

J. C. Turner Elected General President

President Hunter P. Wharton Retires

Turner Will Provide The Leadership

J. C. "Jay" Turner, General Secretary-Treasurer of the International Union of Operating Engineers, AFL-CIO since 1972, has been elected by the Executive Council to the office of General President of the 417,000 member union. Turner will complete the term of retiring President Hunter P. Wharton.

Turner, a native of Beaumont, Texas, has been associated with IUOE Local 77 in Washington, D. C. since 1934. He served as business manager of the local, president of the Greater Washington AFL-CIO, President of the Washington Building and Construction Trades Council and a vice-president of the Maryland-D. C. AFL-CIO. He has held virtually every top labor post in the Washington metropolitan area, and has been involved in top leadership positions in community fund raising and social efforts.

He also has been active in political and civic affairs, including service as a member of the District of Columbia City Council and a Democratic Party national committeeman.

In addition to his duties as Secretary-Treasurer, Turner has directed the Union's legislative affairs with Congress since 1971.

Long recognized as a community leader, Turner has received countless awards for his volunteer service to the Washington community. Among the awards he has received include the Humanitarian Award, given by the City Hope; the Washington Urban League Award for five years of continuous volunteer service and the Whitney M. Young, Jr. Memorial Award for Outstanding Service to the Community and the Nation, by the National Urban League.

Retiring President Wharton has been head of the heavy construction union since 1962 and a vice president of the AFL-CIO since 1965. His resignation was accepted "with profound regret" the IUOE Executive Council said. Wharton has been a member of Operating Engineers Local 166 since 1926. He served as local assistant business agent and business manager before he was appointed assistant to the president in 1950. He was elected an International Vice President in 1957 and named secretary-treasurer the following year. He became president of the union in 1962.

In other related action, the Executive Council elected International Vice President Russell T. Conlon of Local 302 in Seattle to the office of Secretary-Treasurer, replacing Turner. They also elected Local 3 Business Manager Dale Marr, Assistant to the President Frank Hanley and New

ENGINEERS NEWS

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



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

VOL. 35—NO. 1

SAN FRANCISCO, CALIFORNIA

40

January, 1976



IN-COMING AND OUT-GOING General Presidents of the International Union of Operating Engineers, AFL-CIO, join two newly elected International Vice Presidents of the Union in a recent picture. From left to right are Vice President Frank

Hanley, President Emeritus Hunter P. Wharton, Local 3 Business Manager and International Vice President Dale Marr, and newly elected General President J. C. "Jay" Turner.

York State Conference of Operating Engineers President Daniel F. Gagliardi International Vice presidents. Elected to fill two trustee vacancies were Herman B. Jones of St. Louis and David E. B. Miller of Pittsburgh.

Turner's election was greeted with praise from all of Local 3's officers. Business Manager Marr said "the election of Brother

Turner was just reward for the years of service he has given Operating Engineers. Jay Turner came up the hard way as an organizer for Local 77 back when organizing was hard and dangerous. His name has been synonymous with job safety for years. We applaud the Board's decision and look forward to working with President Turner on the import-

ant labor issues we face today."

Marr, outlining the many positions Turner has held with the International, termed the new president the "most dynamic and imaginative labor leader around today. Over the years, as Secretary Treasurer, as Second Vice President, as President of the Washington Building and Construction Trades Council and as a community leader in the D. C. area, President Turner has shown outstanding leadership and guidance in labor affairs. We offer him our congratulations and assistance in the concerns of organized labor. The labor movement in general and Operating Engineers in particular are indeed fortunate to have a man of such caliber as our president."



International Union of Operating Engineers

1125 SEVENTEENTH STREET NORTHWEST • WASHINGTON D. C. 20036

* AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

* OFFICE OF GENERAL PRESIDENT • DISTRICT 7-8880

December 17, 1975

TO ALL LOCAL UNIONS

Dear Sirs and Brothers:

As most of you probably already know, I plan to retire on January 1, 1976, and will continue serving the International Union as General President Emeritus.

Our International Union is one of the few growing Unions and this comes as the result of your efforts. Our International Union is only as strong as our individual units, and in order to maintain our prestige and rapport, we need the cooperation of each local union officer and member. I sincerely urge you to give your support to General President-Elect J. C. Turner, as you have so readily given to me in the past.

Best wishes and personal regards,

Fraternally yours,

Hunter P. Wharton
Hunter P. Wharton
General President

HPW/baw
opeiu#2afl-cio

WHAT'S INSIDE	
ELECTION NOTICE	
Election of 1976	
Grievance Committee	
Members	Pg. 5
SCHOLARSHIP NOTICE	
Rules for the Local 3	
College Scholarship	
Competition	Pg. 10
OFFICIAL ELECTION	
Election of Delegates	
and Alternates to the	
30th IUOE	
Convention	Pg. 11
SAMPLE BALLOT	
Official Sample	
Ballot for Delegate	
and Alternate	
Election	Pg. 13

Resignation Effective On January 1

Hunter P. Wharton, Mr. Safety for the International Union of Operating Engineers, AFL-CIO, has resigned his office of General President of the heavy construction union. President Wharton has held the top position in the union since 1962. Wharton's retirement became effective January 1, 1976. Replacing him as General President is Secretary-Treasurer J. C. "Jay" Turner.

A native of Martinsburg, West Virginia, Wharton joined Operating Engineers Local 905 (now Local 66) in Pittsburgh, Pa. in 1926. He served as business manager of Local 66 from 1936 to 1950. In 1950 Wharton was called to Washington, D.C. to serve as Assistant to the General President. In 1955, he was elected International Trustee, in 1957 he was elected General Vice President and in 1958, he was elected General Secretary-Treasurer.

During his long and illustrious career in the labor movement, Wharton has taken an active part in employer-employee activities. He has served on the Labor Advisory Committee of the Office of Equal Opportunity, Chairman of the Educational Committee of the AFL-CIO and member of the Board of the National Labor-Management Panel.

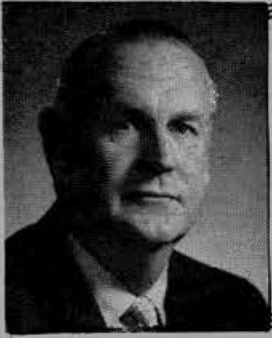
In 1948, he was responsible for the activities of the International Union of Operating Engineers in Accident Prevention and was responsible for the establishment of an Accident Prevention Department of the union.

He served as Chairman of the Labor Conference of the National Safety Council and is now serving as a member of the Construction Section of the National Safety Council. In his attempt to bring safety to the job site, Wharton served as Vice Chairman of the Planning Committee for the 1961 White House Conference on Occupational Health and Safety. He has written and lectured on safety and accident prevention before labor-management groups, school, press and state conferences.

In 1962, Wharton was elected Vice President of the National Building and Construction Trades Department, AFL-CIO. Also in 1962, he was elected Vice President of the Metal Trades Department, AFL-CIO. In 1965, Wharton was elected Vice President of the AFL-CIO, the first President of the International Union of Operating Engineers to be so honored.

Long recognized as a community leader, Wharton has received numerous awards for his volunteer service. The Fraternal Order of Eagles presented him with the Murray-Green Statesmanship and Leadership Award in 1963. In 1966,

(Continued on Page 2)



LOOKING AT LABOR

By DALE MARR, Business Manager

Over the years we have not always agreed with recently resigned Secretary of Labor John T. Dunlop, however, we have never doubted his sincerity and honest efforts to find solutions for both labor and management in combating economic problems of the construction industry and the impact of those problems on the nation's basic economy.

We heartily agree with the secretary's decision to resign following President Ford's veto of the Situs Picketing Bill. Not only did President Ford break his word to Dunlop, but he compromised years of delicate negotiations between Dunlop, construction, management and the building trades unions that supply the work forces for this nation's most important industry.

With a simple stroke of a pen, President Ford wiped out the Dunlop Plan, in which the former Harvard professor had sought to bring management and labor together on broad terms that would prevent work stoppages, inflationary wage spirals and would provide long-range stability for the industry.

Some of the multiple facets of this package, such as wage and price controls without profit controls, have always been unpalatable to labor; however, such things as regional negotiations, standard working conditions, joint project agreements and management-labor cooperation in several other areas have over the years won strong support from the building trades leadership. We applaud the secretary's action in resigning because he strongly felt that his effectiveness had been undermined by the President's failure to keep his word, however, we regret the loss of his leadership at a time when our industry is so sorely besieged by the anti-construction forces and the anti-union forces who seem to have prevailed over Secretary Dunlop in this key issue.

Credit for defeating the Situs Picketing Bill is generally conceded to be the National Right to Work Committee, which is on record as having spent some \$800,000 to arouse the public, especially in the 19 states with right to work laws, and brought about a storm of protest from workers in those states. Some four million anti-union letters were mailed out during the month preceding the vote on Situs Picketing (see this column December 1975 edition), and full-page newspaper ads in 50 home state newspapers of senators either supporting the measure or undeclared.

Former Governor Reagan's support was also sought in forcing the President into a political corner. The result of all this anti-union activity was some 20,000 letters a day to the White House denouncing the bill.

In light of the presidential polls and the pressure by members of his own staff, President Ford felt that he had no alternative but to break his word to Dunlop.

In spite of all the brouhaha the bill as it stood at the time of the President's veto, after several protective amendments cranked in by anti-union pressure groups, was not a good bill for labor. We expect to see Situs Picketing revived following the next presidential election, and depending on the party in power, deletion of some of the less popular provisos contained in the Dunlop bill.

During 1975, as you know, your union made an all-out effort to gain the release of funds for a number of major, new construction projects in our jurisdiction area.

There were successes and failures, and in many cases we were simply fighting a rear guard action to prevent anti-construction forces from completely destroying key energy and service projects. We were successful in keeping most of the major construction programs on the books.

However, as we begin 1976 we face a dedicated enemy who has already managed to delay the giant Kaiparowits Project in Utah by at least a year, exerted pressure that has resulted in the Sacramento Municipal Utilities District dropping the plans for a second nuclear reactor at Rancho Seco, made maintenance and construction of California's sadly neglected highway program an income tax issue rather than a users' tax issue, delayed the airport expansion in San Francisco and put pressure on Mayor Moscone to delay the billion dollar sewer bond program, which was passed overwhelmingly by that city's voters.

(Continued in Next Column)

More California Highway Projects

Last month's *Engineers News* contained a listing of major Northern California highway projects going out for bid in 1976. Below is a continuation of that list. Next month's *Engineers News* will also contain a listing of other projects.

EL DORADO COUNTY

Total Projects: 3

Estimated Cost: \$2,240,000

1. Route 50, resurface and improve drainage on 2.5 miles of highway in South Lake Tahoe, from Route 89 to the Nevada state line. Cost: \$1,065,000.

2. Route 50, reconstruct 15 miles of roadway and improve drainage, near South Lake Tahoe from just east of Pyramid Creek to seven-tenths of a mile west of Route 89. Cost: \$775,000.

3. Route 50, resurface 7½ miles of highway about 14 miles east of Placerville, from one mile east of Sly Park Road to South Fork American River. Cost: \$400,000.

FRESNO COUNTY

Total Projects: 2

Estimated Cost: \$820,000

1. Route 33, reconstruct 9½ miles from Interstate 5 to two miles beyond Mountain View Avenue. Cost: \$520,000.

2. Routes 41 and 180, resurface Blackstone Avenue (Route 41) between Broadway and Dry Creek Canal, and Ventura Street (Route 180) between Broadway and Chestnut Avenue. Total resurfacing: 5.6 miles. Cost: \$300,000.

HUMBOLDT COUNTY

Total Projects: 6

Estimated cost: \$2,050,000

1. Route 255, replace deck on Mad River Slough Bridge about three miles south of Arcata. Cost: \$635,000.

2. Routes 101 and 254, repair rock slope one mile north of the Mendocino-Humboldt County line on Route 101 and 2.9 miles north of South Fork Eel River Bridge (four miles north of Weott) on Route 254. Cost: \$330,000.

3. Route 36, realign highway a half-mile west of Hydesville. Cost: \$270,000.

4. Route 96, reconstruct two-lane conventional road about two miles north of Route 299. Cost: \$270,000.

5. Route 36, repair slipout one mile east of Van Duzen River

Bridge (about three miles west of Bridgeville). Cost: \$220,000.

Funds for the following project are being held in reserve pending environmental clearance:

6. Route 96 in Humboldt and Siskiyou counties, reconstruct portions of the roadway from four miles south of the Humboldt-Siskiyou County line to ½ mile south of Aubrey Creek Bridge. Cost: \$325,000.

LASSEN COUNTY

Total Projects: 1

Estimated Cost: \$1,920,000

1. Route 395, reconstruct pavement from 10½ miles to 19 miles north of the Litchfield railroad crossing. Cost: \$1,920,000.

LAKE COUNTY

Total Projects: 1

Estimated Cost: \$220,000

1. Route 20, remove slide about four miles east of North Fork Cache Creek Bridge, which is located about nine miles east of the Route 53 junction. Cost: \$220,000.

MARIN COUNTY

Total Projects: 4

Estimated Cost: \$2,500,000

1. Route 101, construct an exclusive bus lane along the Redwood Highway between Route 17 and Lincoln Avenue in San Rafael, a distance of two and one-quarter miles. Cost: \$1,000,000.

2. Route 17, repair a column on the Richmond-San Rafael Bridge. Cost: \$575,000.

3. Route 37, reconstruct the pavement along Sears Point Highway between Route 101 and Atherton Avenue in Novato, a distance of about 2½ miles. Cost: \$700,000.

Funds are being reserved for the following project which is subject to final environmental approval:

4. Route 101, widen Sir Francis Drake Boulevard at the Greenbrae/Larkspur Interchange. Cost: \$225,000.

Note: For additional Richmond-San Rafael Bridge projects, see Contra Costa County.

MENDOCINO COUNTY

Total Projects: 6

Estimated Cost: \$2,746,000

1. Route 101, construct 1½ mile truck passing lane north of Forsythe Creek Bridge, about nine miles north of Ukiah. Cost: \$480,000.

2. Route 101, reconstruct one mile of highway south of Outlet

Creek Bridge (about two miles north of Willits). Cost: \$260,000.

3. Routes 1 and 208, reconstruct two-lane conventional highway on portions of Route 1 and 1.6 miles north of Blue Slide Gulch Bridge to six-tenths miles south of Hardy Creek Bridge, and on Route 208 two miles east of Route 1. Cost: \$270,000.

4. Route 271, repair slipout by realigning two-lane conventional road a mile north of Squaw Creek (about five miles south of Leggett). Cost: \$310,000.

5. Route 101, pave two-mile section of four-lane freeway from eight to ten miles north of Route 208 near Leggett, \$1,101,000. (Total project cost \$3,601,000 with \$2.5 million budgeted in 1975-76 fiscal year).

Funds for the following project are being held in reserve pending environmental clearance:

6. Route 1, reconstruct highway and install culvert eight-tenths miles south of Little River Airport

(Continued on Page 4, Col. 5)

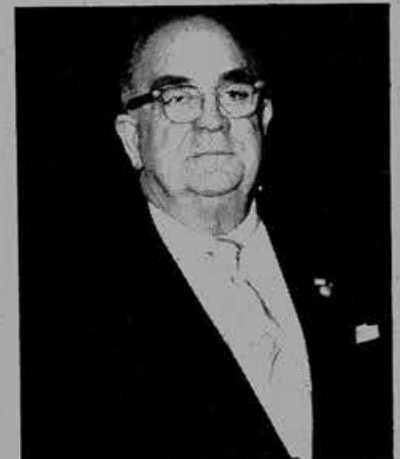
Wharton Continued

(Continued from Page 1)

he was awarded an Honorary Doctor of Laws Degree from Fordham University.

Wharton's resignation was accepted by the IUOE Executive Council "with profound regret."

Local 3 Business Manager Dale Marr said on learning of Wharton's retirement that "we in the labor movement have lost a pillar of strength that shall long be remembered. We are sorry to see President Wharton go because he has done so much for Operating Engineers and the entire cause of organized labor. We wish him well in retirement and hope that he will continue to offer advice and counsel on the difficult issues that face labor and the nation."



Hunter P. Wharton

ENGINEERS NEWS

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



Published each month by Local Union No. 3 of the International Union of Operating Engineers

(No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$3.50 per year.

Office: 474 Valencia St., San Francisco, Calif. 94103

Advertising Rates Available on Request

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

ATTEND
UNION
MEETINGS

WIPA
WESTERN LABOR PRESS ASSOCIATION

ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94103. Second class postage paid at San Francisco, California.

A Personal Note from The President's Pen

By HAROLD HUSTON
President



Let me take this opportunity to report to the brothers in the Marysville District that the proposed \$652 million Marysville Dam Project currently is fully on schedule as planned by the U. S. Army Corps of Engineers. I received the following letter from Charles G. de St. Maurice, secretary of the committee for the Marysville Dam:

YUBA-SUTTER COUNTIES COMMITTEE FOR MARYSVILLE DAM

December 5, 1975
Marysville Dam
Executive Committee
Gentlemen:

I was advised today by our Washington, D.C., attorney, Timothy V. A. Dillon, that he had just received the Congressional Public Works bill as approved by both the House and Senate, and that the full funds for the project that we have requested for next fiscal, and being, \$500,000 for planning plus \$280,000 for transitional planning, first quarter, total \$780,000, have been approved which means that the project currently is fully on schedule as planned by the Army Engineers.

Sincerely,
Charles G. de St. Maurice

In talking with Jim Smith, project engineer in Planning with U. S. Army Corps of Engineers, he informs me that they hope to start construction on the dam in 1979, subject to money being appropriated by Congress. He estimates it will take approximately eight years to complete. They plan a 750,000 mega-watt plant, however, their preliminary study analysis shows a 900,000 mega-watt plant would be feasible. The additional cost for a larger plant has not been estimated as of this date.

The official name of the project is "Marysville Lake, California Project." They recommend that it be built at Parks Site, which is one-eighth mile up-stream from Parks Bar Bridge, and approximately 15 miles east of Marysville on Highway 20.

LEGGETT SAYS DAM FEASIBLE

Congressman Robert L. Leggett of the Fourth District said that favorable action of the House of Representatives on the Water Resources Development Act of 1974 makes the proposed Marysville Dam a feasible project.

Leggett pointed to a provision in the bill which would maintain the interest rate formula for computing costs at what he called, "a workable level." The dam project carries an estimated price tag of \$652 million and interest would be an important factor in its financing.

The effect of the legislation would be to maintain interest rates on existing projects at the level at which they were originally authorized. Computations for new projects would use an interest rate of 5% per cent.

The interest rates on such projects would have risen to 6% per cent under a presidential proposal published in September 1973. This would have had the effect of cancelling some projects which had been previously authorized due to the increased cost to the government.

After the House passed the Water Resources Act, Leggett said, "I believe that Congress has acted wisely in heading off this pre-cipitous change by the President.

"Orderly development of our water resources requires that we have stable and realistic planning factors.

"To jack up the interest rate, as the President attempted to do, would have negated years of planning and effort on the part of Northern California to promote water resources," Leggett added.

