where OSHA Standards are very vague and hard to enforce. Because of severe heat problems on some of our jobs in Eastern Nevada, we found it necessary to call in our Safety Director, Jerry Martin. After his careful analysis of the heat problems and a thorough study of the OSHA Regulation, he decided Local 3 should push ahead in an attempt to improve OSHA Regulations in this area.

While organized labor throughout the country is pushing for stronger regulations in the health and safety field, some

Congressmen are trying to water down the OSHA Regulations we already have. A battle is shaping up in Congress right now over whether small firms should be subject to inspections under OSHA. The House has already passed a bill that effectively ends inspections of firms with fewer than 25 employees. The Senate is still hearing testimony and will not finish with the bill before mid-August. Labor observers feel confident this provision will be killed but you, the member, could help by writing a letter or sending a telegram to your Senators protesting this bill.

Success in maintaining sound safety programs depends largely on the men working on the jobs. It is the duty of every member to protect himself and his fellow workers from safety hazards.

Think safety, and remind your fellow union members to do the same. Guard against confusion, day-dreaming, and discomfort, for these are the three proven most common hazards on a construction job.



APPRENTICE Tex Sato, left, prepares an engine to be tested on the dynamometer, under the supervision of Instructor Darrow Lewis. Sato was one of the first to receive such training.

Hawaii Apprentice One of First To Train On New Dynamometer

Tex Sato was part of the first group of registered apprentices from the State of Hawaii to complete his related training at Rancho Murieta Training Center. In the past all his brother apprentices were required to attend night school throughout their program. Now in his 4th period of training, Tex will return home as a journeyman HDR. Taking advantage of the improved HDR engine repair class, Tex recently prepared an engine to be tested on the dynamometer under the guidance of Instructor Darrow Lewis.

Like any positive program, the merit of Murieta recognize a constant need to improve the facilities. To better serve the membership who desire experience in engine overhaul and repair, a dynamometer was designed and built as a training project.

Experts in the field tell us that most engine failures occur in the first four hours of opera-

tion. Each engine that is overhauled in the shop makes its first run on the dynamometer. The first four hours at low RPMs to check oil and water systems. The second four hours at high RPMs to check performance under load. This initial test on the dynamometer not only certifies the engine but allows the student to recognize and properly diagnose most engine failures when they occur in the field.

Now in use, the dynamometer was fabricated from materials on hand at Rancho Murieta Training Center. If the same instrument were purchased from the manufacturer, the total cost would be several thousand dollars. The building of a precision instrument in itself is a valuable experience to any student. But to see the finished product at work as an asset to the training program, one feels a sense of well deserved pride.

Hawaii JAC Revises Standards

By BERT H. NAKANO,
Coordinator

The Hawaii JAC had been reviewing the apprenticeship standards for revision for about a year. The standards, with substantial revisions, were finally approved by the JAC in their meeting of July 23rd. The standards will be distributed to every apprentice so they will fully understand and appreciate the program. Of interest to the apprentices will be the change in the work processes and training schedules.

Now that apprentices in Ha-

waii will be receiving their supplemental related training in Rancho Murieta Training Center upon completion of their first 2,000 hours, the apprentices are looking forward with enthusiasm for the trip. To many of them, it is not only the first time on the Mainland USA, but the experience they will gain at the Center is their first interest.

Apprentices should remember that they have responsibilities. One of them is to follow the directions of the Joint Apprenticeship Committee and abide by its rules and regulations. We still have apprentices failing to submit their monthly work report by the 3rd of the month. Failure to submit your time card in time will result in (1) getting suspended from work; (2) no credit for time earned during the month.

Currant Creek Dam Awarded

By JOHN THORNTON,
Coordinator

S. J. Groves Company was awarded the Currant Creek Dam contract recently. This project was held up for the last several months due to environmental problems. They have started the first phase of the job including Forest Service roads and construction site clearing.

It is indeed a pleasure, as a coordinator, to talk about apprenticeship to a labor and training oriented company such as S. J. Groves Company. Most of the supervisory personnel has served on joint apprenticeship committees or as instructors in several programs from New York to Southern California. They have already hired two apprentices and will need a

third soon.

The Salt Lake, Ogden and Provo offices opened for apprenticeship applications from August 1st through August 14th to bring our applicant lists into balance. More applicants signed up than anticipated.

On July 23rd the College of Eastern Utah in Price started an Operating Engineers surveying class for journeymen. John Huefner has been selected as the instructor. Mr. Huefner is an employee of Coon, King & Knowlton, Price Division, a land survey firm recently organized. Fourteen have enrolled in the class and the program is receiving support of the tech engineers employed in the area.

The summer surveyor class at Utah Tech College at Salt Lake

City is nearing the end of the semester. Hopefully the fall semester will be larger so we can justify continuing the class.

The Dual Enrollment Program for Utah is being submitted in its final draft to the Board of Regents for their approval. This program will allow the apprentice to be given college credits for his completion of the Apprenticeship Program and to continue toward an Associate Degree in Applied Science, which will be "Operating Engineering."

The new wage rates were recently ratified by the members in Utah and we would advise the apprentices to make sure they are receiving the proper rate. The apprentice wage schedules are available at the dispatch offices.

Five Fresno Apprentices Advance To Journeymen

By JIM FAGUNDES,
Coordinator

Five apprentices in the Fresno area graduated in August from the Apprenticeship Program to Journeyman: Troy Sinor, HDR, indentured November 1969, received most of his training from Valley Engineers, Inc.; Larry Bullard, PEO, indentured September 1971 received his training from River Rock Products; Tommie Colan, HDR, indentured September 1971 received most of his training from Perini Corp.; Charles Omstead, GP, indentured February 1972 received his training from Gentz Construction; and R. B. Willies, GP, indentured April 1973 received his training from American Paving Co. We congratulate these men as they worked hard to complete their training.

Apprentice's Suggestion Used

Sometimes we are so busy that we overlook suggestions for improving the program. One such suggestion came from William "Willy" Lee who gave us the idea two years ago.

Yes, we did do something about it. We immediately put samples of different types of soils in glass containers and use them in the classroom for instructional purposes. The instructor can display the materials, pass them around the students and then instruct the classes on the properties of the materials and their correctness.

We would like to thank Willy for the suggestion and ask that any apprentice or journeyman who have ideas or suggestions that would benefit the program, please send them to us to better your training program.



APPRENTICE William "Willy" Lee, who made a suggestion that improved Rancho Murieta classroom teaching technique. Suggestions for improvement are always welcome.

Apprentice Follows Father's Footsteps

By JIM ATKINSON
Coordinator

If you work for Ernest Pestana Co. (an underground contractor from San Jose) you will surely recognize the name Mark Fann. Mark became a journeyman Aug. 1, 1974. He is well known and well liked throughout the company as he has been with Pestana for several years. All the foreman say he is a hard worker and a natural operator.

Mark first became interested in operating equipment as a kid because he would go to work with his dad, Gerald "Bud" Fann. Bud was an operator at the Ideal Cement plant in San Juan Bautista for 27 years until they closed down. Bud is now working for Granite Rock plant at Aromas.

Mark started his apprenticeship at the Granite Rock plant at Aromas. He also worked for Madonna Construction Co., Floyd Bradley Associates, Hackett Bros., and then Pestana. He spent the biggest part of his apprenticeship with Pestana.

Mark feels he received good training with Pestana. He feels competent on both track and rubber type loaders, the Grove and P&H center mount self-propelled cranes, the Cat 824 and Wagoner compactors and backhoes. He said that he had some training on a blade, checking grade, dozers, and a Michigan truck crane with clamshell.

When Mark began the program

it required 6,000 work hours to complete. He completed most of the related classroom hours before it was moved to Rancho Murieta Training Center. He did go for two weeks to finish off his related training. He said he plans to go again to acquire more skills.

Pestana requested Mark to continue to work for them as a journeyman. We thank all those who helped Mark to get his training as an Operating Engineer, and we know Mark has a good future because of his training.

If you know Al Caballero, an apprentice now with Eilert & Smith of San Jose, be sure to congratulate him on the new addition to his family. He and his wife Rose Mary are very proud

of their new son, Christopher Alan, born Sunday, July 28, who weighed in at 8 lbs., 4 ozs. He was born at the San Jose Hospital where Al was permitted to stand beside his wife and observe the delivery.

We also wish to express our concern and regret that Richard Meyers was involved in an auto accident July 15, 1974, which put him in the hospital with a compound fracture of his left leg. Rich was traveling west on Highway 152 over the Pacheco Pass when a truck with a set of doubles traveling east jackknifed and collided with Rich's pickup. Rich is in traction now and expects to be in the hospital about 13 weeks. However, he probably will not be able to work for about a year.



SECOND GENERATION — Newly graduated journeyman Mark Fann, right, got much of his training from journeymen at Ernest Pestana Co., like J. J. Alves, left. Fann also learned a lot from his father, Gerald "Bud" Fann.

JAS News

VOL. 4—NO. 9 SEPTEMBER 1974

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



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

We reported last month that under the provisions of the Technical Engineers Master Agreement "the Job Placement Center Out of Work Lists for Technical Engineers for Northern California shall be consolidated at the Northern California Surveyors Joint Apprenticeship Committee Job Placement Center to provide centralized dispatch of employees." On Aug. 26, 1974, the provisions were implemented.

A-B-C lists are still maintained by district at the Tech Engineer Center. Registration can be effectuated by contacting the local Job Placement Center in the normal manner or by calling the telephone number of the Tech Engineer Center directly. The number in Oakland is 415-893-2948.

Job orders will be handled in the same way. An employer can contact the local Job Placement Center office or the Tech Engineer Center directly.

Dispatches will be mailed from the Tech Engineer Center with copies to the member, employer, area district representative, and the records department.

The effort, of course, is to get the member and the job together in the shortest time possible. Especially in the summer months some Job Placement Centers will not have all tech engineer classifications registered. With all registrations in one place it becomes a simple task to find a person from a nearby area who wants to accept the job.

In most Job Placement Centers the dispatchers have many orders to fill in a day and it simply takes time to make all those calls. Dividing out some of that responsibility means that both operators and techs should receive more efficient service.

Remember that this is a centralized dispatching service. All other services offered by the local Job Placement Centers remain at the local Job Placement Centers for the convenience of the member.

