

# Utah AGC Agreement Best In History

## Fight For I-580 Finally Hits Job-Dirt

### 1st Members Dispatched To Big One

Construction of I-580 in Alameda County, California began this month after years of study, hearings and delays.

The groundbreaking for the \$90 million project was a triumph for Operating Engineers Local 3, which had consistently pushed for approval through its political action program.

According to present schedules, the huge project will be let in three sections and will employ an average of 40 engineers per year for eight years. Those eight years will produce 981,120 hours of work for operating engineers and a payroll of over \$8.8 million.

The project's first section, awarded to S. J. Groves and Son for a bid of \$31,577,723 will last through 1977. Sixty operating engineers will be employed at the time of peak manpower requirement in May of next year.

Final approval of the project was given by the Metropolitan Transportation Commission in December of last year following a series of public hearings on the project. At one of those hearings in November over 65 operating

# ENGINEERS NEWS

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engineers turned out to protest Metropolitan Transportation Commission plans for further study of the project.

At that hearing Business Manager Dale Marr told the commissioners that the construction of I-580 had been "studied and re-studied by every concerned agency all the way up the line. Every one of those agencies has approved the project with the exception of the MTC," he said. "We believe that this project has been studied long enough."

Marr expressed obvious satisfaction when the project was given final approval the following month.

"The approval of this freeway marks the end of a very long battle waged by Local 3 and other building trades unions," he said. "I think it shows that we are determined to work within the rules to insure that our members in the field have continued employment."

The "long battle" waged in support of I-580 took the form of attendance at the long series of public hearings held prior to the freeway's approval, and a two-fold program to encourage the writing of letters and the collecting of petition signatures in support of the project. In addition, Local 3 officers and representatives spent many hours providing legislators and other public officials with information in favor of the project's approval.

On the eve of the groundbreaking this month Marr said that Local 3 is now pushing for the approval of many other projects.

"Members are telling us one thing nowadays and that is 'we need more jobs,'" he said. "I-580 is only one of many answers to this request. All the work we did on this thing was well worth it in terms of the number of jobs which will be created for brother engineers. But now that I-580 is moving we have no intention of letting

down. The I-580 approval means that we will have more time to promote projects such as the Dumbarton Bridge, San Bruno Mountain, the San Felipe project, Warm Springs Dam, Black Hawk Ranch and the Kaiparowits Powerhouse."

These projects are all either awaiting the development of an environmental impact statement or have been delayed by the action of environmentalists, he said.

The history of the I-580 project goes back to the early 1960's when reconstruction of the route through Dublin Canyon was proposed by the California Division of Highways. The original proposal consisted of upgrading the existing four-lane roadway to an eight-lane Interstate highway. Agreements were signed by state and local agencies indicating which modifications to local streets or ramp connections would

See MORE I-580, Page 4

### 98 Per Cent Ratify Top Agreement

Utah engineers working in construction this month ratified an agreement with the Utah Associated General Contractors providing for the highest wage and fringe benefit package in the state's construction industry.

In a ratification meeting held on Aug. 3, Utah engineers voted 233 to 7 to accept the three-year contract which includes a total wage and fringe benefit increase of \$1.15 per hour, 10.3 per cent above the previous master agreement.

Of the \$1.15 increase, 50 cents will be added to wages, retroactive to July 1, 1975. Forty cents will be added to pension, 15 cents to vacation and holiday pay plan, five cents to health and welfare and five cents to pensioned health and welfare. Fifteen cents of the pension increase is retroactive to July 1, 1975 with the remainder effective Nov. 1, 1975, the date other fringe benefit increases become effective.

Business Manager Dale Marr said that the new contract was one "worthy of operating engineers."

"We're real happy with the fact

See MORE UTAH, Page 2



OPERATING ENGINEERS at work on the first of three phases of the \$90 million I-580 job in Alameda County.

WHAT'S INSIDE	
DUES RESOLUTION Engineers reject by-laws change . . .	Pg. 4
JOHN TUNNEY The California Senator supports two issues crucial to labor . . .	Pg. 5
ELECTION NOTICE Selection of commit- teemen for Conven- tion Delegate elec- tion detailed . . .	Pg. 8
CREDIT UNION The Credit Union OK's real estate loans and makes other changes . . .	Pg. 10





# LOOKING AT LABOR

By DALE MARR, Business Manager

The weeks since the last issue of Engineers News have been busy ones for me and the other officers of your union. During that relatively short time we have traveled throughout California, into Nevada, Utah and Hawaii and we have spent many long hours working within the political processes of both your union and your state governments.

Probably the most obvious political process in which we have recently been involved is attendance at all the special called meetings on the subject of the proposed dues resolution. The basic and supplemental dues was something that many members had requested and we were glad to translate those requests into a proposal to be put before the entire membership. Speaking for myself, I was equally pleased to see so many brothers show up at the meetings and voice their opinion of the amendment. Even so, the 2,758 to 1,031 vote only accounted for a little over 10 per cent of the entire membership. Democracy is the foundation of this union and the more members who become involved in the decision-making process, the more complete the democracy will be. This is exactly the reason the proposal was taken out to each district, rather than being decided at the semi-annual meeting where only a very few members could vote.

Of course the union and its democracy are all based on one thing—jobs for operating engineers. In the past year, as unemployment has skyrocketed, and especially over the past month, we have found ourselves spending more and more time working through the state and federal political processes to secure more jobs. One of these jobs is I-580, which you can read about on the front page of this month's newspaper. This job alone took untold hours of work and research and we consider it a real victory for Local 3's political program.

Another of the projects which we have been working hard to break loose is the Dumbarton Bridge in San Mateo County.

A third project which we have been working very hard on is the San Bruno Mountain Development. We have spent countless hours preparing and making presentations before the various agencies with jurisdiction over this project and we are now waiting for a decision by the San Mateo Planning Commission. This decision is also expected shortly and if it is favorable our efforts will be well rewarded. The San Bruno Mountain project will mean 1,609,950 hours of work for operating engineers with a payroll of \$14,486,850. This boils down to about 35 jobs per year for 15 years.

Although fighting for individual projects is all-important, we must also work for jobs on a wider front. The fact of the matter is that California's state highway construction program just doesn't have the money to continue at its present pace. This is why we had been working very closely with legislators and others who were supporting SB100, a bill by Senate President Pro Tem James Mills which would have added one cent per gallon in users' tax to gasoline and supplied another \$20 million for highway construction.

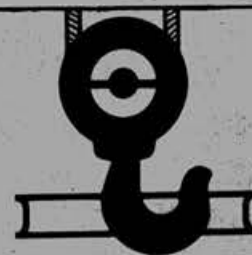
As this column is being written, however, it looks as if this bill has been defeated in the Senate Transportation Committee. The reason for the defeat seems to be that a lack of preparation on the part of the industry and a broad disagreement among the League of Cities and Counties about use of the funds put all the cards in the hands of the opposition. By the time the League and the industry realized that a defeat was in the making it was much too late to do anything about it.

All is not lost, however. We are working closely with Secretary of Business and Transportation Burns to keep the 90-10 formula projects going and he is now in the process of seeking financing sources other than the general fund. But with or without these projects, the hard facts are that if we don't get a bill similar to the one sponsored by Senator Mills there will be an additional 30,000 to 40,000 unemployed in California's already-depressed building trades. Our figures show that it will take another three cents per gallon in users' tax just to maintain the California highway construction program as it now exists.



# QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Dear Mr. Marr,

I haven't worked in this industry very long but one thing I know is that if you don't keep your eyes open and your mind on the job you can get hurt real quick. The other day I was wondering about what protection I have if someone asks me to do some work that looks unsafe so I checked the master agreement. It said "no employee shall be required to work on, with, or about an unsafe piece of equipment or under an unsafe condition if such equipment or condition is determined to be unsafe by an authorized representative of the Division of Industrial Safety or the authorized safety representative of a federal awarding agency." Then it says that the determination has to be in writing.

What I want to know is what do I do to get someone to check the job out and do I have to do the unsafe work until someone officially determines that it is unsafe?

The answer to your second question is absolutely not. The law provides that you can refuse work which you consider unsafe until a determination is made on that work. The procedure for getting that determination is to first talk to your foreman. By law the employer has a responsibility to provide a safe workplace and, as a representative of the employer, the foreman should be the first person to contact. If the foreman tells you to go ahead with the work and you believe it is unsafe you should contact the safety committeeman or job steward on the site. If the job on which you are working has no safety committeeman or job steward you should immediately call your district office and they will dispatch a business agent or safety representative. In any case, you are entirely within your rights to refuse work you feel is unsafe until a determination on that work is made.

If you are fired or otherwise

discriminated against by your employer for refusing unsafe work, you are entitled by the Cal/OSHA law to reinstatement and reimbursement for lost wages and work benefits. If you believe you have been discriminated against contact your district office immediately after the incident occurs and a business agent or safety rep will be sent to talk to you and to help you with the proper procedures.

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.

## More On Utah Contract...

(Continued from Page 1)

that this new contract gives our brother engineers the highest wage and fringe benefit package in Utah construction at the present time," said Marr. "But this is only right — operating engineers are the cream of the construction industry so it's reasonable that they should receive the most for their work."

Marr said that in addition to the substantial increases in the economic package many language improvements were made in the new agreement. One of these is a clause providing for straight-time Saturday make-up of work stopped due to weather or mechanical breakdown.

"I don't need to tell you how many times brothers will come home with a short paycheck because of bad weather or a breakdown during the week," said Marr. "Part of the reason for this is that employers don't want to pay higher Saturday scales to make up the lost time. With this new clause employers are more apt to call employees in on Saturday because they can pay the straight time rate. Again, this means more money in the pockets of operating engineers."

Marr said that the new clause stipulates that employees may not be forced to perform the Saturday make-up work and that regular overtime provisions will remain in effect where no work was missed during the week.

Another of the important changes made in the new contract was a modification of the coverage language to provide some coverage of commercial engineering and survey firms.

Marr said that a third important provision in the new contract is one calling for an increase of up to 40 cents for underground pay

and language which requires that this premium rate be paid for all time spent underground.

"This 'all time' provision will mean a lot to brothers working underground," Marr said. "Prior to this an engineer working underground might only get the premium pay from the minute he actually reached the job site. This meant that he might spend some time underground at the regular rate just traveling to the job site. With the new clause, the premium rate will begin the moment a man goes below."

In addition to those listed above the new Utah master agreement contains the following important changes:

The subcontractors clause was changed to require each subcontractor performing on-site work to agree in writing to be bound to the terms and conditions of the Utah agreement (Section 05.02.02).

Working rules were modified to provide flexibility in starting

times. The meal period was modified to provide an additional meal period for employees working four or more hours overtime (Sections 06.04.01, 06.14.00).

Wage rates for survey apprentices were changed. First period apprentices will receive 60 per cent of chainman-rodman scale; second period apprentices will receive 70 per cent, third period apprentices will receive 80 per cent and fourth period apprentices will receive 90 per cent. Fifth through eighth period apprentices will receive the applicable wage for the classification under which they are working (Section 07.09.02).

The tool insurance provision for heavy duty repairmen was increased to provide for coverage of any tool loss from \$100 to \$1,500 (Section 08.01.00).

A working leadman clause was added to provide for a 25 cent per hour premium where the section is applicable (Section 10.03.00).

Subsistence was increased to \$15.50 per day and travel expense to 17 cents per mile (Sections 11.01.00, 11.02.00).



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## Sacramento Scene

## Tax Increase Would Aid Construction

By EDWARD P. PARK, Director of Education & Research, California-Nevada Conference of Operating Engineers

Senate Bill 100 by Senator Mills was passed out of the Senate on June 23, and is now in the Assembly Transportation Committee. This bill would increase the user's tax on both gasoline and diesel fuel one cent per gallon. It would also impose a one cent per gallon tax with respect to motor vehicle fuel owned on July 1, 1976. The oil companies won't like this. It is seldom that we have ever supported tax increases, but, the sad truth is that the state is running out of money to match federal aid funds for highway construction contracts on July 1, 1975. Under S.B. 100 the net revenues from the one cent increase in the gas and diesel tax rate would be available for state highway construction and would not be subject to the north-south 40-60 formulae. The bill will certainly be amended, but we are doubtful that one cent will be adequate.

Senate Bill 580, also by Senator Mills, cleared the Senate. We opposed this measure as we feel it puts Caltrans in the position of eliminating jobs in the private sector, particularly our operating engineers employed by engineering firms. We hope we can do something with this bill in the Assembly.

On July 23, 1975, a joint committee of county supervisors of California, League of California Cities (public works offices), Associated General Contractors Association of California, Engineering and Grading Association of California, State Building and Construction Trades Council of California, California-Nevada Council of Operating Engineers and California State Council of Carpenters will meet with the California congressional delegation in Washington, D.C. to discuss "1. Bureaucratic administrative 'red tape' that is making it impossible to use the money available now. 2. Revenue sources are not adequate in present status to generate funds directly committed to contract expenditures." We expect they will accept our presentation and discuss our problems with us and hopefully work for solutions before our industry is literally choked to death by "red tape."

We are pleased to relate that Sacramento County received a county achievement award from the National Association of Counties for the report of the "aggregate committee management technical advisory committee." The writer served on this committee and it is our belief that the report was of great benefit to the aggregate industry while assisting the county in resolving the problems of how to best manage the county's valuable aggregate resources, protect the communities' social and economic interests and safeguard the physical environment. Many of the report's features were written into Senate Bill 756 by Senator Nedjedly, a surface mining and reclamation bill which has cleared the Senate.

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Governor Brown has signed into law Senate Bill 1234, which was introduced as an urgency measure by Senator Marks at the request of the Operating Engineers. Existing law generally provides public agencies with guidelines for the establishment of pension plans for the benefit of their employees. However, the law does not expressly provide that local public agencies may contribute to pension plans established pursuant to the Federal Retirement Security Act of 1974. There are numerous public agencies who are contributing to these pension plans. However, one such agency has said that it is unable to comply with the terms of a contract whereby it had agreed to make contributions to a pension plan governed by the 1974 Retirement Act, unless specific statutory authority is enacted. There is a court case pending against this employer who will not contribute to the pension plan because of a lack of statutory authority. If the court decided statutory authority is necessary, many public employees would be deprived of pension plan benefits. The enactment of Senate Bill No. 1234 will resolve this problem. The bill was accorded somewhat remarkable treatment by the legislature. We appreciate Governor Brown's approval of this measure, which will take effect immediately as an urgency measure.

We predicted that Senate Bill 275 by Senator Dills

would be the public employee bargaining bill that would move along. We were wrong. After many long meetings, where agreements were worked out with Governor Brown and the affected organizations, the bill became Senate Bill 4. This bill was held in the Senate Finance Committee after being encumbered by a couple of silly amendments. The next effort was with Assembly Bill 119, a Labor Federation bill which embodied the agreements worked out in Senate Bill 4. The Assembly Ways and Means Committee made short shrift of this measure, when the members agreed to an amendment which would have allowed a student representative to sit in on campus public employee bargaining sessions at the State Colleges and Universities. Both Senate Bill 4 and Assembly Bill 119 are very much alive, but because they failed to clear the house of origin by June 27, they become two-year bills with no possibility of becoming effective before January 1977.

When the state legislators return from their summer recess on August 4, there will be a combined effort by labor to have passed bills to:

- 1—Increase jobless benefits from \$90 to \$104 (AB 91);
- 2—Let workers keep all tips received (AB 232);
- 3—Require item price marking in supermarkets (SB 261);
- 4—Outlaw professional strikebreakers (SB 719);
- 5—Curb the unfair use of temporary restraining orders and preliminary injunctions to bar peaceful picketing (SB 743); and
- 6—Require the University of California to pay building and construction trade workers prevailing wage rates (SB 394).

When the Legislature recessed on June 27, 1975, with the first six months of the 1975-76 regular session behind them, 1,289 bills had been introduced in the Senate. That body has passed 667 of these. 2,451 bills were introduced in the Assembly and 1,156 of these were passed by that body. A combined total of 259 Senate and Assembly bills were passed by both houses and sent to the Governor. At this writing, we do not have a final report on how many of these measures were either signed or vetoed. There was a rush in the Legislature during its last week in session to move bills out of the house of origin so they do not become two-year bills. Those that failed to move out of the House of origin cannot become effective until January, 1977, provided of course they win passage.

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The Nevada State Legislature processed some 200 less measures than they did two years ago, although they took 20 additional days of meetings to do so. It was a record breaking 121 days this year. In the words of Gail Bishop, the assistant administrator for the J. A. C. in Northern Nevada, "It is difficult to ascertain by the results what took them so long."

Legislative reform did not fare too well and the reform bills were quickly dispatched into limbo. However, lobbyists will now be regulated due to the passage of AB 454, which is a milder version of California Proposition 9.

We commented on S.B. 614 in the last issue. This started out as S.B. 399 which would have required a union organizer, business agent or union officer to become licensed by the state in order to represent casino workers. They would have had to undergo the same type of investigation that casino owners do, which is in violation of federal law. After a session-long fight, the licensing factor was amended and we ended up with S.B. 614, which still gives the state wide-ranging powers to probe into the background of union organizers.

Labor supported 67 bills and 38 of these were passed. 23 of those labor opposed, failed to become law. Among these were several that would have been detrimental to our members. In the area of unemployment insurance, A.B. 537 would have made one-week waiting period mandatory. A.B. 549, would have made it mandatory that you accept employment from anyone, as long as they paid as much or more than your weekly benefit. A.B. 555 would have reduced your weekly benefit by whatever amount you are receiving as Social Security or pension. This would seriously affect our retirees.

A Personal Note  
from

The President's Pen

By HAROLD HUSTON  
President



May I take this opportunity to personally thank all our brother engineers who took time out to attend the semi-annual meeting held in San Francisco on July 12, 1975. In order to keep our union strong, everyone must take an active part. I do my best as your president to give each member the opportunity to express himself freely. We all feel that each member should respect a brother engineer when he is speaking, even though you may not agree with him.

In my humble opinion, our goal should be to try to see that every brother engineer has an opportunity to obtain employment. This means we must fight harder than ever before for jobs. This is why I do my best to attend every new development public hearing, and speak out for our members.

On Thursday, July 10, 1975, I had the opportunity to attend the San Mateo Planning Commission hearing on the San Bruno Mountain development project held in Daly City. My warmest vote of thanks goes out to each brother engineer and his lovely wife who did attend this hearing, and gave me your support. To achieve our goals, we must work together as a team.

The following speech was presented by me to the San Mateo County Planning Commission:

On behalf of over 36,000 members of Operating Engineers, of which 1,500 are located in the counties of San Mateo and San Francisco, I would like to place our organization, Operating Engineers Local Union No. 3 on record as being in favor of the proposed San Bruno Mountain development project.

As a labor union, one of our responsibilities is to improve the economic conditions of our members. In carrying out that responsibility, we have negotiated some of the best collective bargaining agreements in organized labor. However, the best bargaining agreement in the world is not worth the paper it is written on if the people who fall under that agreement are not working. Very few employers agree to pay their employees for not working.

These are hard economic times. Unemployment nationally has reached its highest point in 34 years. In California, the construction industry is faltering like it has never done before. The housing industry is practically non-existent. Our members, 1,500 strong, in San Mateo and San Francisco counties, are forced to cope with a 20 per cent unemployment rate. Of these 1,500 members in the two counties, 313 are on the out-of-work list, and remain there for an average of 16 weeks before employment is found.

As the construction industry goes so goes the health of the non-construction industry. For every one job in construction, there are an accompanying six jobs in the service and industrial sector. When the construction industry falters, it is only a matter of time before the rest of the economy is on the skids. After the economy in general has started its decline, it takes a long period of time for it to start recovering. That recovery is based on a revitalized construction industry. Your decision here will have a significant effect on the health of the economy in San Mateo and San Francisco Counties.

As you have already been told, the proposed project will provide over 500 jobs for the construction industry a year for the next 15 years. The combined payroll for these jobs will be over \$145 million. I am sure that you are well aware of the spending power this \$145 million will have in the counties of San Mateo and San Francisco.

In addition to the impact this project will have on long-term construction jobs, by approving the proposed project, you will be allowing over 7,500 families the opportunity of finding housing in this area. In a market where privately owned housing is reaching the point of being a luxury enjoyed only by the very wealthy, you will be giving thousands of families the chance to fulfill a life-long dream of owning their own home.

You have heard proposals from various groups recommending that you deny Visitation Associates' permit approval to carry on with this project. They ask that, instead, you declare San Bruno Mountain open space or a regional park—that you have it the way it is.