After living through the threat of several floods in Yuba-Sutter, I can never understand the people who militantly oppose the Marysville Dam, and I keep thinking that its a good idea to put as strong controls on the Yuba River as now exist on the Feather River at the Oroville Dam.

It is not hard to remember back to Christmas Eve in December 1955 when Yuba River waters were lapping at the Marysville levee—not at its base or at its sides, but along the very peak of the levee. The memory is vivid of watching military construction men from Beale heaping sandbag upon sandbag to keep the D street bridge from jumping off its foundation. Then, there was the horror of the next dawn going into Yuba City to witness the devastation of the flood waters that ravaged the town after the Feather River levee broke at Shanghai Bend. That break saved Marysville from being whiplashed by flood waters that within the confines of the diked city might have torn apart most of the buildings. As I have stated at several of the Marysville Dam, U. S. Army Corps of Engineers public hearings, if it had not been for the positive effort of all of us who supported the construction of the Oroville Dam, for all those years prior to its construction, we might not be here to consider the Marysville Dam, due to the serious flood threats it has held back several times, both during construction and after it was completed.

We know the Yuba can be an awesomely violent river. On a July day it doesn't seem that way and in most years the Yuba is not much of a river, more of a creek by some standards. In some years only 600,000 acre feet of water will flow past Smartville. But when the rain falls heavily on its watershed, and the waters collect

(Continued Next Column)

Senator Collier Holds Hearings On State Transportation Program

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

In our last article we promised to discuss Senator Collier's efforts in behalf of the State Highway program.



Edward P. Park

The Senate Transportation Committee, chaired by Senator Randolph Collier, has been holding hearings statewide concerning the much publicized financial crunch being faced by the State Department of Transportation.

The administration's actions to freeze the letting of any new highway construction contracts coupled with the announced leveling off of gasoline consumption prompted the committee to start a statewide series of hearings to get the facts and try and obtain suggestions for solutions to the problems.

Hearings to date have been held in Fresno, San Diego, Redding, Marysville, San Francisco, Los Angeles, Sacramento and Stockton.

At all of these hearings the overall financial picture presented to the committee has been a bleak one. The reasons cited for the current problems have fallen into three broad categories. The first is that gasoline consumption has declined and projections are that fuel consumption will level off rather than increase.

From the viewpoint of energy conservation, such news sounds good, but the result is that fuel tax revenues necessary to finance highway construction, improvements for safety and maintenance will also level off. The reason for this is that the fuel tax is a flat seven cents per gallon, regardless of the cost of the fuel.

This is good news for the motorist but then the second category of problems arises. Testimony before the committee has clearly demonstrated that material and labor costs associated with highway construction, improvements for safety and maintenance have all risen in response to inflation. One example of material cost increases cited was that of asphalt, a basic material in highway construction and maintenance. The cost of this petroleum based material has risen over 120 per cent in just one year.

It did not take long for the committee to put one and two together and quickly see that if income (fuel taxes) remain level while costs of construction, improvements for safety and maintenance increase, something has to give.

The first signs of the give situation has resulted in the announced layoff of some 3,000 employees by the Department of Transportation. This action coupled with the recently announced reduction in new construction contracts for 1976-77 indicates

that the layoffs in the construction industry will undoubtedly follow shortly unless additional revenues are forthcoming. It is estimated that the new Caltrans spending budget can put up to 27,400 additional people on the street within a year without going into the "ripple effect" on the rest of the economy.

As though highway financing problems were not enough, local city and county road people time and again testified before the committee relating a story identical to that of the State Department of Transportation. Local city streets and county roads are suffering from the same shortage of revenues needed for construction, improvement and maintenance.

The committee kept hoping to hear that this is a temporary situation but time after time testimony was presented to the committee indicating that in the very near future revenues will be insufficient to even properly maintain the present road systems.

What are the solutions to this dilemma? Well, suggestions made to date have ranged from temporary stop gap measures proposal to an increase in the fuel tax for a longer range solution.

When I asked Senator Collier what he saw as a solution, he responded, "The answer is not a clear cut one, our committee has taken testimony from all sorts of governmental and private citizens' groups each discussing the need to complete gaps in our present system, improve various locations for safety and efficiency and still others pointing out the need not to let our present system deteriorate to the point where maintenance becomes a major reconstruction problem. After hearing of all the needs from many people and groups it becomes very clear that to complete the present system, improve such system for safety and properly maintain the present system, additional revenues will be required. Whether the people are willing to pay the cost through a fuel tax increase to accomplish these objectives is not absolutely clear. The answer or solution therefore must rest with the people."

The Nineteenth Annual Convention of the Nevada State AFL-CIO was held in Las Vegas on December 22, 1975. It was scheduled for two days but the delegates managed to wrap up their business in one. It was a busy day. Besides the report of the officers and various committees, 24 resolutions were adopted ranging from alien registration to one commending Congressman James Santini for his votes on the Situs picketing bill. Others included resolutions on unemployment insurance, workers compensation, generic drug legislation and postcard legislation. All incumbent officers were re-elected by a white ballot.

The convention was originally scheduled to be held in Reno but the impossibility of finding a union establishment that could accommodate it forced it to be held in Las Vegas so late in the year.

At its meeting on December 21, 1975, the Executive Board granted Honorary Membership to the following Retirees:

Name	Reg. No.	Initiated	by Local No.
Floyd Greiner	238282	10/12/36	59B
Roy Johnson	232172	5/18/36	49
Robert Lehman	294570	12/ 7/40	3
George Matson	294573	12/ 7/40	3
Byron Prior	291371	10/ 5/40	3
Jessie Schrack	292599	11/ 2/40	3
Beverly Sinnott	294617	12/ 7/40	3
Harry Sonnikson	295942	1/ 4/41	3
Gilbert Tucker	278821	9/21/39	370
		10/ 5/40 transferred to Local 3	
Willard Walker	295402	12/21/40	3
James Johns	237699	10/ 1/36	372
		1/12/41 transferred to Local 3	

in the hills and come roaring down the channel, it can double its annual flow to 4,400,000 acre feet of water. When it accumulates that much flow in a 10-day or fortnight period, as it did in 1955, it hangs a dangerous threat over Marysville, Linda, with its growing population, and even over Olivehurst and Yuba City.

When constructed, the Marysville Dam would complete the last phase of the Sacramento Valley Flood Control Plan, which was started with the construction of standardized levees, weirs and by-passes, just after the turn of the century.

The top 260,000 acre-feet of storage capacity of the Marysville Dam would provide the final stage of flood control planned in the overall Sacramento Valley flood protection project.

The flood control plan was devised after engineers determined in the 1890's that enough mining waste was washing out of the Sierra Nevada foothills to eventually fill the San Francisco Bay and cause severe flooding problems in the Sacramento Valley.

Thanks For Gold Card

Robbins, Cal.
Dec. 15, 1975

Mr. James R. Ivy
Recording-Corresponding
Secretary
Operating Engineers
Local Union No. 3
San Francisco, Cal.

This is to say thanks to you, Dale Marr, and the rest of Local 3 officers for the Gold Card I received some time ago, and also for the picture received today, showing me talking to Brother Marr. I appreciate both.

I am glad to have the card after 35 years in Local 3. I have been very satisfied working with the Engineers.

Regards to all the Brothers,

Martin C. Anderson
Robbins, Cal.

P.S. The Picture was taken at the Marysville meeting.



RIGGING LINES

By BOB MAYFIELD
Vice-President

By now it may or may not be known by all of our members that Rancho Murieta Training Center will be closed for the months of January and February, 1976. For those who are not or were not aware of this fact, this can be passed on to any other member you might talk to. Scheduled reopening is to be Monday, March 1, 1976.

The Affirmative Action Trustees passed this R.M.T.C. budget on the basis that these months are generally very heavy with rain, and as a practical matter, very little training, if any, can be performed anyway. The day-to-day operation of R.M.T.C. (which would include salaries of all instructors and supervisors) comes from the Affirmative Action Trust Fund and not from the Pension Trust Fund as some of our members might have thought. Also, the Apprenticeship staff and other departments, such as the Court appointed monitor and Affirmative Action staff, receive their annual day-to-day funding from the Affirmative Action Fund and not the Pension Trust at all.

Once more negotiations are beginning to reappear, as the new year has brought the assignment of several contact openings to me. The entire oil, gas and geothermal drilling contracts have begun with all signatory companies. The first negotiations were held jointly with Local No. 12 in Bakersfield. This city is the drilling center of California and, therefore, a base for many contractors engaged in this industry. At this first session, some progress was made toward obtaining a single contract covering the four states which comprise ourselves and Local No. 12. The spirit and cooperation shown to us by Local No. 12 Financial Secretary, Harold Edwards, and his staff was most encouraging. It is for certain if we are pulling together, our joint efforts are going to go a very long way toward completely organizing the oil fields, with the largest beneficiary of all these efforts being the working man who has chosen that field to be his livelihood.

In the first week of February negotiations are scheduled to start in Grand Junction, Colorado with the Rio Algom Mining Company. This mine is located in Moab, Utah and thus the reason for Grand Junction being the meeting place, as company officials are coming from Canada and I will be coming from San Francisco, and this town has the only airport available for both to meet. This area, for the most part, is quite remote even today, but is an area where a great deal of the known uranium deposits in this country exist. This is the principal product produced at the Rio Algom mine and is shipped to a nuclear power plant in the Carolinas where a major source of power to that region is produced. You can believe that this large group of men at this mine is equally concerned that they receive a decent contract, as living costs in such small towns are even more than in larger cities around our country because all goods have to be trucked in from a great distance.

The 15th and 16th of January should find me back in Reno, Nevada, as the Sierra-Pacific Power Company of Nevada and the Stone & Webster Construction Company have negotiations scheduled regarding a large power plant addition in a remote area nearest the towns of Battle Mountain and Winnemucca, Nevada. This will be the third such meeting between all of the Reno, Nevada Building Trades, ourselves and these companies. The power company is seeking a project agreement which, nowadays, it seems all large projects are sought to be built by such an agreement. This type of agreement, among other things, pretty well guarantees no jurisdictional disputes, walkouts, slowdowns, or wildcat strikes, and such for the owner, with which I have to fully agree. I'm told the contract would total around 350 million dollars and we want to make certain that this type agreement is consummated and that such a large construction contract isn't awarded to some non-union employer, such as Brown & Root or Daniels Construction, which is always possible—especially so in a right-to-work state such as Nevada.

On the bleak side, I'm sorry to say two things should be noted which have occurred since the last *Engineers News* was printed. In talking to Tom Bills, the District Representative for Utah, I'm told the huge Kaiparowits power project will, in all probability, be delayed at least one more year. It appears as if this long awaited multi-million dollar project will never get started, and this seems such a waste of time and money, as the money and power it would create are sorely needed by Southern California Edison and the jobs and money it would create are greatly needed by all craftsmen in these times of construction work shortages. I guess it will take a brownout or blackout of power to bring about action necessary to get such projects in progress, as the environmentalists and politicians don't seem to give a damn and are always interested in seeing what they can stop and not in what they can get started.

Another note of information which many members may or may not have heard about, is that President Ford just recently vetoed the Situs Picketing Bill. This bill would have allowed construction unions to picket jobsites where non-union companies and union companies were mixed together. Labor has sought such legislation for a period of nearly 25 years. President Ford had told all of labor and so instructed Labor Secretary Dunlop that if a companion bill, which he

(Continued in Next Column)

Very Little Work In Marysville

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

Work on the east side of the Marysville district has slowed down to a standstill with the exception of a few jobs in construction and the shops. On the construction side, Burdick Construction Company is working, as weather permits, on their underground for the Thermalito Irrigation District in Oroville. R & D Watson at Chester is still working a few fellows, but snow has just about gotten them "two blocked." W. L. Wolin & Son at Oroville is still moving along but should be finished with its part of the Continental-Heller job on the sewage treatment plant shortly. Ladd Construction at Indian Valley near Downieville has shut down until March because of the weather situation.

Robinson Construction Company hasn't started the Simpson Lane job they were awarded and probably won't do much until spring. New York Machine Shop in Oroville is working at their usual pace for this time of year. Tenco Trac-

tor at the Tech Center in Pleasant Grove is working steadily keeping about 90 fellows working.

Baldwin Contracting Company at Olivehurst on the sewer treatment facility has shut down the dirt work until spring. They still have two ponds to build and structural work.

Mathews Ready Mix has been going fairly well for this time of year and are still pouring concrete.

With the carry-over of work and upcoming jobs we are hoping for a good year in 1976.

West side news is slow for this time of year with work coming to a stop. The weather has been good and has kept some of the brothers working through December. Butte Creek Rock has finished most of their outside work, with the exception of Paradise, and will probably shut down the Chico plant for a couple of months. (This is what we heard thru the wires). R. G. Fisher has been working right along on the school job in Paradise; and as of this writing, they just started their job on the new law enforcement building in Yuba City. R. C. Collett is doing the site work on this project.

Mathews Ready Mix at the Chico plant has been pretty busy the past couple of months. Kaiser Sand & Gravel in Hamilton City is running a low work force at the present time and we are hoping things pick up for them. Peter Kiewit & Sons are approximately 90 per cent finished with their bridge job at Orland (Highway 32). Delta Paving from Sacramento is doing the paving on this job.

Ball, Ball & Brosamer & G.H.B. Company has been keeping approximately 15 operators working and will keep going until the rain shuts them down for the winter.

Barry Peterson of Hensel & Phelps, doing the work on the Meridian Bridge, said that they will probably start putting the Bailey Bridge together about March. This is the temporary bridge which will be used until the new bridge is completed.

Luhr Brothers has shut down for the winter after working longer than they anticipated. They have more work to get started on in the spring, and it is rumored that there are a couple of new contracts coming up for bid in 1976.

The weather has been on our side and the brothers have been able to work longer than usual. We hope everyone has a good year in 1976.

BLOOD BANK

The Blood Bank has notified us that they will no longer be sending us a copy of the donor's receipt. They will instead, be sending a monthly printout. To date, we have missed thanking Brothers John F. Mills and Frank A. Kuhre and Sister Myrna Loughran because of this new system. Please accept our apologies, our thanks and appreciation for the donations.

Anyone wishing to donate blood can do so at the following places; and remember to tell them it is for the Operating Engineers Marysville District Fund:

Chico: Every Monday—3 to 6 p.m.; every Tuesday—8 to 11 a.m. and 1 to 4 p.m.; every Friday—8 to 11 a.m., at the Chico Donor Center, 169 Cohasset Road.

Marysville: Second Tuesday of each month—1 to 7 p.m., at the Marysville Art Club.

Oroville: First Thursday of each month—1 to 6 p.m., at the Medical Center Hospital.

More Road Projects

(Continued from Page 2)

Road (about six miles south of Mendocino). Cost: \$325,000.

MONTEREY COUNTY

Total Projects: 4

Estimated Cost: \$10,388,000

1. Route 1, pave 7 miles of four-lane freeway between Fort Ord and Merritt Street in Castroville. Cost: \$4,950,000.

2. Route 101, reconstruct the northbound lanes for 5 miles between Greenfield and Arroyo Seco Road, about 1 mile south of Soledad. Cost: \$1,000,000.

3. Route 183, reconstruct seven miles of two-lane highway between Clark Street in Salinas and Wood Street in Castroville. Cost: \$3,100,000.

4. Route 1, complete twin bridges over the Salinas River about 2½ miles south of Castroville. The project, started in May 1975, is estimated to cost \$2,538,000, with \$1,338,000 allocated in this budget.



YUBA-SUTTER SAFETY AWARDS were presented recently by the employer to the following Brothers pictured below: Top L-R—Ben Wells, Roger Howard, Marc Nash, James Bengé, Neal Smith, Stanley Snyder, Operating Engineers Dist. Rep. Alex Cellini and Curtis Seaton. Middle L-R—Bill McCrary, Robert Kelley, Tom McCray and Ken Chiaratti. Bottom L-R—Dennis Hafferty, Elbert McCray and Wendell Snider. The awards were presented at the monthly Safety Meeting held at Yuba-Sutter Disposal to those employees with a safe driving record for the month.

More Rigging Lines

requested, were drafted and passed by the Congress and put on his desk at the same time as the Situs Bill, he would sign them. This was done precisely as he had requested, and after all these efforts he vetoed such bills. The President's credibility with all parties and factions suffered greatly, I'm certain, and in all probability Secretary Dunlop is likely to resign, as he must have felt badly betrayed after much work on his behalf. It seems as though many of these big-time politicians today forget about their promises. I would have to say in all honesty that today even Jerry Brown, our labor-supported governor, at times acts a great deal like a Republican, and at times like a rank environmentalist.

In closing, I would like to say how much I enjoyed meeting and shaking hands with the many friends I have made along the way at our recently concluded winter Semi-Annual Meeting. This was one of the largest attended meetings I've witnessed, and a great deal of interest was shown regarding the business affairs connected with this meeting.

Membership in labor unions and public and professional employee associations with headquarters in the U.S. rose 4.8 percent to 24.2 million in 1974, the U.S. Department of Labor reports.

Projections from the U.S. Department of Labor indicate a continuing increase in the proportion of the labor force that are women—from 36.7 percent in 1970 to 38.5 percent in 1980.

Grievance Committee Elections Dates Set

Recording-Corresponding Secretary James R. Ivy, has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district and subdistrict meeting of 1976. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

DISTRICT AND SUB-DISTRICT MEETINGS

District No.	Meeting Location
4 EUREKA	Engineers Bldg., 2806 Broadway, Eureka. Tuesday, Jan. 13, 8 p.m.
7 REDDING	Engineers Bldg., 100 Lake Blvd., Redding. Wednesday, Jan. 14, 8 p.m.
6 OROVILLE	Prospectors Village, Oroville Dam Blvd., Oroville. Thursday, Jan. 15, 8 p.m.
17 HONOLULU	Washington School (Cafetorium), 1633 S. King St., Honolulu. Wednesday, Jan. 21, 7 p.m.
17 HILO	Kapiolani School, 966 Kilauea Ave., Hilo. Thursday, Jan. 22, 7:30 p.m.
1 SAN FRANCISCO	Engineers Bldg., 474 Valencia St., San Fran- cisco. Wednesday, Jan. 28, 8 p.m.
2 OAKLAND	Labor Temple, 23rd St. & Valdez, Oakland. Thursday, Feb. 5, 8 p.m.
3 STOCKTON	Engineers Bldg., 2626 No. Calif., Stockton. Tuesday, Feb. 10, 8 p.m.
5 FRESNO	Engineers Bldg., 3121 E. Olive St., Fresno. Tuesday, Feb. 17, 8 p.m.
8 SACRAMENTO	C.E.L.&T. Bldg., 2525 Stockton Blvd., Sacra- mento. Tuesday, Feb. 24, 8 p.m.
10 SANTA ROSA	Veterans Memorial Bldg., 1351 Maple, Santa Rosa. Thursday, Mar. 4, 8 p.m.
12 SALT LAKE CITY	1958 W. North Temple, Salt Lake City. Friday, Mar. 12, 8 p.m.
11 RENO	Musicians Hall, 124 W. Taylor, Reno. Saturday, Mar. 13, 8 p.m.
9 SAN JOSE	Labor Temple, 2102 Almaden Rd., San Jose. Thursday, Mar. 18, 8 p.m.