The new Tech Engineer Center phone number for job order and registration is 415-893-2947.

Another added section in the new Tech Engineer agreement states: "The wage rate for any Employee certified by the Northern California Surveyors Joint Apprenticeship Committee as a certified Chief of Party while performing work as a Chief of Party shall be compensated thirty cents (30¢) per hour above the wage rate for Chief of Party for the area where the work is performed."

The official records of those chiefs who are certified are kept in the files of the Joint Apprenticeship Committee. If there is a question about the status of your certification direct inquiries to the Administration Office by letter or telephone. The telephone number is 415-465-7878.

As any 6th or 7th period apprentice knows, the training opportunity at that level is nil. The problem is complicated by wage scales, the upswing in the number of two-man crews, clients complaints, etc. This was an issue at the bargaining table. Rather than hold up the ratification of an otherwise sensible agreement both union and management agreed to attempt a practical solution to the knotty problem at an early date after ratification.

The Joint Apprenticeship Committee appointed a task force to delve into the situation. That committee is now meeting to seek alternatives to the current system. We will keep you posted in this column as progress is made.



SOMETHING NEW HAS BEEN ADDED—This Cat 627B scraper was recently added to the fleet at Rancho Murieta Training Center. Many new pieces of equipment

have recently been acquired, offering excellent training opportunities for both journeyman and apprentice Operating Engineers.

San Rafael Very Busy; Out-Of-Work-List Low

By W. A. "Lucky" SPRINKLE,
Business Representative

Work in the area has been very good and our out-of-work list is practically depleted.

Williams and Burrows are keeping quite a few of our brothers busy on the three jobs they have at present, one at Fairfax and two in Tiburon. Ghilotti Brothers have quite a few jobs scattered over the area, and the most recent job awarded to them is at Paradise Park, also one for replacing an existing bridge on the Tomales-Petaluma Road at Keyes Creek. They are also doing street and road work on De Long Avenue in Novato.

Ed Dorsett Excavating packed up a nice little job for pipe culvert construction at Meadow Way and Sir Francis Drake Boulevard. Healey-Tibbets is coming along on their San Anselmo Avenue and Bolinas Avenue job.

Continental-Heller's Court-house Square project in San Rafael is taking shape, and is really adding the "new look" to our City.

C. R. Fedrick of Novato is still working a good sized crew at Gness Field Airport.

They also have started construction of the Bolinas sewer project, which is to be completed before the first rains this fall. The project will end dumping of raw sewage into Bolinas Lagoon, a practice the Bay Area Regional Water Quality Control Board has long sought to halt. A federal grant of \$1,182,000 for the long-awaited job was finally approved, and this job had been held up due to Federal monies being put into this project. Other financing will come from state and district money. Cost of the entire project has risen to about \$1,965,000 from an estimated cost last November of \$1,295,000. Moberly Construction Company on Highway 116, Lakeville Highway has just about been completed. This project was for oxidation ponds for the City of Petaluma.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO



Mike Womack

Nearly all construction projects in the future will have to be weighed in terms of their impact on the environment. Future major construction projects will have to assess such things as water run-off, water supply, water treatment, and air quality, to name a few.

As Operating Engineers we will have a major role in the construction of these projects. Beginning with the surveyor staking the project, the heavy equipment cutting the haul roads, to the testing and inspecting of soils and various materials, to the heavy duty mechanic keeping the iron running on the job. We work with a team effort—this is what Local No. 3 is all about. Equally important is the need to work as a team off the job. The time has come for every member of Local 3 to get off his apathy and get involved. Ill advised environmentalists have been controlling construction in Northern California and various other states by means of their few loud voices. One reason for their success is the lack of participation of the construction workers in the debates and at hearings. The time has come for us to stop being the silent majority! Contact your local District Office to find out how you can help, how your family can help.

One of the most effective places to start is the Concerned Citizens Coalition groups in your area. One thing to keep in mind, without work there is no paycheck. Don't let someone, anyone, dictate to you when you will work, where you will work, and how much you will work.

In last month's article we published a photograph of an antique transit. We contacted F. H. Moffitt, Professor of Civil Engineering at the University of California. Professor Moffitt and an associate are now investigating the history of this instrument. They have contact with the right people at the Smithsonian Institute and as soon as we receive any information we will notify you via this article.

With these nice summer days we're having the waters become more inviting. You can bet Hugh Tarpy, and Landon (Barney) Barnes, are enjoying their boats very much. Lee Schell of Schell & Martin enjoys his weekends racing his sailboat on the San Francisco Bay. By the way he's very good at it too!

We were glad to see Ron Bacon of Ruth & Going back on the job looking real fit after a six-week lay-off for a knee operation.

With all the contracts made, no news of a really big job in the works for the San Jose Area. In fact, the work load is slowing down with more men on the out-of-work list than usual.

At the last meeting of our friendly "Save the Butterflies" group, the motion to finish the eye-sore of unfinished houses in Aptos was passed and our environment will look a little better.

The testing and inspecting in all areas seem to be in full swing and a good demand for experienced inspectors is everywhere. We have none at the halls, so contact us if you are out of work.

If you are looking for the new contract that you ratified, be patient. It is in the printer's hands and we hope to have it out soon.

In the meantime the current wage rates, effective Aug. 1, 1974, are listed below:

Chief of Party—Inspector

Area A	\$9.97
Area B	9.32
Area C	7.43
Area D	6.58

Senior Tech—Soil Tester

Area A	\$8.60
Area B	7.97
Area C	6.81
Area D	5.28

Chainman/Rodman

Area A	\$8.27
Area B	7.63
Area C	6.48
Area D	4.98

The above wages include 20 cents, retroactive as of June 16, 1974.

(New) Certified Chief of Party.

"The wage rate for any Employee certified by the NCS-JAC as a Certified Chief of Party while performing work as a Chief of Party shall be compensated thirty cents (\$.30) per hour above the wage rate for Chief of Party for the area where the work is performed."

(New) Personal Equipment

"No Employee shall furnish any equipment except as provided in Section 05.02.00 Use of Car, and further, Journeymen shall report for work with a plumb bob, hand level and tack ball. The Employee and the Individual Employer, with the approval of the Business Representative may enter into rental or lease arrangements pertaining to specialized equipment which is not provided by the Individual Employer."

Report All Safety Violations

By LARRY BUSBY,
Coordinator

Once again, Jerry Martin and his safety crew have put on a splendid safety meeting. Jack Short, safety representative, was very informative and with the new Cal OSHA rules it is

best to know what not to do on construction job sites and what to do when you see a violation occurring.

Please, if you see a violation, let someone know. To coin an old phrase, "The life you save may be your own."

Utah District

Kennecott Strike Avoided

By TOM BILLS,
District Representative
WAYNE LASSITER, LAKE
AUSTIN, REX DAUGHERTY,
and BILL MARKUS,
Business Representatives, and
VANCE ABBOT,
Safety Representative

Kennecott Copper Corporation and the craft unions avoided a long and costly strike such as the one in 1967.

At a meeting held in Phoenix, Arizona, a settlement agreement was reached on economic issues and wages on June 26, 1974, pending resolution of local issues by the individual unions. The company and unions agreed on a seven-day extension on the existing contract so that these local issue problems could be resolved. Agreement was finally accomplished during the eleventh hour of the seventh day.

The negotiating committees finally agreed on a three-year contract with a wage package of 28 cents the first year, 16 cents the second year and 17 cents the third year, plus an annual .03 increment and a cost-of-living clause resulting in an additional 49 cents in wages at the beginning of the contract. A new dental plan was added as well as other increased benefits in the health and welfare. Pension benefits will increase each year and, by the end of the new contract, the rate for an eligible retired employee will be twice that of the present pension rate. Some long-awaited and much-needed restrictive language and job descriptions were agreed upon.

At the ratification meeting, Operating Engineers Local No. 3 negotiating committee was praised by the members for their efforts in obtaining the best contract the members have had at Kennecott Copper for more than 15 years. Of the 203 members attending the ratification meeting, 202 voted in favor of accepting the agreement as presented.

The members of the negotiating committee wish to thank the brothers for their support as they helped us do the job. All the effort and determination would have been fruitless had we not had the 100 per cent backing from the members.

Heavy highway construction in Northern Utah has decreased considerably compared to last year.

The James Reed Construction project at Collingston is in the final stages and should be completed by the end of August.

Cox Construction Company's project, located between Hot Springs and Brigham City, has reached completion with over nine million tons of imported borrow moved and placed. The gravel and surfacing has not yet been let.

At South Weber, Peter Kie-

wit & Sons completed their job and has transferred most of their crew to Salt Lake City or Silver Creek Junction. The Silver Creek Junction project, an overlay, started August 15.

L. A. Young Sons Company has transferred their scraper spread to the job at Castle Rock, near Evanston, Wyoming. The company anticipates running two shifts, employing approximately 45 operators. This project should last until the snow falls.

Park City, Utah has several new construction projects. Contri Construction is building the streets, gutters and utilities for a new subdivision. Enoch Smith & Sons and Tempest Construction are installing the telephone and natural gas lines. State Inc. is well underway with a \$5 million mill. They have approximately 15 operators working. This project should last all winter with a completion date in April or May, 1975.

The I-80 section in Parleys Canyon should be completed by W. W. Clyde Company by November. This \$8 million project has taken three and one-half years to complete and carried approximately 80 engineers on the project at the peak of the job.

The biggest news in Central Utah at present is that S. J. Groves Construction has started work on Currant Creek Dam and equipment is being manned now. A lot of equipment is headed to the job from California and the employer has ordered some from local dealers. The contractor will probably work a 10-hour shift for as long as possible. However, the high elevation of the project will affect the working days.

Industrial Construction at Beaver, Utah is off to a slow start. Some of the equipment for the job is being hauled down from Idaho and is not getting on this spread as soon as expected. There is no movement yet on the Scipio job. However, Industrial will start on this job as soon as equipment is available.

At Salina Canyon, L. A. Young & Sons has about completed the dirt work and is starting to pave. When the job is completed it will add to the much-needed east-west freeway system in Central Utah.

Cox Construction Company has moved most of their equipment to the Mona freeway project. The company is working most of the daylight hours and is trying to complete as much as possible this season.

SEECO has moved on to the Roosevelt Airport job as the job in Vernal is wrapping up.