I would like to remind you of the specifications of this project. Of the more than 3,300 acres of land that constitute San Bruno Mountain, 1,900 acres, virtually the entire expanse of San Bruno Mountain, is proposed for a regional resource park and permanent open space; 646 acres of undeveloped public space; 206.5 acres of developed open space and parks; 158.5 acres devoted to school, road, industrial and retail use; and 262 acres for residential use. So the issue is not to provide open space as opposed to mass urbanization, because 80 per cent of the project will remain in open space. The issue is whether there will be development at all on the mountain.

But if you decide to declare the whole mountain to be permanent open space, so be it. But I would like to know how you intend to pay for the land? I would also like to know how you intend to pay for its annual maintenance, because it will be my tax money that will be used.

I would like to show you some slides that were taken on June 9, 1975. As you will be able to see, much of the land is being used for no other purpose than as a dump for people's garbage. It seems as though some people would like this mountain used as a place to deposit all the junk laying around their house. The junk is not confined to any single area either. You see it driving up Guadalupe Canyon Road. You see it in the Northeast Ridge area, you see it in the saddle area. You see it close to the road and at a great distance from any road.

In one slide, you will see the remains of one of the many demonstra-

See MORE PRESIDENTS' PEN, Page 4



# Members Reject Supplementary Dues



## RIGGING LINES

By BOB MAYFIELD  
Vice-President

The many important events which have occurred this past month, have certainly made the time slip by very fast.

A number of very important negotiations in Utah that had been opened in this past month were finally hammered out and settled after extremely tough negotiations in each case.

The first of these contracts settled was Kaibab Industries in Panquitch, Utah—which is about 250 miles south of Salt Lake City and fairly near the Arizona border. This is a very small town which is not really too close to any major city and I'm certain that at times these good brothers, due to their location, feel almost like they are forgotten. However, I think because of this year's effort (our second since this unit was organized), a good feeling has developed. A three-year contract was consummated with wages and benefits being open the second year. The total wage and fringe package amounted to about a 20 per cent increase, with many upgrades, a per diem increase and improvements in the woods section. The two stewards who sat in through all the sessions were a great help, as these are the people who certainly are the experts and have the working knowledge of the day-to-day operations.

The second settlement made was done in the rock, sand & gravel industry. Unlike the Kaibab settlement, this settlement was not made until after nearly a three-week strike occurred. Key issues and quite a large money package were needed to justify a settlement here as our membership has had very large cost-of-living increases to be made up due to the high cost of living which has occurred. The employers involved have never had a strike in this state, and in my mind were of the attitude from the outset that they were going to have to be shown that we meant business and no amount of talking about what we might do was going to convince them of anything. As a result, the expiration date came and a three-week strike occurred. After it became apparent that we meant business the employers asked to meet again and a settlement was reached. Highlights of this three-year agreement featured 90c in wages the first year across the board. Also, most companies converted to the Local No. 3 health & welfare which they previously didn't have and during the contract a substantial pension increase was negotiated. This contract was ratified nearly unanimously.

The Utah A.G.C. contract was wrapped up very recently. The open shop movement and some quite low settlements by other crafts prior to our settling made this negotiation especially tough. Even so, a total of \$1.15 per hour across the board wages and fringes, plus a considerable expansion of Area 2 was obtained, and to my knowledge this was the highest settlement made in the state of Utah. At the ratification meeting following negotiations our membership displayed their obvious satisfaction over this contract, as it was ratified by a margin of 233 for to only 7 against.

The oil field is still advancing quite well, as an N.L.R.B. election will occur, hopefully by early September with Atlantic Drilling. We filed jointly with Local No. 12 on this large company, who has 13 rigs drilling in the state of California and has around 350 totally who would fall in the bargaining units that would be eligible for this election.

It is with regret that I have to announce that Ray Morgan, the key oil field representative and organizer, has taken a leave of absence. Ray is known by all in the oil patch and over the past year and one-half has developed an excellent reputation with the oil field workers. Ray decided to give the Alaska pipeline a try, as some really big money is being made nowadays up that way for those fortunate enough to hook up and be cleared to this job. I would like to wish Ray all the luck in the world at his new job, and wish his brother, George, the best, as he will be taking his place.

I was able to attend about half of the recently held by-laws meetings where a proposal to change the dues section was presented to the members attending and voted upon at the conclusion of each meeting held. I apologize to everyone at each meeting I was unable to attend, as I know it was certainly part of my duty to do so, if possible. However, as fate would have it, in a freak accident of horse play with my son who is in college, I dislocated my right shoulder and broke the arm socket, as well as doing extensive damage to all muscles and ligaments in this shoulder area. As a result, I had quite a serious shoulder operation and spent eight days in the hospital and several more at home, and am only now able to work on a limited basis. The moral of the story here, I guess, is that I'm not as young as I once was, and shouldn't mess around with those 19-year-olds!

At any rate, all meetings are now completed and quite clearly from all indicators our membership isn't at all interested in a supplemental dues structure. The votes were very top heavy against this proposed change, and most of the vocal criticisms at the meetings I attended were strongly against. As far as I personally am concerned, our membership has had their voice by way of a vote, and are against any such idea. If that be their wish, I'm certainly 100 per cent for what the rank & file wants.

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Operating engineers throughout the jurisdiction voted overwhelmingly to reject a proposal to amend Article VI of the local union by-laws at special called meetings held in July and early August.

Originally proposed in response to requests by members voiced at district meetings, the amendment was aimed at increasing the responsiveness of the dues structure to the employment condition of the individual member.

The proposed amendment would have modified the by-laws to provide for a basic dues rate and a supplemental dues structure based on earnings.

Each of the 14 meetings was marked by unusually high attendance and the resultant vote was likewise large. Although a slide show detailing the provisions of the proposed amendment was available at all meetings, members in several districts voted to waive the slide show and decide the issue based on the text of the amendment as printed in last month's *Engineers News*.

Voting at each of the meetings was by secret ballot and tallying was done by a committee composed of an elected chairman and his tellers. Tallying of the total

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vote was to have been held August 5 in San Francisco but was cancelled because of the overwhelming majority of votes against the proposal.

Business Manager Dale Marr said that the huge majority against the proposal had "slammed the door shut on any further consideration of the basic and supplemental dues system as long as I am business manager."

"Through this vote the brothers have said straight out that they want no part of the basic and supplemental system," said Marr. "Rank-and-file members pay the dues that run this union and it's going to be their votes which decide how it's run. The vote shows

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clearly that the majority of the membership feel that the proposed structure would not benefit them and as far as I'm concerned this is the death knell for supplemental dues in any form."

Local 3 officers expressed their pleasure at the large attendance at the meetings and agreed that it was an outstanding example of the democratic foundations of the union.

Officers also expressed their confidence in the decision of rank-and-file members in rejecting the proposal, saying that no one knows what is best for the members better than the members themselves. They pointed out that, just as in the cases of the service pension and the pre-negotiation surveys, the members were asked to decide the direction the union would go, and that decision will now be carried out, "regardless of those who seek to make political hay out of every rank-and-file decision."

## Tough Engineer Will Teach Brothers

While the lessons to be learned from someone holding a fifth degree black belt might be painful, they could also be very valuable. Jim Logsdon, a 48-year-old engineer from San Jose, is hoping that the public in general and operating engineers in particular will see those lessons as valuable enough to pay for them.

Logsdon, a 25-year member of Local 3 who has worked as a foreman and superintendent for the last 15 years, recently opened his third studio of karate instruction in San Jose. Huo Ch'uan, the style of karate Logsdon teaches, can be learned only at his studio. The reason is simple—he invented it.

According to Logsdon, the style is really a combination of Japanese, Korean, Chinese and Okinawan techniques plus certain additions that are wholly his own.

Logsdon first became interested in martial arts when he was a child.

"I was in China with my parents in 1947 and 1948 and that's how I started," he said. "My father was an engineer with a local in Kentucky at that time. China is just full of temples for learning and that's how I got in-

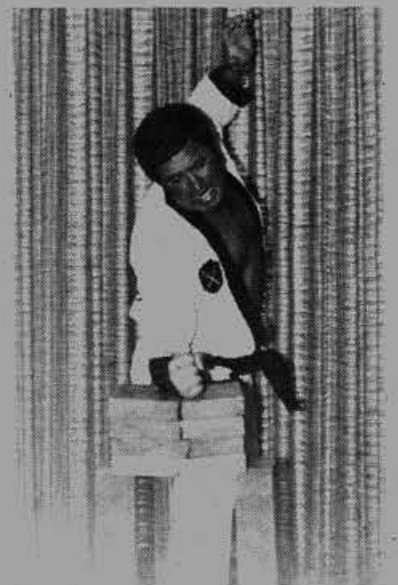
volved. I kind of let it slide by and then when I was in Korea in the service I picked it up again and have hung tight with it ever since."

Logsdon added to his prowess in 1967.

"I was doing a job over in the Hawaiian Islands and I studied the Okinawan style there," he said. "After the job was over I had a chance to go over and study the Japanese style in Japan."

Logsdon has been working on his own style since 1965 and it has been recognized as his since 1968. He has previously taught his skill in studios in Hawaii and Chico, California, and says he would like to start a class at his new studio for operating engineers and members of their families exclusively.

For further information contact the San Jose office.



Jim Logsdon

Applications for the Operating Engineers Apprenticeship Program will be accepted for Utah residents for six days in September. Applications will be accepted on the following dates only: Sept. 2 and Sept. 9 in Provo; Sept. 3 and Sept. 10 in Ogden; and Sept. 4 and Sept. 11 in Salt Lake City. Dispatch offices will be open for applications only between the hours of 2 p.m. and 5 p.m.

## More 1-580...

(Continued from Page 1)

be needed for the proposed project. The Division of Highways then began to plan the construction of the new freeway section by completing the right-of-way and design requirements for most of the project by the late 1960's.

However, before construction could begin on its original proposal the Department of Transportation amended the proposal to include a median wide enough to accommodate other modes of transportation such as BART. Provisions were also made for a truck climbing lane for west-bound traffic.

This amendment resulted in a series of studies which culminated in the project's approval in December, 1974 and the start of construction this month.

## More President's Pen...

(Continued from Page 3)

tions held in the saddle area urging the "saving of San Bruno Mountain." The sign reads, "San Bruno Boy Scouts Want to Save San Bruno Mountain." Save it for what?

Save it for the future dumping spots for "bumper strip slogans?" Save it for the final resting place of more debris of Boy Scout field trips? Save it for the inconsiderate slob who drape themselves in an environmental cloth and actually do more damage to the environment than this planned community will do?

If, in your decisions, you choose to be insensitive to the employment and housing needs of this county, and rule against Visitation Associates I hope that you arrive at a fair and equitable way of paying for the upkeep of this mountain. I also hope that you will find a workable means to punish the slob who destroy this land with their garbage.

We need jobs and homes now! Your forthcoming recommendation to the Board of Supervisors will play a very important part on the economic condition of this area. Thank you for the courtesy you have extended to me and our members.



## Situs Picketing, Alien Control

# Tunney Backs Two Key Labor Issues

California Senator John Tunney last month said he would support two issues considered crucial to the protection of union labor—the Situs Picketing Bill and stricter control over illegal immigration of aliens.

The Democratic senator's announcement came after an early-June meeting between Tunney and representatives of Local 3 and other California labor organizations. According to Business Manager Dale Marr, who attended the meeting with other Local 3 officers, Tunney was anxious to get input from organized labor.

"We were real happy with the Senator's willingness to listen to the problems of working people," said Marr. "We told him in no uncertain terms that jobs and the economy were the real questions in these times and that we need the Situs Picketing Bill and a tighter rein on illegal aliens for one reason and one reason only—to retain work opportunities for American citizens in general and for union members in particular. We really let him know that jobs are the name of the game and we were pleased with his forthright concern and promise of immediate action on many of the state's problems."

Tunney said that he would co-sponsor a new version of the Situs Picketing Bill, labeled S.1479, which would reverse a Supreme Court interpretation of the Taft-Hartley Act's secondary boycott provision.

The secondary boycott provision makes it an unfair labor practice for a union to picket when the object is to force "any individual employed by any person" to cease doing business with "any other person." In its decision the Supreme Court reasoned that because a prime contractor at a building site and the sub-contractor he hires are separate legal entities, it is a violation of the law for a union to picket a prime contractor to stop him

from doing business with a non-union sub-contractor.

S.1479 would reverse this decision and make ineffective the "second gate" activity seen in many areas.

In announcing his co-sponsorship, Tunney said that the practice of subcontracting to non-union employers, usually at wage rates considerably below prevailing union scales, "undermines the national commitment to encourage collective bargaining, which dates officially from the Wagner Act passed by Congress 40 years ago."

"It undercuts the strength of trade unions and was not intended to be protected from picketing by the framers of the Taft-Hartley Act," he said. "It is time that Congress reversed the narrow court interpretation on this issue and restored this basic and legitimate power to labor unions."

Tunney also called for a personnel increase in the Immigration and Naturalization Service as part of a program to help stem the tide of illegal aliens taking

over the jobs of American workers.

He said that illegal aliens now hold jobs estimated at more than one million nationwide.

In suggesting 2,000 new positions for the INS, Tunney said that lack of personnel at present has resulted in a dangerous backlog of paper work which diverts INS officers from efforts to stem the influx of illegal aliens into this nation and to apprehend them once they have gained illegal entry.

Marr said that he endorsed both of Tunney's actions and pointed out that the senator has an excellent voting record on labor issues.

"These are only two of many ways in which Senator Tunney has supported the working people of this country," said Marr. "Earlier this year he supported a 36 per cent expansion of the public works program, the Emergency Jobs Appropriation Bill, a housing rebate program to stimulate the housing industry and legislation to continue basic health benefits coverage for the unemployed at the same level as when they were working. He also fought against the repeal of the Davis-Bacon Act, which I'm sure you know is highly important to the construction industry. All in all, the Senator has shown that he is a real friend to the working people across the nation."



John  
Tunney

# Kaibab Signs Three-Year Pact

By TOM BILLS,  
District Representative and  
WAYNE LASSITER,  
LAKE AUSTIN,  
REX DAUGHERTY,  
WILLIAM MARKUS,  
DON STRATE and  
DENNIS WRIGHT,  
Business Representatives

A strike was avoided at Kaibab Industries in Panguitch, Utah, with the ratification by the membership of a three-year agreement, to be opened for negotiations on wages and fringes the second and third year of the contract.

The brothers at Kaibab ratified the agreement for a 10 per cent wage increase the first year of the contract for all of the plant and woods employees and the fallers getting 12 cents per inch on saw rental payment. A per diem of \$10 was also obtained for all woods employees and fallers who are required to camp out in the woods. The employer also agreed to a health and welfare insurance coverage for the employees and their families at no cost to the employees.

More than 130 members from Utah Sand & Gravel, Concrete Products Company and Geneva Rock Products turned out to the

meeting held July 15th and unanimously voted to reject the companies' offers and effective July 16th, these members went on strike. We hope that a satisfactory agreement may soon be obtained for these members.

A project to improve traffic flow at two points along I-15 between 1100 South and 3300 South in Salt Lake City was awarded to Gibbons and Reed Construction Company at a cost of \$681,047.35.

The project will add a 12-foot lane to the west side of the southbound section of I-15 between 2300 South and 3300 South. It will also construct a new on-ramp at about 1900 South from the northbound collector to I-15. After the new ramp is completed, the existing collector ramp just north of 1300 South will be removed. Southbound traffic at the interchange of I-15 and I-80 often becomes congested during peak hours because of traffic merging with I-15 from both the southbound collector and I-80. Although I-15 widens to three lanes at the interchange, through traffic must still slow down to give collector traffic room to merge.

When the project is complete, southbound collector traffic at 2300 South will have a greater

amount of time to find gaps in the I-15 traffic because of the additional lane between 2300 South and 3300 South, thus allowing for a smooth merge.

M. Morrin and Son Construction Company was low bidder at \$3,060,063 on three bridges along a 2.3 mile segment of Ogden's 20th Street access to I-15. Two of the bridges to be constructed will span the main tracks of the Ogden railroad yards including those of the Union Pacific, the Denver and Rio Grande, and Southern Pacific railroads. A third bridge will span the Weber River, a Denver and Rio Grande Railroad spur line track and Middleton Road. The project also calls for some minor grading and draining on the bridge approaches and on an access road. However, the major portion of the grading and draining work on the street has been completed under a previous contract. The surfacing will be part of another project which will be advertised for bid at a later date. The contractor will have 160 working days to complete the project.

M. Morrin and Son Construction was also low bidder at \$3 million on the replacement of Ogden's

See MORE UTAH, Page 6

# IN OUR LEAGUE

By JAMES "Red" IVY  
Recording-Corresponding  
Secretary



Shortly after the California Department of Transportation (CALTRANS) announced a moratorium on all new freeway construction in the state for a period of at least one year, we were requested by some of our members to determine if the Department's financial situation was as bad as they reported it to be.

Along with representatives from other building trades unions, I attended a meeting with CALTRANS officials in which they explained their condition. Following is a report on that meeting.

Citing declining revenues and sky-rocketing inflation, CALTRANS says that the Department does not have the funds necessary to build any new freeways. They also said that unless some type of financial assistance is found, they will be restricted to performing state-financed maintenance work only.

The highway program in California has three major sources of revenue: state fuel taxes (currently seven cents per gallon); motor vehicle registration, which includes license and truck weight fees; and Federal Highway Trust Funds which require matching state funds.

Recent trends have accelerated the decline of state-sourced funds to the degree that \$65 million less are now anticipated from these sources during the current fiscal year than were estimated when the budget was approved one year ago. In addition, inflation has increased the cost of materials and labor to a level twice what it was 10 years ago.

Since federal funds are the Department's principal source of construction revenue and require matching state funds at a ratio of \$2 for \$8, or in the case of the Interstate program, \$1 for \$9, the loss of \$1 or \$2 in state revenue has the effect of reducing the state construction program by \$10.

A major source of income that is declining is money from the gasoline tax. With the price of gasoline increasing on a regular basis, people are not driving as much as they used to. There has also been a significant increase in the use of high-mileage automobiles. Both of these factors combine to decrease the amount of gasoline sold, which in turn decreases the amount of gas tax collected by the state.

Of the 11 cents tax presently on a gallon of gasoline sold in California, four cents goes to the federal government for deposit in the Federal Highway Trust Fund and seven cents is the state gas tax. Of that seven cents state tax, 3½ cents goes to local government for their road programs. This leaves only 3½ cents out of the total 11 cents per gallon tax to be used for state highway construction.

Department officials say however, that the 3½ cents allocated to state programs does not tell the whole story. Revenue from vehicle registration, drivers licenses and truck weight fees goes into a fund, called the Motor Vehicle Account (MVA). Out of the MVA, the Highway Department must pay all expenses for the Department of Motor Vehicles and the California Highway Patrol, including salaries for over 16,000 employees. The salaries and operating expenses for the DMV and the CHP come off the top of the Motor Vehicle Account. What is left over is combined with the 3½ cents gas tax to finance highway construction.

Given the fact that the Highway Department is going broke, officials are faced with the problem of finding additional revenue to finance the construction projects that are needed now. Presently there are three major proposals to provide the state with additional money.

On the federal level, H.R. 3786 was recently passed and signed into law. This bill provides for 100 per cent federal financing of highway projects advertised between February 12, 1975 and September 30, 1975. Under this provision, the federal government would loan to the states, their share of the project costs. The states would then have 18 months to repay the loan. California recently took advantage of this law by borrowing over \$23 million which, combined with the federal share, will finance over \$200 million worth of highway construction.

Another proposal was recently offered by President Ford. Under the plan, one cent of the current four cent a gallon federal tax on gasoline would be repealed in states that agree to raise their state gasoline taxes by one cent per gallon—a maneuver designed to give states a new source of revenue without increasing the overall tax on gasoline.

On the state level, State Senator James Mills (Dem.-S.D.) has introduced legislation which would increase the state tax one cent from seven cents to eight cents per gallon. This bill, S.B. 100, cleared the Senate in a lopsided 23 to 7 vote recently and is now before the State Assembly. Mills has predicted that his proposed one cent increase could be doubled or even tripled by the Assembly. CALTRANS has said that nothing less than a three cent increase can bail out the road building program. Even with wide support in the Legislature, Mills isn't sure what Governor Brown would do with the legislation. During his campaign for Governor last year, Brown promised no increase in taxes during his first year.

Regardless of the outcome of the current financial crisis in the Department, it is widely assumed that the days of building massive freeways in California are over. However, the need to provide adequate, safe thoroughfares will require the state to face up to its problems and find alternate sources of income.

new bill & new bill law



## More Utah...

(Continued from Page 5)

24th St. Viaduct. The half-century old bridge is in such poor condition that trucks weighing more than 12 tons have been restricted from using it. This project has been the first priority in Utah's bridge replacement program since 1972.

### CENTRAL UTAH

Central Utah and the Uintah Basin have finally realized the increase in work throughout Utah. Some jobs are even working two shifts again. The dirt jobs are late starting this season; this will cause some production problems before this season is over.