Article X

GRIEVANCE COMMITTEES

Section 1

District and Sub-district Grievance Committee

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district; one (1) District Representative or Sub-district Representative, and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No Member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

Negotiation For Oilfield Pacts

By GEORGE MORGAN
and FRANK TOWNLEY,
Organizers

Brothers, it is time that we all in the oilfields are thinking of the new contracts that are coming up. At this time your Vice President Bob Mayfield and business agents are starting pre-negotiations and negotiations for the new contracts. Bob Mayfield and George Morgan are in Bakersfield with the drilling companies putting together the new contracts, which you will be voting on. Keep this in mind.

Work around the country is very scattered as usual, with rigs running from Grimes to Coalinga. R. B. Montgomery's Rig No. 3 has moved to the Elk Hill area around Bakersfield where I hear there are about a dozen rigs running in that area. A lot of our brothers went

down with this rig. Have a good and safe job down there—we will see you when you come back north. Fay Collins is the toolpusher and Bill Miller is the job steward on Rig No. 3.

Gary Drilling Company has two rigs running in the Raisin City area. Perryman Drilling Company has moved to the Fresno area for a well. Brothers Phil Estoll and Neal Huffman are job stewards on that rig.

Hoover Drilling Company has rigged up on a new job in the Geysers. Brother Bob Ballard is job steward. John Gastineau is toolpusher.

R. B. Montgomery's Rig No. 6 is moving on a new job location for Burhama Oil and Gas Company. I would like to welcome Brother Jinks Lemon back to

Contra Costa Work Picture Good

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

At this writing the work picture is still good. We have a lot of jobs going in eastern Contra Costa, but not too many men being dispatched onto jobs as the contractors already have their hands. In my last newsletter talking about the Highway 4 job that Madonna Construction got in Concord there was about one mile left that was for future construction. Thanks to the help from the Contra Costa Building Trades the state has agreed to turn the remainder of the job loose. It will be coming out for bid very soon. This will complete the bottleneck on Highway 4 and at the same time create more jobs for brother engineers. Madonna Construction has a few pieces of equipment on the job on Highway 4 and has no idea when the main bulk of equipment will be in. They do not expect to get too much done this year.

The Guy F. Atkinson spread on Highway 4 has opened up the first half of their freeway to the traffic, so around the first of the year the dirt spread will be going full bore, weather permitting. This job is approximately four or five months ahead of schedule. Guy F. Atkinson started in September 1974 and in the 15 months have sure changed the landscape in that area. As we have said before, and will say again, this is a high ball dirt moving spread and it all comes from good union men and good management, which this spread has. You can tell that this is not the first job that Don Kaae, the general superintendent has run.

O. C. Jones doesn't expect to get anything started on the Pittsburg Marina until after the first of the year. We have not had a pre-job as of yet, but we have one set up right after the first of the year. We're looking forward to a very good year in eastern Contra Costa County and also looking forward to seeing all you hands out there working.

Contractors in central Contra Costa are rushing to beat the rains.

We have one new start in the face of winter. Joe Foster moved in on a small one across from Monte Vista High School in Danville. They might finish it before the rain.

McDonald Construction is just about finished on their Danville Station job.

Manuel Vincent and Dave Faria are finishing up the Pleasant Hill Road job for Gallagher & Burk.

work. He recently had a heart operation. I saw him the other day, he is feeling fine and back to work full bore. Brother Norville (Red) Tanner is job steward on Rig No. 6. Leroy Auger is toolpusher.

Hunnicut & Camp Drilling Company's Rig No. 4 is drilling in the Dixon area off Pedrick Road. They are drilling for Ed Green. Pete Cox is toolpusher. Drillers on Rig No. 4 are M. Mistich, Ed Gildersleeve, Bob Morse and Ray Stroing. Hunnicutt & Camp's Rig No. 5 (Al McGinnis, toolpusher) is rigging up in the Grimes area.

This is the way it's going all across the county—get it done before the rain.

Work in the shops is slow due to normal seasonal conditions and the generally depressed state of the economy.

Peterson Tractor is on a four-day week as of this writing.

Williams & Lane has been delivering eight Muni buses per week rather than the five anticipated, and some of their generator set contracts have not lived up to their expectation. Consequently, these brothers don't see much work on the horizon.

Alcan Metal Powders has had to lay off a few brothers.

Here's hoping work picks up in the coming year, and if someone calls on you to attend a meeting to try to get a project approved, turn out brother, it's your livelihood that's at stake.

CRANES

Crane and rigging work is fair to slow at this writing, but may pick up after the holidays. There are a few jobs going but mostly it's small stuff here and there.

Reinholm is fairly busy all over the place doing columns, span concrete, and some iron, etc.

Winton Jones is back at Phillips 66, and this is a good go for these brothers because his work has been slow.

Rosendahl is doing a lot of small work here and there. They had a rig or two out at the brewery in Fairfield for awhile and are in and out.

Parr Terminal in Richmond is doing a little scrap and strategic material landing and unloading, but their work is slow, too. Frank Domingo, project manager, still keeps a stand-by crew on the payroll so these men are doing fairly good as there is a little maintenance work all the time on the docks and whirley cranes.

Bigge is fairly busy in Santa Clara and also in Oakland. They have a heavy lift at Monsanto Chemical in Concord and have two, 250-ton poles set up for this lift. Also, they have a few cranes out on bare lease from Las Vegas to Sacramento and also some rentals.

San Jose Crane is slow at this time and so is Bean Crane and Rigging. They are doing some work at Lockheed for NASA. This is a steady in and out for cranes. There's a little tilt up work everywhere, but even this is slow.

Economy Crane is working fair as they have three rigs going steady as of this writing.

Marin Van in Marin County is slow, but they are doing a little work in the Santa Rosa area.

Baker Crane is here and there and doing fair.

Sheedy is doing well in the San Francisco area. They have been doing some weekend work and are

keeping their crews fairly busy even as far away as Goshen Corners near Fresno.

Bay Cities is back in Phillips 66 again and are in and out of there pretty regular.

Able Erectors doing fair at this time as they were in Phillips 66 also.

Crane work as a whole looks fair to good and hope it's better by our next writing. If some of you brothers are overseas boomers, please call us as we have a few jobs overseas. I will have information on these soon.

GRAVEL PLANTS

The rock, sand & gravel plants are on a slow pace, but please try to remember 'tis Christmas and still no rain. Be thankful for small favors. All the members in the gravel plants inform us that the entire year has been almost as good as 1974. Hang in there and think positively. Be sure you think democratically, you know 1976 is the year for recovery and your opportunity to show our strength at the polls.

The Steel Mill has had a less than mediocre year, however, the management tells me that it has been worse, but that was also back to some year with republican domination in the capitol.

Claude Roberts, manager of the Forge tells me the forging business could be better, but he has also seen better than now.

The Ball Department is still slow, however, we still have about 60 per cent employment in the ball manufacturing.

We have retired a few old timers in both the Forge and Steel Mill. These men are surely missed by everybody who knew them.

The big Hilltop Shopping Center in Richmond is coming closer to completion. Taubman Company and Dinwiddie Construction Company have the commercial building and O. C. Jones had had the grading and paving, of which there is plenty. Altogether about 3½ million square feet of paving, which should total about 65,000 tons of asphalt. This huge shopping center is scheduled to open next August and O. C. Jones is over half way finished. Paul Godfrey is the engineer foreman on the job. Some of the other engineers who have been on the job most of the way are Troy Ruff and Bob Desimone as graders, Ray Yamada and John Zillich on finish blade, Karl Young on roller and compactor, Jack Pitts and Jack Ogden on scrapers, Floyd Faber and Carl Bickford on hot rollers and Wayne Rose and Frank Mecedo on paving machine. Many other operators have also contributed to this job which has been a good one for 10 to 12 engineers daily with peaks of almost 30 operating engineers at different times.

rin (Camay); Charles R. Hobson (Camay); Tim Harris (Hunnicut & Camp); David A. Hance (H & C); Jim Yarbrough (H & C); Don Best, Jr. (H & C); Paul Albright (H & C); R. W. James (H & C); William Turnbull (H & C); Derrell F. McConnell (H & C); Toni Watson (R. B. Montgomery); Van Ross (R. B. Montgomery); Dan Dabbs (R. B. Montgomery); Dave Bistline (R. B. Montgomery); Kevin Walton (R. B. Montgomery); Mike Holt (R. B. Montgomery).

Transportation Budget To Aid San Jose Roads Shop Contracts For Sacramento

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

This district is looking forward to a better than average New Year, if all prospects materialize. The Bowers Avenue interchange of the Bayshore Freeway is now open and will provide a direct route to and from "Marriott's Great America Theme Park." The industrial area north of Bayshore Freeway and the future Mission College Campus are now accessible for development.

Money for safety improvements along Blood Alley—the deadly 10-mile stretch of Monterey Road south of San Jose—is included in the state highway budget approved on Nov. 21. This sets the stage for preliminary planning to begin on the Blood Alley project. Safety improvements will include a median barrier, traffic signals and turning lanes at various locations. Construction bids are expected to be sought sometime after July 1. The Blood Alley project is one of 13 Santa Clara County projects totaling \$8.8 million, which are included in the budget. Other Santa Clara County projects in the budget are: extension of Route 87 north of Route 87; Sinclair Freeway interchange between San Carlos and St. John Streets. The Commission also approved four Monterey County projects totaling \$10.4 million.

The Monterey County projects are: paving of seven miles of Route No. 1 between Fort Ord and Merritt St. in Castroville, \$4,950,000; reconstruction of five miles of the northbound lanes of Route No. 101 between Greenfield and Arroyo Seco Road near Soledad, \$1 million; reconstruction of seven miles of Route 183 between Clark Street in Salinas and Wood Street in Castroville, \$3.1 million, and for completion of twin bridges on Route No. 1 over the Salinas River south of Castroville, \$1 million to complete the \$2.5 million job.

Construction has begun in downtown San Jose on a \$5 million, 12-story building that will house Retail Clerks Union Local 428 and contain 165 apartments for senior citizens. Eleven years in the planning, the project was given the final go-ahead by H.U.D., who placed a 17-month completion deadline on the project. General contractor is Jack Baskin Construction. The site is 224 So. Market. When completed, the tower will be the largest development in the San Antonio renewal area.

A pre-job conference was held with E. A. Hathaway Construction Company, the low bidder for the new downtown convention center, which will be constructed next to the Civic Auditorium at Market and San Carlos Streets. The low bid was for about \$4 million and construction has already been started.

The center, which is scheduled for completion in early 1977, will feature 30,000 square feet of indoor exhibit space plus about 20,000 feet of outdoor exhibit area. The center is planned as part of a downtown convention-entertainment complex that includes the nearby center for the performing arts, a renovated civic auditorium, a pedestrian mall and city plaza

park which has already been completed.

The convention center will play an important part in the redevelopment of the city's downtown area. Also planned for the immediate area is another large hotel.

A second pre-job conference was held with Baskin Construction Company Inc., who was the low bidder on the new nine story office and apartment building which is being built for the Retail Clerks Union. This building which is also located in the downtown area is now underway and is scheduled for completion in about a year.

The Retail Clerks Union will have the first two floors and the remaining floors will be an apartment complex for retirees.

Not many of us construction hands are working in Monterey County this December. It's really bad—some days Granite Salinas and Monterey have less than 15 of us working, that includes mechanics and batch plants.

Rubicon Construction paved out the Laurel Heights (Salinas) Project Dec. 9th. Members there included Phil Paulsen—blade, Sam Jenkinson—set, Ray Husted—scraper, and Cecil Burleigh—apprentice. Fureby Constructors did the pipe work, with Skip Kerlee and Joe Robinson, among others.

Ed Buttler's Jacks Peak Park Road job hasn't begun yet, access problems. . . Clayton Sanchez at Hunter Liggett uses four or five of us—the same brothers go down to Camp Roberts on the firing range work.

Granite Watsonville runs the scraper spread stripping at Graniterock Quarry, Aromas. The whole spread knocks off, sometimes for a week for rain and other reasons.

We're meeting with Graniterock management and the Aggregates and Concrete Association representative, on at least 10 grievances. Grievances all at Graniterock Aromas—both quarry and hotplant. Bob Bishop is steward for quarry, Frank Kaldsen is steward for hotplant.

A COLA (Cost of Living Adjustment) arbitration on Jan. 12, 1976 is set between Kaiser Natividad, Moss Landing, Permanente, and the unions signatory to that agreement. Monies involved are wages of 14c per hour. The COLA would have developed 34c. Union and company negotiated two things: 1. Company would pay up to 20c per hour COLA. 2. Company and union would meet if

COLA went over 20c. COLA went over 20c by 14c more. Union and company negotiation committees met. Irv Duncan, Teamster, is union negotiator. Jack Bullard, our Business Representative, is union recorder. No agreement was reached. That's why we arbitrate Jan. 12, 1976—for 14c per hour. This all applies to the COLA for the first year of the agreement. As you read this, the arbitration will have been held, but we will not have received the decision. The second year COLA has already developed 7c per hour. Kaiser began paying that 7c Nov. 1, 1975.

We have resolved a job classification problem at Kaiser Natividad, in favor of Brother Jim Grady.

Brothers, the California Coastal Zone Conservation Commission requires our political attention now, as you read this. We need brothers and wives who will telephone campaign this January. Contact Brother Jack Bullard in the Salinas office, 422-1869, on Mondays 3-5 pm and Thursdays 4-8 pm, also on the jobsite. Bullard is on the Executive Board of MCFC (Monterey County Foundation for Conservation). Chet Youngblood (with Floyd Fleeman), is on the advisory board. 1976 is the year our elected state legislators decide NO or YES to continue the California Coastal Zone Conservation Commission.

One place we may register to vote is the Salinas Library, corner of San Luis and Lincoln Streets. Library is open 9 am-9 pm Monday-Friday, and 9 am-6 pm Saturday. Get wives, anyone else interested.

If you're not working enough, do something about it! Call that Salinas office—422-1869.

One of the bigger jobs that was going on in the Santa Clara Valley area is starting to wind down now. It's the Great America Theme Park, which we've mentioned before, with most of the operators laid off by now. This has been certainly a good job for a lot of our brother engineers plus some sub-contractors. This project also provided the key for new development and has attracted more facilities to be built in the area in the very near future. It helped get Mission College off the ground. Construction of the college facilities have been approved by city and county governments and Galeb Paving is already doing the dirt work. New streets and a new overpass are

being put in thereby providing work for our operators as well as other crafts.

There is a lot of work going on both at Stanford and at the Palo Alto Yacht Harbor, at the present time helping to take some men off the out of work list in our hall.

Kaiser Permanente has finally picked up and has started to call some of the men back that have been laid-off for a while.

The concrete plants in the area are all working, their regular 40 hours a week and some of them are getting in some overtime, too.

Sorry to have to report in this issue the nearly fatal accident which took place in this area. It occurred at Valco Park Shopping Center recently when the overpass that was being built collapsed. Fortunately no one was seriously hurt and all the workers were all back on the job the next day.

A thorough investigation of the accident began immediately by the Industrial Safety Department of the State of California and the companies in charge of the construction.

Granite Construction Company's job on the Sewer Transmission Line will be completed at the end of the month in Santa Cruz. Fred J. Earley's job at the sewer plant in North Santa Cruz is waiting for mechanical parts, which has held the job up for one year. Granite Construction Company, at the south end of the line, is presently in the process of remodeling the East Cliff Sewer Plant, so all in all it will probably be one more year before this sewer system will function.

Williams & Burrows on UCSC campus, constructing College No. 7, is well on its way to completion by March 1976, and Bogard Construction Company's job at UCSC on the library addition has about six more months to go.

Phil Calabrese's job at Oakhills Subdivision in Castroville has completed a new section of roads and curb and gutter and will weather the rains when they come.

M. L. Dubach's job on Highway No. 1, from Castroville to Marina, is still moving right along and will probably complete the dirt by April 1976. This certainly has been a good job and has kept about 22 brothers busy most of the year.

C. K. Moseman's job on the Dubach's job, is presently on the last three structures on Highway No. 1 from Molera Road to just north of Castroville on Highway No. 1.

M C M Construction Company's job on the New Salinas River Bridge has finally started to take shape. Foundation Constructors had a hard time getting the foundations done, but finally finished up the first week of December.

The overall work picture this winter looks poor whether it rains or not, but several of the large contractors in the area have expressed their confidence that it looks like this spring there will be a lot of overlay and underground work.

The rock, sand and gravel industry hasn't slowed down much. Lone Star Industries Sand Plant in Felton has gone to two shifts, which is the first time in over five years.

According to the U.S. Department of Labor, 18 is the minimum age for employment in a non-agricultural occupation declared hazardous.

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

Negotiations have been completed at Murphy Scales and E. E. Lohdorff Company. These have not been easy negotiations, as money is hard to come by. The contracts that were negotiated were not bad contracts and were ratified by the members working in those shops. We feel that good agreements were reached at these shops without the loss of any time by the members.

There is not too much to report in the way of new work. Granite Construction still has not started work on their \$6 million sewer job. This job has been held up by the no-growth faction. We hope that their problems can be worked out and this project can be started as soon as possible, as we could really use the work. We are also hoping that the state can work out their money problems and get some funds for Interstate 5, between Sacramento and Stockton. This is a much needed project and it is disheartening when the Federal Government has the money and the project is being held up because the state cannot come up with their share of the money.

All things taken into consideration, we would have to say that for the amount of work that there has been this year, Sacramento has had a pretty fair share; not good by any shade of the imagination, but quite a few of the District 80 brothers have managed to stay fairly busy. A far cry from what it has been in past years. This has been the leanest work season that Sacramento has seen in a good many years.

Teichert Construction Company has managed to keep a good number of the brothers busy for the largest part of the year. They have managed to pick up quite a few of the contracts that were let. A large portion of the work that they did manage to get has been in the Orangevale-Carmichael-Fair Oaks area. The Teichert crews are putting the finishing touches on four or five subdivision preparation jobs in these areas.

A warm word of appreciation to Teichert Construction for the amount of people that they have managed to keep jobs for.

Bonding has become a prevailing issue in these hard times. Money is very tight. The big money people, who normally bond these big jobs, are sitting on the money and this is making things even more binding. It doesn't do anyone a lot of good to be low bidder on some work if you can't get bonding to do the work.

Repeco Construction Company, from Roseville, has had a very good year, all things being considered. They have managed to keep a very large crew busy for the entire year. Repeco is an up and coming company who really seem to have their stuff together. We look for a lot from them in the years to come.

We in District 80 have seen quite a bit of small work: paving jobs, some underground work and quite a few subdivisions going. We are very thankful for the

(Continued on Page 16, Col. 5)



BROTHER ENGINEERS ON THE job at the Salinas Valley Drilling Company's Swinnerton and Walber IBM plant in southern San Jose. Drilling had to go down over 1200 feet before they reached sufficient water to serve the needs of IBM. Shown in the picture above are, left to right, Henry Campa, Driller; Mike Kraynick, District Representative for District 90; and Kurt Burgman, Assistant Engineer.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 3—No. 1

SAN FRANCISCO, CALIFORNIA

January, 1976

Pension Amendment Coming?