Thorn Rock Products of Provo is still working a reduced crew but hopes for a larger work force in the near future as the orders are starting to pick up. This employer is getting cramped for space at their location now and the trucking of material from outside sources is on the increase.

Geneva Rock Products is stockpiling at the Point of the Mountain plant and supplying the Huntington Project. This has provided a large number of hours for operating engineers.

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

Construction report from the State of Hawaii includes many new changes to the outlying rural areas. Under the proposed program that is considered and rapidly to take some additional restoration, are the district of Waimanalo and Waianae, to the west.

As a result of the State Planning Commission the current movement is to establish a resident housing project on 31.9 acres of land. The project, a housing development of 5,000 square-foot lots, accommodating and to include single family residential dwellings, will be called Waimanalo Village.

The State has already accepted a huge portion of land granted back to the State by the Federal Government Authorities.

Continuation of a four-lane highway from Olomana sector to Makapuu point will be let out for bid soon. At that particular time much of the scenic view will be exposed to the general public.

It is estimated by the year 1980 the total population will exceed beyond 112,000 mark. Improved camping sites will be made available, storm drainage systems will be installed, improved beach facilities and park playgrounds are part of the overall planning.

In the Waianae area, subdivision development is already underway. E. E. Black Ltd., the general contractor, is engaged to construct 850 apartment units adjacent to the Makaha Golf Course. Just south of that is Hercules Construction Co., Inc., presently preparing the earth work for additional units. M. F. Williams, Inc., in the Maile district, is working on house lots for 80 dwellings.

Civic minded Operating Engineers are leading the rebirth of Hawaiian Canoe racing on the Island of Hawaii. Brother Ray Bumatay and Maitland Akau are helping to build outrigger canoe racing into a major sport for both participants and spectators alike.

Two years ago the Island of Hawaii had only two canoe clubs. This year we can boast of five clubs on this island. An Operating Engineer was directly responsible for forming the Wailani Canoe Club, and another engineer was a great help in getting the Kawaihae Canoe Club started last year.

Outrigger canoe racing is broken down into 20 different classes, from boys 12 years old and under through the men's senior division. The women have several categories also. The various races range in length from ¼-mile sprints through the 2½-mile senior men's race which is usually the last event of each regatta.

Brother Ray Bumatay is to be congratulated for his work in founding the Wailani Canoe Club of Hilo this year and being its head coach. Ray used to be a beach boy on Waikiki Beach

Many Changes In Rural Hawaii



OPERATORS AND OARSMEN—Brothers Maitland Akau, left, and Ray Bumatay are leading the rebirth of Hawaiian canoe racing on the Island of Hawaii. Bumatay is the founder of the Wailani Canoe Club of Hilo.

on Oahu for many years and that is where he developed his love and ability for paddling.

After returning to Hilo, Ray saw a need for some organized activity for the young people of Hilo. He felt a need to help the youth of this area stay off the streets and to direct their energies into something constructive and help build up their character and self discipline. With this in mind, Brother Bumatay realized that with enough effort on his family's part could put together a single project that combined many of his goals into one.

He wanted to help Hilo's young people to love canoe racing, he believed in physical training and self discipline, he wanted to bring some of the Hawaiian heritage back into modern times and have it fall into place. All of these ideas could be fulfilled by a canoe club. What better way could you develop character and discipline than through organized competitive sports? Proper training would develop physical strength and stamina with less time for kids to roam the streets. Canoe racing is a sport unique to Hawaii, giving the paddlers a tangible link to their ancestry.

Membership in Wailani Canoe Club is approximately 300 with 60 active paddlers. They presently use two fiberglass canoes but only own one of them.

Brother Ray's current project is to build a koa canoe. He and his club are going to build a canoe from scratch. They have already landed a huge koa tree and hauled it to Hilo where they are presently hollowing it out and shaping it into a racing outrigger canoe. The estimated time to construct it is 1½ years of weekend and spare time labor. Then another 1½ years to properly curve and trim down the canoe for racing. Raymond Bumatay saw a need to be filled and he accepted his personal challenge and charged into it with great success. Good show Ray, we salute you and wish you much luck in the coming years.

Brother Maitland Akau is an assistant coach for Kawaihae Canoe Club. He is a charter member of the club and has been one of the key people who have worked hard under the guidance of Coach Manuel Veincent. Brother Akau's effort for Kawaihae Canoe Club has not gone unrewarded. In 1973, they

won three of the four island-wide regattas and this year won four out of the four, placing them the Island of Hawaii canoe racing champions. In last year's state-wide long distance race from Honaunau to Kailua-Kona (28 miles) Kawaihae Canoe Club placed first in the event.

Kawaihae Canoe Club has their own Koa log and are currently having it shaped into a racing canoe. Maitland and most of the members of the Kawaihae Club have a unique situation in that most of them live in Kamuela Highlands above the 2500 foot elevation, but have to come down the mountains to train daily at the Kawaihae Harbor. It is a daily scene to see many of the cars of the adult paddlers crammed full of children coming down in the early afternoons and returning after practice. Brother Maitland Akau, congratulations on a successful season and keep up the good spirit.

Much Work In The City

RALPH WILSON,
District Representative and
HARVEY PAHEL and
CHARLIE SNYDER,
Business Representatives

There is a lot of work in the San Francisco area at this time and most of the brothers are working a lot of overtime.

San Jose Crane has moved one of their rigs in to hang the iron on the S. P. Building at Spear and Mission. American Bridge has moved in to hang the iron on The Williams and Burrows job at Front & Vallejo. P & Z Drilling is putting down the test piles on Webcor Builders' job at Davis & Sacramento. Spencer White and Prentiss will be doing the underpinning on this job.

Homer J. Olsen has just started a \$1.5 million pipeline job at Fisherman's Wharf. This should keep a few brothers busy for about a year. This will be a very slow job due to the tourists and the weather.

The BART projects have slowed way down and Fruin & Colnon has started to cut back in their personnel. Homer J. Olsen has also cut way back on their job at Market and Main Street.

At its meeting on August 11th the Executive Board granted honorary memberships to John Delagrang, initiated October 7, 1935 by Local 59; F. L. McCain, initiated August 19, 1939 by Local 3; and Dan Tremblay, initiated August 1939 by Local 3A.

Work Good In Fresno District

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

The business agents want to thank the members attending the Fresno ratification meeting and for their attention and courtesy and their vote of confidence in accepting their new contract unanimously.

Work in the Fresno area has been good. Small jobs have kept many of the brothers busy. The work picture looks good for the coming months as there are several jobs coming up.

Early and Olson submitted the low bid of \$21.5 million, \$522,000 below the estimated \$22 million cost to improve and expand Fresno's sewer treatment plant. It will be approximately two months before the contract can be awarded. The bids must be examined by the State Water Resources Control Board and the Federal Environmental Protection Agency. Construction will take about two years.

The City of Fresno received bids for a separate collector and treatment unit for winery waste and for the Houghton outfall. Both came in under the engineer's estimated cost. W. M. Lyles Co. of Fresno was low bidder at \$1.6 million for the winery project. Burdick Contractors of Fair Oaks submitted a low bid of \$1.15 million for the Houghton Outfall project.

The sewer treatment plant, winery waste project and Houghton Outfall project will receive

up to 87.5 per cent in State and Federal grants and all will be under construction at the same time. Time and Federal red tape has nearly doubled the costs of the projects. The main sewer plant project was estimated at \$12 million three years ago. Inflation and State and Federal requirements to upgrade the plant played a major role in spiraling costs. While construction costs kept rising to the point where construction costs were going up by \$8,000 a day, there were numerous State and Federal delays which were caused by changing regulations for waste-water treatment plants.

Besides secondary treatment capacity the plant will also be expanded to handle an ever-increasing load. Twenty-one extraction wells are included in the project. The wells will pump clean water from under the sewer farm to prevent a possible abnormal build-up of the water table under the farm. That water will be taken from the farm by way of the Houghton Outfall and disposed of in the Fresno Irrigation District's canal system to recharge the water table.

Low bids have been awarded to Flintkote Company of Merced for grading and paving portions of First Avenue, Seventh Street and Olson Drive in Gustine at a cost of \$313,890 and for resurfacing various streets and alleys in the City of Merced at a cost of \$53,000. Western Pipeline of Modesto was awarded a contract of \$38,000 for street improvements on Brookdale Drive in Merced. L. D. Folsom, Inc., has been awarded a \$160,420 contract to resurface Highway 145

from 4.3 miles north of the Fresno County line to Avenue 13½ in Madera County. This company was also low bidder at \$313,890 for resurfacing work in various locations in Kings and Tulare Counties. C. L. Fogle of Redding was awarded a contract of \$573,208 to construct a new waste receiving station and reconstruct the existing collect system in Yosemite National Park.

American Paving Co. of Fresno has submitted a low bid of \$85,616 for street improvements on J Street in Tulare and Valley Engineers of Fresno was low bidder at \$42,230 to install water mains on West Spruce from Ingram to Blackstone Avenue in Pinedale.

Bids are being called for reconstruction and paving Forest Service roads including 9.7 miles on Kaiser Road, 1.6 miles on West Fall Creek Road and 13.2 miles on Stump Spring Road at an estimated cost of \$1 million.

The Bureau of Reclamation has called for bids to construct a pumping plant and reservoir near Los Banos in Merced County at an estimated cost of between \$3.5 million and \$7 million. Completion time is 720 days.

Work is moving along on the Hidden and Buchanan Dams near Madera. There are two shifts of operators and three shifts of mechanics at Buchanan and one shift of operators and two shifts of mechanics at Hidden.

Madonna Construction has poured half of the southbound lane on their Highway 99 job at Madera and one of the overpasses.

New Work In Marysville Area Helps Shrink Out-Of-Work List

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

During the past month on the East side, we started some new work which has helped take some men off the out-of-work list. Ladd Construction Company of Redding was awarded a \$500,000 contract at Quincy on the Bucks Lake road. This job constitutes realignment and resurfacing of about a mile and one half of the Bucks Lake road. We currently have about 15 fellows on this project.

Guntert Construction Company of Stockton has contracted to dismantle Dredge No. 20. This job will keep between 35 and 40 journeymen, helpers and apprentices working most of the winter months, probably into February. This work will be done entirely by the Operating Engineers at a cost of approximately \$1 million.