The largest job in this area is S. J. Groves' dam project at Currant Creek. This job is having some problems with the core grouting, causing a hold up in the dirt moving. At present they are pumping grout on a three-shift operation, trying to speed up this phase of the project. There was a flash flood on the job site making clean-up the main problem. Some of the equipment from this job will be sent to other projects for this employer until the production problems are settled.

At the Geneva Steel Plant work has slacked off for awhile, but the employers working on this expansion project are hopeful that more money will be available after July to get the work going in full swing.

Mountain Valley Inc. of Heber, Utah, is back in production at their pit near Charleston, Utah;

and although the stockpiles are still low the expected work load will keep a large number of operators busy in this area.

W. W. Clyde Company has completed their stripping job at Topaz Mountain. The brothers who worked this job all winter and spring will be glad to get back to civilization.

W. W. Clyde Company has started their paving job on I-15 from Spanish Fork to Provo. Brother Lorus Palfryman will be the superintendent on the job and they expect to employ about 15 operators. W. W. Clyde's site preparation job at the Emery Power Plant is still going full bore with approximately 60 operators working two shifts. They expect to keep this pace the rest of the season.

Corn Construction of Grand Junction, Colorado has started work on the I-70 Gooseberry Junction job. This contractor will employ about 12 operators and have 80 working days to complete the project.

L. A. Young has the grade finished on the I-70 job at Salina and is in the process of getting the gravel crushed for the asphalt. L. A. Young has started on their job on I-70 from Floy Wash to Crooked Wash. They are working two shifts and plan on about 45 operators. If the weather allows, they plan on working this job all winter.

Jelco Inc.'s job at the Emery Power Plant is getting off to a

## Cooperation Brings Hog Feed Success

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

We in the Santa Rosa office are appreciative of the splendid cooperation by everyone in putting on the "Hog Feed" and once again making it a tremendous success.

We really don't know where to begin to thank everyone. We think that Sonny Wharton, blade operator for Parnum Paving, who was the cook for the Hawaiian style "Luau Pig" had to be the greatest. He drove twice from Willits, the first time to set the stage for the underground pit and then coming back with his many friends at 4 a.m. to see that the hog was properly cooked. It was excellent and we know that Sonny has become quite ill since the feed and we hope and

good start with about 25 brothers on the payroll at the present time. If the new development at Wallsburg gets started, this plant, being the nearest one, should have a long run furnishing the materials.

The Stauffer Chemical Plant at Vernal, Utah, is indicating that the long-awaited expansion is near at hand. Some of the work being done now is being designed to handle the expansion and if company officials on the job means something, this plant could be greatly expanded.

pray that he will recover quickly and will be with us once again next year for the 4th Annual Hog Feed. Incidentally, we tried to pay Sonny, at least for the gas he used travelling back and forth from Willits to Santa Rosa, but he refused to accept it. Last year in the August 1974 issue of the Engineers News we went into great detail as to the process of cooking a pig "Luau" style, so if you are interested you can refer to that issue.

Sure wish we could pin a Merit Badge on George Sanpietro and George Baker, for they really excelled this year—Sanpietro for his great marksmanship when hunting with Baker; two wild hogs killed, with one about 400 pounds and the other about 375 and for Baker bringing his own knives, cutting boards, etc., etc. and doing a great job of carving. Because of this the lines were fairly short all afternoon.

To the Marine Cooks & Stewards, our hats off to Val Valetta, who heads the training camp near Santa Rosa and to Ed Turner, the business manager. They allowed some of their stewards to do the serving and they were tremendous, fast and immaculately dressed, thus helping to create a first class feed. Thanks so much for all of the help. We will be back again next year asking your help.

The show went on when Frank

Scalerio sent us some of his karate experts, from his Institute for Better Health, to show us the great art of self defense. They did a beautiful job and we were all happy that they were friends.

The union music (Marv Massey) did a great job keeping things moving. He and his musicians seemed to please everyone.

It takes so many people to make the affair a success. We finally saw John Bottani sweating. We didn't know he could work so hard in helping to prepare the cooking. Then, whatever was needed to be done, there was John, along with so many others—our office gal, Alice, along with Paula from the San Francisco office and the agents' wives, Candy McNulty, Barbara Parker, Mary Jane Dutton—all great in selling and taking tickets, helping with the tables, etc.

Carol Smith (Chuck Smith's wife) directed the children's games, and from the noise and activity in that section everyone had a great time.

Duane Myers, son of Ivan Myers, retired, who has a membership of 40 years, and who works for the Lace House Linen Supply, once again provided us with plenty of clean sheets needed in preparing the meat.

Thanks again to J. R. Peters for the use of his backhoe and truck. They save us from using a lot of back muscles.

More rocks were needed again this year and 100 per cent cooperation was given us by Mr. Hilger of the Hidden Valley Gravel Company.

Where did we get the meat? Well, Marvin Baswell came through again, also Stan McNulty and a stranger (not a member) Tom Baxter; then, of course, George Sanpietro and George Baker.

Foremost Dairy was a big factor resulting in our successful venture. We were able to have the use of their cold truck from the distributor Bill Slyker and our good friend Walt Ballard who spent the entire day serving drinks and coordinating that department. Enough thanks cannot be given to all of these wonderful people.

The Honolulu office—what a group! We need Ti leaves and banana stumps to cook the meat and sure enough, they came through. We don't know how they did it, as they must have had a time of it. Have you ever tried to handle a box full of banana stumps and Ti leaves weighing 750 pounds? Well, they put it together and we put it to good use. We cannot thank Harold Lewis, Wally Lean, Wilfred Brown, Richard Shuff and Soichi Tamashiro enough for helping us so much. They continue to follow through with their promises so well each year that we are sure they will continue to extend their help next year. Many thanks to all our Hawaiian brothers. Harold, the leis were beautiful and were exceptionally well received by many of the lovely ladies present at the feed.

We will see you all again next year—June 20th to be exact—at the same place.

Our apologies to those to whom we have not extended our thanks, but please accept our thanks to all who had anything to do with the 3rd Annual Hog Feed.

## Members Ratify New Interpace Agreement

By **CLEM HOOVER**, District Representative, **TOM ECK**, Assistant District Representative, and **AL DALTON**, **AL SWAN**, **BILL BEST** and **BILL MARSHALL**, Business Representatives

Negotiations were recently completed with Interpace Corporation at Lincoln. It was a very good three-year agreement; in fact, the best agreement ever obtained at Interpace. It was ratified by a three-to-one margin by the membership. The negotiating committee held several meetings with the company, and the last one lasted until 2 a.m. in order to get a contract by the expiration date. The negotiating committee consisted of Clem Hoover, district representative; Al Swan, business represen-

tative; Reggie Lechuga, Teamster's business agent; Joe Ramos, Operating Engineer steward, and Herbert Sharrock, Teamster steward. The stewards were a big help in these negotiations, and our thanks goes out to them.

The County Board of Supervisors is really knocking us in the head in the subdivision field in Sacramento County. They are rezoning all the undeveloped land in various parts of the county to agricultural, which eliminates all subdivisions in those areas. As you well know, a large number of our members rely on this type of work for their paychecks. Any help that we can get from the members would be helpful to the union, as well as individual members. Contact your supervisor and voice

your opposition to this action.

Pre-job conferences were held with Monterey Mechanical for their \$6.5 million wastewater treatment plant located south of Sacramento on Sims Road. This job will last about 18 months and will be the forerunner for the large plant that will be built in the near future. A pre-job was also held with A. Teichert & Son, Inc. for their Highway 49 relocation job in Auburn. This job will require about 30 engineers and will last through next year.

Just a reminder not to forget our first annual picnic that will be held at Elk Grove park on Sunday, Sept. 7, 1975. Bring the wife and kids out for a day of fun. There will be games for the kids as well as the adults. We have the baseball diamond reserved so you ball players bring your baseball mitts and bats. The tickets are \$3.75 for adults and \$2.75 for children under 12. The tickets are available at the office as well as from the agents. We think this will be a fun day for everyone.

On his vacation, Business Agent A. V. "Bud" Dalton aced the 115-yard number 5 hole on the El Dorado Hills golf course on July 3, using a 9-iron. Witnesses were Don D. Kittlison and John Griggs. Dalton is a left handed player.

### AUBURN DAM

On the Auburn Dam, the excavation operation directed by Leonard Turner is working two shifts on the truck spreads and a single shift on the 657 scraper spread.

Early this spring, the day crew led by Claude Clark started diversion of the American River in preparation for work on the coffer dam. After three long shifts, the diversion was completed. It was estimated that 4,000 cfs were flowing when diversion was completed.

The 657 scrapers are working on the left abutment keyway. This involves long steep hauls from an extreme elevation 1,250 feet on top of the abutment down to elevation of 500 feet, where the Zone I impervious core material is being hauled for the coffer dam. One look at the hill where the 657's are coming off and you can see why Elmer Roderick, the foreman over the scrapers, chose all top hands.

On the right abutment keyway, the foundation notch is being carved in a three-phase operation: drilling, shooting, and excavating back and forth across the area and down the cliff in 20 feet lifts averaging 8,000 cubic yards a day. Rock bolts, one inch in diameter ranging from 10 feet to 40 feet long, are being placed in the keyway walls, and an estimated 330,000 feet of rock bolts will be needed.

The geologically complex site of the dam called for the largest and most extensive investigation program ever carried out by the Bureau of Reclamation with several new methods of testing and analysis developing during the process. Some 7,000 feet of tunnels, raises, and shafts, and 9,000 feet of drilled holes were required to determine how the foundation will behave when the load of the dam is transmitted to it.

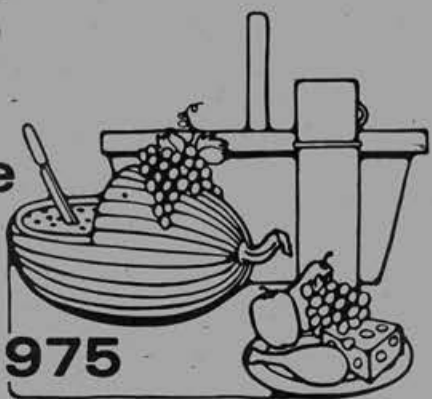
The extensive "dental work" called for in the keyway requires replacing unsuitable material in the fault areas (or "discontinuities" as they are called in these earthquake conscious days) with concrete. One of the largest of these areas, the "J block" area, requires 150,000 cubic yards of excavation and approximately 152,000 cubic yards of concrete backfill.

# Don't Forget!

## SACRAMENTO'S 1st ANNUAL PICNIC

Elk Grove  
Park

Sept. 7, 1975





# OPERATING ENGINEERS TRUST FUNDS: OUTLOOK

VOL. 2—No. 8

SAN FRANCISCO, CALIFORNIA

August, 1975

## In Northern California

# October 15 Deadline For Kaiser Option

Operating engineers in Northern California who live within a 30-mile radius of a Kaiser/Permanente medical facility will once again be provided with the option of electing medical and hospital coverage under a Kaiser program for Local 3 members and their families. The Kaiser option is in lieu of the comprehensive hospital, medical, surgical and maternity benefits available through the Operating Engineers Health and Welfare Plan.

Selection of the option is restricted to those eligible partici-

pants who maintain a permanent residence within 30 miles of any Kaiser/Permanente medical facility within the following counties: Alameda, Amador, Contra Costa, El Dorado, Marin, Napa, Placer, Sacramento, San Francisco, San Mateo, Santa Clara, Solano, Sonoma, Yolo and Yuba.

The Trust Fund office has announced that enrollment will be allowed until October 15 for November eligibility. This selection of Kaiser coverage is only permitted once a year. Once the option has been selected, an eligible

participant may not change back until the enrollment period of the following year.

Under the Kaiser plan, medical services are provided only by the doctors and hospitals of the Permanente Medical Group and the Kaiser Foundation Hospitals. Refer to the map on this page for the location of these facilities.

### SUMMARY OF BENEFITS—KAISER "S" COVERAGE

#### In the Doctor's Office

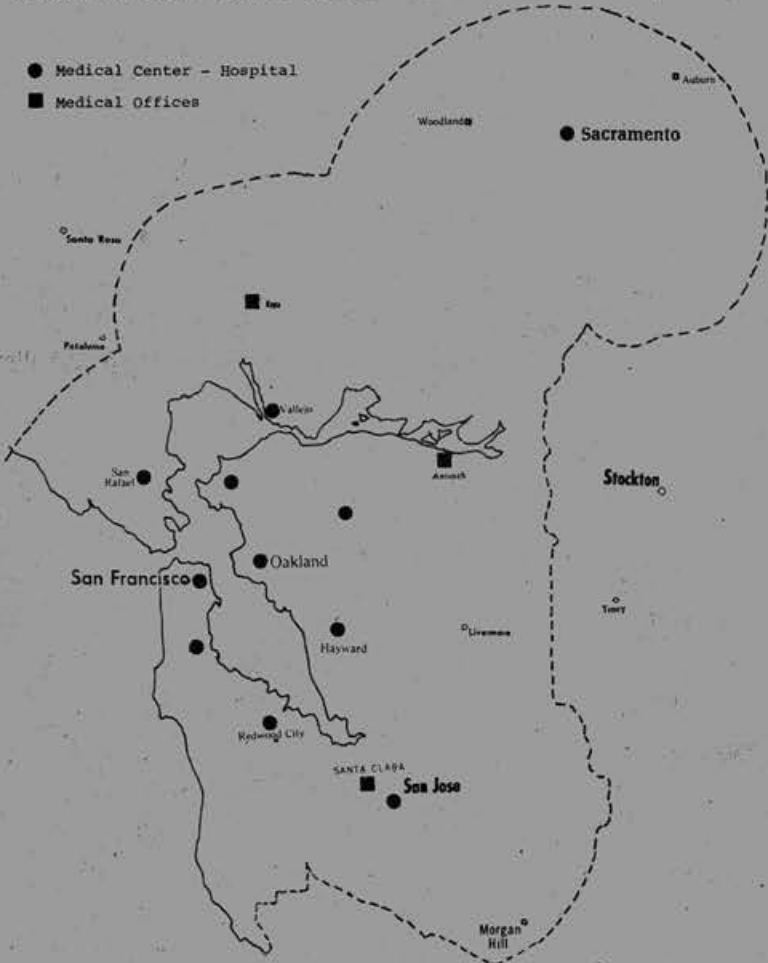
Doctor's office visits — Paramedical services.  
Laboratory tests, X-ray, X-ray therapy.  
Casts and dressings.  
Physical therapy.  
Injections, allergy tests.

#### In the Hospital

Physician's and surgeon's services, including operations.  
Room and board—general nursing—use of operating room.  
Intensive care—cardiac care.  
Drugs and medicines — injections—special duty nursing.  
X-ray—X-ray therapy—laboratory tests—physical therapy.  
Dressings—casts—blood transfusions, if blood is replaced.

#### In a Skilled Nursing Facility

100 days coverage per benefit period including: room and board, general nursing, physician's services, drugs, medicines, injections, supplies, appliances and equipment provided by skilled nursing facility.



KAISER FACILITIES within the jurisdiction of Local 3 are shown above. Only those members having permanent residence within the area designated by the dotted line may elect the option.

## Engineers Who Elect Kaiser Plan Must Not Use 'Outside' Facilities

The Trust Fund Office has continued to receive claims for medical expenses incurred outside of Kaiser facilities from a few of the participating members that elected the Kaiser option. While

there is a provision under the Kaiser plan for emergency out-patient care, it does not cover treatment or services that are available under the Kaiser plan. In the event a Kaiser participant incurs emergency out-patient expense, the claim should be submitted through the Kaiser offices.

If a member has elected Kaiser coverage or intends to do so in September or October, it is imperative that the Kaiser facilities are used for medical needs in order to avoid having to pay the medical expense himself. Members are encouraged to contact the Fringe Benefit Service Center if they have any questions about the Kaiser option.

All the information contained on this page is explanatory to the general terms of the benefits. It is to be specifically understood that these benefits are subject to the terms and conditions of the group policies issued by the insurance companies and of the applicable rules and regulations of the Board of Trustees.

OPERATING ENGINEERS HEALTH & WELFARE TRUST FUND—CALIFORNIA	
SUMMARY OF BENEFITS	
PARTICIPATING MEMBERS	
Life Insurance .....	\$ 4,000.00
Accidental Death & Dismemberment .....	2,000.00
Burial Expenses .....	1,000.00
DEPENDENTS	
Life Insurance .....	Up to \$ 1,000.00
PARTICIPATING MEMBERS AND DEPENDENTS	
COMPREHENSIVE MEDICAL BENEFITS .....	\$50,000.00
(Hospital-Medical-Surgery)	
or	
Kaiser "S" Coverage	
MISCELLANEOUS BENEFITS	
Dental Benefits (Per Cent of Charges Payable):	
Basic Dental Services .....	85%
Prosthetic .....	60%
Non-Hospital Prescription Drugs:	
Deductible per Prescription .....	\$1.50
Amount Paid After Deductible .....	100%
Vision Care Benefits:	
Deductible per Usage .....	\$7.50
Amount Paid After Deductible .....	100%
—Social Security Medicare Payments:	
Reimbursement by Trust .....	100%
Hearing Aids and Devices .....	85%
Maximum .....	\$400.00

#### Ambulance Service

Provided within the service area if authorized or approved.

#### Maternity Care

Full care starting early in pregnancy.

All doctor and hospital services for mother and child during confinement.

#### Caesarean section.

Care for interrupted pregnancy.

It should be noted that eligible members will continue to participate in the life insurance, burial, dental, vision, and prescription drug plans separately even if the Kaiser option is selected.

#### Kaiser option is selected.

Enrollment cards will be available at the Fringe Benefit Service Center. The Trust Fund office, and all union district offices. The completed enrollment cards should be mailed to the Trust Fund office, 209 Golden Gate Avenue, San Francisco, California 94102 before September 30, 1975.

Questions concerning the benefits provided by the Kaiser plan may be addressed to any of the Kaiser Facilities or to the Fringe Benefit Service Center, 474 Valencia Street, San Francisco, California 94103, (415) 431-1568.

Fringe Benefits Service Center  
Phone: 415/431-1568

Trust Fund Administration Office  
Phone: 415/863-3235

# No Need To Renew Kaiser Plan Option

Operating engineers who are currently participating in the Kaiser Plan will not be required to submit another enrollment card if coverage was elected last October or November.

Members and their dependents, who are eligible for health and welfare benefits, will be automatically continued in the Kaiser program for the next year.

However, if a member who is covered under the Kaiser Plan now wishes to change to the Operating Engineers Comprehensive Plan, this may be accomplished by completing the coupon that is provided on this page or by writing the Trust Fund Office, 209 Golden Gate Avenue, San Francisco, California 94102 before October 15, 1975, or the Fringe Benefits Service Center.

I am now participating in the Kaiser 'S' Plan for members of Operating Engineers Local No. 3 but would like to change my coverage to the OPERATING ENGINEERS COMPREHENSIVE PLAN for California.

PLEASE PRINT

Name \_\_\_\_\_

SS # \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_

MAIL TO: Before October 15, 1975

TRUST FUND OFFICE  
Attention: J. Prindeville  
209 Golden Gate Avenue  
San Francisco, Ca. 94102

Signature \_\_\_\_\_





## TEACHING TECHS

By ART PENNEBAKER  
Administrator, Surveyors' JAC

The special Technical Engineers Chief of Party certification project is concluded with this latest group of certifications.

Adding those previously certified to the most recent group has produced more than 400 Local No. 3 Tech Engineers certified as Chief of Party from the beginning of the training program in 1960. The following Tech Engineers were certified at the July 17, 1975, N. C. S. J. A. C. meeting:

William Arleth, Ralph Nitson, George Mullahy, Theodore L. Morris, Laurence McKinney, Charles M. Beaman, Raymond G. McEvoy, Bobby R. Boggs, Frederick W. Mattson, Warren W. Bridwell, James D. Costa, Ralph E. Cotter, Jr., David L. Cramer, Mehar Mangewala, Kenneth R. Cummins, Robert Day, Edward A. Liss, William G. Deighton, George A. Lema, Jr., Richard Roy Larsen, Thomas J. Helean, Ronald M. Howard, Robert D. Hultsman, James G. Jackman, Edward C. James, William H. Janssen, Donald R. Davis, John E. Koch, C. J. Ferguson, Fiore Gubert, David C. Hagemeyer, Roy A. Harrison, Robert Kingsley, Jerry Deer, Arthur Chapman, Jesus Baro, Roy Christianson, Ed Morgan, Richard Clyde, Robert Heffner, Mike Womack, James K. Pitkin, Leonard Preader, David Rea, Gary R. Readhead, Edward K. Roberts, Howard Robinson, Gilbert Rodrigues, Bobbie Joe Sanders, Paul A. Schmidt, William C. Schneider, William J. Schultheiss, Fred H. Seiji, Roland E. Smith, Charles E. G. de St. Maurice, Jr., John Steel, Gary Joe Stone, John V. Trimmer, C. R. Vanlandingham, Sammy Vasse, Frank Verardi, Fred Weber, Dennis R. Wiebe, James R. Batten, Bert Ferrarini, Mike Poleshook, James F. Grubb, Neal Austinson, Steve Freitas, Norman D. McAlister, Harry Land, Jack Hartley, Jerry Gribble, James O. Peterson, John E. Small, Thomas Patterson, Ronald E. Parks, Robert Alsdurf, Kenneth D. Anderson, Joseph Ansbro, and James Self.