Last June, Rep. John Dent of Pennsylvania introduced a bill, HR 7597, in the House of Representatives to amend the Employee Retirement Income Security Act of 1974. Most everyone who has been involved with ERISA would like to see it changed in some way, and no doubt many improvements could be made in what has been called the most complex legislation ever passed by Congress. It really came as little surprise that Rep. Dent, the author of ERISA's forerunner, HR 2, moved to amend the pension law only nine months after its enactment.

However, there is opposition to new legislation and a reluctance to push for passage of HR 7597. Opponents offer a variety of reasons for their stand. Many of ERISA's most important provisions, such as vesting and funding, don't take effect until 1976. For this reason they feel that any amendments should be put off until the practical problems in these areas are known.

Regulations and rulings may eventually solve most of ERISA's

problems. Hence corrective legislation should be held up until these avenues are explored and their positive effects weighed.

Many feel that further corrective legislation will be needed later, when new, unforeseen problems crop up. According to this view, HR 7597 is premature. Opening the door again to pension legislation will provide opportunities for enactment of undesirable provisions, some of which almost became law under ERISA.

Lastly, there is the feeling that since it took ten years to get ERISA enacted, it should be given a rest. Adherents of this philosophy are simply tired of the struggle.

Those who favor revised legislation point out that many deficiencies and serious problems have already been acknowledged, and corrections should be made at once. There is nothing wrong with introducing additional amendments later on if further problems arise. Therefore, HR 7597 should not be held up on this account.

In response to those who feel

that changes should be made by regulations and rulings instead of amendment, amendment proponents maintain that changes can't be made by regulations and rulings that contravene ERISA. Thus, the Act must be amended.

Those in favor of HR 7597 stress that it takes considerable time to get a bill through Congress. Therefore, the process should begin at once. If action isn't taken promptly, the undesirable features of ERISA may never be able to be corrected.

No act amending ERISA could entirely satisfy the majority of those operating in the employee benefit field. There are too many differences of opinion on what should be changed—just as there were differences of opinion on the present provisions of ERISA. However, the Subcommittee on Labor Standards of the Committee on Education and Labor of the House of Representatives saw fit to get the amendment ball rolling. Representatives Dent and John Erlenborn of Illinois were the moving forces in the Subcommittee.

Fringe Benefits Forum

Benefits Reinstated

By ART GAROFALO, Director of Fringe Benefits

A Very Happy and Healthy New Year to all the members of Local No. 3 and your families. . . . For both active and retired participants of the Operating Engineers comprehensive medical plans January 1 means that medical benefits used in the prior year will be reinstated up to the maximum amounts provided by the Plans.



Art Garofalo

In Northern California and Nevada, a comprehensive lifetime maximum of \$50,000 is provided for each eligible participant. In addition, each eligible dependent is likewise provided with a lifetime maximum of \$50,000. If any comprehensive medical benefits are paid for an eligible plan participant in the prior year, and amount equal to the benefits paid up to \$2,000 will be automatically reinstated on January 1. The total amount reinstated in any year may not increase the comprehensive medical benefits payable during the year to more than \$50,000.

Perhaps this can best be illustrated by an example. Ralph, an operating engineer working for a contributing employer in Northern California, incurred medical expenses of which \$1,100 was reimbursable by the health and welfare plan. On December 31, 1975, Ralph's comprehensive lifetime maximum was \$48,900 reflecting the \$1,100 of benefits that had been paid in his behalf. However, under the reinstatement provision of the Northern California comprehensive medical plan, on January 1, 1976 the \$1,100 was reinstated thus leaving Ralph with a comprehensive lifetime maximum of \$50,000 once again. Each dependent that Ralph has is provided with a comprehensive lifetime maximum of \$50,000 and the reinstatement provision is applicable in the same manner for medical expenses that they may incur.

For those participants covered by the Pensioned Operating Engineers comprehensive medical plan, reinstatement of medical benefits paid for the retiree or his spouse will be made up to a maximum of \$1,000 on January 1 also.

Q: My husband passed away recently. Although he had not retired, am I entitled to any benefits from the Operating Engineers Pension Trust Fund?

A: You may be eligible for a pre-retirement death benefit provided your husband had accumulated at least 10 pension credits with at least two quarters of future service credit. An application for the pre-retirement death benefit should be filed with the Trust Fund office within 90 days following the date of death.

Q: Will the pension benefits that I receive from the Operating Engineers Pension Trust Fund affect my Social Security benefits?

A: All the various types of pension benefits provided by the Pension Trust Fund for Operating Engineers are in addition to your Social Security benefits, and will not affect those benefits in any way.

Q: I'm 52 and am receiving disability benefits from Social Security. I have applied for a disability pension from the Operating Engineers and would like to know how much of a reduction in benefits I will have to take because of my age.

A: There is no actuarial reduction made on the amount of a disability pension award. Your monthly benefit will be an amount equal to the normal pension that you would be entitled to if you were 65 years of age when you became disabled.

Kaiser Foundation Health Plan Offices

If operating engineers in Northern California have any questions they would like answered concerning the benefits available through the Kaiser program they are invited to contact the following Kaiser offices:

Hayward	782-3456
Oakland	645-6036
Redwood City	365-4321
Richmond	234-3131
Sacramento	486-5693
San Francisco	929-5230
San Rafael	479-3400
Santa Clara	985-4866
South San Francisco	876-0246
Vallejo	644-5631
Walnut Creek	933-3000

Kaiser Option Near

Pensioned operating engineers, who retired with at least 10 pension credits from Local No. 3, interested in electing medical, hospital, and surgical coverage under the Kaiser Foundation are reminded that the deadline for the open enrollment period for this year is February 15, 1976 for March 1976 eligibility.

Enrollment cards may be obtained at any of Local No. 3's district offices, the Trust Fund Office, or the Fringe Benefit Service Center. Participation in the Kaiser "A" and "B" Coverage is limited to those retirees and their spouses that maintain a permanent residence within 30 miles of any Kaiser / Permanente medical facility.

The Kaiser option is in lieu of the 85 per cent comprehensive hospital, medical and surgical benefits available through

the Pensioned Operating Engineers Health and Welfare Plan.

If a pensioned operating engineer is currently participating in the Kaiser Plan, and wishes to continue coverage, it will not be necessary to submit another enrollment card. Coverage will be continued automatically in the Kaiser Plan for the next year.

However, if a retiree and his spouse were covered under the Kaiser Plan but now wish to change to the Pensioned Operating Engineers Comprehensive Plan, this may be accomplished by writing to the Trust Fund Office or the Fringe Benefit Service Center BEFORE February 15, 1976.

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.

when the child is born. Nearly one out of every four children born to fathers 45 years old will be orphaned before they attain the age of 18.

Over 19 per cent of the contributions made to Social Security by a worker and his employer go for protection of the worker's survivors. At the end of 1974, more than 2.9 million children of deceased workers were receiving benefits and over half a million widowed mothers were receiving benefits because they were caring for children entitled to benefits.

Supplemental Payment Plan

The Board of Trustees for the Pension Trust Fund for Operating Engineers has approved a 1976 supplemental payment of pension benefits for retirees on the rolls as of June 30, 1975. A retiree must have been receiving or have been eligible to receive pension benefits prior to July 1, 1975 to be considered on the retirees rolls for the supplemental payments. The supplemental payment of benefits, to be received in a separate check

by the retirees in January, will amount to one-half of the regular monthly benefit that a retiree normally receives. An additional supplemental payment will also be made to eligible retirees in July, 1976.

The supplemental payment represents the continuing concern of the Board of Trustees and the membership of Local No. 3 for the retired engineer and his family in these inflationary times.

Reimbursement Eligibility Rules

January has special importance for many of the participants of the Operating Engineers Health and Welfare Trust Funds. For those participants who are eligible for health and welfare benefits and are paying for Part B of Medicare, application for Medical Reimbursement must be filed prior to the end of the month.

To be eligible for reimbursement, you must have a Medicare eligibility card from the Social Security Administration, have been eligible for health and welfare benefits in at least one month of the prior 12-month period, and most importantly file a reimbursement card immediately following June 30th and December 31st of each year.

Medicare reimbursement claim forms may be obtained from any of the district offices, the Fringe Benefit Service Center, and the Trust Fund Office, 50 Francisco Street, San Francisco, California 94133.

Eligible members and their spouses will be reimbursed for their individual payments for Medicare. Reimbursement for each eligible person will be the amount they have paid to the Social Security Administration.

Soc. Security A Family Program

Social Security is essentially a family program. There is a tendency among younger workers to think of Social Security only in terms of older persons, retirement and Medicare. There is not generally among the younger generation the same awareness of the importance of the program in protecting widows and orphans and the disabled.

In fact, orphanhood is something young parents should think about, for despite relatively low death rates among younger adults orphanhood is still a problem in the United States.

According to statistics compiled by the Social Security Administration there are about 3.4 million orphans under age 18. This number represents almost five per cent of the total child population in the United States.

The burden of orphanhood usually hits hardest at the widow of the deceased worker, since women usually outlive their husbands. It has been estimated that of all orphans, about 70 per cent have only lost their fathers. Approximately 26.5 were without mothers, and around 2.5 per cent, or about 80,000 children had lost both parents.

Frightening as it is, the chances are 46 to 1,000 that a child born to a father 25 years of age will lose his father by the time he is 18. The chances that a child will be an orphan before age 18 are twice as great if his father is 35

Redding At Highway Forum

By KEN GREEN,
District Representative
BOB HAVENHILL,
Business Representative

State Senator Randolph Collier has been conducting meetings throughout the State of California to try to generate money for highway construction and to see if the state has been holding funds back from Cal-Trans. Senator Collier will report back to labor as soon as he has compiled all of the data from all of his rounds of meetings. When Senator Collier held his meeting in Redding he called Operating Engineers and asked if we would attend the meeting and make some comments. Brothers Walt Hurlbut and Curtis Brown attended the meeting and contributed some very good information and comments to the committee.

We received a call from Dennis Fall this past week and he reported he had an accident at his home. Fall was working around his home when a gas can blew up and he received severe burns about his face and hands. We hope Fall will not be scarred too badly from his experience.

The Cottonwood Dam has been put aside for another year according to Congressman Harold T. "Bizz" Johnson. There have been problems with funding for this project for the past 20 years. From the way things are shaping up it looks like another 20 years before any work will be done on the project.

I have driven to the proposed dam site and have seen where new homes are being built and sub-divisions are laid out with only roads punched through. If this project is not started soon the cost of acquiring the land for the dam will be prohibitive. This is mainly true on the Farquhar site on the South Fork of Cottonwood Creek.

A state road project that was approved a year ago, then postponed because of funding shortages, has received another go-ahead. The project will improve Eureka Way from Walnut Avenue to the town of Shasta, widening the road to four lanes from Walnut Avenue to Ridge Drive.

Electrical construction companies moved poles and lines this summer in preparation for the project, which is now slated to begin sometime late next summer. The project was one of several that received approval for the 1976-77 budget two weeks ago when the State Highway Commission met.

Other projects in this area include pavement overlaying on Interstate 5 on six and one-half miles on Route 395 near Raven-dale in Lassen County.

The Redding district has enjoyed some very unseasonable sunny weather — and although most of the contractors have but-toned up for the winter a few are making hay while the sun shines. Piombo Construction on Highway 87 (Deer Mtn. Lodge Job) has worked steadily through the early winter with the exception of when it was actually storming. They do however plan to shut down through the holidays.

B&C Construction and Johnson Construction Company are breaking ground on the Tulalake sewage treatment plant in Tulalake—but

(Continued on Page 16, Col. 1)

HOWARD W. CANNON
REDA

United States Senate
WASHINGTON, D.C. 20510

December 17, 1975

Mr. Dale Marr, Business Manager
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

Dear Dale:

I recently was informed that last Friday you were elected 11th General Vice President of the International Union of Operating Engineers, AFL-CIO, by the International General Executive Board. I was delighted to hear this good news and feel the Board's decision was an exceptional one.

I further learned that you are the first Business Manager in the 75-year history of the International to be elected a vice president of the Union while in a first term in office.

Your record as a pioneer in heavy construction safety improvements and as Business Manager of the largest heavy construction local union in the world is further proof of the Executive Board's excellent decision in electing you General Vice President. I commend the Board's action and offer you my wholehearted congratulations.

As the 37,000 members of Local No. 3 have benefitted by "Mr. Safety's" guidance and expertise, I'm sure the millions of members of the International Operating Engineers Union also will reap the benefits.

I know you will do an excellent job. With warm personal regards, I am

Sincerely,

Howard W. Cannon
HOWARD W. CANNON

HWC/WK



UTAH STATE AFL-CIO

400 SOUTH FOURTH EAST • SALT LAKE CITY, UTAH 84111 • TELEPHONE 364-7554

December 11, 1975

Mr. Dale Marr, Vice President
Operating Engineers' International Union
474 Valencia Street
San Francisco, California 94103

Dear Sir and Brother:

It has come to my attention that you have just been appointed an International Vice President of the Operating Engineers' International Union. We were very pleased to get this information and I want to congratulate you on achieving this recognition by your International President.

The Utah State AFL-CIO has appreciated your cooperation and support since you have been Business Manager of Local No. 3. The officers and members you have in our jurisdiction have been very active in the policies of the Utah State AFL-CIO. As you know, two of your Business Representatives serve on our Executive Council and have supported the goals and policy of this state organization. I will look forward to seeing you in the future.

We wish you and your family a Happy Holiday Season.

Sincerely and fraternally,

Frank C. Lay
Frank C. Lay, President
Secretary-Treasurer

FCL/v
opeiu-31
afl-cio

80ELU3 SFO

WU REPERF SFO
CH1258PM SFC204(1538)(1-024371C351)PD 12/17/75 1536
ICS 1PM5F5F SFO
86100 SAN FRANCISCO CA 36 12-17 1117A PST
PMS DALE MARR OPERATING ENGINEERS LOCAL 3 DLR
474 VALENCIA ST
SAN FRANCISCO CA

CONGRATULATIONS ON YOUR ELECTION AS GENERAL VICE PRESIDENT OF THE INTERNATIONAL UNION OF OPERATING ENGINEERS YOUR ELECTION RECOGNIZES YOUR GREAT CONTRIBUTIONS TO YOUR OWN UNION AND TO THE LABOR MOVEMENT GENERALLY WARMEST PERSONAL REGARDS
JOHN F HENNING EXECUTIVE SECRETARY TREASURER CALIFORNIA LABOR FEDERATION AFL CIO
NNNN

80ELU3 SFO
MT+
80ELU3 SFO

WU MAIN SFO
CH1002AM SFB147(1252)(2-022347E349)PD 12/15/75 1252
ICS 1PMRNCZ CSP
8059488447 TORN LANCASTER CA 15 12-15 1252P EST
PMS DALE MARR, INTERNATIONAL VICE PRESIDENT OPERATING ENGINEERS, DLR
474 VALENCIA ST
SAN FRANCISCO CA 94103
CONGRATULATIONS ON THE NEW JOB MY STAFF AND I LOOK FORWARD TO WORKING WITH YOU
ASSEMBLYMAN LARRY CHIMBOLE
NNNN

COMMITTEES:
ARMED SERVICES
COMMERCE
AERONAUTICAL AND SPACE
SCIENCE
RULES AND ADMINISTRATION

FRANK E. MOSS
UTAH

United States Senate
WASHINGTON, D.C. 20510

December 16, 1975

Mr. Dale Marr
Vice President
Operating Engineers
474 Valencia Street
San Francisco, California 94103

Dear Dale:

I have just learned that you were recently chosen as the Vice President of the International Operating Engineers with national jurisdiction. My congratulations to you and my best wishes. I am sure that you will do a great job there.

I remember your helping me in past campaigns and I hope you can give me a hand again this year. In fact, I intend to be down in San Francisco on the 19th of January and hope to see you if you are in town at that time.

I am pleased about Frank Lay's new appointment and know that he will do a great job in the states that come under his jurisdiction. Frank thinks a great deal of you and know that you work together very cooperatively.

My best wishes for a happy holiday season and a very bright new year.

Sincerely,

Frank E. Moss
Frank E. Moss
United States Senator

CALIFORNIA DEMOCRATIC PARTY

December 29, 1975

Mr. Dale Marr
Business Manager
143 Operating Engineers
AFL-CIO
474 Valencia Street
San Francisco, Calif. 94103

Dear Dale:

I just learned recently of your election as Vice President of the International and wanted to extend my heartiest congratulations for such a job well done that has now been recognized by virtue of your election. The Party is very proud of you and I look forward to working with you on a continuing basis in the future.

Cordially yours,

Charles T. Manatt
Charles T. Manatt

CTM:pr

8008 WILSHIRE BLVD. • LOS ANGELES, CALIF. 90028 • (813) 934-1811



Telegram

SFB307(1817)(2-049915E345)PD 12/11/75 1817 PM 3 43

ICS 1PMRNCZ CSP
9164458345 TORN SACRAMENTO CA 25 12-11 0617P EST
PMS DALE MARR, DLR
474 VALENCIA ST
SAN FRANCISCO CA 94103

DEAR DALE, CONGRATULATIONS. I KNOW YOU WILL DO A FINE JOB AS ONE OF THE NEW INTERNATIONAL VICE PRESIDENTS OF THE OPERATING ENGINEERS.