Robinson Construction Company of Oroville was awarded a \$500,000 contract at various locations in Butte County, widening and resurfacing. The bulk of this job will be resurfacing, but should keep about 20 men working for three months.

Claude C. Woods at Parks Bar is still going strong keeping several fellows working, making rip-rap for levee protection on the Sacramento River.

Teichert Construction Company at Beale Air Force Base has completed most of the dirt work but still have plenty of underground construction going and probably will have for some time. Teichert is coming along

well on the Highway 99 job going south to Sacramento.

Tenco Tractor at the Tenco Technical Center at Pleasant Grove is extremely busy at this writing and have been hiring some new personnel. They currently have approximately 90 people working in the shops. We have three stewards at the Tech Center: James Slack, Eldon Fowler and Tony Sarrio. These fellows have been doing an outstanding job in their capacity as job stewards.

At this writing, the contract on the Quincy Highway relocation has not been awarded because of a holdup of funds; but in talking to the District Engineers office for the State in Redding on the 19th of August, they felt the job would probably be awarded, and if it was, it would probably be in the week of the 26th. This project is \$2 million plus and we need the work.

Crook Brothers at Sattley are nearing completion with their project there, but are still working and keeping several of the brothers busy.

There are several smaller jobs scattered throughout our area; which are keeping Matthews Ready Mix, Baldwin and Teichert busy making materials or doing the work.

Louis Steiner, one of our Operating Engineers, has had his curb and gutter business going for about three years. He is based in the Merced area and has several large pieces of equipment, primarily median strip and curb and gutter machines. These machines are not only doing a great job, but they are fascinating to watch while in operation. As long as all goes well, Louis and his men can run 50 to 60 yards of concrete an hour. The most footage that has been run in one day was 7,800 feet.

This operation also keeps not only Operating Engineers busy, but Teamsters, Cement Finishers and Laborers. We say keep up the good work to you, Brother Louis Steiner.

Work on the West side is generally going well. It has been rumored that money for two more sections of the Tehama-Colusa Canal, Reaches 5 and 6 has been allocated. The cost for these two sections will range around \$9 million, however, it has not yet been released for bid. The first section should be let in November, 1974 and the next section should be let in June, 1975.

BLOOD BANK

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

Marysville: Marysville Art Club (just behind the Elks Lodge), 420 - 10th Street, Marysville. 1:00 to 7:00 p.m., 2nd Tuesday of each month.

Oroville: Medical Center Hospital, Oroville. 1:00 to 6:00 p.m., 1st Tuesday of each month.

Chico: 169 Cohasset Road, Chico. Mondays, 3:00 to 6:00 p.m. Tuesdays, 8:00 to 11:00 a.m. and 1:00 to 4:00 p.m. Fridays, 8:00 to 11:00 a.m.

We wish to thank the following for their generous contributions to the Blood Bank during the months of June and July: Donna M. Slack, Betty Severson, Susan Hutton, Raymond Dolce and Frank Kuhre.

In Eureka Area

Most Contractors Working At Top Speed

By **ROBERT L. WAGNON**
District Representative
and
E. D. LAKE
Business Representative

Highway activity in Rio Dell seems to be at its peak this season with all contractors working at full speed except for C. K. Moseman Company shut down due to a Carpenter's strike. The company has the contract for the two bridges which will span the river between Rio Dell and Scotia.

The relocation of drainpipes at Riverside Acres and Center Street are completed while the Davis Street drain locations are still under construction. Abutments for an underpass at Scenic Way and an overpass at Painter Street are beginning to show. Davis Street will have a diamond interchange.

All work is under the supervision of Cal Trans. Dirt contractor is Earl Nally. Lew Jones Const Co. built the north bridge and is doing structures on the present job. This includes overpasses and the retaining wall at Scotia. Bob Whipple is Jones' superintendent.

The Scenic Way underpass will be cut down to field level by the time the highway is completed. Approximately 80 feet of the hill south of Bellevue was cut to open a road to the Blue Slide area.

In Scotia crews have removed the crib wall and are now in the process of driving 241 columns

of concrete piling to act as a base for a concrete wall which will be on the bank of the new highway and the two-lane road (now one lane into Scotia) for access to the highway undercrossing as well as to and from the present Murphy Bridge. The tunnel will be filled up.

When Moseman Company returns to work they will be involved with a new stress system for the twin bridges. This new system is rod stressing which replaces the cable stressing formerly used, and is said to lower costs considerably.

Three-fourths of the two and one half miles of new freeway will be depressed through the center of Rio Dell.

The Eel river once again will be the scene of levee and bank protection work. The U.S. Corps of Engineers will be opening bids for approximately 1,600 feet of restoration work in the near future. The project will be in the vicinity of Grizzly Bluffs. Projects of this kind generally produce quite a bit of overtime as there is always the threat of high water. More on this one in the next issue.

Guy F. Atkinson Company has begun moving in on their Arcata freeway project. This job calls for converting the present four-lane expressway to freeway standards and constructing eight bridges. A last ditch effort by the no growth counts to halt the project failed miserably when local politicians refused to in-

terfere in their behalf. Now after many years of controversy, set backs, etc. clear headed straight thinking people will go to work and build a long overdue improvement to the highway system in Humboldt County.

Glenn W. Shook, Inc. has started the underground work in the city of Blue Lake. They are having some difficulty in getting pipe and fittings. Last week they picked up the Cutten sewer project in the amount of \$726,838. This firm is from Redding but appears to be taking up permanent residence in this area. We're glad to have them here in District 40.

Two more underground projects are in the near future. A sewer line replacement job in the city of Arcata and Redway project.

Bid openings on the new section of the Gasquet-Orleans road has been postponed until August 1, 1974. This will be a tough one—extremely steep, rocky and rough terrain plus being located way back in the boonies.

By the time this article reaches you the Robert O'Hair Const Company should be well underway on the paving of the lower portion of the Gasquet-Orleans road. The amount of the contract is \$956,103, with a completion date of approximately October 1, 1974.

W. Jaxon Baker Company at Benbow is once again making the dust fly on their freeway project after a short forced vacation

brought on by the laborers. At the present time this is still the largest dirt job in this district.

We're still waiting for something to happen across the bay. Art Burman has finished grading the site of the new chip loading facility. This should be a pretty good job—several thousand pilings to drive for the dock alone.

There has been serious talk of extensive remodeling at one of the mills also.

A power plant is also in the planning stages.

The Humboldt County Public Works Department has started to call for bids for repair of storm damage to their road system. At the present time they will open bids on six small projects with more to come. The State of California should start advertising for bids for damage to State highways in the near future. These jobs usually work overtime in a effort to beat the fall rains which aren't too far away when they are awarded.

Well, brothers, that pretty well sums it up on the North Coast for the present time. We will have more bid results in the next issue.

Last but not least, we want to extend our appreciation for your fine attendance and support at both the ratification and district meetings.

The Labor Department's Job Corps is a program offering job training and basic education for youths in a residential setting.

Obituaries

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

Almquist, Jack (Murial, Wife)	8- -74
P.O. Box 23, Petaluma, Ca.	
Bell, Willis (Marie, Wife)	7-26-74
1450-54 Oakland Rd., San Jose, Ca.	
Belt, Kenneth (Gladys, Wife)	7-29-74
6645 Waverly Rd., Martinez, Ca.	
Bothwell, Gerald (Frances, Wife)	7-27-74
108 Lemon Tree Circle, Vacaville, Ca.	
Burgess, Carroll (Thelma, Wife)	8-17-74
P.O. Box 172, Red Bluff, Ca.	
Burgess, Jack T. (Jeanne Everts, Friend)	8-18-74
1718 Pearl, Alameda, Ca.	
Carlile, C. K. (Eleanor, Daughter)	7-29-74
201 East 11th, Marysville, Ca.	
Colwell, Ed (Judith, Wife)	8- 4-74
655 - 12th Avenue, Menlo Park, Ca.	
Davis, C. K. (Patricia, Wife)	7-26-74
P.O. Box 3670, San Diego, Ca.	
Donald, George (Beulah, Wife)	8-18-74
4267 South Marks, Fresno, Ca.	
Drahos, Wencil (Elizabeth, Wife)	7-29-74
10 Mary Ann Lane, Roseburg, Oregon	
Dunfield, Edward (Russell, Son)	8-11-74
P.O. Box 105, Silver Springs, Nevada	
Enlow, William (Anna Belle, Wife)	8-13-74
P.O. Box 204, La Honda, Ca.	
Hamlin, Clifford (Belva, Wife)	8- 6-74
6995 Franktown Rd., Carson City, Nevada	
Hume, Vernon (Clara, Wife)	8- 1-74
1128 Hobart Avenue, Marysville, Ca.	
Kalawaia, Thomas (Angeline, Wife)	8- 3-74
45 - 553 Anoi Rd., Kaneohe, Hawaii	
Leake, Henry (Vera, Wife)	8- 2-74
451 Inverness Drive, Pacifica, Ca.	
Lomba, Walter (Jean, Wife)	7-30-74
Rt. 1, Box 230 A1, Nevada City, Ca.	
Lowe, Jack C. (Donna, Wife)	7- 9-74
211 W Bush St., Fort Bragg, Ca.	
Nobriga, Marcus (Marcus, Son; Jackie, Daughter)	8- 4-74
1126 - 3rd Avenue, Honolulu, Hawaii	
Plum, William (Virginia, Wife)	8-15-74
1200 W. College Avenue, Santa Cruz, Ca.	
Reasor, Weldon (Jennie Rothwell, Sister)	8- 8-74
3319 Lemon Avenue, Long Beach, Ca.	
Redden, Archie (Dan, Son)	7-23-74
1845 - 16th St., Oroville, Ca.	
Schmitt, Herbert (Sarah, Wife)	7-18-74
P.O. Box 1102, Portola, Ca.	
Shontell, Cecil (Mildred, Wife)	7-28-74
825 Cornwall, Eugene, Oregon	
Shubin, William (Marian, Wife)	8-13-74
3046 E. Harvard, Fresno, Ca.	
Snapp, Clinton (Mae, Wife)	7-24-74
7214 Vine St., Winton, Ca.	
Suer, Kenneth (Arlene, Wife)	8-10-74
140 Newell Circle, Napa, California	
Terrell, Harlow (Sawyer, Son)	7-29-74
1026 Safford St., Oroville, Ca.	
Trimble, Claude (Anne, Wife)	7-25-74
1350 Pueblo, Napa, Ca.	
Vorderbrugger, Ken (, Children)	8-12-74
P.O. Box 441, Incline Village, Nevada	
Young, Sheldon (Minnie, Wife)	7-28-74
131 So. Magnolia, Millbrae, Ca.	