Ingenious advancements in equipment, especially in electronics, has greatly reduced the number of Tech Engineer hours required to accomplish field and construction survey work. Consequently, competition for the top jobs, the steady employment jobs, has become severe.

For the same economic reasons that many individual employers are suffering from the crunch, so are many Local Union No. 3 Tech Engineers feeling that same pinch on the pocketbook. An adequate number of jobs are just not there.

In order to compete in the job market today, an apprentice just starting his surveying career has got a farther way to go in a shorter period of time than a Certified Chief today.

In order to better prepare a person for the ultimate competition, the new regulations require that a person first become a Chief of Party through the apprenticeship program. After graduation as a journeyman Chief of Party, the process requires an additional 4,500 work experience hours as a Chief of Party before even being entitled to pass whatever tests are provided for specialty certification.

These new regulations are not just an arbitrary tightening up of qualifications, but are demanded by the realities of present day competition for jobs in our present day screwed-up economy.

As a part of the total program, current Certified Chiefs of Party will be requested to formally give an opinion on the progress of apprentice's training on their crews. A fair evaluation at that time can mean a great deal to the eventual product.

The employer is furnished a copy of an evaluation form with

See MORE TEACHING TECHS, Column 4

## Small Jobs Let In District 40

By BOB WAGNON,  
District Representative and  
GENE LAKE,  
Business Representative

Work is gradually picking up on the North Coast as more small jobs are being let. Within the past week bids totaling approximately \$4 million worth of work have been opened.

Low bidders on Humboldt County projects are as follows: David R. Wilkins, \$631,961 on Humboldt Hill road improvements; Easley Construction \$102,776 on Briceland and Alderpoint Road and Alora and Lindstrom \$214,000 for the Rio Dell Municipal Hall. Cal-Trans work included passing lanes on Highway 299 at \$1,053,902 to Mercer Fraser Company; repair on Highway 96 near Orleans, \$884,136 to Frank Pozar.

Eastco was low bidder on the Alderpoint-Zenia job at \$701,553 and Earl Nally low on Highway 101 slide at Piercy at \$462,185. Hopefully these projects will be started in the near future as we certainly need the work.

The water diversion project bids at Essex are still under advisement. S & Q is low bidder at \$3 million

We have been assured that this job for the Humboldt Bay Water District will be underway in two or three weeks. This should provide considerable work for all the building trades.

The latest dope on the McKinleyville sewer project is that the project is being designed now with bids to be called for sometime this coming winter so construction can begin next spring. We are told that the project will total about \$8 million and will be broken down into four smaller jobs. This is a very necessary project because it has caused a moratorium to be placed on new construction in certain portions of that community.

At the moment there is no dredge work in sight, however, approximately \$875,000 has been allocated in Congress for deepening the channels and turning basin in Humboldt Bay. We're hoping this one will go this winter.

As many of you know W. Jaxon Baker was low bidder on the Red Mountain job on Highway 101. This worked real well as Baker has just finished their two present jobs on Highway 101. This will give Baker's hands a place to finish the season and a place to go next spring.

Mercer Fraser Company is also picking up momentum. Seems that they have something going just about everywhere in Humboldt County. Hope they keep it up.

In closing we want to thank you brothers for your fine attendance and support of the officers at the recent District and Special called meeting.

A free membership in the Magic Kingdom Club will take the edge of the cost of trips to Disneyland and Disney World. Write to Ken Erwin, Operating Engineers Local Union No. 3, 474 Valencia St., San Francisco, Ca. 94103 or call him at 415/431-1568 to obtain a membership card in Local 3's chapter of the Club.

## TALKING TO TECHS

MIKE WOMACK, Dir.  
PAUL SCHISSLER  
GENE MACHADO



Mike Womack aboard.

The final day, July 1, 1975, has become a part of our history as far as any party chief working in the jurisdiction of Local No. 3 applying for certification under the grandfather clause of 6,000 hours experience. The only way to obtain certification from here on will be through the apprenticeship program or for those few who were working outside our jurisdiction and were otherwise qualified. Anyone who was "outside" still has until July 15, 1977 to apply.

Congratulations to those who passed! Confirmation letters have been mailed with certificates to follow.

The Tech Department was successful in two recent N.L.R.B. elections, one with Twinning Test Lab in Modesto and the latest with S.E.A. (formerly Sprout Engineers) in Reno. Contract negotiations will start immediately and we welcome both firms

The Food and Drug Administration recently issued the first federal safety standards to protect consumers, students and workers against radiation injuries from lasers. The standards established four classes of lasers depending upon their power. They range from a microscopic beam to one several inches in diameter.

In addition to being used in surveying, moderate and high-power lasers are used in drilling and cutting metal, fingerprint identification, pollution detection, long-distance communications, weapons systems, navigation, printing and cutting fabrics in the garment industry.

The standards go into effect on July 31, 1976. All lasers manufactured after that date must bear labels certifying that they meet the FDA performance standard and carry safety features and warning labels depending upon the classification.

Jerry Martin, director of safety, has confirmed that he will have detailed follow-up information in the future.

At the July Executive Board meeting, Dale Marr, the officers and Executive Board members passed a motion by unanimous vote to grant all 3-E members working in the survey industry the opportunity to reclass their union membership to the parent local (straight 3) at no cost to Local 3. The cost to the International is \$10, so with \$10 and a reclass card from any Job Placement Center you have through Dec. 31, 1975 to get "the big card."

All of the "special" meetings for the resolution on supplemental dues are over and we were pleased to see so many techs turn out. In 1973 Dale Marr promised that, when elected, he would run a democratic union for the benefit of the members. Once more he has proven that he is a man of his word by taking a controversial resolution requested by many members out to each district for a secret ballot vote! Everyone was given an opportunity to be heard and answered. No matter how you voted, the important issue was the individual member's involvement in the democratic process of his union.



TRUE FACTS: The Congressional Record shows that Congress has appropriated \$6,000 to study Polish bisexual frogs.

### ELECTION NOTICE

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Article XII (C), Section 1 (b) and Article XIII, Section 1 (b) of the Local Union By-Laws, relative to the election of International Convention Delegates and Alternate Delegates, Election Committeemen shall be nominated and elected at regularly scheduled district meetings during the months of September, October and November preceding the election. (See "Meeting Schedule" on page 16.)

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address as shown on the records of the Local Union 10 days prior to the first such district meeting in September, 1975, was within the area covered by the district.

Nominees for the Election Committee must be registered voters within their respective districts; must have been members of Operating Engineers Local Union No. 3 for one year next preceding their nomination and shall not be a candidate or nominator of a candidate for Delegate or Alternate Delegate to the 30th International Convention.

## More Teaching Techs...

(Continued from Column 2)

each dispatch of an apprentice. Ask him to copy a few extras for future use or check with Mike, Paul or Gene or request copies from the N. C. S. J. A. C. Administrative Office or save the replica from this column.

The J.A.C. is adamant that its training program not be a welfare program a make-work program or a summertime fun thing to do. Its goal is to produce first class, top flight field and construction surveyors.

To the apprentice, this means showing an overt effort toward not only attending related training classes, but in accomplishing something while there. Even more important, it means extra effort on the job. The smartest, most intelligent, most knowledgeable apprentice will not succeed if he just stands around with his finger up his nose.

Often, just plain hard work is the difference between barely making it and being successfully competitive.

### NORTHERN CALIFORNIA SURVEYORS JOINT APPRENTICESHIP COMMITTEE

1446 Webster Street - Oakland, California 94612

### EVALUATION OF REGISTERED APPRENTICE

(Name of Apprentice) \_\_\_\_\_ (Social Security No.) \_\_\_\_\_  
Employed from: \_\_\_\_\_ to: \_\_\_\_\_  
(Period of Apprenticeship - circle one)

This evaluation is not designed to be used by itself, but will be added to other reports, grades, records, etc. in order to furnish the Joint Apprenticeship Committee with as broad an appraisal as possible.

Independent evaluations from more than one person, with personal knowledge and experience with the Apprentice, will develop the most meaningful non-discriminatory report.

An Apprentice does not possess all the knowledge or skills of a seasoned technician.

Comments should reflect attainment of necessary skills and attitudes as APPROPRIATE

TO THE PERIOD OF TRAINING.

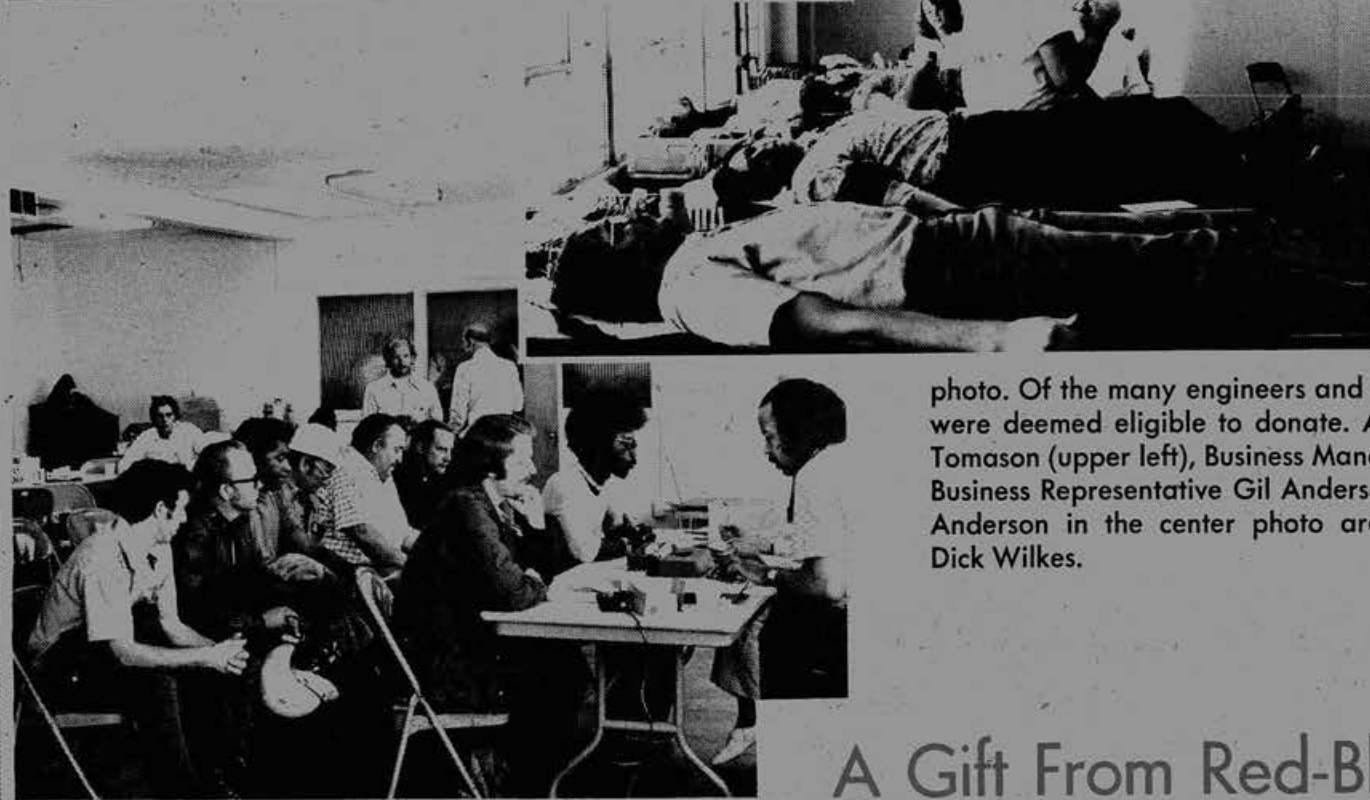
	Low										High
	1	2	3	4	5	6	7	8	9	10	
Reports for Work on Time											
Reports for Work Regularly											
Works With Others											
Carries Out Instructions											
Learns New Tasks Quickly											
Accomplishes Tasks Quickly											
Skills Reflect Period of Training											

USE reverse side for additional comments.

(Type or Print Name of Firm)

(Title) \_\_\_\_\_ (Signature) \_\_\_\_\_ (Date) \_\_\_\_\_





**WAITING FOR THE NEEDLE—** Operating engineers who showed up to participate in the Oakland blood drive on June 24 fill out the proper forms and wait to make their donations in the lower left

photo. Of the many engineers and their wives who volunteered, 114 were deemed eligible to donate. Among those donors were Wally Tomason (upper left), Business Manager Dale Marr (upper right) and Business Representative Gil Anderson (sitting up, center). In front of Anderson in the center photo are other donors Tim Vivian and Dick Wilkes.

## A Gift From Red-Blooded Engineers

### Ups And Downs In District 20: Dirt Flies, Mill And Forge Slow

By **BOB SKIDGEL**, District Representative and **KEN ALLEN, GIL ANDERSON, BUFORD BARKS, RON BUTLER, BILL DORRESTEYN, CHUCK IVIE, JIM JOHNSTON, DEWITT MARKHAM, BOB MARR** and **HANK MUNROE**, Business Representatives

The work picture in eastern Contra Costa County is looking fairly good at this writing. We have some good jobs coming up in this area. The second phase of Highway 4 is being bid this month. This is the section between the G. F. Atkinson spread and the Syar spread north of Concord. This job takes in Highway 24 down to Olivera Road, also. It has two clover leaves in it.

Ebert Spartan out of San Jose has a sewer job in Concord starting the last part of July. This job went for \$1.2 million. McGuire & Hester has a sewer job also in Concord that should start around the end of July. This job went for \$1.5 million.

Silva Pipeline got a small job in Concord for \$300,000 laying a sewer line. We're looking forward to seeing you brothers out in the field on these new jobs.

The water treatment plant in Concord is fired up and going full bore again. We have Peterson-Simpson on the first phase and Fred J. Earley, Jr. on the second phase. They both are putting on

a good show. Everyday you can see progress on both jobs. Again, it falls back to good management and the crafts doing the work that makes a job go like these two jobs are going up.

Bechtel Corporation is still at Avon in Concord. They are running two shifts and making a good showing also. This job should last until the first part of October.

Brothers, we want to take this time to thank the men and women who came into the Oakland office and gave blood when we put our blood drive on. We ended up with 114 pints of blood. Again, our thanks.

#### MILL AND FORGE

We are sorry to report that the production is down and so is the work at the mill and forge.

In the past, the construction season has been the controlling factor, so this season is a parallel to the slump in the economy. The mills are down to 25 to 30 per cent of normal production.

The gravel plants are also down to a low production output—three to four days. Also, the quarries that produce base rock are doing a reduced schedule in most places. Everybody is running at a low production pace with 10 loads per day instead of 100 loads, in some cases.

Gallagher & Burk is really rolling on its latest big job at Her-

cules, a large subdivision for Centex Corporation. Almost half of the million plus yards already. This job will make a nice summer for 25 or so engineers; wish we had 10 more jobs like it. Also, on the Centex job we have several engineers from Valley Irrigation doing a fine job on the cast in place pipe lines. Mission Pipeline has a crew working on this job too.

Out at Peter Kiewit's Valdez yard in Richmond about 25 mechanics are working up to 12 hours a day, seven days a week. Nice checks but Uncle Sam gets about half. Kiewit really wants

#### HOW IT WORKS

M. J. Dalton had open heart surgery in June and used 11 pints

of blood. The hospital requested that he return 22 pints to the Blood Bank. Five friends volunteered blood and the remainder, 17 pints, was provided by Local 3's supply of reserve blood.

We were happy to help Brother Dalton and send our best wishes for his early recovery.

We would like to thank the members and their wives who participated in this drive. With their efforts they helped to raise the number of units attributed to our bank. Again, thanks to those who donated both their time and blood for such a worthy cause. Due to guidelines set out by the Alameda-Contra Costa Medical Association, not all persons who showed were eligible to donate. Their time is also appreciated.

Those names listed below were within the guidelines set out and donated blood:

David Abdella; Kenneth Albert; Kenneth Allen; Cecil Alund; Gilbert Anderson; Frederick W. Arnold; Dan Austin; Owen Autrey; Earnest Babcock; W. A. Baitinger; Richard Bier; Kim Booker; Kurt Bottjar; Leslie Brooks; James L. Butler; Dan Calvin; Leonard Canto; Ronald Canto; William Ceasri; Charles L. Clark; Russell W. Clark; Scott Clark; Sherman Cloyd; Michael Craig; J. Crinklaw; Edward Delu; Al Dias; Lloyd Dole; Jerry Donaho; Eddie DuPee; Michael

Veterans accounted for one out of five nonfarm placements by the U.S. Employment Service and its network of 2,400 state and local employment service offices during the 1973 fiscal year.

Egan; Maria Elstins; Ivan Elstins; Roger Fagan; Walter J. Fahje; Terry Fenn; Byron Fenn; Roger Gale; Rubin Garcia; Richard Gee; Paul Gehrle, Jr.; David Gentry; James A. Glass; Lorenzo Gloria; John Gold; Gerald Guthrie; Harold Hansen; C. J. Harris; H. Hayes; A. Hoflin; Adam Holt; James O. Hotmaker; Jack L. Jackson; Robert Johnson; Jim Johnston; Michael Jones; Ray Jones; Ralph H. Knist; Lee Lawrence; Sidney Lee; Bob Livermore; L. Lyman; J. J. Malmassari; Dewitt Markham; Dale Marr; Barry Marshall; Helen Mason; Bud McIntyre; Herb Meyer; W. E. Metz; David Milburn; Dennis Moore; R. Morrison; Leo Murray; Harold Nield; Nils Nilsen; Emerson Norris; W. A. Norris; Robert Oate; Bill Oskin; Earl Peterman; E. Place, Jr.; James Poe; Glen Poggenburg; Paul Ramey; George Ramsey; Al Ransome; Raymond Reyes; Tee Zhee Sanders; Gary Schmidt; Robert Schneider; James V. Schuette; J. Simpson; Charley Smith; Paul Spain; Steven Stromgren; Franklin Thompson; Wilford R. Thompson; Wallace Tomason; Jim Tone; James P. Villa; Tim Vivian; Walter Watson; William L. Watson; Eugene Wells; Dick Wilkes; Jonathan Williams; Clarence Wilson; Jerry W. Wood; Keith Young.

Fourteen statewide job banks started operation during the 1973 fiscal year, bringing the total to 34 such statewide job-finding systems, according to the U.S. Department of Labor.



# Work In Marysville Moving Well

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

The work on the east side of the Marysville district is moving along very well at the present time with a good number of the fellows working, but there are still a lot of the brothers out of work.

Madona Construction Company at Quincy is making good strides toward completion of their job, but they will be up there the rest of this work season, keeping 20 to 25 of the brothers working.

R & D Watson at Chester is opening up slowly but they have put several of the fellows to work. This job will be in progress for the next two years.

Ladd and McConnell from Redding was awarded the contract on the Highway 49 job through Indian Valley to about 1.6 miles west of Goodyears Bar at \$1 million. They will start this job shortly and will keep several of the fellows working through next season.

Tenco Tractor at the Tech Center and Tow Motor Division currently has 103 fellows working, although the work has dropped off somewhat. They are anticipating an increase in the work load as the season progresses, and they get into the harvest season.

Mastelotto-Parker on Highway 65 is moving along very well at present. They are keeping a bunch of fellows who have been around a long time as members working.

Butte Creek Rock has just about finished Pentz Road and Pentz-Magalia Road and is moving along on the work they subbed from Hughes and Ladd on the Highway 149-99 project. This job currently has about 40 of the brothers working, between Butte Creek Rock and Hughes & Ladd.

As all of you are working on the various jobs be sure to be careful. Think "safety" and look out for your brother engineer.

Ben Neighbors, a welder at Yuba City Steel Products in Yuba City, started with the company 11 years ago when he and his wife and two children moved to this area from San Luis Obispo. He has the usual hobbies of hunting and fishing common to most men in this area.

In 1968, a friend asked Ben to go with him to some auto races which he had never attended before. It affected him so much that he started building his own modified stock car within the next week. He drove modified stock at Live Oak and Marysville race tracks and during 1972 and 1973 was point champion. A couple of years ago he moved from modified stock into super stock. Now he races at Chico and Marysville and has won several main events

and a lot of trophy dashes. As Ben began to drive race cars, he naturally became interested in building race cars. He has built at least three cars and, of course, he is pleased and very proud of all of them.