SINCERELY

JOHN GARAMENDI ASSEMBLYMAN

NNNN



Telegram

SFB219(1605)(2-0307E345)PD 12/11/75 1605

808 1PMRNCZ CSP
4199978253 TORN SAN FRANCISCO CA 60 12-11 0357P EST
PMS DALE MARR, LOCAL 3, OPERATING ENGINEERS, DLR
474 VALENCIA ST
SAN FRANCISCO CA 94103

CONGRATULATIONS ON YOUR ELECTION AS INTERNATIONAL VICE-PRESIDENT OF THE OPERATING ENGINEERS. SUCH AN HONOR COMES AS NO SURPRISE CONSIDERING YOUR TREMENDOUS WORK OVER THE YEARS IN THE LABOR MOVEMENT. THE OPERATING ENGINEERS BY THEIR VOTE HAVE CONFIRMED WHAT I HAVE KNOWN FOR A LONG TIME ABOUT YOUR ABILITIES AS AN EFFECTIVE SPOKESMAN FOR ALL WORKING MEN AND WOMEN. WARM REGARDS,
ASSEMBLYMAN JOHN FRANCIS FORAN, 16TH ASSEMBLY DISTRICT
NNNN

Congress of the United States House of Representatives

ALLAN T. HOWE, 2ND DISTRICT, UTAH

COMMITTEE:
INTERIOR AND INDIAN AFFAIRS
PUBLIC WORKS AND TRANSPORTATION

WASHINGTON OFFICE:
1225 LONGWORTH BUILDING
WASHINGTON, D.C. 20515
(202) 225-3011

DISTRICT OFFICE:
2311 FEDERAL BUILDING
125 SOUTH STATE STREET
SALT LAKE CITY, UTAH 84111
(801) 524-2562

JIM SANTINI
NEVADA

WASHINGTON OFFICE:
1400 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
Telephone: (202) 555-5555

DISTRICT OFFICE:
SUITE 4-428 FEDERAL BUILDING
300 LAS VEGAS BOULEVARD, SUITE
LAS VEGAS, NEVADA 89101
Telephone: (702) 255-4275

SUITE 204 FEDERAL BUILDING
300 LAS VEGAS BOULEVARD
LAS VEGAS, NEVADA 89101
Telephone: (702) 255-4275

Congress of the United States House of Representatives Washington, D.C. 20515

December 12, 1975

COMMITTEE:
INTERIOR AND INDIAN AFFAIRS
SUBCOMMITTEE:
WATER AND POWER RESOURCES
Public Lands
Forest and Range
Interstate and Foreign Commerce
Subcommittee:
Transportation and Commerce
Commerce and Transportation
SELECT COMMITTEE ON AGING

December 18, 1975

Mr. Dale Marr, Business Manager
Operating Engineers Union
Local No. 3
474 Valencia Street
San Francisco, California 94103

Dear Mr. Marr:

Frank Lay, the Utah State AFL-CIO President, has called to my attention that you have recently been appointed as Vice President of the International Operating Engineers in San Francisco. Congratulations to you on this significant milestone in your career. I'm sure you will do an outstanding job in this position.

If there is any way in which I can help you in your new assignment, please do not hesitate to call on me.

With kindest regards,

Sincerely,

Allan T. Howe
Allan T. Howe
MEMBER OF CONGRESS

ATH:ms

Mr. Dale Marr
Business Manager
Operating Engineers
Local Union #3
474 Valencia Street
San Francisco, California 94103

Dear Dale:

I was pleased to hear of your election to the position of Vice President of the International Union of Operating Engineers. You have my warmest congratulations Dale!

I have enjoyed working with you in the past years and certainly look forward to a continuing pleasant association.

Again, my congratulations!

Jim Santini
JAMES D. SANTINI
Member of Congress

JDS:ef

DOMESTIC SERVICE		WESTERN UNION TELEGRAM		INTERNATIONAL SERVICE	
Check the class of service desired, otherwise this message will be sent as a full telegram.		W. P. MARSHALL Chairman of the Board		Check the class of service desired, otherwise the message will be sent as the full rate.	
TELEGRAM				FULL RATE	
DAY LETTER				LETTER TELEGRAM	
NIGHT LETTER	X			SHORE SHIP	
NO. WDS-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED	
			Assembly Rules Committee		

Send the following message, subject to the terms on back hereof, which are hereby agreed to

December 18, 1975

Dale Marr, International Vice President
Operating Engineers Local Union #3
474 Valencia Street
San Francisco, CA 94103

Please accept my warm congratulations on your recent election as International Vice President of the Operating Engineers Local #3. My office is always available to assist you on legislative matters should the need arise, and I am sure your term of office will be productive.

Assemblyman S. Floyd Mori
15th District

WILLIAMS & BURROWS, Inc.
General Contractors
AN EQUAL OPPORTUNITY EMPLOYER

300 HARBOR BOULEVARD • TELEPHONE (415) 592-5500 • BELMONT, CALIFORNIA 94003

December 17, 1975

Mr. Dale Marr
Operating Engineers Local Union No. 3
of the I.U.O.E.
474 Valencia Street
San Francisco, CA 94103

Dear Dale:

Just read the article on your election to general vice president of the International Union of Operating Engineers.

Notwithstanding the occasional times that we are not able to reach an accord in our thinking, I respect and admire your ability, your integrity, and your honest, straightforward approach to the issue.

Congratulations to both the Union and to you on this important election.

Best regards,

LL

Frank
F. F. Burrows

THOMAS R. C. WILSON
SENATOR



Nevada Legislature

SENATE
FIFTY-EIGHTH SESSION

December 22, 1975

Mr. Dale Marr, Business Manager
Operating Engineers Local Union #3
474 Valencia Street
San Francisco, California 94103

Dear Dale,

I was delighted to learn of your election as Vice President of the International Union of Operating Engineers. You have my warmest congratulations.

I have enjoyed working with you in the past and certainly look forward to a continuing pleasant association.

Congratulations and best wishes for your tenure.

Warmest regards,

Thomas R. C. Wilson II
Thomas R. C. Wilson II

TRCW/Beh

San Francisco Building and
3801 MISSION STREET • ROOM 807
SAN FRANCISCO, CALIFORNIA 94110



Construction Trades Council
TELEPHONE
288-4333

JOSEPH O'SULLIVAN
President

STANLEY M. SMITH
Sec.-Treas. and Business Representative

GEORGE EVANKOVICH
Vice-President

December 24, 1975

Mr. Dale Marr, Business Manager
Operating Engineers Local #3
474 Valencia Street
San Francisco, California 94103

Dear Dale:

Congratulations upon being elected Vice-President of your International Union. I can't imagine them making a wiser choice as you have always been dedicated to the rights of working people.

Hope to see you soon and that you have a joyous Holiday Season.

Fraternally,

Stanley M. Smith
STANLEY M. SMITH
Secretary-Treasurer

SMS:ek
ope-3-afl-cio (31)

western union		Telegram	
SFA347(2129) (1-038398352) PD 12/18/75 2128			
8/5 DEC 18 PM 6:37			
ICS IPMSZSA SAC			
01058 SCRAMEATO CA 11 12-18 501PPST			
PMS MR. DALE MARR, INTERNATIONAL VICE PRESIDENT AND BUSINESS MANAGER			
INTERNATIONAL UNION OF OPERATING ENGINEERS			
OPERATING ENGINEERS LOCAL #3			
474 VALENCIA SFRAN 94103			
(DLR)			
CONGRATULATIONS ON YOUR RECENT APPOINTMENT. BEST OF LUCK...			
HOWARD L. BERMAN			
ASSEMBLYMAN, CALIFORNIA STATE LEGISLATURE			
MAJORITY FLOOR LEADER			
NNNN			

Winter Slows Stockton Work

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

As usual, during the winter months we find it difficult to report on the construction activity in the district. This is due largely to the fact that new construction contracts are not bid or awarded during the rainy season. However, up to this report date, we are behind the normal rainfall which has given most of the smaller projects under construction the opportunity to complete their jobs.

Melones contractors have reduced their working force for the winter. No appreciable change in manning the project is expected until next spring when some activity should commence on the diversion dam.

Titan Pacific Construction Corporation of San Mateo has been awarded the sewage treatment plant expansion project for the City of Lodi. Titan's bid was \$3.5 million. Teichert Construction will do the excavation and site preparation work.

The expansion program at the Stockton sewage treatment plant is due to be rebid in the immediate future. This project will entail the moving of approximately one million yards of earth to construct holding ponds.

Holt Brothers, local Caterpillar tractor dealer, with shops in Stockton, Modesto and Los Banos, is keeping approximately 135 engineers employed at this time. This company is experiencing an unusually heavy work load and we, like them, hope it continues.

Piombo Construction has very few engineers employed at this time on their Interstate 5 highway job west of Lodi. This situation will exist until early spring before any significant change can be made.

The housing development projects, Quail Lakes, Venecian Gardens, Colonial West, Lincoln Village West and Stonewood to name a few, continue to provide jobs for operating engineers employed by various contractors. The home building development that has been flourishing in this county for the past two years has contributed greatly to the income of those members employed by contractors in this industry. We do not expect this situation to change in 1976.

The entire staff in this district is exerting all their collective efforts in whatever way possible to pressure those who have any political clout to secure the early completion of Interstate 5.

The work situation in Stanislaus and Tuolumne Counties is about the same as it has been for the last several months. We have had one \$1 million sewer project since the last writing. This project was in the town of Twain Harte, above Sonoma. Twain Harte Plumbing in Twain Harte was successful in winning this bid, however, they do not intend to start until after the first of the year and will probably use the same crew that they have had for the last several years. We will be holding the prejob shortly for this project. The rest of Tuolumne County has hit and miss projects with the local contractors in the area. George Reed has slowed way down on the project

(Continued on Page 16, Col. 2)

Annual Scholarship Competition Officially Begins In January

Operating Engineers Local Union No. 3 will again award two college scholarships to children of Local 3 members for use in the 1976-1977 school year.

The 12th annual scholarship will officially begin January 1 when applications will become available from the district and subdistrict offices and from James R. Ivy, Recording-Corresponding Secretary, Operating Engineers Local Union No. 3, 474 Valencia St., San Francisco, Ca. 94103. The deadline for submitting applications is March 1, 1976.

As in previous years one scholarship will be awarded to a son and one to a daughter of members

of Local 3. To qualify, the parent of the applicant must have been a member of Local 3 for at least one year prior to the date of application. Also, the applicant must be a senior high school student who will graduate at the end of the fall 1975 semester or the spring 1976 semester and who plans to attend a college in the United States.

Also as in previous years determination of the scholarship winners will be made by a university scholarship selection committee, an independent, outside group composed entirely of professional educators.

Complete rules governing scholarship competition will be printed in next month's *Engineers News*.

GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1975 - 1976 SCHOOL YEAR

Two college scholarships of \$500.00 each will be awarded for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

WHO MAY APPLY:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one (1) year immediately preceding the date of the application.

The applicants must be senior high school students who have, or will be, graduated at the end of:

- either: (1) the Fall Semester (beginning in 1975),
- or: (2) the Spring Semester (beginning in 1976),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1976 and March 1, 1976

AWARDING SCHOLARSHIPS:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and a check for \$500.00 will be deposited in each winning student's name at the college or university he plans to attend.

INSTRUCTIONS:

All of the following items must be received by MARCH 1, 1976

1. **The Application** — to be filled out and returned by the Applicant.
2. **Report on Applicant and Transcript** — to be filled out by high school principal or person he designates and returned directly to the Local No. 3 by the officer completing it.
3. **Letters of Recommendation**—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. **Photograph**—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the *Engineers News*.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street

San Francisco, California 94103;

or to College Scholarships at the address shown above.

Big Humboldt Bay Project On The Horizon

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

While construction work is generally slow at this time of year, a new project is on the horizon in Humboldt Bay. Actually it is a series of projects which have been considered for several years and now are on the brink of reality. The first project would remedy an acute shortage of boat slips at the existing Humboldt Bay harbor facilities.

To rent a boat slip on the bay, a person must wait until another boat burns, sinks or is moved out of the harbor. Even then the chances of getting a space are slim as there is an extensive waiting list on the 132 slips.

The Woodley Island Marina is seen as a remedy to this situation, as well as a stimulant to the county's second largest industry, fishing.

Jack Alderson, Humboldt Bay Harbor, Recreation and Conservation District executive officer, said the additional facilities are needed as, with the exception of tuna, more marketable fish come into Humboldt Bay than any other port in California.

"The Woodley Island Marina will be Humboldt County's first step in asserting its preeminence in the fishing industry," Alderson said. He continued to say that if the 200-mile fishing limit is passed, the state will need more proper coast management and bigger ships to harvest the estimated 150 million tons of edible fish and 300 million tons of hake now taken yearly by foreign vessels off the North Coast.

Alderson took exception to many statements made by Ron Ross, Humboldt State University associate professor of economics, who has argued for an election to be held before the proposed \$6,376,000 marina could be built.

Alderson said an election would be time consuming, severely hampering any chance of obtaining a grant from the federal Economic Development Administration (EDA).

"The EDA will be granting funds around April 1st and if we're not together on this project, we won't get the funding," Alderson said, adding there won't be any EDA grants after June 1977 when that agency closes, so the district would not be able to process another application.

"We paid \$40,000 for a feasibility study on the marina and it was determined that it is engineeringly and financially feasible and can be developed within reasonable environmental constraints," Alderson said.

After the marina is constructed, Alderson outlined the second step toward improving the harbor as deepening the channel from 35 feet to 40 feet to accommodate the bigger lumber carrying ships that are not able to negotiate the Humboldt channel with a full load. He said the deeper channel is badly needed as it doesn't make much sense for timber from this area to be first transported to Coos Bay and then loaded onto the larger ships.

With the marina and deepening of the channel, Alderson said Humboldt Bay will be on its way to realizing its full potential as a harbor.

Recently, bids were opened on a dredging project at the present boat basin. Only two bids were received with Healy-Tibbits the low

bidder at \$214,000. This job should get started sometime after the first of the year.

Also a smaller dredging project is expected to materialize in the near future. It involves removal of silt and sediment from the mouths of six creeks that flow into Humboldt Bay. This is expected to relieve flooding in the low lands adjacent to Arcata and in the Jacoby Creek area.

Incidentally, the opposition to the proposed marina made the front page of the local newspaper recently when they termed the Arcata freeway project, which is presently being constructed by Guy F. Atkinson Company a \$14 million waste. Without a doubt this group, if possible, would halt this job immediately. These people are out to stop everything and anything that is of benefit to the community in the name of ecology, economics, etc.

In looking ahead to 1976, the employment picture on the North Coast doesn't look all that bleak. While it certainly won't be a boom year we should be able to keep our local brothers pretty well employed on a variety of work which includes dredging, dirt moving to underground.

P.S. WATCH THE NEXT ISSUE FOR THE DATE OF THE ANNUAL EUREKA CRAB FEED!!!

EUREKA CRAB FEED



MARCH 6, 1976

Marin Predicts Optimistic Work Year

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

We look forward to a prosperous work year here in Marin—although it is a little too early to tell yet just how much work there will be in 1976, we are optimistic. Due to good weather in December, many jobs were completed, and there isn't a lot of backlog of work.

Williams and Burrows job at Larkspur Ferry Terminal is progressing nicely, and keeps quite a few of the brothers employed. This project was started about a year ago, and it involves river and harbor work as well, with Dutra Construction Company on this.

Valley Engineers have completed their job at the site of Drake High School in San Anselmo.

Ghilotti Brothers have completed the widening of the Miracle Mile in San Rafael. Now all that is left is the landscaping.

A new drainage system to end all future flooding in downtown

Tiburon would cost the city \$284,600. Agreeing that most of the drainage repair work is far in the future, councilmen voted to spend \$7,500 on two minor sections of the city engineer's drainage plan: repairing a drain line and building a small dam in a downtown fresh-water marsh which serves as a water storage area.

The dam will help the city keep freshwater flowing to the marsh and will keep out silt which has been filling it in, destroying marsh plants and wildlife and clogging a drain pump. The plan for redoing downtown drainage calls for beginning the job with new culverts on Main Street and on Tiburon Boulevard in the area of the fire station. After these improvements are in, the city would begin work on drainage lines along Tiburon Boulevard to Beach Road.

Years of planning and months of work came to a conclusion when the Novato Rotary Club dedicated its 30-unit apartment

house for senior citizens. In all, some 4,500 hours of volunteer time has been pumped into the unique project.

Known as Nova-Ro, the project offers rents at 70 per cent of market value to qualified senior citizens. Nova-Ro was designed, developed and constructed without government funds. Instead, it used the cooperation and expertise of local contractors, building suppliers and volunteers. There was only one weekend since construction began in May, 1975 when bad weather halted work by volunteers.

R. B. McNair Company of Berkeley has been awarded a contract for Fort Baker project, and a pre job conference will be held with this company.

The U.S. Department of Labor's Bureau of Labor Statistics reported that the proportion of workers on extended hours who received premium pay declined from about 43 per cent in 1973 to 36 per cent in 1975.

OFFICIAL ELECTION

Election of Delegates and Alternates to the 30th Convention of the International Union of Operating Engineers

Pursuant to the provisions of the Constitution, Article III, of the International Union of Operating Engineers, and the By-Laws of the Local Union, attention of all Members of Operating Engineers Local Union No. 3 is directed to Article XII, Section 3 Elections, and Article XIII of the By-Laws, as printed on pages 53 through 55, inclusive, and specifically to the following portions modified pursuant to Article XIII, Section 1.

Section 3

ELECTIONS

(a) The election of Delegates and Alternates to the 30th I.U.O.E. Convention shall be held during the month of February by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of Certified Public Accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the Regular Quarterly or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District meeting in September preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate or nominator of a candidate for Delegate or Alternate Delegate to the 30th I.U.O.E. Convention.

The Nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

(c) The Election Committee shall determine whether or not each candidate nominated is eligible. Any candidate found not to be eligible shall be declared ineligible by the Election Committee. The Committee's decision shall be promptly communicated to each such ineligible candidate in writing. Unless the Election Committee's decision is reversed on appeal, it shall govern, and the ballots shall be prepared accordingly.

(d) The Election Committee shall be responsible for the conduct of the election, and, specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the Nominees for Delegates and Alternates to the 30th I.U.O.E. Convention in alphabetical order by their last name (the candidate's name, his office or his position or one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee form) and envelopes; and giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

The Election Committee shall deliver the list of names and last known addresses of eligible voters, and cause the printer to deliver the ballots and envelopes to, the nationally known firm of Certified Public Accountants chosen by the Local Union Executive Board, which firm shall rent a post office box to which the ballots shall be returned.

(e) The Certified Public Accountants shall mail the ballots and return envelopes to the eligible voters on February 12th and shall open the post office box, for the first and last time, on February 26th next following, at 10 o'clock A.M. of that day.

The Certified Public Accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(h) Every Member who is not suspended for non-payment of dues as of February 12th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a Collective Bargaining Agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Section 4

Each Candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each Candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The Observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity. If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity, as promptly as possible.

Fresno District Wins Arbitration Hearing

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

We were successful in winning the arbitration against Quinn Company which will result in the Field Mechanics getting AGC pay for the full day, although they only work on construction a short time.

The Fresno County Board of Supervisors has asked COG to allocate more than \$1.6 million from the Local Transportation Fund for road work in 1975-76.

The road improvement program would include Jensen Avenue between Dickenson and Cornelia Avenues, Besel Avenue between Adams and American Avenues, Van Ness Extension between Shaw and Herndon Avenues and McCall Avenue between Belmont and Ashlan Avenues.

Fargo Construction was low bidder for the construction of Jensen Avenue.

Gentz Construction Co. was low of four bidders for the Redevelopment Agency construction and improvements in Area E-51, which is bounded by Tulare and R Streets and Freeway 41. Completion time on both jobs is estimated at six months.

C. R. Fredrick, Inc. are nearing completion on their 81-mile-pipeline project for Westlands Water District in the Huron area. Most of the work will be completed by the end of December. Some of the Engineers will probably be transferred to other projects in the area. Westlands Water District will be letting one or two projects in January.

The Granite Construction Co. of Watsonville was low on the last

bid put out by the irrigation district to do preconsolidation work in the Westland Water District. Granite's bid of \$1,497,410 was the lowest of eight bids submitted. The work is southwest of Mendota in the heavy subsidence area west of the San Luis Canal and Interstate 5. The contract calls for ponding and flooding several miles of pipeline right of way for several months to assure a solid foundation for pipeline to be laid and backfilled in a future contract.