DECEASED DEPENDENTS

August 1974

Adkins, Mary F.—Deceased August 7, 1974
Deceased Wife of Vern Adkins
Cuddeback, Donald—Deceased July 14, 1974
Deceased Son of Lloyd C. Cuddeback
Hubbard, Lois—Deceased July 29, 1974
Deceased Wife of Herbert
Lansdon, Suzanne—Deceased August 12, 1974
Deceased Daughter of Virgil Lansdon
Mensinger, Margaret—Deceased August 18, 1974
Deceased Wife of Bernard Mensinger
Shiraski, Lucille—Deceased August 14, 1974
Deceased Wife of Otto Shiraski

More Sacramento...

(Continued from Page 6)

Co. of Folsom and Pioneer Construction of Placerville according to E.I.D. board chairman Eugene Larsen. He said increased funding of the project became necessary when bids on the project last month revealed an increase in cost since the original estimates were made.

Basalt Rock Company, at this time, has three barges up-river doing rip-rap work protecting our levees before the hard rains set in. This company keeps our

brothers busy year-round under the capable supervision of Brother Jack Frost and Branch Manager, Rex Kimbrough.

All of the crane-rental companies seem to be keeping very busy at this time and Brother Verle Thomas of Valley Crane says he could use three or four more cranes and keep them busy for sometime. Reliable Crane is setting most of the tilt-up panels around the Sacramento area.

Nevada District

End Of Strike Returns Work To Normal

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

Work in Nevada should get back to normal with the recent settlement of the Carpenters' strike. After nine weeks of pickets on all the building sites in Reno, we are finally getting a few orders for engineers.

At a meeting held in Reno on August 10th, the members unanimously ratified a new three-year contract with a cost-of-living clause for the second and third year. With the 7 cents that was allocated for Health and Welfare, a temporary Disability Insurance program was purchased. This will pay \$119 per week for a maximum of 26 weeks. This benefit should prove to be the most needed and used improvement in Nevada's Health and Welfare program since it was initiated.

An \$11.4 million contract has been awarded to a Southern California company for building a demilitarization plant at the Hawthorne Naval Ammunition Depot. The project is expected to take four years, and will include preparation and steam out buildings, water treatment plant, mechanical removal and bulk incinerator buildings.

The \$4.5 billion Atomic Energy Commission-Public Works Bill finally received congressional approval which included a \$6.2 million package for Nevada. The bulk of the public works money slated for Nevada will go to the Washoe Project-Marble Bluff Dam and Pyramid Lake Fishway. \$4.4 million will be used to continue its construction and completion. The AEC projects in the package for Nevada have not yet been released.

Parsons was low bidder on the Highway 80 project at Silver Zone Pass at \$5,523,289. PKS was third at \$6,269,000. The

Utah "super scabs" LeGrand Johnson bid \$7,666,000.

The Bureau of Indian Affairs has awarded a \$1,388,073 contract to Robert Burgres of Idaho Falls, Idaho, for work at the Duck Valley Indian Reservation in Elko County. This provides for construction of 16 miles of roads and two concrete reinforced bridges.

A highway construction contract was awarded to J. C. Compton Co. of McMinnville, Oregon for \$1,380,979 in Lyon and Churchill counties. The work will include flattening embankment slopes, extending and covering culverts to eliminate medium and side slope obstructing and plantmix bituminous stress relief course and a plantmix surface with a plantmix bituminous open grade wearing course and drainage. Helms Construction of Sparks was second low bidder at \$1,568,419.

Road rehabilitation for the Naval Ammunition Depot at Hawthorne has been awarded to Sierra Paving Inc. for \$313,720.

A total bid of \$7.33 million was accepted from the Johnson and Mapes Construction Co. for the Stead and Smithridge middle schools. They are designed as two-story buildings with a 1,000-student capacity, and are scheduled to open in late 1975.

Holcomb Construction of Reno has been awarded a small job by Churchill County Telephone and Telegraph in Fallon for \$53,200.

Helms and Nevada Paving have been working full steam on their heater remix program throughout Reno and Sparks, keeping about twelve brothers quite busy.

Ray Ferretto has had to cut his crews to nearly half as have many other of the local employers.

Nevada Paving has been having a bit of trouble with their hot

plant at Wadsworth producing mix for their Silver Springs project, but they are managing to move ahead slowly.

Shamrock Engineering has cut their crews down to two operators due to tight money and the raise in percentage rates.

Walker Boudwin has subbed to Frontier Construction to do the dirt work on the new school in Fallon. You may know this new outfit as Rickles & Associates, and they are now working about five of our good brothers.

The Rock, Sand and Gravel Agreement for Nevada Aggregate and Asphalt will terminate in November, and we are already studying their contract in an effort to bring it in line with Robert Helms' Rock, Sand and Gravel contract.

Max Riggs should work well into the winter on their Interstate 80 project in Carlin Canyon, which is good news for the 20 or so brothers on this job.

Robert Helms has had his share of problems meeting material specs at the Elko Airport, but solved this problem and will soon commence construction.

PKS should be completed at Curry Highway No. 93 by this time, with little work left for future bids in the 13 northern counties in Nevada.

Up around Lake Tahoe and Truckee, the weather is hot enough, but the job picture at this time isn't.

One bright spot is that a federal judge in Reno ruled in favor of construction beginning on the much discussed two hotels: the \$48 million Hotel Oliver and the \$40 million Tahoe Palace Resort Hotel. California had filed a law suit to prevent construction of these two hotels and after much fighting between the TRPA, attorneys, and the courts, it appears construction can now proceed if the developers agree

See MORE NEVADA, Page 16

Plans Moving For Palo Alto Water Plant

By MIKE KRAYNICK, District Representative, and TOM CARTER, BOB FLICKENSTEIN, JACK BULLARD, and NATHAN DAVIDSON, Business Representatives

The water reclamation plant in Palo Alto moved a step further ahead last week through decisions by the Santa Clara Valley Water District Board.

The plant, which would cost over \$2.5 million to build, would take waste water from the sewage treatment plant shared by Palo Alto and two other cities and reclaim it for use in an injection process to keep salt water from seeping into the underground water supply. At the start at least, there would be no direct re-use of the water, not even for irrigation. Such uses could come later, however.

More than three-fourths of the cost will probably be reimbursed from state and federal sources. The District, however, would have to bear the annual operating cost of more than \$150,000 a year.

Another good move was dropping a controversial law suit in Santa Clara that threatened to halt construction of the \$4 million Bowers Avenue Bayshore

Freeway interchange. The suit was brought against the City, State and Federal government officials to force an environmental impact study (EIS) on the interchange. The Santa Clara Residents Association dropped the controversial law suit when they learned that litigation had cost the City more than \$2 million dollars in bond sale losses. It is hoped that by dropping the law suit the citizens group will develop a better rapport with the City to deal with future problems. Hopefully this could be a prime example of citizen cooperation with governmental agencies.

Little or no change in labor policy is seen by local labor leaders for the new Ford administration. A recent survey of union locals throughout District 90 showed most leaders refused to make any flat-out predictions of improvement over the Nixon administration's policies, but the consensus reiterated attitudes toward labor had been "repressive" over the last five and a half years. Hopefully we can all get back to the serious business of fighting inflation and the high cost of living. With the new President's pledge to cooperate

with the Congress, there may be some headway in getting the U.S.A. back into production.

Most of the contractors in the area are pushing for completion of their work before the rainy weather begins, keeping quite a few brother engineers busy.

Watsonville City awarded four contracts recently. Maggiora Brothers, out of Watsonville picked up a \$31,000 job on construction of Well No. 15 for the City. Brent Smith was awarded a contract for landscaping Pennsylvania Drive, now under construction by Granite Construction Co., and should be completed by the end of September.

C. V. E. Inc., out of Santa Clara, picked up a contract to install traffic signals and signs for the City in the amount of \$44,800.

Reese Construction Co. was awarded the contract for the re-modification of the Watsonville Fire Department in the amount of \$111,155. Ponza Brothers is one of the sub-contractors doing the excavation work.

These are but a few projects started but a well-rounded idea of the work picture.

See MORE SAN JOSE, Page 16

With Safety In Mind

OSHA Leader's Speech

By JERRY MARTIN, Director of Safety and Training

Recently I had the pleasure of receiving a copy of a speech presented to the 10th Convention of the California Labor Federation in San Diego by Gabriel J. Gillotti, Assistant Regional Director for Occupational Safety and Health Administration, Region IX. Many of us feel it tells an excellent story and we would like to share some of the highlights with all of you.



Jerry Martin

"In this job, we in OSHA sometimes feel hunted by those who are anxious for our scalps—or at least trying to have us declared unconstitutional, un-American, unreasonable, and totally unnecessary.

"Whether you are Republican or Democrat, black or white, old or young, we are all determined to reduce the rate of fatalities and injuries to a minimum—to the point where we will see fewer of our friends and co-workers failing to return home to their families because of injury and death. If we think in those terms—that they are our friends and co-workers—we will all involve ourselves more deeply in this cause.

"It is to the credit of everyone—the Congress, Administration, Labor and Industry—that there was signed into law in December 1970 the Federal Safety and Health Act.

"It has been in existence for over three years. OSHA has learned a lot and matured a lot in that time. We've learned from you—members of organized labor—and from the industries you work for.

"Between the two of you, because of your cooperative efforts, there is being formed a very viable partnership between labor, industry, and OSHA.

"For many of you involved in the high hazard industry—construction—it is more essential to work together for it is a dangerous business. Men work high above ground, or far below ground, using powerful equipment, heavy loads, flammable materials and generating hazards as work progresses. Construction is, in fact, more dangerous than it need be—for all our efforts. About 1 in 5 construction workers is going to be killed or injured this year—if the trend holds. These are heavy odds—almost double the national rate—and many of you are on the firing line.

"What about trends? We don't yet have any data against which we can compare the figures we're getting now—because the reporting system under OSHA is different than it was before.