Ben is presently driving super stock car No. 88 and at this time of year in the racing world of 1975, he is running fourth place in points.

## BLOOD BANK

We wish to thank Frank Arostequi and Raymond Dolce for donating blood recently. These two members have donated consistently and unselfishly for a long time and their gift of themselves is so greatly appreciated. Sometimes the Blood Bank is late in getting our donor slips to us, so if we haven't mentioned your name and you have been a recent donor, thank you until we have the opportunity to find out who you are.

We do need donations, so if you have the opportunity please drop by at the following locations:

Marysville—2nd Tuesday of the month—1-7 p.m. Marysville Art Club  
Oroville—1st Thursday of each month—1-6 p.m. Medical Center Hospital  
Chico—Every Monday—3-6 p.m.; Every Tuesday—8-11 a.m. & 1-4 p.m.; Every Friday—8-11 a.m. Chico Donor Center, 169 Cohasset Road.



**FAST OPERATOR**—Operating engineer Ben Neighbors and his No. 88 super stocker. Neighbors built the car himself and is now fourth in his racing association's 1975 point standings.

## Credit Union Notes

### Real Estate Loans OK'd

By DALE HANAN, General Manager

The Board of Directors of your Credit Union approved granting real estate loans effective immediately. Following is our real estate policy:

TYPE OF PROPERTY	Maximum Loan Percent of Appraisal	Maximum Term	Annual Percentage Rate
First Deeds of Trust on Residential Property	80%	30 years	9.5%
First Deeds of Trust on Unimproved Property	60%	20 years	12.0%
Second Deeds of Trust on Improved Property	75%	10 years	12.0%

Loans secured by second deeds of trust may be granted on improved residential property only. The first mortgage must be held by a state- or federally-chartered bank, a state- or federally-licensed savings and loan association or by an insurance company. The aggregate of the first and second mortgages cannot exceed 75 per cent of the appraised value of the property.

The California credit union law restricts the total outstanding loans to any one member to \$20,000 plus unpledged share deposits. This same law restricts the total outstanding loans to a family unit to \$40,000 plus unpledged share deposits.

The Credit Committee will review the preliminary title insurance report and property appraisal for both value and condition of the real estate.

Loan protection insurance is not provided on loans secured by first deeds of trust or real estate. Loan protection insurance is provided for insurable members on loans secured by second deeds of trust on real estate.

## DIVIDEND DECLARED

Your Board of Directors paid an excellent 6.5 per cent per annum dividend on all full shares members had on deposit at the close of the semi-annual dividend period ending June 30, 1975 prorated for the number of months funds were on deposit. Deposits made by the 10th day of the month earned a proportionate dividend from the first of the month if not withdrawn during the dividend period. Dividends were posted to members' accounts on July 1, 1975 and will appear on the third quarter member's statement of account. This excellent dividend return, combined with the value of life insurance provided by the Credit Union, offers the insurable member an excellent benefit package.

Insurable members may earn life savings insurance to a maximum of \$2,000 per account dependent upon age on the date of deposit, subject to liberal health and age requirements. All members' share deposits are insured against loss to a maximum of \$40,000 per account by an agency of the Federal Government, the National Credit Union Administration. The Credit Union is in excellent financial condition, having accumulated statutory and voluntary reserves totaling \$1,330,000.

## INVESTMENT CERTIFICATES AVAILABLE

During March of 1975 your Board of Directors implemented an Investment Certificate Program. Certificates are available for purchase by Credit Union members in increments of \$1,000 bearing an interest rate of 7 per cent per annum with one year maturities. These certificates may be issued with joint ownership with full rights of survivorship. These investment certificates may be redeemed at any time with interest payable adjusted to five and one-half per cent per annum through the last full month the certificate is outstanding. Interest is payable semi-annually either by check or may be credited to your share account. Members should transfer share account funds to purchase investment certificates only at the conclusion of a dividend period to eliminate loss of dividends earned.

The Investment Certificate Program is not insured under the Federal Share Insurance Act which provides coverage for regular share accounts to a maximum of \$40,000 per account. However, it enjoys greater protection because it retains a higher repayment priority than regular share accounts. Members desiring the protection of the Federal Share Insurance Act should deposit funds in their regular share accounts. Investment certificates may be purchased at the Credit Union office in Dublin, California or by mail.

# Summer Brings Much Work To Nevada

By DALE BEACH,  
District Representative and  
PAUL WISE, DAVE YOUNG  
and ED BARRINGTON,  
Business Representatives

With the advent of summer, the Northern Nevada area is finally beginning to show signs of activity.

In the Hawthorne area, Nevada Paving is moving along with the 10-mile Highway 95 job and their asphalt and crusher plants are providing even more jobs. Walker Boudwin picked up a \$1.5 million job in downtown Hawthorne. Gerhardt & Berry will be the subs on the project for all site preparation and underground. Sierra Paving is keeping their asphalt and gravel plants both busy. At the Naval Base area, Sierra Paving is moving dirt and paving some streets. A \$7.5 million contract has been awarded to Boecon, a subsidiary of the Boeing Corporation. This job will be for construction of a boiler plant etc.

It is hoped by the time you read this the millions of dollars worth of projects held up at Lake Tahoe will be in full swing again. McKenzie Construction and their subs, Barlow & Peek, are doing well with the sewer project up there.

Del Webb should be moving into the Carson City area and starting on the Silver City Mall and the Skaggs Drug Center. As most of you know, this was being done by a non-union firm last year and they ran into financial problems. Robert Helms picked up the Highway 50 job in Carson City, adding one more job to the long list of work they have picked up this year.

Walker Boudwin will be moving in on the University of Nevada

addition soon. This project will run \$2.6 million.

Helms Construction's Highway 395 job is moving right along and they are starting to put down asphalt.

Jack Parsons I-80 highway job at Silver Zone is going well. Their C.M.J. grade machine should start soon. Lane Miller is job steward for the 21-man crew, working two shifts.

Granite Construction has a four-man concrete paving crew at Carlin Canyon. Guntung Construction of Fairfield, California is the sub for Granite, batching concrete with a four-man crew.

Max Riggs' job at Battle Mountain is working approximately 16 operators on grade and structure excavation. Tom Gallagher is the job steward for this project.

Frehner Construction of Las Vegas has been awarded a \$1.2 million overlay job on Highway 95 at Wells and is presently crushing material. They should have a 16-man crew at the peak of employment.

On the Highway 80 bypass, S. J. Groves Construction is working two shifts 58 hours a week for approximately 90 days. This job consists of highway excavation and channel changes in the Humboldt River.

J. C. Compton is winding up their overlay job at Brady's Hot Springs on I-80, and will be returning home to Local 701. They will be taking several skilled Local No. 3 operators with them.

H. M. Byars' shop is fairly busy but it could be better if they had as much work in District 11 as they have had elsewhere.

The members of Local 3 were saddened by the death of Brother Jimmy Ray Buckland, who was

killed in a tragic accident at the Anaconda Victoria Mine on June 26, 1975. Lenny Fagg, Local 3 safety representative and Ed Barrington, business representative, were at the Victoria Mine within hours after the accident. They report an investigation into the accident is continuing, and it will be some time before normal operations are resumed in the pit.

A steady decline in the price of copper is affecting operations at the mines represented by the Operating Engineers. All the copper mines are engaged in cutting operating costs because of the cuts in revenue but we are hoping the demand for copper will increase under current favorable indications in the nation's economy.

Operations in the other mines represented by the Operating Engineers are progressing normally.

The Executive Board has approved Honorary Membership for:

Reg. No. Initiated by Local No. Ira Bashaw, 266776, (October 1938 Local 523, August 1939 transferred to Local 3

David Byers, 211695, January 1934, Local 59A.

Richard H. Carter, 288892, \*August 1940, Local 3.

Mark J. Hansen, 290031, \*August 1940, Local 353.

Fred T. Hendricks, 284082, March 1940, Local 3

Sid Murray, 288908, \*August 1940, Local 3.

Burl Prince, 288913, \*August 1940, Local 3.

M. H. Rowen, 272545, (March 1939, Local 12, June 1940 transferred to Local 3.

\*Effective August 1, 1975.



## Engineers In San Mateo Area Facing Unusually Slow Summer

By DICK BELL, District Representative and HARVEY PAHEL, Business Representative

The work has been very slow for this time of year. Guy F. Atkinson is starting to lay-off as they are waiting for P. G. & E. to move the high voltage lines over so they can proceed to move the rest of the dirt.

Fanfa & Mulloy has started its job in Hillsborough just off Skyline Boulevard. This job should keep nine to 12 operating engineers busy until the rain comes. Piombo has many small jobs in San Mateo County, but they are very slow for this time of year. Lowrie Paving is also doing a few small jobs and has four mechanics in the shop.

We would like to thank all of the brothers who have attended the meetings held by the San Mateo Planning Commission in Daly City. We could use many more of the brothers in the fight over San Bruno Mountain, which would improve the work picture in the next five years.

The San Mateo area continues to be a very depressed area as far as jobs for operating engineers are concerned due chiefly to the "tight money" situation in the home building part of the industry. Hopefully money will become available in the very near future and work will pick up accordingly. We know for certain that a lack of financing is holding up numerous projects in the county.

Piombo Corporation is making good progress on their various jobs throughout San Mateo County. This company is completing the Belmont project started by Haas Development Company, who

moved out. The company's Foster City projects are doing well after a slow start the first part of this year. These projects are keeping quite a few of the brothers working steadily.

Kubit Bortolotto and Kelly are busy on several projects around the Bay Area and are ready to start their newly-awarded Ralston Avenue widening job in Belmont. This company has been keeping several of the good brothers busy around the area with some overtime involved due to the necessity of paving on weekends in some areas.

Ray and Lewis Company has several projects going in the area, as have Fiske Firenze McLean Company.

Peter Kiewitt Company is making good progress on their bridge project in Foster City as well as on their tank project in Redwood Shores.

Both C.A.P. Concrete Company and Pacific Redi-Mix Company have had to close a concrete batch plant this year due to lack of business. Both plants were in southern San Mateo County. We certainly look forward to the time that business requires the re-opening of these plants or others in the same area.

We would like to express our appreciation to all the many brothers, their wives, families and friends who have turned out not once but many times at the San Bruno Mountain hearings. We would like to urge them to continue to attend these very important meetings. A series of hearings before the San Mateo County supervisors is to be announced later. Until this fight with the "no

## By Municipal Water Board

# North Marin Intertie Project Awarded

By W. A. "Lucky" SPRINKLE, Assistant District Representative

The long-awaited and much-debated North Marin intertie water project finally got off the ground,

Courses in construction management are now available in various colleges throughout California.

These courses offer training essential for positions such as project manager, general superintendent, job superintendent, office manager, engineer, draftsman, estimator, expeditor, foreman, purchasing agent, safety engineer, time-keeper and others.

Among the schools offering such courses are American River College, Diablo Valley College, City College of San Francisco, Santa Rosa College, West Valley College and California State University at Sacramento and Fresno.

For further information contact one of these schools or C. G. "Chuck" Baughn, Director, Construction Education Program, 2235 Park Towne Circle, Suite 201, Sacramento, Ca. 95825. You can call the Construction Education Program at 916/483-6073.

as the Marin Municipal Water District Board awarded a \$912,509 pipeline contract.

The board awarded the contract to Silva Pipeline of Hayward, lowest of 10 bidders. The high bid was \$1.2 million.

Still to be awarded are contracts for booster pump stations and other related facilities.

This will go a long way toward ending the moratorium (on new water connections). The pipeline, which will move surplus water from the Sonoma Water Agency, is expected to be operational by March and fully completed by next June. Currently, the district has a ban on new water connections because of a "threatened water shortage."

Two Marin projects to improve highway and railroad crossings have been rated too low by the Public Utilities Commission to qualify for state aid. Of 105 proposals throughout the state ranked by the commission, widening the railroad underpass on East Sir Francis Drake Boulevard was 62nd and improving the rail crossing on Ignacio Boulevard was at the very bottom of the list. Priorities are based on the amount of vehicular and train traffic, speed limits, accident histories, school bus and emergency vehicle use and cost.

The Marin County Board of Supervisors slashed public works services proposed by the department administration, on a \$55.8 million budget for fiscal 1975-76. They added only \$27,162 to a \$3.7 million roads budget, despite a request by Public Works Director Ray W. Foreaker that the alloca-

tion be set at \$4.5 million. Supervisors, in rejecting Foreaker's budget request, maintained the county's policy of limiting road financing to gas tax funds. Foreaker said after the session that rejection of his proposal will have a severe impact on the roads program. The supervisors approved the \$2.1 million roads maintenance program as requested by Foreaker.

### BUDGET

An \$8.4 million budget is proposed for San Rafael. Recommended is that the city council consider review of the city charter, removal of downtown area parking meters, the city's role, if any, in low-cost and moderate-cost housing. Also recommended that the council develop a plan to improve San Rafael Canal, approve a yet-to-be-developed five-year plan of capital improvements, formulate policies to begin the city's redevelopment, outline use and restoration of the Dollar Estate, carry out the general plan by adoption of zoning, parking and other ordinances, and consider acquisition of specific parcels of open space throughout the city.

Also included in the budget as capital improvement projects chiefly funded by federal revenue sharing monies are streets and park maintenance program development, construction of two tennis courts in Glenwood, demolition of abandoned buildings and construction of an entrance and parking at Harry Barbier open space area, filling and grading at Davidson Junior High School (a joint project with the school district) and miscellaneous park improvements.

Also included are sewer rehabilitation to reduce storm water flow into the sanitary sewer system, continuing geological survey, sidewalk repairs, corporation yard landscaping, covered storage and gas storage tank, Bret Harte Park improvements, Bret Harte area sidewalk installation, Freitas Parkway landscaping, installation and replacement of fire alarm system circuits, water hydrant replacement and Del Ganado Road landscaping.

It seems that we are always in a running argument with many government types — planners, building inspectors, planning commissions, etc., which is largely "government." That is, pricing the working man out of home ownership.

One to 60-acre zonings over-restricting parking requirements, a building code that is a long way from "minimum" standards, design review boards, thermal insulation, landscaping requirements, more and more "planning," buildable land put into open space, ever increasing building permit fees, plan check fees, sewer and water connection fees, etc. etc. All of these factors leave us with only the "Cadillac" market in which to build.

The final twist of the knife is that the very governments that impose these costly restrictions and fees on us berate us for not providing low- and moderate-priced housing.

Let's make the shoe pinch the correct foot, GOVERNMENT, by attending your local board meetings.

growth — no sense" kooks is brought to a successful and sensible conclusion it seems to be a continuing fact of life in this area as in others that the operating engineers are going to have to keep spearheading a fight for jobs in this industry.

# Sewer Projects Moving In San Francisco

By RALPH WILSON, District Representative and CHARLES SNYDER and PHIL PRUETT, Business Representatives

The downtown area of San Francisco has a number of sewer projects underway keeping quite a few engineers busy. Unfortunately the major buildings and projects of any size have been greatly hampered due to one reason or another.

The Henry C. Beck Co. project

(Embarcadero No. 3) has started to take shape with the steel up several floors. This project also keeps several engineers employed by Spencer White and Prentis, Herrick Iron and Rosas Construction Co.

Paxton & Grosword is putting the finishing touches on their project at Jackson and Davis Streets.

Cleveland Wrecking has completed their phase of the demolition of a 14-story building at 310

Sansome St., making way for excavation by Chet Smith Trucking. Dinwiddie Construction is the general contractor. This will be the future site of the Bank of Tokyo of California.

Wm. Simpson's project at the San Francisco Medical Center is progressing quite well with completion expected in the early part of 1976.

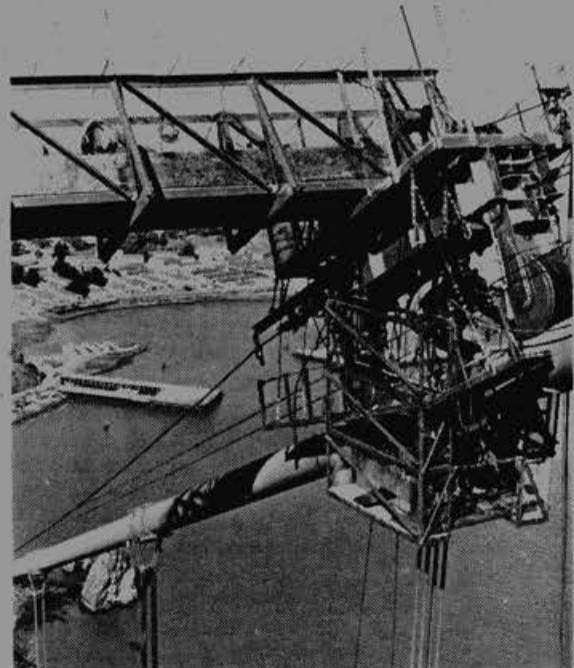
Chanen Construction at Fisherman's Wharf is nearing completion on the Sheraton Motel.

Zapata Diversified Builders have started a \$1.7 million apartment complex at 1520 Taylor St., expected to be completed in June 1976. Cleveland Wrecking is doing the demolition phase.

There was a near serious accident recently on the Golden Gate Bridge while changing cables. A 40-ton traveling work platform used to change the vertical suspension cables on the bridge was dropped when being transferred to another section of the bridge.

Transferring a traveler requires a lot of planning. First, Al Johnson, Sehllins and Geer, the general contractor, must close the bridge to all traffic. This requires a two-week notice to Cal Trans and the Bridge Authority, coordinating crews to work at night during the lightest traffic hours, and employing a 60-ton crane, which is the largest crane that the Bridge Authority will allow to work on the bridge. Due to causes still being investigated, the 90-foot traveler fell on the main deck of the bridge with no injuries to personnel and only slight damage to the roadway itself.

Pre-job conferences have been held with the following contractors: Nibbi Bros. \$2.8 million, reconstruction of Everette Jr. High; Homer J. Olsen \$2.1 million, Northpoint Crosstown Transport Project; Wm. Simpson \$9 million, Motor Coach Storage & Maint. Facility; Martinelli Const., \$1 million, reconstruction E. R. Taylor School; Dinwiddie Const. Co. New Bank of Tokyo.



A NEAR-SERIOUS ACCIDENT took place last month on the Golden Gate Bridge when a 40-ton traveling work platform like the one seen at left was dropped while being

transferred to another part of the bridge. There were no injuries to personnel and only slight damage to the roadway when the 90-foot traveller fell.



# Court Action Stops San Felipe EIS

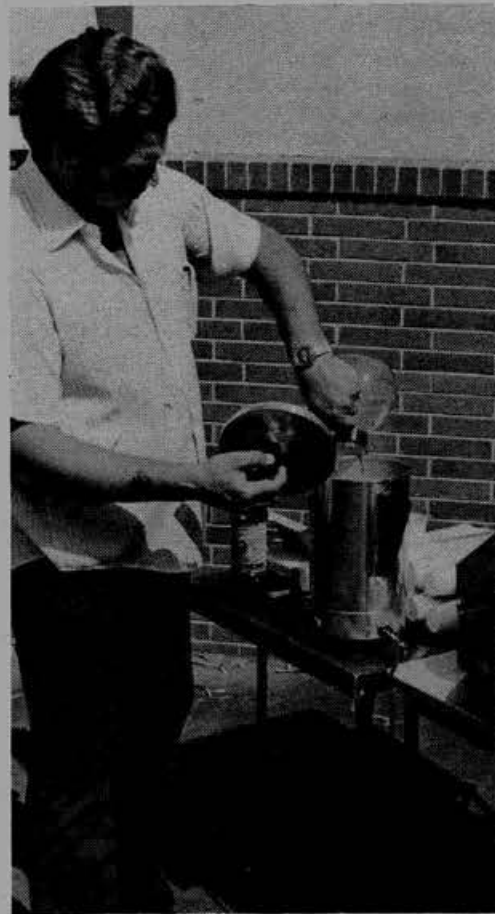
By MIKE KRAYNICK, District Representative, TOM CARTER, Assistant District Representative, and BOB FLECKENSTEIN, JACK BULLARD, and NATE DAVIDSON, Business Representatives

Last month we had high hopes of good news that the San Felipe water project was on its way when the House of Representatives passed a \$2 billion public works appropriation bill. It would have funded the Pacheco Pass Tunnel portion of the San Felipe Project. Now legal action has been taken by the Environmental Defense Fund and the Sierra Club to bar the U. S. Bureau of Reclamation from completing and issuing its final environmental impact statement until it meets three important conditions the plaintiffs contend are required by law. They contend the preliminary impact report does not contain the required state permits and the agency does not intend to correct that oversight in its final statement. They are worried about protection of delta water quality standards, lack of consideration to meeting the service area's water needs through wastewater reclamation and about discrepancies between original population growth projections and the way they are now.