W. M. Lyles Co. has submitted a low bid of \$677,822 to the Riverdale Public Utilities District for improvements on the City water system. The contract calls for construction of 13,500 feet of 6-inch water main and 10,700 feet of 8-inch water main to be completed in 190 calendar days.

Speculation on the planned development of Mineral King by Walt Disney Production has again arisen with the announcement in early December that the company has shelved plans for a multi-million dollar year-round resort in Northern California.

A Disney spokesman said that delays in land swapping have prompted officials to hold up all planning of the resort in Northern California. Meanwhile, the Mineral King plan has been in limbo for over five years because of opposition from environmentalists, including the powerful Sierra Club which filed suit in 1969 to stop the development. Robert Wall, Tulare County Planning Director, said that his office has recently completed a portion of an environmental impact statement (EIS) on the Mineral King project for use by the United States Forest Service. "We can't be sure what is happening, but it seems as if the Forest Service is pro-

ceeding as if the project was going to go," Wall said. "The environmental report is a fairly expensive document to compile, so we can assume that someone is going to develop the Mineral King area." Wall's office compiled the socio-economic data for the Forest Service report. "We determined that the development would be a tremendous economic benefit to the County, and even with the additional costs of government services required for development, the benefits would far outweigh the costs."

The Mineral King Development, as originally proposed, would include an American "Alpine village," several restaurants, shops, convention facilities and outdoor sports activities, geared to handle 3,000 overnight guests and up to 8,000 skiers a day.

Because there is no money for construction, the State Highway Commission has said it will consider revoking a \$6 million expressway plan in Madera County.

Elimination of the two-lane re-routing of Highway 41 at Oakhurst to the Mariposa County line has been recommended by the State Department of Transportation for a number of reasons. A spokesman for the Department said the highway is not in the regional transportation plan, is not of statewide significance and that the existing two-lane road will be adequate for the next 20 years or more. Public notice of the Commission's intent to consider dropping the route will be given. Comments from the public and government agencies can be submitted in 30 days and will be reviewed by the Commission. A final decision is expected within six months.

Any members that hear of these meetings and can attend them should do so as \$6 million worth of work in this area is good for at least two years.

Work on the controversial \$10 million sewer for Yosemite National Park has passed the halfway mark. The new facility, near El Portal, is needed to replace a forty-two year old plant in Yosemite Valley. Under the present schedule, the regional water treatment plant will be completed in September. It will not be operational, however, until early 1977 when a 65,000-foot sewer line is completed from the Valley.

Critics of the facility contend the plant's two million gallon capacity, nearly double that of the existing system, will spur additional use or expansion in the park and will consume a large amount of diesel fuel to incinerate the waste and sewage sludge. The fuel consumption for the incineration process is about 110 gallons of fuel for every million gallons of effluent.

Another group of critics organized as Friends of Yosemite, have opposed the project for other reasons. Their pending lawsuit against the National Park Service has been heard in San Francisco Federal Court. At that hearing, the court denied the plaintiff's request for an injunction and set a May trial date. At the same time, the judge asked both parties to appear in court in February for an informal hearing to determine if there is sufficient cause for legal action.

Union and association members employed in white-collar occupations numbered 5.9 million in 1974, a rise of 673,000 from 1972.

Section 5

(a) Every Member shall have the right to express his views and opinions with respect to the Candidates; provided, however, that no Member shall libel or slander the Local Union, its Members, its Officers, District Members, or any Candidate, and all Members shall avoid all personalities and indecorous language in any expression of views and opinions with respect to Candidates.

Section 6

The Recording-Corresponding Secretary, upon request of any bona fide Candidate for office, shall distribute such Candidate's campaign literature, by mail or otherwise; provided the Candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such requests shall be honored if made on or after 5:00 P.M., Local Time, the 7th day of February next preceding the mailing of the ballots.

SPECIAL NOTICE

Only ballots received in the Post Office Box in the return envelope by 10:00 o'clock a.m. February 26th, 1976 will be counted.

In a white envelope marked "OFFICIAL BALLOT" you will receive your ballot envelope, business reply envelope and ballot. Watch for the envelope. When you receive your Official Ballot envelope, open it, mark the ballot and enclose it in the ballot envelope, and follow the directions on the ballot envelope.

Under no circumstances change the address of the business reply envelope since the address is designed to prevent your ballot from being mixed up with the general mail of the Union.

Do not insert dues payments, letters, etc.

If you live overseas, you will not receive a business reply envelope, but will be required to pay the necessary postage yourself, since under present regulations it is impossible for the Local Union to arrange matters otherwise.

In the event you do not receive a ballot by February 18, 1976, or your ballot is destroyed or lost, you should contact Price Waterhouse & Co., 555 California Street, San Francisco, California 94104, telephone (415) 392-1032, and ask for the person in charge of the Operating Engineers Local Union No. 3 election for Delegates and Alternates to the 30th I.U.O.E. Convention.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

The year 1975 was not a Vintage year. Journeyman work opportunities and, therefore apprenticeship training opportunities were depressed.

In all of the 46 counties of Northern California, the NCSJAC indentured 11 applicants new to the industry, cancelled 10 Apprenticeship Agreements and graduated 4 apprentices to journeyman status. Training opportunities for those still in the program were catch as catch can. As has been the case since 1960, more than half of the apprentices currently in training were journeyman tech engineers who were increasing and broadening their skills in order to be in a more competitive position in the job market.

Eight Related Training Classes were provided in six Local Union No. 3 districts in order to bring the training experience within a reasonable commute distance of as many members as possible.

Revision of curricula material utilized in the classroom was begun and is still in the process of updating. The seven instructors have met together in order to evaluate the material and provide input from their own personal experiences with the training and the material.

The tech engineer union representatives have recently negotiated funding in order to expand training opportunities to members working in the field of inspection. The NCSJAC has accepted the responsibility to coordinate the efforts of the inspection industry as the new programs are designed.

National Standards for Surveyor Apprenticeship Training were put in the works. Meetings have been held with representatives of a significant cross-section of Operating Engineer locals from across the United States, representatives of the International Union of Operating Engineers and the Federal Bureau of Apprenticeship and Training. By tying the National Standards together with the provisions of Davis-Bacon, fair wage rates can become a reality affecting both employer and employee.

A change was made to accumulate work training hours from Trust Fund contribution reports in an attempt to insure that the apprentice receives full credit toward advancement or graduation for all work experience hours. This action will permit wage advancements at the earliest date practicable.

The ratio of apprentices to journeymen field and construction surveyors was varied to also include 5th through 8th-period apprentices. This allows the recently advanced 5th-period apprentice to continue employment under the ratio system. It also allows the upper division apprentice the opportunity to gain his 1,000 hours of experience in supervising a survey party.

The concept of a Tech Engineers Department with a Tech Engineers Center has been working to the best advantage of the training department. It has permitted the administrator to utilize the input, broad expertise and personal involvement of all the entities that affect the trainees employment and union involvement.

More than two dozen individual employers provide representation on a regular basis to the various committees concerned with the training of their employees.

Operating Engineers Local Union No. 3 provides representation such as Dale Marr, business manager; Harold Huston, president; Bob Mayfield, vice president; James R. Ivy, recording-corresponding secretary; Harold Lewis, financial secretary; Don Kinchloe, treasurer; Mike Womack, director of the Tech Engineers Department and, of course, Paul Schissler and Gene Machado, special Tech Engineer representatives.

In addition, each district representative has been appointed to the subcommittee in his area.

During the year 1975, more effort was directed toward quality rather than quantity. As the new year develops, it is hoped that opportunities will expand.

Nineteen hundred and seventy-six is the year of elections. At all levels of government, the politicians will be vying for the vote of the working man. Spend a little time to sort out what information is fact and what information is fantasy and rumor. Jobs and paychecks for many years will depend on how truly your personal vote is an informed and well thought out vote.

HP-45 Seminars Set

Times, dates and places for HP-45 seminars have been set: Sacramento—Rancho Murieta Training Center Administration Building, 7:00-10:00 p.m., Tuesdays, January 20, 27 and February 3, 1976.

San Jose—760 Emory Street, San Jose, 7:00-10:00 p.m., Wednesdays, January 21, 28 and February 4, 1976.

Oakland — 1446½ Webster Street, Oakland, 7:00-10:00 p.m., Thursdays, January 22, 29 and February 12, 1976.

The special seminars are being presented by the Northern California Surveyors Joint Apprenticeship Committee for Tech Engineers who have an understanding of Surveying practices at the Chief of Party level. Each person attending must furnish his own HP-45. Other calculators will be of little use because the programs are specially written for the capacity of the HP-45.

Brother Fred Seiji, a Licensed Land Surveyor in two states, Surveying Instructor at R.M.T.C. and Certified Chief of Party, has written the programs and will conduct the seminars. Local Union No. 3 is publishing the material at its reproduction plant at its headquarters in San Francisco.

The Northern California Surveyors Joint Apprenticeship Committee is presenting the program and will furnish the published material to the Journeyman Tech Engineer attending at no cost.

Legislation Will Aid Santa Rosa

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

The House Public Works and Transportation Committee has approved continuation of the Federal Aid Highway Act, authorizing outlays of more than \$8.3 billion from the Highway Trust Fund in each of the fiscal years 1977 and 1978, for highway and transportation programs throughout the nation, according to information provided by Congressman Don Clausen, who introduced the legislation and is also a member of the committee. An additional \$2.2 billion was authorized for the so-called transitional quarter, July to Oct. 1, 1976, when the changeover in the federal government's fiscal calendar takes place.

Unlike previous legislation, the new bill provides for \$4 billion in annual authorizations to carry construction of the interstate highway system through to completion in fiscal year 1988, except that in the final year the authorization was cut back to \$840 million. A built-in inflation factor of seven per cent was provided in the authorization, to allow for projected increases in construction costs.

The Clausen bill doubles federal funding for bridge replacement and increases the federal matching share for that program from 75 per cent to 90 per cent of cost. The bill also provides for transfer ability of funding between the urban extension and the rural highway categories, and between safety categories and increases the availability of federal funds for transit projects substituted for highway construction.

The committee bill provides that \$750 million of the \$4 billion annual interstate authorization could be used at the discretion of the Secretary of Transportation to eliminate gaps in the interstate system and for projects involving unusually high costs or prolonged construction time.

"This highway bill should prove to be very beneficial to our Redwood Empire Region, both in terms of jobs in the construction field and safer, more beautiful highways," said Clausen. "Our objective is to accelerate the construction timetable on our primary roads like U.S. Highway 101, our county roads which need upgrading, and permit a restructuring of our urban streets to up date intra-city bus systems, bicycle trails and transportation for our elderly and handicapped."

Apprentice Ted Lyman represented the Operating Engineers at the recent use permit hearing for Shell Oil Company's application for eight drilling sites. Delivering a short speech that praised Shell's operating methods in the Geyser field, Lyman was able to fill in for the Santa Rosa staff who were attending the district meeting in Ukiah the same evening. "You could see by the looks on the commissioners' faces that some of them were going to change their votes," said Ted. The commission voted unanimously to approve all eight sites.

Richard Strait, head job steward for Remco Hydraulics, reports that layoffs at Remco have stopped and management is hint-

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

With 1975 winding to a close, we tend to reflect over the past two years about some of the changes that have occurred.

In January 1974 the business manager hired two special tech representatives to increase the service to the tech engineers. With this premise in mind, the ground work was begun.

Of course, the first item of business was to get in the field and service the individual tech engineers.

Next was to set up a central dispatch center, the value of which has been immeasurable to the individual members.

The next priority was organizing. As you are well aware this is also extremely important. It is time consuming and requires being out of town quite a bit. However, it is rewarded by the fact that it opens new areas for the members to seek employment and also helps to stabilize the wages and cost for the industry. In the past two years over 40 NEW survey and testing and inspection firms have been successfully signed to labor agreements with Local No. 3, and several other firms are either at the negotiating table or in the process of representation elections, etc.

In August 1974 the Surveyors Trust Fund was split off from the operator's trust and your tech representatives were selected and appointed as trustees to represent the best interest of the tech engineer members of Local Union No. 3. The trustees meet regularly once a month.

In addition to this responsibility, your tech representatives are also representing the tech engineer apprentices and journeymen on the Northern California Surveyors Training Committee. The committee also meets regularly once a month.

Also, your tech representatives attend Sub Joint Apprenticeship Committees which meet at night in six different districts each month.

The Labor/Management Committee, a standing committee provided in the Tech Engineer Master Agreement, consists of at least six representatives of the union and six representatives of the employer. The agreement provides for the committee to meet every month in an effort to resolve mutual problems confronting the employer and the union. And yes, your tech representatives are members of this committee, too!

These committees are made up of both your elected officers and the special tech representatives and management in order to represent the tech engineer members to the fullest extent possible.

The Tech Department was created to give the tech engineers better service and to establish a better awareness of the problems and needs of the tech engineers. To assist your representatives, we urge you to provide us with your comments regularly so our goals can be achieved.

ing that some call backs might start in March. Remco recently delivered 35 large hydraulic cylinders to Guy F. Atkinson for use on the New Melones Dam project.

Sonoma County Building Trades recently received a shock when Supervisor Hinkle replaced Supervisor Theiller on the North Central Coastal Commission. The commission promptly voted to not accept the compromise on Bodega Harbour's lot limitations, postponing lot grading, street work, surveying, etc. The controversial action will not stop work on the three recent sewer contracts but will postpone all other construction pending court resolution. Supervisor Hinkle faces recall in this coming June's primary election and the preceding action is just one more reason why we should support this recall and devote our time to finding and electing a replacement who will be more responsive to Sonoma County voters.

Work is very slow in Sonoma County at this time, but let's face it, it's that time of year again. Let's hope the coming year will be a lot better than the one just past.

The equal pay provisions of the Fair Labor Standards Act prohibit an employer from paying employees of one sex at rates lower than those paid to employees of the opposite sex in the same establishment for doing equal work under similar working conditions.

Lately there has been very little work starting in the area and most of the work that was going has come to a complete stop. Siri is still trying to do some work on two of their sub-divisions but it is so wet, work is slow. Soiland Company is still going along with some underground work, but the rock plants are down, having made their layoffs for the winter.

We now have new owners of an old company in Santa Rosa. P & L Paving has changed hands and is now doing business under the name of Packard Paving, Inc., with Jim Packard, Bill Adams and Stephen Tyler heading it up. Jim, formerly a top salesman for three years with Empire Tractor, is president of the firm. At the present time they have two operating engineers working and their work outlook for next year is very good, according to Jim.

One good job was bid in Lake County on Nov. 26, with Paul V. Wright the successful bidder on the Lakeside Community Hospital in Lakeport. The bid of \$3,380,000 was only \$43,000 below the second bidder, so it was a close one, and a pre-job conference is anticipated very soon.

The U.S. Department of Labor reports that 14 is the minimum age for employment outside school hours in a variety of non-manufacturing, nonmining and nonhazardous occupations for a limited number of hours under specified conditions of employment.

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:

Bird, J. Lewis (B. Blake Bird, Son) 253 South 3rd E., Springville, Utah	12-13-75
Brown, Ernest (Laurel, Wife) 703 - 11th Street, West Sacramento, Calif.	12-22-75
Callender, Charles (Minerva, Wife) 550 S. Everglade St., Las Vegas, Nevada	11-27-75
Cervantes, Silvester (Carolina, Wife) 190 Sierra Avenue, Cotati, Calif.	11-21-75
Cragholm, George (Dorothea, Wife) 4122 Xavier Court, Livermore, Calif.	12-3-75
Dakujaku, Gilbert (Sue M., Wife) P.O. Box 906, Kamuela, Hawaii	11-24-75
Feazel, Helen (Wayne, Husband) 116 Triplett Way, Marysville, Calif.	12-11-75
Gibson, Henry (Judy Martin, Daughter) 5223 Biava Rd., Napa, Calif.	12-16-75
Gosmeyer, John (Mary, Wife) P.O. Box 267, Clearlake Highlands, Calif.	12-22-75
Hicks, James P. (Ms. Edward Balian, Daughter) 1213 W. San Ramon, Fresno, Calif.	12-9-75
Jordan, Stanley (Zelda, Wife) 2770 N. Bonnyview Rd., Redding, Calif.	12-4-75
Kerr, Roy (Leota, Wife) 785 Rose Avenue No. 4, Pleasanton, Calif.	12-3-75
Konrath, Dan L. (Gerald, Father) 46 - 209 Kalali Street, Kaneohe, Hawaii	11-30-75
Lohner, Charles (Anita, Wife) 854 "C" Street, Lincoln, Calif.	12-9-75
Miller, Charles (Susan, Wife) P.O. Box 1763, Marysville, Calif.	12-19-75
Miller, Leo (Jewell, Wife) 9556 S. Shaft Avenue, Selma, Calif.	11-30-75
Muller, Andrew (Daisey, Wife) 2032 Dillingham Blvd., Honolulu, Hawaii	12-17-75
Perry, Thurston (Lola, Wife) 2498 Cole Street, Oakdale, Calif.	12-19-75
Reischling, William (Zelma, Wife) P.O. Box 99, North Fork, Calif.	12-6-75
Rodak, Alex (Ivy, Wife) P.O. Box 263, Central Valley, Calif.	12-3-75
Shore, Connie (Barbara, Wife) 268 Corral Tierra, Salinas, Calif.	12-9-75
Spreen, Maynard 965 E. 1st Ave., Chico, Calif.	11-28-75
Thomas, Jack (Osie, Wife) P.O. Box 763, Weiser, Idaho	12-25-75
Vanderhoff, Earl (Bertha, Wife) P.O. Box 266, Summit City, Calif.	11-12-75
Veater, David (Jill, Wife) P.O. Box 312, Panguitch, Utah	12-6-75
Wakeman, Ervin (Winnifred, Wife) 11819 Yosemite Blvd., Waterford, Calif.	12-17-75
Walker, John E. (Ronda Brinkerhoff, Daughter) 1641 Woodcrest Dr., Salt Lake City, Utah	12-1-75
Wilhite, Joseph R. (Catherine, Wife) P.O. Box 684, North Fork, Calif.	12-8-75

DECEASED DEPENDENTS

Blauser, Rosemary—Deceased December 4, 1975
Deceased Wife of Ivan Blauser

De Witt, Christine—Deceased December 23, 1975
Deceased Daughter of Roy De Witt

Dory, Lillian—Deceased December 4, 1975
Deceased Wife of Charles Dory

Hansen, Lucy—Deceased December 7, 1975
Deceased Wife of Kenneth Hansen

Hassett, Gladys—Deceased December 6, 1975
Deceased Wife of Frank E. Hassett

Tavener, May K.—Deceased December 11, 1975
Deceased Wife of M. E. Tavener

Wixom, Donna Lee—Deceased December 25, 1975
Deceased Wife of Wilbur Wixom

The election of District Election Committeemen to serve during the election of Local 3 Delegates and Alternate Delegates to the 30th I.U.O.E. Convention has been completed. The brothers listed below were elected by their district membersip.