"But we can make some pretty good determinations about how we're doing in terms of reducing the injury and fatality rates.

"For example, in looking at all job fatalities, we find they have dropped from about 14,200 at the time the Act was passed—1970—to about 11,000 in 1972.

"Job injuries, too, have dropped. For instance, according to the National Safety Council, some 240,000 construction workers were disabled on the job each year. From OSHA figures for 1972, we estimate this number dropped to about 211,000. This does indicate some progress in that high-risk industry.

"But there is still a problem. And that is the remaining number of people we lose every year from the national workforce.

"What to do about it? To know what to do leads us to the question—What causes the accidents? The answer—HAZARDS!

"Experts have often stated that it is impossible to have an accident and the resulting injury without the presence of a hazard. Well then, can we train people to avoid hazards and avoid having accidents? Yes, we can, but (1) people make mistakes, (2) people forget, (3) people take short-cuts, (4) people don't always do what they are told they should do, also: (5) some people feel an immunity to accidents (it can't happen to me, fellow), (6) obvious hazards are not obvious to all people, and (7) people are subject to preoccupation—their bodies are there but their minds are miles away.

"This, then, means that in order to detect hazards, we must study the movement of machines and equipment and pick out the hazards as they are created on the job.

"How do we avoid the hazards? First, no supervisor can be considered completely competent unless he knows the workplace standards where he directs the crew. It seems that a foreman should not be expected to ask a workman to go into an unshored ditch to work when he knows the standards require shoring or sloping.

"And it's a pitiful thing to me that a workman would even go into that ditch not knowing that a hazard existed. Or if he did, he didn't know his rights well enough to refuse the foreman's order.

"Throughout the history of the labor movement in America, one of the most notable achievements has been the emphasis upon educating the worker. Our unions have always desired to see their members learn more about, not only their jobs, but the political events affecting their lives, and the economic and social system under which they live."

"Sometime ago, we asked 20 different unions this question: What effect has the Act had on the collective bargaining process? There was complete agreement that the requirements of OSHA have had a very significant effect in resolving safety and health issues.

"Union and management involvement and input into the standards-making process are both expected and encouraged. You are aware that we do have unions represented on our standards advisory committees. I hope to see much more union-management cooperation in workplace safety and health.

"In looking ahead in our program, we are focusing an increasing amount of attention on health standards. This is a problem that has not been fully explored as yet but one which is critical for (See MORE SAFETY IN MIND, Column 4)

Accidents In Nevada Rare

By LENNY FAGG, Safety Representative

Operating Engineers' accident rate in Nevada has been very low all through this work season. Needless to say, this is very gratifying to all the staff of Local 3. Over the past six months, there has been a special effort put forth by your local union to indoctrinate employers to improve on the working conditions and standards. We think this has paid off, and through efforts made by Local 3, the State and Federal people, employers in Nevada have become aware of the importance of OSHA.

The employer being aware of OSHA safety standards, however, is only half the battle. You, the member in the field, must also do your part. With the advent of OSHA of 1970, there is a whole new scope on enforced safety.

The declared congressional purpose of the act is to assure every working man and woman in the nation of safe and healthful working conditions. In general, job, safety, and health standards consist of rules for avoiding hazards. The administration and enforcement of the act are vested with the Secretary of Labor. Each employee, as well as the employer, has the duty to comply with these safety and health standards. Many thousand occupational safety and health standards are listed. It is impossible for a working man to know them all, but if you will think safety, and use a little common sense, you will make it through the day without an accident.

Slips And Falls Cause Several Utah Injuries

By VANCE ABBOTT, Safety Representative

There have been several reports of minor injuries in recent weeks due to slips and falls associated with getting on and off machinery. This is an ever-present hazard. A great deal of equipment is rather difficult to get off and on even when equipped with steps and ladders. The condition is compounded in wet or slippery weather. Keep stepping surfaces and feet free of mud and grease when mounting or dismounting. Use both hands if at all possible. Don't let a slip cost you a shift.

We are approaching the hunting season and should bone up on our gun and hunting safety to insure that an outing does not turn into a tragedy.

We now have evidence in the State of Utah that the Safety Program is working and that the attitude towards safety and the recognition and correction of hazards is greatly improving. There has been a 25 per cent reduction in fatal industrial accidents for the first six months of 1974. Let's keep this trend going.

Under the Fair Labor Standards Act, young people at 16 may work at any job except those declared hazardous by the Secretary of Labor and may work at any time for any number of hours, including during school hours.



Bob Skidgel, Job Steward Coordinator

JOB STEWARDS ACTIVATED

Week Ending August 2, 1974			Week Ending August 16, 1974		
Dist.	Name	Agent	Dist.	Name	Agent
10	John H. Willis	R. Swanson	20	David Ingalls	K. Allen
10	Bert Ohlhausen	W. Parker	30	Lee H. DuBois	A. McNamara
10	Wayne Dalley	R. Swanson	30	Harry Knight	A. McNamara
12	Gary P. Jensen	T. Bills	70	Jesse C. Kirch	R. Havenhill
12	Dee Beal	T. Bills	80	Carl J. Swendsen	A. Swan
13	Max Hunter	T. Bills	90	Ernest Henry	R. Fleckenstein
20	Wallace J. Schissler	D. Bell	Week Ending August 30, 1974		
40	William Cupp	R. Wagnon	20	A. G. Elswick	D. Bell
90	Larry D. Ostwald	M. Kraynick	20	Walter J. White	W. Dorresty
Week Ending August 9, 1974			20	Juan Della Rosa	K. Allen
01	James A. Thornock	H. Pahel	20	Floyd Lane	D. Bell
11	Ernest E. Wilson	D. Young	60	John W. Comer	J. Smith
11	Steve Jones	P. Wise	60	James C. Cole	J. Smith
12	Parvell Monia	T. Bills	60	Sidney Fippen	J. Smith
12	William Dean Lipsey	W. Markus	60	Cecil H. Foote	J. Smith
12	Vern Jensen	T. Bills	60	Cliff S. Henry	J. Smith
20	Gerald F. Napier	W. Dorresty	60	Pete S. Higginbotham	J. Smith
20	Jack Hayes	K. Allen	60	John M. Solley	J. Smith
20	Robert D. Hayes	K. Allen	60	Rodney Ivie	J. Smith
			60	Walter Laswell	J. Smith
			60	Wilbur Wixon	J. Smith
			90	L. Blackie Emerson	J. Bullard

Tanner Sandin started working in the trade for Shell Oil Company when he came from Nebraska to California in 1933. He joined Local Union No. 3 as a Heavy Duty Mechanic in 1945 and has worked for the past 29 years for Guy F. Atkinson in the South San Francisco Yard.



Tanner Sandin

Brother Sandin recalls the old days when Union dues were \$6 per month and wages were \$1.43 an hour. Now he makes \$9.59 an hour and figures his dues are buying more for less money. Tanner says, "You always get what you pay for. If you want a good Union you've got to be ready to pay for good help."

Tanner is 61 years old now and even though he is a steward and still very active in the Union, he is looking forward to retiring. He's glad the Union has made gains in the pension plan as well as wages for the membership. His one wish for Local No. 3 is that the younger men would take more interest in their Union.

More Safety In Mind...

(Continued From Column 2)

millions of American workers. Health hazards do not have the impact of an accident, but their effects can be even more deadly."

"Implanting the concept of job safety and health into the public consciousness is perhaps OSHA's greatest accomplishment thus far. Laws in a free society, to be effective, must have the support of the general public. We have witnessed a general turn around in the expressions concerning OSHA over the last 16 months. Much, very favorable mail reaches the desk of Assistant Secretary for OSHA, John Stender. Trade papers and the media have given us in the most part, favorable marks. It will get better as more understanding is found of the concepts and the procedures needed to reach our goals of a safe and healthful workplace."

SAFETY COMMITTEEMEN ACTIVATED

Week Ending July 26, 1974			Week Ending August 2, 1974		
Dist.	Name	Agent	Dist.	Name	Agent
02	Robert Kittell	W. Sprinkle	12	Paul L. White	V. Abbott
30	Del Beler	A. McNamara	20	Louis H. Wright	W. Dorresty
30	Lloyd Hemphill	A. McNamara	40	Dewey Crager	E. Lake
50	Harvey Powell	H. Smith	80	James Blansett	A. Swan
13	Gary Castor	L. Austin	11	Fred Williams	D. Young
13	Blaine Ingram	L. Austin	11	Mike Todd	P. Wise

THINK SAFETY, ACT SAFELY

Six General Safety Rules

By JACK SHORT, Safety Representative

As you know, the construction industry has many job hazards. Because each of many operations presents its own problems, it is possible to set forth only the more general safety rules:

1. Always be sure you understand the safe way to perform your work and how to operate your particular piece of equipment safely.

2. Help new employees on the job to avoid unsafe practices. When one employee works unsafely, the safety of his brother engineers may be affected.

3. Report any unsafe condition on your job or project. If an unsafe condition exists on your project it may be you or your fellow worker's unsafe act that causes that accident about to happen.

4. Work at a safe speed. Un-

necessary highbaling is dangerous.

5. Use hard hats, seat belts, and all protective equipment supplied to you by the employer; it is there for your protection, USE IT!

6. Report all injuries at once regardless of how minor they may seem. Cuts or scratches may become infected and result in serious infection or injury unless properly cared for.

Brother, your work requires steady nerves, excellent coordination and the ability to perform under adverse circumstances. Your good health therefore, is extremely important. Your safety and that of your fellow worker depends on your ability to do your job safely.

It is only through the combined efforts of all of us that accidents can be prevented.

Personal Notes

STOCKTON-MODESTO

Brothers Joe Baxtor, Orbie Brooks, Bill Thompson, Ray Mathiesen and Harold Noyes were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

Our deepest sympathies are extended to Brother Richard Kelly and his wife on the loss of their son, Richard, in a shooting accident.

NEVADA

Our deepest sympathies are extended to the families and friends of departed Brothers Ken Vorderbruggen and Clifford Hamlin, and Retiree Edward Dunfield.

The following brothers were hospitalized during the month: Bruce Coombs, Melvin Lee, Ed White, Harry Adair, William Andre, and Jim Caumiant. We wish them all a fast recovery.