All this makes us wonder how a handful of people can stall a project that has been planned for 25 years by manipulating the laws and court to their own advantage.

Our other big "hoped for" project, the repair and relief of "Blood Alley" was dropped from the state's consideration of highway funds. The county has promised to cooperate in any way to accelerate the needed improvements but the city plans to insist the state pay for the safety improvements. The California Department of Transportation said it can't fund it because it doesn't have the money. The only way it could get the \$2 million needed would be through a special bill.

In Monterey the Public Utilities Commission ordered the California American Water Co. to halt any new connections effective June 30, 1975. It is expected to eventually halt all new construc-



BLOOD DONORS who contributed to the San Jose blood bank last month were rewarded for their donation with a pancake breakfast. At left Business Representative Bob

## San Jose blood donors

## line up for pancake breakfast



Fleckenstein takes charge of the coffee while Coordinator Don Incardona serves the pancakes, right. Over 40 pints of blood were donated.

tion on the Monterey Peninsula.

The geologists and engineers are beginning to worry about a malpractice insurance crunch similar to the one recently experienced by doctors and medical profession. It seems no project can go ahead without approval of soil engineers and geologists.

### NEGOTIATIONS

In the last few weeks we have been involved in the contract negotiations with J. T. Lift Truck Co., and Calstone Block Co., Also, negotiations have started with Printex Concrete Products, which is now a division of J. G. Torres, Inc. and at a later date negotiations will start with Morgan Equipment Co. of Santa Clara.

The first two of the above have been settled and worked out really well for the members involved. The others will be settled, hopefully, within the next month.

Work in Santa Clara and west-

of-Highway 17 area has picked up a bit since our last month's issue.

All the plants in the area are now working their normal work weeks and some of them are getting in some overtime.

Freeman-Sondgroth is keeping busy with the new streets and the overpass they are putting in for the park which is being built in Santa Clara.

Freeman-Sondgroth is also keeping busy putting in streets for a new industrial park between Bayshore and Central Expressway by Lawrence Expressway. They should be paved-out by the time this reaches the press, but it sure has been a good job for several brother engineers for a good couple of months.

Monterey County engineers have found no relief from unemployment. Some of the longtime

journeymen won't work this year at all. In large part, the projects are already funded, the designs are complete. These projects can't be built because agency after agency must grant a permit for the same project. Most of the agencies are motivated by environmental goals, many of them ill conceived. Gentlemen, you in Monterey County better get behind Monterey County Foundation for Conservation (MCFC). This is a group supporting our goals. When you get the MCFC sticker, wear it on your hard hat.

We had informational pickets at Ford Ord in June, also pickets on the job across the street from Monterey Convention Center. No problem at the Convention Center itself, where Carl Olson is contractor. We rarely have problems with them. Louis Kuchta runs the boom pulling forms, Ken Mollohan is there off and on with his hoe and loader, Rich Bruglia pours most concrete with his pump truck for Lubin.

Rubicon Construction, Salinas, signed an agreement with us in early July. Roy Anderson is the owner. Some of our members working there are Phil Paulsen, Ray Husted, Sam Jenkinson, and Harold Denny.

Burke Construction of San Luis Obispo got two contracts in Monterey County. The first contract is a pair of bridges. Glenn Keck is assigned to one crane along with a Local 12 hand, in compliance with our memorandum. The memorandum is on file at the Salinas Office. The second contract is at King City Airport. Brother Ted Simmons runs Hopto, Chris Da Silva is assistant. Bill Cook is gradesetter, Ed Mitlock runs loader. The foreman is Pete Gilman, who came up from San Luis Obispo.

Mike Kraynick and Jack Bullard negotiated the new J&J Steel agreement in June. It was ratified 4 to 1 by the members.

Jubby Roach has his first job

since his near-fatal accident. You'll remember a high pressure leak in line injected hydraulic fluid into his body. Jubby mechanics for Paul Beck. He replaces Brother Joe Noble, who went civil service at Ft. Ord. Joe completed one full career as regular army before he joined Local No. 3. Joe was steward and we all respect him.

The \$7.5 million E M barracks and pipeline project at Hunter Liggett begins in mid-July. We still don't know for sure if we'll have a problem getting union sub-contractors.

Zapex employees began picketing Hunter Liggett on July 7. They've stuck together well.

Going to be a long hot summer down there. Zapex is a separate local from Local No. 234 of IBEW in Salinas, by the way. Ralph Games is head of 234, his local is a member of Monterey County Building Trades.

### HIGHWAY 101

Bids on two Highway 101 projects will be opened in Sacramento July 30 by the California Department of Transportation.

The two Santa Clara County projects include the construction of left turn lanes and installation of traffic signals at Fort Road and Highway 101 at an estimated cost of \$219,000 and the grooving of pavement to prevent skidding in wet weather on Highway 101 between Santa Clara and Guadalupe River at a cost of \$98,000.

This call for bids will be the last for a year in line with the state's moratorium on new highway construction.

The first section of the Guadalupe Expressway, which was scheduled to start this year, has come under this moratorium and the City of San Jose is going to take the Department of Transportation to court in an effort to get this project under construction.

See MORE SAN JOSE, page 13



BUILDING A GREAT AMERICA—Operating engineers working on the Great America Theme Park in Santa Clara take time out for a picture. From left standing are Tom Carter, assistant district representative; Mike Kraynick, district representative; Marshall Petty; Bob Fleckenstein, business rep-

resentative; Jack Spears; Don Luba; Dan Cozart; Dave Brogles; Joe Franklin; Jim Bromley; Ben Gurley; Dave Steineck; Bob Hinkley and Don Berkman. Kneeling are Will Thorsen; Ernie Henry; Joe Marques; Jim Waldron; Mike Torres and Brian Mackwood.



# 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:

- Abe, David (Taeko, Wife) 6-21-75  
1362 Kahili St., Kaitua, Hawaii
- Acosta, Onesimo (Eustola, Wife) 7-10-75  
1245 W Sierra Nevada, Stockton, Ca.
- Amaral, Joe (Ernestine, Wife) 6-28-75  
977 Selby Lane, San Jose, Ca.
- Anelli, Joseph (Dorothy, Wife) 7-1-75  
2000 N Virginia St., Reno, Nevada
- Angel, Benito (Raphaella, Wife) 6-14-75  
602 Phillips, Hanford, Ca.
- Beier, Darl (Georgia, Wife) 7-1-75  
9484 N Hwy 99, No. 49, Stockton, Ca.
- Buckland, James (Pam, Wife) 6-27-75  
Box 65, Wendover, Utah
- Chamberlain, E. B. (Mable, Wife) 7-17-75  
Rt. 1-Box 763B, Chico, Ca.
- Cruz, Benny (Elanor, Mother) 5-30-75  
5267 Champagne Ave., Taylorsville, Utah
- Daisch, Adam (Johanna Drakulich, ?) 7-3-75  
5440 Ball Dr. Soquel, Ca.
- Fisher, Earl (Ruby, Wife) 6-19-75  
129 Lassen Cr., Vacaville, Ca.
- Fragus, James (Barbara, Wife) 6-22-75  
6721 George Ave., Newark, Ca.
- Gibson, Jewel (Mae, Wife) 7-6-75  
2455 Tanager Cr., Concord, Ca.
- Hartman, Marvin (Joyce, Wife) 6-23-75  
128 Duval St., Citrus Heights, Ca.
- Hasenstein, Herman (Martha, Wife) 6-28-75  
4924 Laurel Dr., Concord, Ca.
- Haskins, John L. (Thelma, Mother) 6-30-75  
3643 Marshall Way, Sacramento, Ca.
- Johnson, Wm. O. (Norma Enest, Daughter, June Malatesta, Niece) 7-19-75  
P.O. Box 1648, Cottonwood, Arizona
- Lorimer, Charles (Rose, Wife; Elizabeth, Daughter) 6-24-75  
437 Wisnom Ave., San Mateo, Ca.
- Longchamps, Oliver (Patricia, Wife) 7-17-75  
P.O. Box 1455, Battle Mountain, Nevada
- Marchello, Keith (Janice, Wife) 6-30-75  
Rt. 1 Box 1648, Helper, Utah
- Moutrey, Charles (Gay Sayers, Daughter) 7-7-75  
760 Geary Blvd., No. 505, San Francisco, Ca.
- Polo, August (Lempi, ?) 7-5-75  
1597 166th Ave., San Leandro, Ca.
- Pyle, Russell (Thelma, Wife) 7-2-75  
2926 Hilltop Dr., Napa, Ca.
- Quichodo, Benjamin (Clotilda, Mother) 7-8-75  
P.O. Box 5156, Barrigada, Guam
- Ridenour, Herman (Ethel, Wife) 6-24-75  
1046 Rankin St., No. 1, Tulare, Ca.
- Robinson, Clifford (Pearl E., Wife) 7-13-75  
P.O. Box 385, Redding, Ca.
- Ruby, David (Helen, Wife) 7-18-75  
308 W 12th Ave., Chico, Ca.
- Shackelford, Lloyd (Edna, Wife) 7-6-75  
620 Paradise Rd., No. F102, Modesto, Ca.
- Smith, Bob (Macloviance, Wife) 6-27-75  
1651 Hill St., Anderson, Ca.
- Smith, Michael (Judith, Wife) 7-9-75  
2109 Winslow St., Modesto, Ca.
- Umiwi, Earl (Cynthia, Wife) 6-23-75  
61 Mikiai St., Hilo, Hawaii
- Valentine, Raymond (Rhoda, Wife) 6-19-75  
173 East Center, Springville, Utah
- Widmer, James (Ada, Wife) 7-11-75  
2630 San Carlos, Fairfield, Ca.
- Yamada, James (Ellen Shigiko, Wife) 7-7-75  
99-147 Mikalemi St., Aiea, Hawaii
- Yeager, Ivan (Betty, Wife)
- Zang, David (Jeanette, Wife)

**DECEASED DEPENDENTS**

July, 1975

- Avilla, David — Deceased: July 2, 1975  
Deceased Son of Abel Avilla
- Avilla, Manuel R. — Deceased: July 2, 1975  
Decased Son of Abel Avilla
- Bonner, Ruth G. — Deceased: June 29, 1975  
Deceased Wife of Albert V. Bonner
- Clayson, Leslie John — Deceased: June 1, 1975  
Deceased Son of Archer B. Clayson
- Heuston, Iva M. — Deceased: June 12, 1975  
Deceased Wife of Bruce H. Heuston
- Owens, Jo Ann — Deceased: June 5, 1975  
Deceased Wife of Alvie Owens
- Roberta, Rose — Deceased: July 3, 1975  
Deceased Wife of Shirley Roberts

# The System

Suppose the Government gave everyone a million dollars. "Wonderful!" you exclaim. "I could quit work and live like a king." And so you could — until you tried to do such an unkingly thing as buy a quart of milk or a gallon of gasoline. You see, the milkman and the filling station attendant also got a million dollars. They quit working, too. And so did everyone else. It quickly becomes apparent, doesn't it? Money has no value itself. It's so much paper or bits of metal. Only work (and the things work produces) has a real value. But, obviously we couldn't go around exchanging work. It would be a cumbersome process. So we let money represent work—use it as a medium of exchange. We work for someone and get money. We use money to buy the work (products, services) of others. To make it function properly, all persons, who are able to work,

must strive to give as much value for the money they receive, as they expect to get for the money they spend. Some people do this. And some don't.

Some do shoddy work. But, when they buy a new car or TV or washing machine (the work of others), they demand top quality workmanship—the very best.

What these people are really saying is that they want as much of the other person's work as they can get — giving him as little of their efforts as possible in return.

These people think they are beating the system. They are not, of course. They are only putting a greater—and often unfair—burden on someone else who is trying to follow the rules.

Man has reached the moon; eventually he will go beyond. But is isn't likely he will ever figure out an honest way to beat the system.

# More San Jose

(Continued from Page 12)

Hogan & Pinekney from Santa Cruz was awarded the Natural Sciences Arboretum at UCSC for \$50,399. Northland Construction was awarded the contract to improve Rio Del Mar Boulevard in Aptos for \$255,440. Granite Construction was awarded the Sims Road improvement project for \$95,170. Daniels & House Construction Co. was awarded the job of constructing the tactical equipment shops at Fort Ord for \$3 million, and the repair of wooden mess halls at Fort Ord for \$144,623.

Able Erectors from Fremont was awarded the C-4 ordinance manufacturing X-ray building at the Lockheed site in Santa Cruz. Vanderson Construction Co., from San Jose was awarded the job of constructing the storage magazines at the Lockheed site. Edwards Construction from Salinas was awarded the contract to re-surface parking lots at Fort Ord for \$204,516. Central Coast Pipeline was awarded Watsonville 1975 street improvement project for \$161,093.

Granite Construction's job on the sewer transmission line finally fired back up after the American Pipe strike ended. Williams & Burrows' job on College No. 7 at UCSC is on schedule and underway. Dubach's job on Highway No. 1 between Castroville and Marina is on schedule too. MCM Construction Co., from Sacramento, was awarded the structure across the Salinas River. Foundation Erectors is on the site presently preparing the imbutments and footings. Flintkote's job on Highway 25 South of Paicines in moving right along. They are presently on the south end cleaning up sliver cuts for the realignment of Highway No. 25.

The rock, sand and gravel industry hasn't felt the construction slowdown as much as AGC, EGCA. Kaiser Sand Plant in Felton is presently running 10-hour shifts but Lone Star Industry, Santa Cruz Aggregates and Monterey Sand are doing about 25 per cent less business as this time last year. Felton Quarry and Olive Springs Quarry are the hardest hit because of the lesser demand for No. 1 and No. 2 base rock and gravel.

Hope to see you all at the San Jose's Barbecue scheduled for August 17 in Milpitas at Ed Levin Park on Calaveras Road.

Highway 33 in western Fresno County.

We were notified July 14 that the Helms Pumped Storage Project located between Courtright Lake and Lake Wishon has been approved.

This project is located between Courtright Lake and Lake Wishon on the upper portion of the North Fork of the Kings River. Construction of roads and temporary camps is expected to commence in early summer of next year with construction of the project proper to start the following summer (1977). Since practically all facilities will be underground, including the powerhouse, work will then go continuously, winter and summer, until the project completion in 1981.

Including Pacific Gas and Electric Company employees, it is expected that the manpower will peak at about 1,100.

# Bid On Highway 99 Postponed

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

The State of California has postponed bid on the Highway 99 job at Delhi. This situation is due largely to the cut back of federal financing of highway funds.

L. D. Folsom Inc. of Coalinga started the channel improvement and levee construction job along 35 miles of the Fresno River and Ash and Berenda Sloughs in Madera County. Roy E. Ladd of Redding has the clearing done on their job on Highway 49 in Mariposa Co. Peter Kiewit Sons on Highway 140 at Midpine have about 40 per cent of the dirt moved. This job should last till the end of the year.

We have just finished negotiations on a new three-year contract with Stuart Radiator of Merced. The members ratified the contract 100 per cent.

Trico Contractors of Merced is low bidder at \$1.56 million to construct improvements to recreational areas at the Hidden and Buchanan Dams in Madera County.

Gentz Construction Company of Fresno has been awarded a contract of \$900,161 to construct safety and roadside rests on Interstate 5 in Merced County.

**ENVIRONMENTAL STUDIES**

The federal government has approved contracts calling for engineering and environmental studies for Highway 168 between Pine Ridge and Shaver Lake in eastern Fresno County under the Forest Highways Act.

Robert Ramey, district director of the Department of Transportation, in an appearance before the Fresno County Board of Supervisors, said the action could lead to construction of the long-delayed section of highway by 1978 or 1979.

The local transportation official said the U.S. Forest Service has advanced its priority list for improving the section of roadway above Pine Ridge, which would tie in with a four-lane, undivided section of freeway completed in 1972.

Under the preliminary plans,

the state agency would complete the engineering and environmental studies with federal funds, estimated at an additional \$1 million. These studies, which now are scheduled to be completed in mid-1977, would examine route location, number of lanes, and the overall environmental impacts.

The transportation official said the Fresno County project has been upped to 11th position in the state ranking. The actual construction contract for the seven-mile section would be in these separate contracts totaling \$8 million.

The project could be a good shot in the arm for the Fresno district, which has felt the effects of recent highway economic restraints.

C. K. Mosemon Construction Company of Shingle Springs has been awarded the Highway 41 project in Kings County at a bid price of \$3,856,030. The contract calls for grading and paving, building three bridges and widening one bridge from .1 miles north of Hanford-Armona Road to .3 miles south of the Fresno County line. Fresno Paving Co. will be doing the grading and paving on this project.

A pre-job conference was held with Fruin-Colnon, a national engineering contractor from San Francisco, who will be doing approximately \$22 million worth of engineering construction at the Valley Nitrogen Fertilizer Complex in Helm.

The project includes an expansion to the existing fertilizer complex, which comprises a 255-ton-per-day wet process phosphoric acid plant, a 125-ton-per-day superphosphoric acid plant and 500-ton-per-day D.A.P. fertilizer granulation facilities and the interconnection of related off-sites and utilities. There will be approximately 15 operating engineers employed on this job which will take one year to complete.

Pacific Western Construction Company of Fresno has started their airport job in Tulare, and should keep several engineers busy for a few weeks.

Fargo Construction has been awarded a project to rebuild Harlen Avenue from Mt. Whitney to



With Safety In Mind

Thanks For Your Help

By JERRY MARTIN, Director of Safety

Just a way of saying "thank you" was what we had in mind in sending out the letter of commendation shown below. In an era of seemingly "the heck with everybody else" attitude, we were most impressed and certainly proud of our members who took the time to answer and return the work history questionnaires which were sent out in our recent survey. It will be of tremendous help to us.



Jerry Martin

We had a 65 per cent return—absolutely unheard of! Public poll returns at the national average is in the neighborhood of 8 per cent or less. We've talked with so many brothers who made the flat statement that "without the good wife, I don't think I could have completed the thing." How nice it is to have that wonderful "help mate" around. We want to extend a sincere thanks to them, also.

By way of communicating our immediate goals, what we are really striving for is the environmental cab on all of the equipment that we operate. Yes, a cab enclosure so we as operating engineers can enjoy a more safe and more healthy place in which to work.

It's going to take a little time, but when safety laws are to be promulgated, the one most important item of case preparation is the fact that honest proof of documenting a problem is a prime requisite. We are referring to noise, heat, vibration, dust, fumes; and each one of them is a possible detriment to our health. This is only one of the many reasons that our business manager, Dale Marr, has in mind in cooperating with the vibration study. He, as father of our Safety Program, wants to continue being involved whenever and wherever it will do some good for our members to have a more safe and more healthy place in which to gainfully earn a living.

Yes, those of us who are serving you from the safety department, certainly have our work cut out for us. By and large, the fact that the vast majority of engineers are showing extreme interest and willingness to cooperate with this department can only help us with our endeavors.

To give you some insight into the agencies we are involved with, it might be of interest to you to know our members are represented by membership on the National Safety Council, State Personnel Board, State Advisory Committees for Occupational Safety and Health Standards, Department of Interior Mine Enforcement Safety and Health and Secretary of Interior Advisory Committee. Notice of nomination to the California State Safety Standards Board has recently been received and our understanding is that the appointment by Governor Brown is forthcoming.

The prestige of your union to be influential, whenever and wherever, results in benefits to all of us and is simply invaluable.

All too many times when we have testified at public hearings, both state and national, regarding new safety standards that affect our union, we find it distressing to note there aren't more unions involved and in attendance. I'm talking in particular about building trades unions.

See MORE SAFETY IN MIND, Column 4

Operating Engineers Local Union No. 3

174 VALENCIA STREET • SAN JOSE, CALIFORNIA 95128 • Telephone 431-1138

JOB EDUCATION IN SAFETY • SAFETY • HEALTH • WELFARE • TRAINING • RESEARCH • DEVELOPMENT

OFFICE OF THE BUSINESS MANAGER, DALE MARR

June 25, 1975

LETTER OF COMMENDATION

TO: the "WHOLE BODY VIBRATION STUDY" - participant in

Dear Sirs and Brothers,

We want to take this time to thank you for completing the questionnaire on the WORK HISTORY SURVEY. Thanks to the wives, too, who encouraged the Operating Engineers to participate in this Safety and Health study.

It is easier to engage in a task that produces immediate results than it is when we think about long range projects, such as this study, where the benefits may come to us in the not too distant future. It's important though - it's that 'look to the future' which will make our worksite a much safer place eventually. The credit for many of the improvements we now have can be traced to Brother Engineers in the past who were able to look to our future.