District No.	
1	Willis Bennett
2	Hale A. Mason
3	Aaron Becker
4	H. L. Spence, Chairman
5	Robert L. Daniels
6	Robert Newvine
7	G. D. McDonald
8	Ernie Nelson, Secretary
9	Les Hodge
10	Floyd Webb
11	Robert Baldwin
12	Lynn Barlow
17	Herbert Denning

OPERATING ENGINEERS LOCAL UNION NO. 3

OFFICIAL BALLOT

Election of Delegates and Alternate Delegates to the 30th International Convention of the International Union of Operating Engineers, April 5, 1976, in Miami, Florida
Thirty-eight (38) Delegates and two (2) Alternate Delegates are to be elected.
Vote by placing an "X" in the box opposite the names of the candidates of your choice.
If you vote for more than thirty-eight (38) Delegates or for more than two (2) Alternate Delegates, your ballot is Void.

<input type="checkbox"/> Joseph C. Ames Executive Board <input type="checkbox"/> Tom Armer Dozer Oper. <input type="checkbox"/> E. L. (Jack) Armstrong Dozer Oper. <input type="checkbox"/> Lou Barnes Blade Oper. <input type="checkbox"/> Dale Beach Dist. Rep. <input type="checkbox"/> Dick Bell Asst. District Representative <input type="checkbox"/> Tom Bills Trustee <input type="checkbox"/> Jim Brown Executive Board Member District 8 <input type="checkbox"/> William (Bill) Burns Mechanic <input type="checkbox"/> Jim Calvin Dozer Operator <input type="checkbox"/> George E. Carr Dozer Operator <input type="checkbox"/> Tom Carter Assistant District Representative <input type="checkbox"/> Norris A. Casey <input type="checkbox"/> A.A. Alex Cellini District Representative <input type="checkbox"/> Robert L. (Bob) Christy Executive Board Member Dist. 6 <input type="checkbox"/> Claude E. Clark Dozer Operator <input type="checkbox"/> Allen J. Clay Dozer Operator <input type="checkbox"/> Neil Clem <input type="checkbox"/> Ray Cooper Job Steward Director <input type="checkbox"/> Alex Crichton Chief of Party <input type="checkbox"/> William H. "Willy" Crozier Business Representative <input type="checkbox"/> Bill L. Dalton Executive Board Member <input type="checkbox"/> Harold E. (Buck) Darawit Retired <input type="checkbox"/> Wain R. Davis Crane Operator <input type="checkbox"/> Kenneth C. Dees Crane Operator <input type="checkbox"/> Tim DePace Gradesetter <input type="checkbox"/> Don C. Dillon Dist. #4 Executive Board Member <input type="checkbox"/> Larry (Doug) Douglas <input type="checkbox"/> Jerry Dowd Int'l. Representative <input type="checkbox"/> Art Garofalo Director of Fringe Benefits <input type="checkbox"/> Kenneth M. Green District Representative	<input type="checkbox"/> Russell Denis Halcro <input type="checkbox"/> Bill Heinz <input type="checkbox"/> Ray Helmick Ex. Bd. Member Dist. #1 <input type="checkbox"/> Ernest J. Henry Backhoe Operator <input type="checkbox"/> James L. Hester Crane Operator <input type="checkbox"/> Wally Hobson Dozer Operator <input type="checkbox"/> Clem A. Hoover District Representative <input type="checkbox"/> A. J. (Buck) Hope Retired (Financial Secty.) <input type="checkbox"/> Merle W. Isbell Ex. Board Dist. #3 <input type="checkbox"/> Ed Jones Ex. Bd. Member Dist. #4 <input type="checkbox"/> Guy G. Jones Crane Operator <input type="checkbox"/> Mike Kraynick District Representative <input type="checkbox"/> Aaron D. LaLonde Shovel Operator <input type="checkbox"/> Carl Landrum Mechanic-Welder <input type="checkbox"/> Wm. (Bill) Larimer Crane Operator <input type="checkbox"/> Bob Lehn Mechanic <input type="checkbox"/> Wallace K. (Wall) Lean District Representative <input type="checkbox"/> Ray Leishman Ex. Board Member District #12 <input type="checkbox"/> A.E. "Jack" Lofton Executive Board Member Dist. #5 <input type="checkbox"/> Victor E. Lohr Crane Oper. <input type="checkbox"/> Ernie Louis Lubrication and Service Engineer <input type="checkbox"/> Don Luba Foreman <input type="checkbox"/> Henry "Bud" Mallett <input type="checkbox"/> Jerry Martin Director of Safety — Training <input type="checkbox"/> Joe Miller International Representative <input type="checkbox"/> I.J. Neeley International Union Representative <input type="checkbox"/> John B. Norris <input type="checkbox"/> Patrick O'Connell Trustee <input type="checkbox"/> Claude Odom District Rep. <input type="checkbox"/> Edward (Ed) Park Director, Educ. & Research <input type="checkbox"/> Raymond L. Parres Crane Operator	<input type="checkbox"/> Leon D. Remstedt Mechanic <input type="checkbox"/> Larry Riordan Blade Operator <input type="checkbox"/> Donald "Robbie" Robertson Heavy Duty Mechanic <input type="checkbox"/> Rod E. P. Roderick Dozer Oper. <input type="checkbox"/> Raymond Royer Heavy Duty Mechanic & Welder <input type="checkbox"/> Tee Zhee Sanders Executive Board Member #2 <input type="checkbox"/> Francis "Tiny" Scheimer Owner Operator <input type="checkbox"/> Dan Senechal Oregon, Public Employees <input type="checkbox"/> Robert S. Skidgel District Representative <input type="checkbox"/> Aaron Smith Business Agent <input type="checkbox"/> Charles "Chuck" Smith Executive Board Member (Dist. #10) <input type="checkbox"/> Loren Squier Retired <input type="checkbox"/> T. J. "Tom" Stapleton <input type="checkbox"/> R. F. (Russ) Swanson District Representative <input type="checkbox"/> Walter Talbot District Representative <input type="checkbox"/> Shoichi (Mala) Tamashiro Executive Board Member <input type="checkbox"/> Bob Wagnon Dist. Rep. <input type="checkbox"/> Clarence "Cecil" Wilson Leverman <input type="checkbox"/> Ralph O. Wilson District Representative <input type="checkbox"/> Mike Womack Director of Technical Engineers <input type="checkbox"/> Dennis Wright Auditor <input type="checkbox"/> Paul J. Wright Foreman <input type="checkbox"/> Ted Wright Crane Operator <input type="checkbox"/> John M. Zilich Power Blade Operator
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

MARK YOUR BALLOT AND RETURN IT IN THE ENVELOPE MARKED "BALLOT".

NOTE: The Sample Ballots are subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

Tahoe Region Construction Up

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

Construction is underway on the first phase of a multi-million dollar expansion program at Harvey's Resort Hotel at stateline. Corrao Construction is the prime contractor and Byars Construction is the sub. This job, along with Harrah's twin 18 story addition to the hotel, will keep some of our brothers busy through the winter. The rumor is that the Tahoe Palace, being built by Del Webb,

has been sold and should be starting back up soon.

Huber, Hunt and Nichols, the contractor for the Jennings Hotel Casino project, is moving right along with Malcomb Drilling supplying three rigs digging for the caissons and Martin Iron providing the steel.

Wunchel & Small are making very little progress on the Tahoe Summit School project.

H. M. Byars can be seen all around the southeast side of the lake doing small pickup work.

Contri Construction has picked up a job consisting of nine miles

of sewer for Crystal Bay. Harker & Harker will be doing the three pump stations on this job.

Perata Excavation and Nevada Paving are at the end of their work load at Incline.

McKenzie's sewer plant job at Minden is ahead of schedule with Barlow and Peek doing a fine job.

Construction Supply is doing the storm drain work for Carson City, which should be finished by 1976.

Victor Valley Pipeline is keeping fairly busy with the work they have for Southwest Gas in Carson and at the lake.

Helms projects around Carson (Continued on Page 14, Col. 3)

Stewards' NEWS

by Ray Cooper, Job Steward Director

With 1976 starts another era for Operating Engineers. This is the year that members will vote for Union officers and set the pace for our organization for another three years. It's also the year of our International Convention.



Ray Cooper

As well as being the new year that follows the old, 1976 marks the bicentennial of our nation. Two hundred years ago, when the founding fathers wrote the Bill of Rights, they provided for the redress of grievances and set up a system of courts to carry out this procedure.

The By-Laws and Constitution of Operating Engineers, like the U.S. Constitution, also provide for the redress of grievances as a way to correct problems without bringing the Union to a stand-still until the problems are resolved. In fact, this is the basis for the Job Stewards program.

Our grievance machinery is set up to handle both problems within the Union or between members of our Union and employers. A steward's job is to see that working rules are carried out on the jobsite and to start the grievance machinery to correct the situation if the rules aren't followed. Stewards are also the main link in communication from the members to the officers and from the officers back to the members.

The grievance machinery and the Steward's program is essentially a "self-correcting" device that allows for problems to be resolved without interrupting the service to the members in other areas. This concept is the basis of a democratic nation or a democratic union and it's written into our membership oath which we all pledged to uphold when we joined the Operating Engineers Union.

Some of us probably haven't read this oath since we took it 15 or 20 years ago. It was good then and it's good now, so let's kick off 1976 with an encore:

OPERATING ENGINEERS LOCAL UNION NO. 3

Obligation Required for Membership in the International Union of Operating Engineers

I do solemnly promise that I will, in accordance with the Constitution and General Laws and the Laws and Rules for Government of Local Unions of the International Union of Operating Engineers, remain a member until expelled or until I have been granted a withdrawal card in accordance with the provisions of said Constitution and Laws and Rules governing the same; that I will not violate any of the provisions of said Constitution, Laws, Rules, Rituals or of the Customs, or Mandates of this Local Union. That I will not enter verbally or in writing into any individual contract or agreement of employment which contains any provisions looking to the withdrawal of my membership from this Local Union or of any other Local Union of said International Union of which I may hereafter become a member. I further promise, in the event of a claimed grievance by me against the Local Union or any other Local Union of which I may become a member, or against said International Union, that I will faithfully observe the procedure of, and fully accept the findings of the Trial Boards and Appellate Tribunal set up within the Local Union and said International Union. I further promise that I will not become a party to any suit at law or in equity against this Local Union or any other Local Union of which I may become a member or against said International Union, until I have exhausted all remedies allowed to me by said Constitution, Laws and Rules, before the tribunals of my Local Union and of said International Union, regardless of my opinion as to the fairness of justice which may be accorded to me by any or all such tribunals. I further promise to conform to and abide by said Constitution, Laws and Rules, and also all Regulations, and as given by the officers in authority. I further promise that I will do all in my power to advance the interest of this Local Union and of said International Union and any and all of its duly affiliated and good standing Local Unions of which I may hereafter become a member. I further promise that I will never wrong a brother engineer who is a member of any Local Union, in good standing, of said International Union, or see him wronged if it is in my power to prevent it. I further promise that I will never divulge any of the secrets of this Local Union or of any other Local Union of which I may become a member, to any person or persons who are not known to me to be members in good standing, and I further promise that I will at all times give union labor preference in filling any position of which I may have control, and to do all in my power to help a brother engineer who is a member of this Local Union or of any other Local Union of said International Union to procure employment; and that I will abide by any schedule of hours and wages and any and all working rules adopted by this Local Union or any other Local Union of which I may be-

(Continued in Next Column)

With Safety In Mind

An Evaluation Of The Safety Department

Congratulations!!! For those of you who TOOK TIME TO BE SAFE in 1975 most certainly are now enjoying your wellbeing for it, and all of us



Jerry Martin

here in your Safety Department want to extend our best wishes to all of you! For those of you not so fortunate, may we say—hopefully you won't make the same mistake again. Perhaps through the misfortune that may have befallen you with an on the job accident or for that matter off the job, there is a strong possibility, according to the statistics you will not again be involved in another incident. Statistics also show that you will maintain this instilled knowledge by being extra conscience practicing and undergoing vigilance of taking TIME TO BE SAFE. Somehow all of us learn from another's mistakes. Hopefully our sister and brother members will be so inclined, so that we may DO BETTER IN 1976.

It might be interesting to take a look as to how your Department of Safety performed in 1975, which happened to be the first full year of operation in its present size and capabilities in the areas of Utah, Nevada, California, Hawaii, Guam, etc., have had safety representatives assist for this type of coverage, we now have documenting evidence that we have many, many, of our members who were protected from almost certain serious injury or possible death this past year. One of the most significant factors precipitating the enforcement of maintaining a safe place of employment is the overwhelming participation of the members themselves. This is one of the required ingredients that make our program. Needless to say—you, the members who have had a safety problem at your place of employment will know what I mean. When you called these hazardous conditions to our attention the problems were solved in most cases without having to wait for Federal or State O.S.H.A. Of course, there were a few occasions when we have received the member's complaint only to find it unfounded. We anticipate these situations and handle them accordingly with due process. But primarily speaking we do certainly encourage all of our members to keep us informed of any problem you may have—whether it be health or safety. In order to achieve a desired result, we as safety representatives look over the various approaches of ways to solve a safety problem. And from our statistics, perhaps the single most contributing factor as to how a great many jobsite hazards were

abated, can best be attributed to a properly applied Safety Hazard Report [Form No. 299]. This report form happens to be one of our own developments and is probably the backbone of our enforcement program. Not only is this form the documentary evidence that we have been able to effectively convince the employer to the fact that he has a real safety problem, but the fact that the evidence is recorded in writing supplemented with photos, serves notice on such employer that in the event of an accident thereafter, this evidence may cause criminal proceedings because the accident has now become a "Willful violation." And would you believe there are a certain few employers who are willing to gamble and run this kind of risk!!!

Everyone of our Business Agents carry these Safety Hazard Report Forms with them, which in effect gives our members the blanket coverage needed for maximum protection. So just in case the regular Safety Representative is not immediately available—you are only as far away from initiating an action to correct a problem as the time it takes for your regular representative to arrive on the scene.

In 1975, we had a total of 386 jobsite safety and health hazards reported, of this total, 70 were of the "EMINENT DANGER" type. This jobsite hazard will almost certainly cause serious injury or death. These kind of possible injuries or deaths that were prevented from becoming a reality by the efficiency of our representatives, tell a pretty fair story.

It wasn't an accidental happening for your Safety Department to become a reality!!! It was a very seriously considered promise of giving all our members the kind of safety and health protection services our Business Manager, Dale Marr envisioned as he laid plans of the new concept of "TOTAL SERVICE TO THE MEMBERSHIP" at the time of the last election campaign. So now we are well into our operation and completed an early cost analysis—I am quite sure our members would be amazed as to what our Safety and Health Program really cost. Would you believe each member of our Union contributes one cent and a little over an additional three-quarters of a cent per day (\$.0178)!!! We can understand why you might be surprised but this is the exciting part of collective achievements of our Union to support one segment of your representation.

In 1976 and in the future we shall continue our efforts to protect you in safety and health and hope all of you cooperate by "TAKING TIME TO WORK AND PLAY SAFE."

THINK SAFETY—WORK SAFELY

More From The State Of Nevada

(Continued from Page 13)

are slowly coming to a standstill.

Harker & Harker has bored under the railroad tracks and is steadily progressing on their Peavine Phase II sewer job.

Boecon is a little behind on their job at the Hawthorne Ammunition Base. They can't seem to get the materials delivered on schedule.

Sierra Steel Inc. is doing the iron for the job. Porter Engineering is still supplying the mud to Boecon and to Santa Fe. Sierra Paving is at a standstill on this particular job; they are waiting for spring to do all of the paving at the base.

Frost has caused several cut-backs in eastern Nevada. Jack Parsons Construction has cut their

crew to less than half at Interstate 80 near Wendover. S. J. Groves laid off approximately 25 operators. Max Riggs has cut his crew to four operators and may soon lay them off.

In service industries, the proportion of workers receiving premium pay was about the same as 2 years earlier, 26 per cent, the Bureau of Labor Statistics reports.

come a member or under jurisdiction I may work; to all of which I pledge my sacred honor as a man and engineer.

In 1976, as well as looking back to our founding premises, we will look forward to ways for building a stronger Stewards program. There will be meetings with new topics to keep on top of the information we need. These topics and Steward's Newsletter, by the way, are always open for your comments and suggestions. Our goal is a well-informed and active group of Stewards whose job is to serve the membership in the best way possible. Your ideas toward this end are welcomed and will be greatly appreciated.

JOB STEWARDS ACTIVATED

Dist. Name	Agent	Dist. Name	Agent
Week Ending December 5, 1975		Week Ending December 26, 1975	
01 James Fred Logue	G. Morgan	20 Ronald Shaner	R. Butler
50 Paul Ryason	J. Bennet	20 Ronald Toth	R. Butler
80 David Leland	A. Swan	20 John M. Collins	B. Barks
Dist. Name	Agent	20 Lajoy Johnson	R. Butler
Week Ending December 12, 1975		Dist. Name	Agent
01 Walt L. Lopes	F. Townley	20 J. W. Windham	G. Anderson
01 Charlts Weller	F. Townley	20 James Wilson	P. Schissler
01 W. C. Keeton	F. Townley	20 Raymond P. Royer	H. Munroe
11 Alvin Randall	E. Barrington	50 Francis Rocha	H. Smith
12 Helen Forbush	W. Markus	70 Jesse C. Kirch	R. Havenhill
20 W. Sample	J. Johnston	80 Melvin Davis	A. Swan
		80 Nilo Pesetti	W. Marshall

JOB STEWARDS INACTIVATED

Dist. Name	Agent	Dist. Name	Agent
Week Ending December 5, 1975		Week Ending December 12, 1975	
03 Tanner Sandin	D. Bell	12 Glenn Cook	D. Strate
20 Larry D. Douglas	R. Butler	20 Stan Smithson	B. Marr

Get Yours!

Members and their families planning a trip to Disneyland or Disney World may want to join the Magic Kingdom Club first. A free membership card in the Club will take the edge off the costs of such a trip, by getting good discounts on tickets, and motel and auto rental savings. Write to Ken Edwin, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, Ca. 94103, or call him at 415/431-1568 to obtain a membership card in Local 3's chapter of the Club, or for more information.

Personal Notes

FRESNO

To the families and friends of the following Brothers who recently passed away, we would like to express our deepest sympathies; James Hicks, Leo Miller, Ross Munday, William Reischling, Richard Terry and Joseph Wilhite.

All of us in the Fresno Office would like to wish each and every one a Happy, Healthy and Prosperous 1976!

MARYSVILLE

Our deepest sympathies are extended to the families and friends of departed Sister Helen Feazel.

Brother Aldo Mariotti was in to see us this past week and he has recovered very well from his surgeries. We wish him and all of you a Very Happy New Year and a Prosperous one, too!!

OAKLAND

We extend our condolences to the families of Brumit Archer and Walter Thacker.

REDDING

Our deepest sympathy is extended to the family and many friends of Brother Jess Lansdale. Brother Lansdale was a member of Local No. 3 for a number of years—at the time of his death he was living in Cottonwood and working for Eastco Construction.