EUREKA

We in the Eureka office would like to express our condolences to Grievance Committeeman Otto Sheraske, and to other relatives and friends of Otto's wife, Lucille, who recently passed away.

SAN JOSE

We would like to extend our condolences to the families of deceased members Willis Bell, John T. Bannister, Norvin Thoroughman and Marvin Booker.

Our most sincere thanks to Ms. Lynda Nichols for her blood donation.

MARYSVILLE

Our condolences to the families and friends of the following deceased members in the Marysville District during the past month: Retired Brothers C. K. Carlile, Archie Redden and Vernon Hume; as well as Public Employee members Jack Lawrence and Herbert Schmitt. Our deepest sympathy is also extended to Brother Virgil Lansdon upon the death of his daughter Suzanne Lansdon and Brother Lloyd Cuddeback upon the death of his son, Donald Cuddeback.

SAN MATEO

We would like to extend our congratulations to Mr. & Mrs. Gerald Rogers who have a daughter born Aug. 15, weighing 8 lbs.

SAN FRANCISCO

With deep sorrow, we must report the accidental death of Brother Jackson McBride from Suisun. Our deepest sympathy is extended to his family and friends.

SANTA ROSA

With deep regret we report the recent death of W. L. Plum, a Pensioned Engineer. Our sincerest condolences are extended to his family and friends.

SAN RAFAEL

Congratulations to Brother Bill Gilson on his recent marriage. Bill is employed by Fanfa-Mulloy.

Best wishes for a long retirement to Brother M. E. "Red" Tavenner who pulled the "pin" after many long years. "Red" and his wife have bought a Mobile Home and will make their new home in Rohnert Park.

SACRAMENTO

Our deepest sympathies are extended to the families of Nathan H. Hill and Walter Lomba of the Sacramento area upon the demise of their loved ones.

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

P. O. Box 689

San Francisco, California 94101

Telephone: 415/431-5885

Please send me information and documents as indicated:

- ☐ Membership and Dividend Information.
- ☐ Send Loan information for:
- ☐ Signature loan.
 - ☐ Share Secured loan.
 - ☐ New/Used Automobile loan.
 - ☐ New/Used Mobile Home loan.
 - ☐ New/Used Motor Home loan.
 - ☐ New/Used Boat & Equipment loan.
 - ☐ Travel Trailer/Camper loan.
 - ☐ Aircraft loan.
 - ☐ Construction Equipment loan.
 - ☐ First Mortgage loan.
 - ☐ Second Mortgage loan.
 - ☐ Unimproved Property loan.
 - ☐ Assistance in refinancing present automobile loan.
 - ☐ Information on Accident and Health Insurance.
 - ☐ Information on Life Savings Insurance.
 - ☐ Information on Loan Protection Insurance.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO. _____ TELEPHONE _____

SWAP SHOP CORNER: Free Want Ads for Engineers

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

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

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

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

FOR SALE: CAB & FRONT END for 1961 Chevy 1/4-T, no dents. Bill Thomas, 634 West K, Benicia, Ca. 707/745-3008. Reg. No. 1203667. 7-1.

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

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

FOR SALE: 3.6 ACRES on Hwy. 80 nr Auburn Dam. Dual wide budger, rds, elec., septic, air & all bilt ins. Sierra view, 3 sheds, wired for welding, etc. \$27,000 for all, owner will finance. 916/637-4359. Box 552, Weimar, Cal. 95736. Reg. No. 0899286. 7-1.

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

FOR SALE: 10 ACRES RECREATION LAND, on paved rd in Monterey City, 1000' frontage, nr Jolon on rd to Lake Nacimiento. \$15,000. 408/246-7848. A. L. Rodriguez, 1851 Bellomy St., Santa Clara, Ca. 95050. Reg. No. 102242. 7-1.

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

FOR SALE: MACK 101 GAS MOTOR complete \$250. Paint spray, new, \$40, never used. L. Mulhair, 97 Southridge Way, Daly City, Ca. Ph. 415/333-9006. Reg. No. 1547371. 7-1.

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

FOR SALE: CLEAR LAKE SURPLUS IMPROVED PROPERTY. Free boat launch. \$4,000 dn, terms or trade for Bay Area prty. F. Williams, 220 Lorraine Blvd., San Leandro, Ca. 94577. Ph. 415/569-0126. Reg. No. 0728232. 7-1.

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

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

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

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

FOR SALE: MOBILE HOME 10x56 FT custom made Pan American in Santa Cruz. Awnings & shed, 5-star adult park \$4,500. Call Ed Wright in So. San Fran. 415/994-6030. Reg. No. 370309. 6-1.

FOR SALE: EIGHT ACRES nr John Day, Oregon. Fenced, creek, new 3 BR home w/w-w crpt, attach garage. Fruit & shade trees. J. H. King, Box 42, John Day, Oregon 97845. Call 503/575-1411. Reg. No. 0750571. 8-1.

FOR SALE OR TRADE: McKEON CONDOMINIUM UNIT No. 4. AEK kitchen w/dishwasher, crpts, drapes thruout, in San Jose. R. Lopez, 133 Nashua Court, San Jose, Cal. 95139. 408/227-0535. Reg. No. 1382298. 8-1.

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

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

FOR SALE: VIEW LEVEL LOT nr Hwy 4, Camp Connell, Calif. Sell below tax valuation. Terms. J. H. King, Box 42, John Day, Ore. 97845. Call 503/575-1411. Reg. No. 0750571. 8-1.

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

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

FOR SALE: 1964 SWB CHEV. PU. 4-speed, radio-htr, 230 CID, 6 cyl., 40 gal. saddle tank, 2 extra whls & tires 650x16 rubber. \$700 firm. R. R. Clyde, P. O. Box 875, Carson City, Nev. 89701. Ph. 702/883-0162. Reg. No. 1212523. 8-1.

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

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

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

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

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

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

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

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

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

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

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

FOR SALE: REG. TENN. WALKER, mare, 12 yrs. \$650 trade for boat or camper. Pneumatic chain saw \$150 or trade for guns, etc. Bert Orman, 2375 Morgan Terr. Rd., Clayton, Cal. 94517. Call 415/689-5638. Reg. No. 0892706. 8-1.

FOR SALE: 1970 AMERICAN MOBILE HOME 12x65 w/4x12 tip on liv. rm. 2 BR, extras. Call Don Rogers, 415/829-4074. Reg. No. 0707359. 9-1.

FOR SALE: 1957 JEEP 4 W.D. sta. wagon, 260 Ford eng. New L60-15 tires & chrome whls & std. jeep whls. Phone 209/862-2282. Reg. No. 0824688. 9-1.

FOR SALE: IN PLACERVILLE 73 Silver crest mobile home 12x60, 2 br., frt. liv. rm., carpted, awnings, skirting, shed, cooler, in adult pk. Ph. 916/622-8793. Reg. No. 0351468. 9-1.

FOR SALE: 1969 TRAVELEZE hs trlr, 36x8 w/tilt out, refrigeration, awning, carpet, rotary tv ant. \$4,000. J. F. Johnson, 381 E. Pepper, Farmersville, Cal. 93223. Ph. 209/594-4138. Reg. No. 0594271. 9-1.

FOR SALE: TWO 6 FT. UTILITY FENDER top tool boxes \$110 or offer. One Vacationer CST insulated cab high camper shell for SWB \$165 or offer. P. W. Beardslee, 1132 Fountain St., Alameda, Cal. Reg. No. 1420286. 9-1.

FOR SALE: DRAGSTER, front motor 130 lb. set up for any comb. Less motor, trans. & 3rd number. Roadster & dragster leadies. Single axle tr. \$400. Call 209/732-0986 aft. 6. Reg. No. 0775427. 9-1.

WANTED: PORTABLE BELT LOADER w/shaker screen. Mel Williams, P.O. Box 1552, Gilroy, Cal. 95020. Reg. No. 1414682. 9-1.

FOR SALE: 1953 INT. R210 4-71 GMC diesel log racks, 5 sp. main 3 sp. aux. Timken tandem dr. Eng. has 2,000 mi. since overhaul. Ph. 209/862-2282. Reg. No. 0824688. 9-1.

FOR SALE OR TRADE: 11-ROOM HOUSE: 3-rm house, 3,000 gal. undergrd gas tk w/pump, platforms & sheds; 1 acre, nr Sacramento. Call 916/455-3324. Reg. No. 0515910. 9-1.

FOR SALE: 2460 GRADALL, 3", 4", 5" buckets. 371 GMC diesel up & Cummings diesel in carrier w/parts. \$7,500. Ph. 916/922-0532. Reg. No. 0970365. 9-1.

FOR SALE: APPROX. HALF ACRE CORNER LOT, Redding, Ca. Util. & paved sts. Can be divided. Also 2 smaller parcels. 275-41st St., Apt. 115, Oakland, Ca. 94611. Reg. No. 865537. 9-1.

FOR SALE: TWO AIRESEARCH T-3030 turbochargers. Trade for tools, air compressor, valve grinder, drill press, lathe, etc. J. Bowlan, 2466 Aptos Ct., Union City, Ca. 94587. Call 415/471-7738. Reg. No. 1228753. 9-1.

FOR SALE: 73 EL CAMINO, power brakes, steer., 4-spd., mags, new tires, 19,000 mi., exc. cond. \$2,900. Call 916/421-0155. Reg. No. 1595030. 9-1.

FOR SALE: 24000 LB. O.T. MILLER TRACTOR trlr, 12 ply tires, new brakes, very gd cond. V. Serpa, Oakdale, Ca. Ph. 209/881-3367. Reg. No. 1199170. 9-1.

FOR SALE: 1972 TRAVELEZE, 30', air, bit-in vacuum jacks, refrig., awning, spare, like new. \$5,500. L. T. Engel, Ph. 916/273-7976. Reg. No. 553019. 9-1.

FOR SALE: TRUCK INTL. '70, 13,000 lbs. GVW, 12' Garwood F/B dump w/18" stakes, 304 V8 w/4-2, 7.50 x 20 tires, 20,000 mi. V. Behlen, 1368 Arleen Ave., Sunnyvale, Ca. 94087. Ph. 408/739-1941. Reg. No. 1590560. 9-1.

FOR SALE: HARLEY DAVIDSON SPORTSTER, 1973, stock, like new, 3,000 mi. \$2,100 firm. Call Paul Farmer, 415/865-3715. Reg. No. 1166505. 9-1.