Safety for our members is one of the most important goals this Union can strive for and we extend our deepest appreciation for your personal contribution and cooperation in this endeavor.

Sincerely and fraternally,

Dale Marr, Business Manager

Jerry Martin, Director of Safety

DM/JM:lc OPE-3-AFL-CIO



More Oakland

(Continued from Page 9) that fleet of barges and floating cranes fixed up and sent to Alaska. Due to the long hours these operating engineers are working we have offered to help with any chores that need doing at home. No takers so far, but the offer still stands.

The dredging has slowed down to a walk or more accurately a crawl. Grek Lakes is all through with their job with nothing ahead.

Umpqua will be finished by the time this goes to print, give or take a week.

P.K.S. has a bridge job in Orland and Paso Robles, and there is a dock-building job coming up for bid in Oakland which will include piles and dredging.

Duncanson Harrelson is still in Pittsburg with two rigs, although their No. 10 has been sitting idle a lot in the past three months.

Healey Tibbets has two good jobs down south in Local 12's area and are also working in Martinez.

General Construction has been held up getting started on their Larkspur job. It will probably be the first of August now.

Browning & Farris from Houston, Texas was low bidder on the Petaluma Creek job. They are going to try this with two 8-inch machines called "mudcats." There is no starting date yet.

SCRAPYARDS

Scrap prices are down. It is much the same story in the scrapyards; Levin, Schnitzer, Learner, and Joffe are all slow with just an occasional ship or barge to load. Some of the smaller yards have stopped buying altogether.

The same story holds true in shipyards. Bethlehem & Todd are holding up pretty well, as is Paccoco, but the rest are slow and just holding their own.

Work in central Contra Costa is going strong, but the jobs are smaller and less men are working them. There seems to be one or two engineers up every canyon in the county.

McDonald Construction has a two week dirt job in San Ramon next to Gallagher & Burk, who is in the finishing stage at Bishop Ranch. Lots of hot stuff going down here. Manual Vincent, Dave Faria, Jimmie Quilici, Arnold Lindgren, and the boys have done a hell of a good job.

M.G.M. Construction has moved down the road from Bishop Ranch to the sewer plant. This job should keep the crew working the rest of the season.

Eugene Alves has had problems with culverts and pipe on the Stone Valley Road job. They're forced to a start-stop operation on the grading.

Martin Brothers has picked up a lot of paving work. One job at Diablo Valley College includes removal of existing paving.

Syar Paco on Highway 4 is going strong on the sub-grade and rock. Frank Collums is still on one of the blades, sweet talking the inspectors "and some of the hands" with that Tennessee double talk.

Rigisch Construction is putting in pipe on Pleasant Hill Road. The tract it is servicing is held up on an impact report though. Here again we have the fight with the damn "I got mine you can't have any people."

See MORE OAKLAND, Page 16

Stewards' NEWS

by Ray Cooper, Job Steward Director

Another round of job stewards' meetings has been scheduled for this month. The topic will be the Apprenticeship Program of Local 3. Some of you have probably gone through the program yourselves and have first hand knowledge of the subject, but other operators who have been in the union for many years may not be familiar with it.



Ray Cooper

All job stewards should be thoroughly informed about the Apprenticeship Program. On the job, the steward plays a key role in seeing that the apprentice receives the training and assistance he needs. He can also make sure the apprentice is not given a job which calls for skills beyond his ability and might cause him to present a danger to the crew with his inexperience. Coordinators, too, depend on the stewards to evaluate the progress of each apprentice.

One of the most important contributions a steward can make toward the education of an apprentice is to set an example for him by his actions as a good union man. Simply teaching a man how to run the equipment we use as operating engineers doesn't mean he will be a good union member. Someday, these apprentices will be the men who replace us as stewards and as members when we retire, so their attitude toward the union is as important as the skills they have been taught.

JOB STEWARDS ACTIVATED

Table with columns for Week Ending, Dist Name, Agent, and names of stewards for various weeks.

Engineer Injured At Melones; Record Good On Route 99 Job

By SAM COBURN, Safety Representative

Brother Art Woggon was involved in an accident occurring in this area at Melones Dam while working for Guy F. Atkinson Construction Co. Brother Woggon lost his right hand with the exception of his thumb and after a stay in St. Joseph Hospital in Stockton, is recuperating at home. Art is in good spirits, reflecting the fact that it hard to keep a good man down. This is a lesson to all brother engineers that the man on the ground is in much more danger than the one on the rig. A good point to be kept in mind is to always have the man on the ground in your visual field before moving any piece of equipment.

Brother Michael Smith, safety committeeman on the Guy F. Atkinson job out of Concord on Highway 4, was accidentally fatally wounded in Modesto on the morning of July 6, 1975. Our deepest sympathy to his family.

Marcus Rubalcava, one of our apprentices, was injured when a rock fell off a conveyer belt on the job at the George Reed Rock

Plant at LaGrange. Had he not been wearing protective head gear the accident might have been a good deal more severe. Marcus was treated at the Sonoma Community Hospital, receiving several stitches. He is now back to work for George Reed.

Kasler Corporation's \$11 million job on Highway 99 north of Modesto has been a plus in more ways than one as it has been a very safe project. Elmer Brown, dirt foreman, and a member of Local 12, stated he felt that both the safety personnel and the management of Kasler has worked very hard to keep this a safe job. By the way, the north side was opened the first week in July, and is at 40 per cent completion in only 25 per cent of the time which shows safety and expertise do coincide and complement each other.

This department wishes to extend its thanks to all who have helped when safety problems have arisen and requests your continued alertness and cooperation. Feel free to contact us with any inquiries or suggestions you might have.

More Safety In Mind...

(Continued from Column 2)

You can certainly imagine what it would be like if we in Local 3 had no safety representation at all. We would be forced to live with lopsided, unfair, employer-favored regulations. I'm quite sure none of you want to tolerate that sort of situation.

I'd like to comment on our safety committeemen for a moment, to say thanks for a job well done. All of you are doing a job invaluable to the promotion of safety. We just can't emphasize enough the need of good, experienced journeymen who can readily recognize a hazard and call for due caution to his brother and sister work associates. So if you are working on a project that doesn't have a safety committee person, let your business representative know that you'd like to volunteer or give us a call and we'll assist you.

If you have any questions about OSHA or safety, just drop us a line and we'll be most pleased to answer.



# Personal Notes

## SAN FRANCISCO

Our heartfelt sympathy is extended to the family and friends of deceased brother Charles Lorimer.

We are happy to report that retired member Tom Helean is home from the hospital recovering from recent surgery.

## OAKLAND

It is with deep sadness and regret that we report the death of Brother Mike Smith who lived in Modesto. Mike worked in Eastern Contra Costa County for the last year and was very well liked. Mike is going to be missed by all the brothers he worked with. Our deepest sympathies are extended to his wife Judith, his children, and his many friends.

## FRESNO

We wish to express our deepest sympathies to Brother Abel Avilla and his wife on the loss of their sons David, age 11, and Manuel, age 18.

Also, our deepest sympathy to Brother Ken Birdwell and his wife on the loss of their son Allen in an automobile accident.

Our condolences to the family and friends of Brothers Benito R. Angel and Herman E. Ridenour who recently passed away.

## STOCKTON-MODESTO

Brothers George McCray, J. C. Ollison, William Thompson, Leo Williams, Allen Chaffin, John Simmons, Bill Mullins, Vadiu Bunch, Dudley Chambers, Arthur Waggon, and Gary Plaster 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 the families and friends of departed Brothers Onesimo Acosta and Darl Beier.

We wish to extend our deepest sympathy to the families of our deceased brother engineers, Michael Smith and Lloyd Shackelford. Our wishes for a speedy recovery to brother engineer Randall Jones, currently in the Oakdale Hospital.

## MARYSVILLE

Our heartfelt sympathy is extended to the family and friends of deceased Brothers E. B. Chamberlain and David Ruby. We also send our condolences to Brother Shirley Roberts who recently lost his wife, Rose.

Brother David Wilfong, who recently had a heart attack, is recuperating after finally getting out of the intensive care unit in Glenn General Hospital. Brother Jim Melton was injured in an automobile accident and is on the mend at the Feather River Hospital in Paradise. Good luck to you both and a speedy recovery!

## RENO

Our sympathies are extended to the family and friends of Oliver Longchamps who passed away recently. He was employed at the Duval Mine.

It is with regret we report the passing of retiree Joseph Anelli on July 1st.

We have received word that Brother Bob Jackson has been hospitalized while visiting in Oregon. We hope he is up and about by the time you read this.

We would like to wish Brother Cecil Minor a speedy recovery. He was recently hospitalized.

Congratulations are in order for Ray Hardy and his wife, Donna. They became parents of a baby boy June 29th.

Bill Schultz and his wife, Madelyn, have been hospitalized following a head-on collision with another car. We wish them both a speedy recovery.

## SAN RAFAEL

We received the following note of thanks from Brother Pete Thompson, job steward for Maggiora-Ghilotti:

"We'd like to take this opportunity to thank the Operating Engineers Union for having such excellent insurance. Pete broke his leg in September, 1974 and is just now back to work. The union insurance covered all of the hospital, most of the doctor bills, plus defrayed pay-  
See MORE PERSONALS, Column 4

## CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

7001 Dublin Boulevard

Dublin, California 94566

Telephone: 415/829-4400

Please send me information as indicated below:

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- Second Mortgage Loan.
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- Life Savings Insurance on Share Deposits.
- Loan Protection Insurance on Loans.
- Share Insurance Protection on Share Deposits.

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# SWAP SHOP CORNER: Free Want Ads for Engineers

**FOR SALE: TL30 LORAIN** w/backhoe attachment. Powered by Wankesha motor on IHC 190 truck. Asking \$1,500 or make offer. C. Schriener, 492 - 105th Ave., Oakland, CA 94603. Ph. 415/562-0164. Reg. No. 0608068. 6-1.

**FOR SALE: SULLAIR** 150 trailered air compressor, 2 yrs old w/425 hrs. Runs perfectly, new filter, radiator hoses, water pump. S. Wood, 3454 Redwood Rd., Napa, CA 94558. Ph. 707/255-3805. Reg. No. 0519931. 6-1.

**FOR SALE: PLYWOOD**, filters for equip., table saw, socket wrench, Stanley Planer, Skill saw, Friden calculator, metal desk & chair. W. May, 1801 Notre Dame Ave., Belmont, CA. Ph. 415/593-5242. Reg. No. 1022-439. 6-1.

**FOR SALE OR TRADE: FOUR R-3** lots, 75-130', across st. from new shopping center. ea. \$6,500. Two acres in city limits w/all utilities. Beautiful estate home site, can have horses, in Woodlake. \$14,000. W. Nelson, 31704 Rd. 124, Visalia, CA 93277. Ph. 209/733-0102. Reg. No. 0908615. 6-1.

**FOR SALE: 1922 ONE TON TRUCK**, antique, white, runs, original, horseless carriage license, picture & info. on request. R. Osborne, P.O. Box 58, Biggs, CA 95917. Reg. No. 1142823. 6-1.

**FOR SALE: MOBILE HOME**, retirement lot, Copperopolis, CA. Lake Tullock, utilities in, paved street, club house, tennis courts \$6,000, cash terms to suit you. J. Hardy, Yacht Club Mobile Court, Star Rt. 2, B. 10, Hollister, Missouri 65672. Reg. No. 0299356. 6-1.

**FOR SALE: PUC PERMIT**, 580B Case backhoe dump truck trailer, 1010 J D dozer. Call 408/268-6931. Reg. No. 0557446. 6-1.

**FOR SALE: 1/4 ACRE**, level lot Tahoe Paradise, water, sewer & elect. Recreational facilities, no bonds. 5 1/2 int. W. Wickham, 115 W. MacArthur, Sonoma, CA 95476. Reg. No. 1062039. 6-1.

**TRADE: BROOKTRAILS LOT FOR LINCOLN WELDER** 300, gas driven, victor torch, both complete. Heavy hand grinder, late models. W. McElroy, 1260 Tofts Dr., San Jose, CA 95131. Ph. 408/259-2965. Reg. No. 1082358. 6-1.

**FOR SALE: MASSEC-FERGUSON-40**, loader/scrapper (Gannon), low hours, like new. \$10,500. F. Biolsi, 25891 Fremont Rd., Los Altos Hills, CA 94022. Ph. 415/948-2184. No. 0714897. 6-1.

**FOR SALE: K & E BRUNTON POCKET TRANSIT**, carrying case & tripod. Never used \$90. Athey hand level per cent degree vernier & case, new \$25. H. Baugh, 118 Oakwood Ln., Santa Rosa, CA 95405. Ph. 707/539-3193. Reg. No. 0651624. 6-1.

**FOR SALE: PULL SCRAPER**, La Plante-Choate, 15 yards, poor tires \$750. Ph. 415/562-3236. Reg. No. 0678-953. 6-1.

**WANTED: 4-10 ACRES** in or nr. Sparks, Nevada. No impr. necessary. G. Hillman, 315 No. Kingston, San Mateo, CA 94401. Reg. No. 0691255. 7-1.

**FOR SALE: BARBER GREENE SA 40 PAVER**, compl. gone thru w/new screed, burners, & drivechains. Best offer over \$17,500. M. Morgan Paving, P.O. Box 5368, Walnut Creek, CA 94596. Ph. 415/938-2558. Reg. No. 1477900. 7-1.

**FOR SALE: APPX. ONE ACRE** in Modoc County, Lookout, Ca. Good hunting, fishing. Road open year 'round. \$1,200 cash. T. Gilbert, 2043 Deerfield Ave., Redding, CA 96001. Ph. 916/243-4169. Reg. No. 0813772. 7-1.

**FOR SALE: BATCH GATES & RAILS** for 10 wheeler dump truck box. Dump box & Garwood Hoist for 10 wheeler dump truck. L. Mulhair, 97 Southbridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 7-1.

**FOR SALE: AUSTIN WESTERN GRADER**, 99H, Serial No. H3240. Will cons. a trade for 1975 Datsun pickup long bed, automatic. J. Kakuk, 7865 Leona Way, Apt. C, Roseville, CA 95678. Ph. 916/791-0324. Reg. No. 1003111. 7-1.

**FOR SALE: 4 BEDROOM**, 1 1/2 bath, fam. rm., cpts, drapes, stove. \$72, pymts. \$25,000 f.p. See to appreciate. P. Faxman, 1361 Barbara St., Brentwood, CA 94513. Ph. 415/634-4681. Reg. No. 0754191. 7-1.

**FOR SALE: DITCH WITCH TRENCHER**, J20, 6" to 12" wide & 3' deep. Like new. \$3,200 or best offer. Call evenings 408/734-4090. Reg. No. 0362840. 7-1.

**FOR SALE: 35 passenger bus**, GMC 471 diesel, 200 gal. bitch pot hot. Malsbury 300. J. Corbett, 2506 Carpenter Rd., Stockton, CA 95206. Ph. 209/463-7305. Reg. No. 1208766. 7-1.

**FOR SALE: WHITE 3000 C.O.E. SERVICE TRUCK**, re-built, 5 spd. main & 2 spd. rear axle. Also, T.D.9 front loader, as is. R. Miller, P.O. Box 812, Clearlake Oaks, CA 95423. Ph. 707/992-3079. Reg. No. 1040528. 7-1.

**FOR SALE: 1973 MAZDA RX3**, 2 dr. automatic trans., 10,000 miles. Like new. L. Brooker, Ph. 408/734-4820. Reg. No. 0290869. 7-1.

**FOR SALE: BROWNIE'S DRILLING & TRENCHING**, 1974 gross \$60,000. Plenty of business, all equip. exc. cond. plus 2 way radio equipped. Good financing. \$57,500. Ph. 415/656-0848. P. Brown, Reg. No. 0603281. 7-1.

**FOR SALE: 10 ACRES** recreation land in south Monterey Co. 1,000' county backlot frontage. \$1,000 per acre. Call for maps & more info. G. Rodriguez, 1851 Bellomy St., Santa Clara, CA 95050. Ph. 408/246-7848. Reg. No. 1022442. 7-1.

**FOR SALE: 24 ACRE FARM** in Sevier Co., Utah. River frontage. Easy highway access. \$1,200. For details write G. Higgins, R.F.D. Monroe, Utah 84754. Ph. 801/527-4123. Reg. No. 0908570. 7-1.

**FOR SALE: WESTERN HOLLY GAS RANGE**, in A-1 condition. Ph. 415/686-3856. Reg. No. 0590517. 7-1.

**FOR SALE: 15KW 110-220 3 phase generator**. New cond. Gas driven, Willys power. \$1,100. M. Graham, 7890 Heiron NE, Salem, Oregon. Ph. 503/581-3979. Reg. No. 0943163. 7-1.

**FOR SALE: TRAILER**, 18 1/2 ft. Prowler, self-contained, butane battery. Exc. cond. \$2,000. Ph. 209/736-2365. Reg. No. 0559677. 7-1.

**FOR SALE: SCENIC HILLTOP**, 5 acres or more. Water, power, and road, 3 miles from Angels Camp. \$2,000 per acre. Will take low down. Ph. 209/736-2365. Reg. No. 0559677. 7-1.

**FOR SALE: BY OWNER**, 5 acres choice land in Fremont area, w/2 BR home, one workshop 28'x28' w/12' door, one large 24'x56' metal bldg., zoned agriculture, \$135,000 good financing. Ph. 415/656-0848. Reg. No. 0603281. 8-1.

**FOR SALE OR TRADE: 130'x200'** gentle sloping cor. lot, tall pines, paved roads, treated water, seconds off I-80 at 3,000' elevation. Will trade for S.C. trailer. \$4,000. B. Becker, Auburn, Ph. 916/878-1655. Reg. No. 9787991. 8-1.

**FOR SALE: LOT IN CALVADA**, 105'x200' nr Las Vegas, Nevada. Assumable loan of \$3,883.44 plus \$4,000 equity. V. Bonner, 946 Cottontail Ave., San Jose, CA 95116. Ph. 408/926-6489. Reg. No. 1257246. 8-1.

**FOR SALE: 1973 MANTECA MOBILE HOME**, 24x60, 3 BR, 2 bath, living rm., dining rm., kitchen, patio, fenced yard, located in nice new park. C. Truluck, 140 El Bosque, San Jose, CA 95103. Ph. 408/263-9157. Reg. No. 0831408. 8-1.

**FOR SALE: 1 1/4 ACRE MOBILE HOME SITE**, exc. hunting & fishing area. Low down. E. Warren, 748 Juniper, Elko, Nevada 89801. Ph. 702/738-8707. Reg. No. 1578784. 8-1.

**FOR SALE: 3 BR HOME**, all elec., on 1/2 acre, new cpts. and a/c, fruit, nut & shade trees, completely fenced (new), well for irrigation, also city water, 1/2 mile to town on country paved road, 1 mile to Sacramento River. \$25,000. P.O. Box 575, Los Molinos, CA 96055. Ph. 916/384-2277. Reg. No. 0671365. 8-1.

**FOR SALE: 71 SPEEDSTAR DRILLING RIG** w/tools & cable, \$5,000. Armstrong Drilling Rig, \$3,500. T. Hunt, 506 Phelan Ave., San Jose, CA 95112. Reg. No. 1270851. 8-1.

**FOR SALE: '70 ROLL-A-LONG CAMPER**, 11', exc. cond., Aldrop Loader plus 4 jacks. Self-contained. \$1,550. E. Campbell, 8260 Riverland Dr., No. 44, Redding, CA 96001. Reg. No. 1208407. 8-1.

**FOR SALE: 1970 DUNEBUGGY**, 50 h.p., metalflake, chrm. whls. \$1,200. A. Knoell, 655 So. 34, Sp. 79, San Jose, CA 95116. Ph. 408/923-4697. Reg. No. 0892519. 8-1.

**FOR SALE: G.E. PUMP**, Model 5K254XA71A, HP-5, Nema class design B, service factor 1.15 at rated volts 60 cycles, Type K Code H Frame 254P Phase 3, volts 220/440, 40/50 C rise cont at 60/50 cyl. 220 V motors are useable on 208 network systems. Tri clad induction motor. I. Payne, 4170 Rose Ave., Roseville, Ca. Ph. 916/742-0949. Reg. No. 0779761. 7-1.

**FOR SALE: CALION HYDRAULIC CRANE**, 15 ton capacity, Model 150A, Serial No. 3801, 4 section power boom. O. Wandtke, 35 Wawona St., San Francisco, CA 94127. Ph. 415/684-1405. Reg. No. 0987294. 8-1.

**FOR SALE: HOME IN SAN FRANCISCO** for \$3,300 total down pymt incl. closing costs, plus assume Operating Engineers Credit Union loan of appx. \$17,000. Mo. pymts. of \$154.45-no second loan. Call 415/992-1993 anytime. Reg. No. 1195123. 8-1.

**FOR SALE: USED 60"x24" or 26" CULVERT**, 7 pieces in exc. cond. 5 discharge funnels for same. One-half price per ft. of new. Hvy. duty tilt bed sgl. axle trailer, dual 900x20 tires & wheels, vacuum brakes. \$950. 10-yr. Bucyrus cable operated carryall, exc. cond. \$1,500. J. Meyer, P.O. Box 308, Valley Springs, CA 95252. Ph. 209/786-2224. Reg. No. 0409005. 8-1.

**FOR SALE: 10' TELESCOPIC CAMPER** raises to 6'5" for living. Lowers to 4'9" for traveling. Twin beds, stove, ice box, good cond. Must see. \$795 or best offer. E. Warren, 1549 Dale Ave., San Mateo, CA 94401. Ph. 415/344-1886. Reg. No. 1098579. 8-1.

**FOR SALE: 1972 MARLETTE MOBILE HOME**, 20x60, 3 BR, superior construction, walnut wood thruout, duo-pane windows. R. Nelson, 500 W. 10th St., Sp. 30, Gilroy, CA 95020. Ph. 408/842-6912. Reg. No. 1082362. 8-1.

**WANTED: US & FOREIGN COINS**, also world paper money and U.S. large notes. G. Lambert, P.O. Box 21427, San Jose, CA 95131. Ph. 408/226-0729. Reg. No. 1225584. 8-1.

**FOR SALE: MALE PUG**, AKC registered, 7 wks. fawn, beautiful markings \$100. C. Wingo, 10706 E. Southland Rd., Manteca, CA 95336. Ph. 209/823-3890. Reg. No. 1123475. 8-1.

**FOR SALE: 1972 PINTO**, auto trans., air, luggage rack, exc. cond., low mileage \$1,700. One owner. C. Wingo, 10706 E. Southland Rd., Manteca, CA 95336. Ph. 209/823-3890. Reg. No. 1123475. 8-1.

**TRADE: '72 COMET**, w/302, exc. cond. for comparable S.C. trailer, over 17' not more than 22'. Will sell 5 lots in Oregon at mouth of Coquille River, fishing galore, all level in city limits, \$3,750 or best offer. L. Leach, 532 Murray Dr., Petaluma, CA 94953. Reg. No. 0577378. 8-1.

**FOR SALE: Hvy. DUTY SOCKET SET**, 3/4 inch drive, \$50. A. Quainl, 2589 Pacific St., Napa, CA 94558. Ph. 707/226-3045. Reg. No. 0342588. 8-1.

**FOR SALE: BILTMORE MOBILE HOME** 10x55, 2 BR, furnished, on 2 lots, all utilities in. Sterling City, CA Ph. 916/873-1558. Reg. No. 1061416. 8-1.

**FOR SALE: SERVICE STATION**, motel and gift shop on 3+ acres, see to appreciate, P.O. Box 618, Salem, Arkan-

sas 72576. Ph. 501/895-3106. Reg. No. 1142907. 8-1.

**FOR SALE: DUMP TRUCK**, PUC permit, 1960 Diamond T, 10 wheeler, exc. cond., good tires, 220 OV REO engine. R. Casaleggio, P. O. Box 14, Clayton, CA 94517. Ph. 415/687-4249. Reg. No. 1128272. 8-1.

**FOR SALE: 1973 CASE 580 B** Construction King, loader backhoe combination w/extendahoe less than 1300 hrs. A-1 condition. Also 1965 R180 International Harvester Cabover, piggy back truck A-1 condition. F. Sadek, 6941-8th Ave., Rio Linda, CA 95673. Ph. 916/991-1471. Reg. No. 0915642. 8-1.

**FOR SALE: 1969 CHEVY 3/4 ton** pickup, automatic PT-PB, 8' tool box, CB radio, \$1,700. Also, combination horse trailer-camping, 21' long, 2 horses, monomatic toilet, dbl axle, stove, ice box, \$650. "Frenchy", P. O. Box 2047, Clearlake Highlands, CA 95422. Ph. 707/994-6697. Reg. No. 062-3442. 8-1.

**FOR SALE: '69 FLEETWOOD MOBILE HOME**, 12x65 w/8' popout in living rm., skirts, 60' awning, 55' carport, deck fr and back, cooler, 2 sheds, Ph. 707/552-3426, C. Coombes, 396 San Marcus Dr., Vallejo, CA 94590. Reg. No. 0681648. 8-1.

**FOR SALE: 12 ACRES** on Uncompahgre River. 1972 3BR 14x72 mobile home, 7 acres in Hosa Wheat grass, plenty of irrigation water. F. Latta, P. O. Box 249, Olathe, Colorado 81425. Ph. 303/323-5810. Reg. No. 0883656. 8-1.

**FOR SALE: PITMAN HYDRA-LIFT** mtd. on C750 Ford 4x4 flatbed dump. 8000+ cap, outriggers 10' jib, and auger boring attach, incl. Owner will finance. Ph. 415/636-0273 or 589-8252. R. Ferraris, 9300 G. St., Oakland, CA 94603. Reg. No. 0841471. 8-1.

**WANTED: TANDEM AXLE TRAILER**, pull type w/tilt bed, 12 ton minimum capacity and air brakes. J. Avella, 18 Thornton Ct., Novato, CA 94947. Ph. 415/897-2527. Reg. No. 0964940. 8-1.

**FOR SALE: 10 x 45 SPARTAN MOBILE HOME**, exc. cond., full bath and shower, awning, deck, a/c, 2 sheds, located on Smith River, in nice park. W. Conner, P. O. Box 65, Gasquet, CA 95543. Ph. 707/457-3263. Reg. No. 029-2565. 8-1.

**FOR SALE: 1961 SCOUT DRILLING RIG** w/ 6" - 9" and 12" augers, \$1,300. 4500 watt aux. generator, \$200. Bosch electric jack hammer, \$175. Very good cond. W. Patch, Benicia, CA Ph. 707/745-2776. Reg. No. 1178403. 8-1.

**FOR SALE: 1968 D-600 DODGE TRUCK**, all steel 16' flat bed dump, air brakes, all new tires, 5+2 trans. \$5,500. Ph. 916/447-1650 evenings. Reg. No. 1152683. 8-1.

**FOR SALE: 3 TRANSFER DUMP TRUCKS**, slam bangs: 1966 Mack 335 Cummings \$15,000. 1965 Peterbilt 335 Cummings \$19,500. 1966 K.W. 318 Detroit \$18,500. B. Kinney, Rt. 1, Box 438 T, Chico, CA 95929. Ph. 916/342-5863. 8-1.

**FOR SALE: 1975 FOUR COURIER** w/ extra gas tank, other extras, \$1,700. 11 1/2' Week-N-der camper w/ monomatic toilet, jacks, shocks, can sleep six, \$1,450. Ph. 415/369-3539 Redwood City, CA. No. 1238649. 8-1.

**WANTED: SURVEYING TRANSIT** in good cond. Call evenings 415/655-1171 or 834-8401. M. Boskovich, 764 Kingston Ave., Oakland, CA 94611. Reg. No. 1130382. 8-1.

**FOR SALE: 1967 T.D. 25B** power shift with one ripper shank. Asking \$18,500. Ph. 707/525-1117 after 5 p.m. Ask for Earl. Reg. No. 1136381. 8-1.

**FOR SALE: 3BR, 1 bath, dining rm., kitchen/bar stools, refrig., stove, living rm./fireplace, family rm./dry bar, carpeted, separate 24x60 garage/shop.** Smith River, CA Ph. 707/487-2875. Reg. No. 1142677. 8-1.

## RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or sidelines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, California 94103. Be sure to include your register number. No ad will be published without this information.

# More Personals...

(Continued from Column 2)

ment of his union dues until he was back to work. (I believe this was part of the good standing fund).

After talking to other trades people, we're sure that our union insurance is the best and felt it time to let the union know we appreciate them, getting it for us.

We'd also like to thank "Lucky" for the calls and kind thoughts while Pete was laid up. Many thanks."

Signed,  
 "Pete" and Ellie Thompson.

Congratulations to Brother Bob Merz on his new arrival born on  
 See MORE PERSONALS, Page 16



1975 SCHEDULE OF SEMI-ANNUAL,  
DISTRICT & SUB-DISTRICT MEETINGS

- |  |                                       |
|--|---------------------------------------|
| <b>AUGUST</b>                          | <b>15 San Francisco, Wed., 8 p.m.</b> |
| <b>5 Sacramento, Tues., 8 p.m.</b>     | <b>22 Honolulu, Wed., 7 p.m.</b>      |
| <b>12 Stockton, Tues., 8 p.m.</b>      | <b>23 Hilo, Thurs., 7:30 p.m.</b>     |
| <b>14 Oakland, Thurs., 8 p.m.</b>      | <b>28 Stockton, Tues., 8 p.m.</b>     |
| <b>19 Fresno, Tues., 8 p.m.</b>        | <b>30 Oakland, Thurs., 8 p.m.</b>     |
| <b>21 San Jose, Thurs., 8 p.m.</b>     |                                       |
| <b>SEPTEMBER</b>                       | <b>NOVEMBER</b>                       |
| <b>11 Santa Rosa, Thurs., 8 p.m.</b>   | <b>4 Fresno, Tues., 8 p.m.</b>        |
| <b>12 Salt Lake City, Fri., 8 p.m.</b> | <b>6 Watsonville, Thurs., 8 p.m.</b>  |
| <b>13 Reno, Sat., 8 p.m.</b>           | <b>25 Sacramento, Tues., 8 p.m.</b>   |
| <b>OCTOBER</b>                         | <b>DECEMBER</b>                       |
| <b>7 Eureka, Tues., 8 p.m.</b>         | <b>5 Ogden, Fri., 8 p.m.</b>          |
| <b>8 Redding, Wed., 8 p.m.</b>         | <b>6 Reno, Sat., 8 p.m.</b>           |
| <b>9 Marysville, Thurs., 8 p.m.</b>    | <b>11 Ukiah, Thurs., 8 p.m.</b>       |

DISTRICT AND SUB-DISTRICT MEETING PLACES

- |   |  |
|---|--|
| <b>San Francisco, Engineers Bldg., 474 Valencia St.</b>           | <b>Sacramento, CEL&amp;T Bldg., 2525 Stockton Blvd.</b>              |
| <b>Eureka, Engineers Bldg., 2806 Broadway.</b>                    | <b>Fresno, Engineers Bldg., 3121 E. Olive St.</b>                    |
| <b>Redding, Engineers Bldg., 100 Lake Blvd.</b>                   | <b>Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.</b> |
| <b>Oroville, Prospectors Village, Oroville Dam Blvd.</b>          | <b>Salt Lake City, 1958 W. No. Temple.</b>                           |
| <b>Honolulu, Washington School (Cafetorium), 1633 S. King St.</b> | <b>Reno, 124 West Taylor.</b>  |
| <b>Hilo, Kapiolani School, 966 Kilauea Ave.</b>                   | <b>Marysville, Elks Hall, 920-D Street.</b>                          |
| <b>San Jose, Labor Temple, 2102 Almaden Rd.</b>                   | <b>Watsonville, Veterans Memorial Bldg., 215 Third.</b>              |
| <b>Stockton, Engineers Bldg., 2626 N. California.</b>             | <b>Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.</b>             |
| <b>Oakland, Labor Temple, 23rd &amp; Valdez.</b>                  | <b>Provo, Carpenters Hall, 600 South, 600 East.</b>                  |
|   | <b>Ogden, Ramada Inn, 2433 Adams Ave.</b>                            |

More Personals . . .

(Continued from Page 15)

July 10th—a boy weighing 7 lbs., 8 ounces.  
Brother Fred Hicks, recently retired, took a 2 month trip with his wife, to Alaska. He thoroughly enjoyed the trip and saw some beautiful country along the Alaskan Highway.

**EUREKA**

We wish a speedy recovery to retired brother Arthur Bradbury who fell and broke his hip. He is recuperating at home.  
We also wish a speedy recovery to retired brother Charles Goetz, who has been confined to the hospital in Eureka. Cecilia, his wife, has been admitted to Granada Convalescent Hospital here in Eureka.  
We extend our sympathy to retired brother Mike Harm, who lost his wife Ivah in June.

**SAN MATEO**

We would like to express our condolences to the friends and loved ones of Brother Charles Lorimer, who died recently.

**SACRAMENTO**

We would like to extend our deepest sympathies to the families of deceased members James W. Fine, John W. Hyde, Marvin Hartman, David Zang and John L. Hoskins, who passed away this last month or so.

**SAN JOSE**

We would like to extend our condolences to the family of the following deceased members: Nicolai V. Dutoff, Lloyd Guthrie, Joe Amaral and Adam Daisch.

The San Jose office's staff would like to express it's most sincere appreciation to the following members for their blood donation: Ted Holmes, Vice-President Freeman-Sondgroth; Violet R. Perry; Robert L. Walker; Rommy R. Ball; Michael B. Jorgensen; Kenneth P. Wilson; Mario Boskovich; Douglas J. Williams; John D. Winchell; Robert W. McCully; Albert S. Tamez; Douglas F. Manning; Alonzo A. Torres; Albert E. Conceicao; Steven J. Komorowski; John R. Sullivan; Richard Barela; Ray E. Winding; Arthur F. Frechou; Myron L. Lambert; Roy R. Dunnam; Harold D. Batye; Albert O. Price; Joseph M. Marquez; Diane C. Fallo, secretary, San Jose office; William L. Cates; David

More From Oakland District . . .

(Continued from Page 14)

**CRANES**

Work in the crane rental and bare lease cranes is still fair to good at this time and looks real good through the winter, as rain does not have a whole lot of effect on this type of work.

San Jose Crane's rig is on Art Reinholm's job in Oakland finishing up a tilt-up job. Reinholm is doing work everywhere from San Jose to up north. He bid on the Hilltop Shopping Center for some span deck, but Economy Crane from Los Angeles beat him on the second bid. This Los Angeles crane rental must have a very sharp pencil and will need close watching.

Sheedy is doing good to fair as the work is spotty to steady. Most of their work is in the San Francisco area, but now they are at Benicia, Napa, and Oakland. They also have a bare lease down south. They've been doing a little tower crane and small dock type work all over the water front. They had a small safety problem last week with some high voltage wires, but it was resolved to everyone's satisfaction. Also an air problem, and a water scrobber was put on rig at jobsite.

Rosendahl did a job in Union Oil and a bit for the City of Berkeley. Their yard is a little slow right now, mostly small jobs here and there.

Bay Cities is still as Avon shut down, also Winton Jones Crane and Rigging have a few cranes in and will be there for a while. Winton, Rosendahl, Economy and Bigge all have had a few jobs at Exxon in the Benicia side, but mostly short ones.

Reliable Crane is in and out of this area from Sacramento and have done quite a few jobs. They are doing a job at Hilltop Shopping Center now. This company gets around very well it seems.

Bean is working, but slowly. Peninsula and San Jose Crane are doing well as San Jose Crane is in most areas in the state. They have very mobile and efficient crews on these cranes.

Bigge in Oakland is doing fair to very good as their jobs are few, but they do a lot of overtime. Bigge at Santa Clara is slow as the tilt-up work is down

in this area. We heard the environmentalists are taking a shot at the concrete tilt-up building because of a problem heating these buildings. Hope this is just a rumor.

Work is slow at Marin Van and Storage in San Rafael, but looks to be picking up a bit.

**SHOPS**

Work in the shops is holding up well, although there is no great backlog of work. Most are operating pretty much on a day-to-day basis, but managing to keep everybody busy.

Alcan Metal Powders in Berkeley is back in full production and all the brothers on layoff have been recalled.

Ream Machine Shop in Lafayette has got all the work they can stuff in the shop and then some. They are building equipment to handle containerized cargo at the Port of Oakland.

The golf courses are enjoying full employment and beautiful weather.

We have won a cross-check election with the Orinda Country Club and are looking forward to the start of negotiations.

The City of Concord is planning to lay down 30,000 tons of asphaltic concrete with its maintenance army which is partially financed with federal funds. We have appeared before the City Council and are attempting to influence them to award this work to one of our union contractors.

Turner Trans Bay with the \$27 million, 25-story Clorox Building on 12th & Broadway in Oakland is coming right along with 80 per cent of the base building finished.

O. C. Jones has 53,000 tons of black topping to build up the old runway for 747 jets at the Oakland Airport.

Tutor, Saliba & Potashnik on the \$39 million sewer treatment plant at the old Oakland Army Terminal have been employing quite a few of our good brothers. The job is about 60 per cent completed and will be finished some time in the early part of 1976 with our good brother Ed Brooks as the steward.

Williams and Burrows on the \$7 million, 10-story P.T.&T. build-

ing on 21st and Webster Streets, Oakland have just started breaking ground. Completion will be in 14 months. This building will be for P.T.&T. only.

James Roberts Construction is on the Rose of Sharon \$3.3 million, 11-story apartment building. This will be a 15-month project.

S. J. Groves & Sons with the \$13 million San Leandro Dam job with 1.1 million yards of excavation and 2.6 million yards of dam embankment will be completed in 1977. This has been a good job for 43 of our good brothers working on a two-shift operation. S. J. Groves also received the first phase on the 580 highway job for \$33 million. They will start this phase in a few weeks. More to follow next month.

Peterson Tractor is a beehive of activity these days. Service manager Bob Meyers says that the engine shop has been working six days a week, 10 hours a day to keep up, including working a night shift in both the main shop and engine shop. Some of the bigger repair orders in the shop now include five 650's to be prepared for the S. J. Groves Company. Three will go to the new 580 project and two will be shipped to their job in Winnemucca, Nevada. They are just completing the Gantry structures for boring machines that the Raymond Concrete Pile Company is manufacturing, and several pieces of equipment are being repaired for Piombo Construction for work in Saudi Arabia.

As usual, Peterson employees are upgrading their skills in the various schools and training sessions available. Some of the most recent are Ray Prosser, Tony Maddox, Walt Alvarez, and Lou Kriz who went through the Beadless Tire School put on by Caterpillar Tractor. Kenny Hansen spent a week at the home plant in Peoria, Illinois at the excavator school.

Congratulations to Rick Maddox, Darrel Cox, and Tom Morris who have recently completed their apprenticeship and are new journeymen. Newly upgraded brothers from helper to journeyman include Phil Cox and Bob Barber.

Even though the brothers are busy they still manage to fill their off time with several hobbies. Bob Crouch has promoted several activities, his latest is a golf tour to Incline Village including bus and hotel reservations on September 27 and 28. If interested call 582-7097 for details.

Track shop steward Larry Douglas is tournament director and co-founder of the Castro Valley Bass Classics, a fishing club that is conservation oriented. Theirs is a catch and release program where nearly 100 per cent of all fish caught are safely released to be caught again and only trophy fish are kept. One of their big programs is working with youth groups in the area including the Y.M.C.A. and Indian Guides teaching them fishing skills and proper methods of releasing fish to promote conservation. If you water ski, don't get around these brothers—they get violent.

C. Pike; Mike Kraynick, district representative, San Jose office; Richard E. Meyer; Gonzalo L. Garcia; Steven L. Alva; Nora A. Wisler; Rudolph D. Rodriguez; Alfonso P. Caballero; Steven G. Perkinson; Anthony M. Belardes; Aaron E. Gomez; Rodney W. Soder; J. Fernandez Avilla; John D. La Tour; Flori T. Soder; Larry J. Minor; Mark Harrison; Bill Dalton, Grievance Committee member, San Jose; Nate Davidson, business agent, San Jose; Calvin Green and John Lentz.

Brother Jim Logsdon, who has worked as an equipment operator, foreman and superintendent for many contractors throughout Local No. 3's jurisdiction, has opened a HUO CH'UAN KARATE studio here in San Jose. He invites all to drop by and say hello. Jim's studio is located at

325 So. Monroe  
San Jose, Calif. 95128  
Telephone No. (408) 984-8121

Congratulations are in order to Lou Brady, affirmative action officer, who recently completed a couple of studies at West Valley College. Lou did a top-notch job, graduated with honors, and received a letter of commendation from the Dean's office, informing Lou that he had made the Dean's list as a top scholar!

Happy to report that our old friend Tom Helean is home recuperating from a very serious operation that he recently had to undergo at Laurel Grove Hospital in Castro Valley. We know that all of his many friends also wish him a very happy and rapid recovery!!

Get well wishes to Jerry Jones in Los Gatos Community Hospital due to a stroke and to Al Perry in O'Connor Hospital for surgery.

Also, our condolences to Al Perry and his family on the recent loss of his son John, who passed away July 18 after a lengthy illness.

**SANTA ROSA**

We regret having to report the death of two retired members, Howard Oding and Russell Pyle. Our deepest sympathy is extended to the families and friends of our departed brothers.

**IMPORTANT**

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