FOR SALE: 9 1/2 ACRES nr Oroville Oak & Pine, covered 600' city rd frontage w/well, elec. nr, ask \$9,500 or best offer, will finance. 415/589-4314. Reg. No. 1411491. 9-1.

FOR SALE: GMC 41 PASSENGER BUS, 471 diesel \$2,250. Malsbury 300 port. steam cleaner \$925. 12-yr Appaloosa mare, reg., very gentle \$250. J. Corbett, 2606 Carpenter Rd., Stockton, Ca. 95206. 209/463-7305. Reg. No. 1208766. 9-1.

FOR SALE: CONSTRUCTION TRAILER, tilt bed, 18' bed, 7 1/2' tongue, single axle, dual whls. \$900. K. Prenger, 6036 Lean Ave., San Jose, Cal. 95123. Call 408/225-1865. Reg. No. 1528272. 9-1.

FOR SALE: AT LAKE BERRYESSA, MOBILE HOME, Sahara '67 12x55, 2 br., front kitchen w/cooler & 9x50 awning, spd. pd. til end of yr. V. Behlen, 1368 Arleen Ave., Sunnyvale, Ca. 94087. Ph. 408/739-1941. Reg. No. 1590560. 9-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

San Mateo District Short Of Heavy Duty Repairmen

By RAY COOPER,
District Representative and
PHIL PRUETT,
Business Representative

Brothers, the work picture is very good in San Mateo County, as good as in all areas, with Heavy Duty Repairman in the greatest demand.

Guy F. Atkinson on Freeway '380', Peter Kiewit on parking aprons and ramps at the International Airport and E. T. Haas on the Western Hills Development in San Carlos are our three largest jobs on which a large number of the brothers will stay busy well into the fall and winter.

The San Mateo County Harbor District received a new breath of life on the eighth of August when the County Board of Supervisors, after the environmentalists used their whole bag of tricks, voted to retain the District stating that it had not been proven that the County could run the Harbor any cheaper than the District or

that the proposed construction be detrimental to the environment.

The records show that the first efforts to build a harbor at Pillar Point on Half Moon Bay date back to 1911 followed by the first studies made by the Army Corps of Engineers in 1933. Twenty-five years later there was a free flow sea wall or break water (five miles long) offering protection to fishing vessels. Large numbers of recreation and commercial vessels were attracted to the area proving the need for more adequate protection. It was then decided that the construction of an inner harbor with mooring type berthing would be the only answer to the problem. Now may be with the decision of our County Board of Supervisors, the engineers in the near future will start a \$15 million project that San Mateo County has needed and wanted for many years.

1974 MEETINGS SCHEDULE

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

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

DISTRICT & SUB-DISTRICT MEETINGS

SEPTEMBER

- 6 Salt Lake City, Fri., 8 p.m.
- 7 Reno, Sat., 8 p.m.
- 12 Ukiah, Thurs., 8 p.m.
- OCTOBER
- 8 Eureka, Tues., 8 p.m.
- 9 Redding, Wed., 8 p.m.
- 10 Marysville, Thurs., 8 p.m.
- 23 Honolulu, Wed., 7 p.m.
- 24 Hilo, Thurs., 7:30 p.m.
- 30 San Francisco, Wed., 8 p.m.

NOVEMBER

- 7 Watsonville, Thurs., 8 p.m.
- 12 Stockton, Tues., 8 p.m.
- 14 Oakland, Thurs., 8 p.m.
- 19 Fresno, Tues., 8 p.m.
- 26 Sacramento, Tues., 8 p.m.

DECEMBER

- 5 Santa Rosa, Thurs., 8 p.m.
- 6 Ogden, Fri., 8 p.m.
- 7 Reno, Sat., 8 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, 124 West Taylor.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Provo, Carpenters Hall, 600 South, 600 East
Ogden, Teamsters Hall, 2538 Washington Blvd.

More From San Jose...

(Continued from Page 13)

In Salinas, employees of Pringle Tractor voted for Local 3 to represent them in bargaining! Gilroy employees voted in Gilroy, same election. Final count of challenged ballots ended the longest, most frustrating organizing effort this writer has experienced. NLRB vote was May 15, 1974, four ballots were challenged. Pringle filed exceptions to the San Francisco NLRB Regional decision overruling three of four challenged votes on June 20th, '74. Then the case went to Washington NLRB, finally by mutual consent, all four ballots were counted on August 13. Let's hope negotiations won't drag out unreasonably long.

This 20 August, Warner-Yates negotiations still in progress. They have shops in Salinas and San Jose. This one's been sticky too. Joe Anderson, State Conciliation Service was with us.

We've held the first negotiation meeting with Gabilan Iron Salinas. It's been a long hot summer of negotiations and it's kept us from patrolling jobs as much as usual. We're sorry, there's no help for it. Soon as negotiations are over, we'll see you more.

Hunsaker Construction has begun work on Kirk Creek Bridge, where Nacimiento - Ferguson Road intersects Highway 1. D. R. Watson is nearing completion of roadwork on San Lucas-Coalinga Road east of Highway 25. Dale Holbrook is down there.

On the 6th, at its regular quarterly membership meeting, the Sacramento District # 8 members elected Charles Brashears to fill the balance of the term for Grievance Committeeman left vacant by resignation.

Business Offices and Agents Phone Listing

DISTRICT 01—SAN FRANCISCO

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

DISTRICT 02—SAN RAFAEL

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

DISTRICT 03—SAN MATEO

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

DISTRICT 04—VALLEJO

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

DISTRICT 20—OAKLAND

1444 Webster St., 94612 ... 415/893-2120
Dick Bell, Dist. Rep. *415/359-6867
Ken Allen, Asst. Dist. Rep. *415/938-0951

Ron Butler *415/686-0653
Wm. Dorresteyn *415/223-1131
Dewitt Markham *415/939-7219
Jim Johnston *415/582-3305
Buford Barks *415/797-4819
Robert Marr *415/651-1633
Charles R. Ivie *415/933-3970
Henry F. Munroe *415/686-6016

DISTRICT 30—STOCKTON

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

DISTRICT 31—MODESTO

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

DISTRICT 40—EUREKA

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

Eugene Lake *707/443-5843

DISTRICT 50—FRESNO

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

KINGS BEACH

8845 N. Lake Blvd. Rm. 2, ... 916/383-8480
N. Tahoe Village, 95719 ... 916/546-3479

DISTRICT 60—MARYSVILLE

1010 Eye Street, 95901 ... 916/743-7321
Alex Cellini, Dist. Rep. *916/674-3927
John Smith *916/673-5583
George Halsted *916/743-1615

DISTRICT 70—REDDING

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

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8580 Elder Creek Road, 95828 ... 916/383-8480
Clem Hoover, Dist. Rep. *916/428-1458
Al Dalton *916/622-7078
Al Swan *916/487-5491
Dave Rea *916/624-3241
Wilbur Marshall *916/687-6796

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Jack Bullard *408/476-1962
Tom Carter *408/476-3863
Bob Fleckenstein *408/984-8345
Nathan Davidson *408/722-3781

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

DISTRICT 10—SANTA ROSA

3900 Mayette, 95405 ... 707/546-2487
Russell Swanson, Dist. Rep. *707/545-4414
Stanley McNulty *707/433-1567
Bill Parker *707/545-8441

NEVADA

DISTRICT 11—RENO
185 Martin Avenue, 89502 702/329-0236
Dale Beach, Dist. Rep. *702/882-6643
Paul Wise *702/882-1004
Dave Young *702/322-0009
Ronald Rhodes *702/635-2737

UTAH

DISTRICT 12—SALT LAKE CITY
1958 W.N. Temple, 85103 ... 801/532-6081
Tom Bills, Dist. Rep. *801/255-6515
Wayne Lassiter *801/268-3152
Wm. Markus *801/255-5227

DISTRICT 13—PROVO
125 E. 300 South, 84601 ... 801/373-8237
Lake Austin *801/374-0851
Donald R. Strate *801/377-4440

DISTRICT 14—OGDEN
520 - 26th Street, 84401 ... 801/399-1139
Rex Daugherty *801/621-1169

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(Area 801) 546-3658

HAWAII

DISTRICT 17—HONOLULU
2305 S. Beretania, 96814 ... 808/949-0084
Wallace Lean, Dist. Rep. *808/941-3456
Wilfred Brown *808/455-9466
Gordon McDonald *808/488-9876
Richard Shuff *808/537-9847
Allen Souza, Sr. *808/681-5027

HILO—Lycurgia Bldg.
56 Walaue, 96720
Valentine Wessel, Asst. Dist. Rep. *808/935-6187

Wm. Crozier *808/949-0084

GUAM

DISTRICT 06—AGANA
P.O. Box E-J 96910 ... 734-9064

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Virgilio Delin *746-6160
Moises Flores *745-2427

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More From Nevada...

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to restore the land to its existing state.

Teichert's Tahoe Airport job has been a good one for a number of our brother engineers.

Tahoe Asphalt has picked up a real nice job for South Lake Tahoe to do a major overlay job on the streets.

Sequoia Inc.'s job is progressing fairly well, and Trans Pacific Company has moved ahead of schedule on their project, both of these being at South Lake Tahoe.

Todd Construction's recreational complex is also ahead of schedule as of this writing and Ryan Company's county job is in the same situation.

Teichert Construction has picked up a nice underground job at Meeks Bay. They will be starting this job as soon as school starts. The reason being that it's primarily in a recreational area and the people will be at home from their vacations.

Sub-Terra's not losing any time on their underground job at Kings Beach. Squaw Valley's project is moving along slow, with Teichert doing most of the work. Teichert's gravel plant, hot plant, and pit are running one shift, as there isn't much work in the area for them to be running double shifts.

Homer Flint Co. has progressed nicely and is starting to shape up their championship golf course at the North Star project.

Up on the hill Teichert has a few small crews running, with a minimum of work. Contri is phasing out his portion of the job, which has been a real headache due to the hard rock, etc. Sub-Terra is putting the finishing touches on their part of the job as well, and Quintana Inc. has a small crew doing pickup jobs at the same site.

Also on the hill there's one company that is doing real well with their underground job, and that is T & S Construction. This company is headed up by a man who runs a good union job—Tom Spinella. We need more owners like Tom to keep up the good work.