Sincere sympathies to the family and friends of Brother Bertie Carr. Brother Carr was on pension for a number of years—at the time of his death he was living in Idaho.

Our sincere and heartfelt sympathy to the family and friends of Brother Alex Rodak. Brother Rodak was out on disability pension with Local No. 3. At the time of his death he was living at Pine Grove.

Sincere sympathy to the family and friends of Brother Earl Vanderhoff. Brother Vanderhoff was on pension for many years—many of the members will remember Brother Vanderhoff as one of the real Old Timers and his work at Shasta Dam. At the time of his death he was living with his wife at Summit City.

Heartfelt sympathies to the family and friends of Brother Stan Jordan. Stan worked for many years out of the Redding office and Reno. He was on pension with Local No. 3—at the time of his death he was making his home in Redding with his new wife, Zelda.

SACRAMENTO

We would like to express our deepest sympathies to the family and friends of deceased Brothers Charles Lohner, Les Lemert and Dave Germain.

Our condolences are extended to the family and friends of Mr. and Mrs. Wayne Selby who were killed in an automobile accident. We also wish to extend our sympathy to Brother Otto Never on the recent death of his wife, Louise.

A speedy recovery is wished for Brother Pete Kukis who is in the Mercy Hospital who was injured in an automobile accident. Brother Lucky Williams who was working for Syar Industries is being hospitalized in Martinez, California, and we hope to see him back to work real soon.

We would like to thank all the members and wives who donated blood to the Engineers Blood Bank for the past month: Fred Lacert, Matilda Greule, Jimmy Lacert and Paula Frandsen.

SAN JOSE

We would like to extend our condolences to the family of deceased member Leo Burke.

SAN FRANCISCO

We extend our sympathy to retired Brother Herb Nefsted and family on the passing of his wife, Ione.

SAN RAFAEL

Brother A. M. Dewey was hospitalized recently at Kaiser Hospital, but is now recuperating at home.

Brother Gary Krambs has taken a service withdrawal, entered U.S. Navy and leaving for Florida. We wish to congratulate him on his recent marriage to Deborah.

Our condolences to Brother M. E. "Red" Tavenner on the recent loss of his wife, May Kathryn, on December 11th.

We are saddened by the recent death of Brother Silvester Cervantes, Sr. Our deepest sympathy to his family. Brother Cervantes, Sr., was in the contracting business for many years until his retirement a few years ago. His son, Silvester, Jr., took over the business.

We wish to thank those who remembered to send us holiday greetings. We hope that each and everyone of you had a very happy and safe holiday season, and we wish you the very best for 1976. May it be a most prosperous year.

SANTA ROSA

Congratulations to three of our Brothers on the recent additions to their families. To John and Linda Cassara, who welcomed a beautiful baby girl, Ashli, on November 11th, weighing in at 6 pounds, 3 ounces. To George and Mary Goziak, whose lovely daughter, Nina, was born on Thanksgiving day. And to Tommis and Carleen Clawson on the arrival of their firstborn, Matthew Tommis, who tipped the scales at 8 pounds, 1 ounce.

Our sincerest condolences are extended to Brother Kenneth Hansen, who recently lost his wife, Lucy, and to Brother M. E. Tavenner on the loss of his wife, May Kathryn.

STOCKTON

Brother Al Niblock returned from Algiers where he has been employed for some time. Brother Niblock is waiting for another overseas assignment where he has been employed the greater part of his adult life.

Brothers Ken Williams, Gary Garrett, Omer Pruitt, Robert Quandt, Charles Curtiss and James Whited have either been hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: HOME IN SAN FRANCISCO. 26 Sargent, for \$3,300 total down pymt incl. closing costs, plus assume Operating Engineers Credit Union loan of approx \$17,000. Mo. pymts of \$154.45—no 2nd loan. Will consider trade for equity. Call 415/992-1993 or 756-0414 anytime. Reg. No. 1195123. 11-1.

FOR SALE: '66 INTERNATIONAL 1/2 TON DUMP BED PICK UP. 8'6" bed, V8 eng. in top cond., 4 spd., pos. traction, galv. iron rack, new paint \$3,550. R Balletti 2136 Santiago St. San Francisco CA 94116. Ph. 415/681-7571. Reg. No. 0935513. 11-1.

FOR SALE: 2500 MALSURY STEAM CLEANER. on '51 Chevy truck good cond. \$1,600. J. Hoover, 1780 Vance Way, Sparks, Nevada 89431. Ph. 702/358-2489. Reg. No. 1199113. 11-1.

FOR SALE: 175 INTERNATIONAL LOADER. 4 in 1, bucket, auto. shift, rippers R. Wise, 6389 Sonoma Hwy., Santa Rosa, CA 95405. Ph. 707/539-5735. Reg. No. 1335219. 11-1.

FOR SALE: 500 SERIES B HOE & LOADER. \$17,400. Serial No. B153P 150424R, 1970 John Deere, digging depth to 17', 2 yd. fr. end loader, 4000 hrs—1700 since compl. major, hoe cylinders packed 200 hrs on new packing, 5 backhoe buckets, 12" special made of T-1 steel 18"-24"—30"—42", exc. shape compl. w/weather cab. A. B. Donnelly, No. 7 Doolin Ct., San Pablo, CA 94606. Ph. 415/223-3152. Reg. No. 1075420. 11-1.

FOR SALE: 3 TRANSFER DUMP TRUCKS. slant bangs: 1966 Mack 335 Cummings \$13,500; 1965 Peterbilt 335 Cummings \$18,500; 1966 K.W. 318 Detroit \$17,500. B. Kinney, Rt. 1, Box 438-T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 079591. 11-1.

FOR SALE: 1957 GMC 1 1/2 TON TRUCK. designed for backhoe or car transport, new engine, trans. & tires. \$1,500. R. Emery, 2334 Ramona St., Pinole, CA 94664. Ph. 415/223-0829. Reg. No. 1054956. 11-1.

FOR SALE: '68 AVION 27'. compl. S.C. shower, bath, filtered water, 12-110V., lrg. butane tank, air, carpets, gauchio bunks, exc. cond. Also, '72-3/4 Ford w/38" camper shell, wired & "hitched"—easy, exc. cond. For sale or trade: Northern Calif. land in the Oroville/Paradise area, own water, will answer all inquiries. C. Pfohl, 6431 Lake Athabaska Pl., San Diego, CA 92119. Reg. No. 313690. 11-1.

FOR SALE: 1964 GMC 3/4 ton truck. 4 spd. & utility side boxes. \$800. Also, 1960 REO 5 yd. dump truck \$2,000. J. Cuddy, 2737 Randall Wy., Hayward, CA 94541. Ph. 415/537-6616 or 537-4709. Reg. No. 1281264. 11-1.

FOR SALE: KIT TRAILER. 28' glass shlg. door, twin beds, air furn., gas or elec., refrig. elec. cooler, 110 a.c. converter to 12 volt, exc. cond. CLEAN. \$3,500 or trade. E. Hagle, 150 Wright Ave., Morgan Hill, CA 95037. Reg. No. 0307911. 11-1.

FOR SALE: 1939 LESALLE V-8. A-1 shape, original paint & upholstery, best offer over \$3,500. or trade. E. Hagle, 150 Wright Ave., Morgan Hill, CA 95037. Ph. 408/779-3663. Reg. No. 0307911. 11-1.

FOR SALE OR TRADE: DIAMOND T DUMP TRUCK. w/Garwood box and hoist. Also, International 6-cyl. Red Diamond Motor compl. w/carburetor, head, pan, water pump. \$550. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 11-1.

FOR SALE: '74 CHEVY VEGA. low mileage, new engine, new tires, all new change-overs. W. Adams, P. O. Box 3349, Incline Village, Nevada 89450. Ph. 916/546-3330 after 6 p.m. Reg. No. 1159421. 11-1.

FOR SALE: SAILBOAT 20' Carinita. sprinker, Jib, Gtno. main cabin sleeps two, head, Seagull Outboard, safe dry bay boat \$2,500. G. Treser, 220 Alta Vista Way, Daly City, CA 94014. Ph. 415/333-2967. Reg. No. 0691282. 11-1.

FOR SALE: ONE ACRE (approx.) in Lookout, Calif., Modoc County. Good hunting & fishing area \$1,500. or trade for down pymt on acreage in or near Redding. Ph. 916/243-4169. Reg. No. 0813772. 11-1.

FOR SALE: 24' TRAVELEZE 1969. self-contained trailer, exc. cond. or will buy 30' not self-contained 1970-up that is in exc. cond. Ph. 415/682-2985 (Concord) or 209/521-9854 (Modesto). Reg. No. 1075487. 11-1.

FOR SALE: GENERATOR SETS. two 300 K.W. A.C. Diesels, one 135 K.W. Cat Diesels, two 60 K.W. Cummings Diesels, one 100 K.W. A.C. Diesel, one 100 K.W. Butane—nat. gas or gasoline, one 10 K.W. gasoline. R. Ferraris, 1020 Crystal Springs Rd., San Bruno, CA 94066. Ph. 415/636-0273 or 589-8252. Reg. No. 0841471. 11-1.

FOR SALE: 2 BR HOME. fireplace, swimming pool, carpet, modern built-in kitchen, lrg. poolhouse could be converted to apt. Owner will carry note, small down. \$27,000. E. Metcalf, Ph. 707/923-3318. Reg. No. 1332586. 11-1.

FOR SALE: VACATION DREAM HOME. 4 BR, 2 bath, playroom, swimming pool, well & city water, fireplace, fruit trees, covered patio. \$48,000. Will carry note, small down. E. Metcalf, P. O. Box 184, Redway, CA 95560. Reg. No. 1332586. 11-1.

FOR SALE: 2 LOTS, 2 BR HOME. large equipment shop, well & city water. Owner to carry part or all. \$28,000. small down. E. Metcalf, Box 184, Redway, CA 95560. Ph. 707/923-3318. Reg. No. 1332586. 11-1.

FOR SALE: INCOME PROPERTY. six 2 BR houses on approx. 2 acres, \$8,500 income, in Redway. Walking distance to school, stores. Very good rentals. \$63,000 owner to carry note with small down. E. Metcalf, Box 184, Redway, CA 95560. Ph. 707/923-3318. Reg. No. 1332586. 11-1.

FOR SALE: WRECKING YARD-REPAIR BUSINESS. fenced, 2700 sq. ft. shop, 37 acres on main hwy., farm land, irrigated. 2 bedroom home, other buildings, established business 15 yrs. \$100,000. One-third down. J. Woods, Ferris Truck & Tractor, Rt. No. 3, Box 154, Weiser, Idaho 83672. Reg. No. 1039935. 11-1.

FOR SALE: TRI-PLEX. three 2 bedroom apts. on 60x100 lot. Close to shopping center, \$50,000. J. Wake, 185 East Oak Ave., Willits, CA 95490. Ph. 707/459-5634. Reg. No. 1199152. 11-1.

FOR SALE: LINCOLN WELDER. 200 amp, 4 cylinder, Continental engine, mounted on 2 whl. trailer. M. Byers, 8071 Glen Valley Cir., Citrus Heights,

CA 95610. Ph. 916/725-0960. Reg. No. 1192108. 11-1.

FOR SALE: '61 GMC DUMP TRUCK. short coupled 4 c.y., 500 miles on completely rebuilt V-6 and transmission, 4 tires new (95%), 2 tires 50% outstanding mach. \$1,500. J. Caspersen, 3140 Shasta Way, Sacramento, CA 95821. Ph. 916/481-3050. Reg. No. 1102047. 11-1.

FOR SALE: MASTER TAMPER T-1000. \$295. D.C. Arc welder \$300. '35 Ford 3/4 ton p.u., \$350. Two 100' 20 amp 3 wire ext. cord \$30 each. 300 rad. iron conc. stakes 30'-42'-38" \$1.25 to \$2. used thrice. J. Caspersen, 3140 Shasta Way, Sacramento, CA 95821. Ph. 916/481-3050. 11-1.

FOR SALE: '74 WESTLAKE MOBIL HOME. 12'x52', 2 bedroom located in Paradise, Calif. All set-up in nice family park w/clubhouse and swimming pool. J. Pannell, Rt. 1, Box 834, Durham, CA 95938 or call 916/343-4719. Reg. No. 760366. 11-1.

FOR SALE: ENGINEERS (BERGER) "Y" LEVEL. incl. tripod, level rod and extras \$300. J. Drury, 42 Campbell Ave., San Francisco, CA 94134. Ph. 415/467-6489 evenings. Reg. No. 0736331. 11-1.

FOR SALE: '72 FORD COURIER w/extra gas tank. other extras, \$1,700. Week-N-Der camper, 11 1/2' w/monomastic toilet, jacks, shocks, can sleep six, \$1,450. Ph. 415/369-3539. Reg. No. 1238649. 11-1.

FOR SALE: TWO DEVELOPED LOTS at Lakewood Memorial Cemetery, Modesto, Calif. \$600. We pay transfer. R. Riede, 252 W. Sunset, Sonoma, CA 95370. Ph. 209/532-7561. Reg. No. 0971440. 11-1.

FOR SALE: CAT D8E. No. 14A2373. Cat No. 29 cable control. 6A Dozer. 515 Harwood scraper, and one 4 cylinder Hercules stationary diesel. D. Auldridge, 207 Linden St., Modesto, CA 95351. Ph. 209/529-1948. Reg. No. 1087452. 11-1.

FOR SALE: CHOICE LOT No. 1056 Lake of Pines Country Club, nr Auburn Dam, \$9,000 low down, will carry. A. Kirk Piercy, CA 95467. Ph. 707/925-6388. Reg. No. 369916. 12-1.

FOR SALE: BEAUTY SHOP EQUIPMENT. complete w/4 station carousel. Also lrg 4' round plate glass mirror. C. Criss, 623 Almond St., Corning, CA 96021. Ph. 916/824-5208. Reg. No. 0798176. 12-1.

FOR SALE: CAT 933F. 42A2882 super clean w/cat ripper, 3 buckets, 4 in 1, standard and side dump. Manual shuttle trans. Oil clutch, 24v direct start. 3375 hrs. total, \$8,000. B. Ginochio, P. O. Box 97, Soquel, CA 95073. Ph. 408/476-1643 or 475-3014. Reg. No. 1451566. 12-1.

FOR SALE: 1968 INT'L F-1950 10 yd. dump truck. 210 Hp diesel, recent engine work & major tune-up. 5-4 trans. Hell contractors box. telescope hoist, air gate 1000 x 20 Budd. \$8,000. B. Ginochio, P. O. Box 97, Soquel, CA 95073. Ph. 408/476-1643 or 475-3014. Reg. No. 1451566. 12-1.

FOR SALE: 1973 INT'L DIESEL 2 axle truck. 1957 INT'L Gas Truck, bottom dump trailers - 1 set, lowbed 25-ton 22' deck, rock & freight permit. R. Harris, 762 Canterbury Ave., Livermore, CA 94550. Ph. 415/447-2267 after 5 p.m. Reg. No. 0786950. 12-1.

FOR SALE: 12' ALUMINUM JOHN BOAT. good condition, 7'x14' tent trailer, new condition, 2 golf bags good cond. D. Rossiter, 3331 Taylor Rd., Loomis, CA 95650. Ph. 916/652-7132. Reg. No. 0921440. 12-1.

FOR SALE: '70 ROLL-A-LONG CAMPER. 11', exc. cond., Aldrop Loader plus 4 jacks, partially self-cont. \$1,250. E. Campbell, 8260 Riverland Dr., No. 44, Redding, CA 96001. Reg. No. 1208407. 12-1.

FOR SALE: 3 TRANSFER UNITS (Slam bangs) '65 Pete Transfer 335 Cummings \$16,500. '66 K. W. Transfer, 318 Detroit \$16,500. '66 Mack Transfer 335 Cummings \$11,500. B. Kinney, Rt. 1 Box 438T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 0879591. 12-1.

FOR SALE: '73 580B CASE BACKHOE. \$12,400. 5 buckets. Six yd. F700 '66 Ford dumptruck and general engine, 3 axle Beaver tall trailer, \$7,400. K. Prenger, 6036 Lean Ave., San Jose, CA 95123. Ph. 408/226-1983. Reg. No. 1528272. 12-1.

WANTED: YOUR OLD BOTTLES w/seams that don't go over top. Early cork types of all colors w/embossing only. Whiskey, bitters, etc. D. Fassio, 7998 Washington St., Sebastopol, CA 95472. Ph. 707/823-0113. Reg. No. 1620744. 12-1.

FOR SALE: '69 MICHIGAN 175 LOAD-ER. serial no. 9AHG 175. L. Lawson, 1304 Terry Ave., Clovis, CA 93612. Ph. 209/299-5790 after 6 p.m. Reg. No. 0890405. 12-1.

WANTED: CAB, RIPPER SHANKS, brake drums, misc. parts for D-8 13A Cat. Also, Buda engine for H.D. 11B tractor. D. Vega, 540 Bonita No. 223, San Jose, CA 95116. Ph. 408/298-1077. Reg. No. 0987292. 12-1.

FOR SALE: 580B CASE BACKHOE 1974, low hrs., 30' gooseneck mach. trailer, 3 axles & elec. brakes. Model B Farmall tricycle tractor. W. Maddox, P. O. Box 58, Los Banos, CA 93635. Ph. 209/826-0684. Reg. No. 1043556. 12-1.

FOR SALE: LASER LEVEL w/Tripod set up for pipe and excavating work \$1,750. R. Ferraris, 1020 Crystal Springs Rd., San Bruno, CA 94066. Ph. 415/589-8252. Reg. No. 0841471. 12-1.

FOR SALE: USED TRACKS. 36 link pad, C Series, for D6. 20" pads. Exec. cond. \$750. B. Genn, 19481 Williams Ave., Hilmar, CA 95324. Ph. 209/634-5767. Reg. No. 1065285. 12-1.

FOR SALE: '70 ROLL-A-LONG CAMPER. 11', partially self-cont. Jacks plus Aldrop loader. Exec. cond. \$1,250. E. Campbell, 8260 Riverland Drive, Redding, CA 96001. Reg. No. 1208407. 12-1.

FOR SALE: 2 BR MOBILE HOME & travel trailer, electric, 24' awning in front, 64' awning in rear. Good well on 9.78 acres, 3 1/2 mi. from town on paved rd. Rt. 1 Box 2062, Bandon, Oregon 97411. Ph. 503/347-3785. Reg. No. 0652458. 12-1.

FOR SALE: 1973 DODGE CHARGER S.E. Like new. Power steering, power brakes, power windows, AM/FM radio. G. Cairo, 225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1096588. 1-1.

FOR SALE: 1929 CHEV. Couple with rumble seat, Runs good, all original, \$2,500. G. Cairo, 2225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1096588. 1-1.

FOR SALE: STARCRAFT Tentrailer—like new, 1969, sleeps 6 stove, icebox, sink, \$1,250 or offer. G. Cairo, 2225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1096588. 1-1.

FOR SALE: 2 CLEAN STEAM ENGINES from turn-of-the-century White Steam Cars. Fine collection for steam buffs. \$150 for 2 engines. P. Icardo, 904 Carmel Ave., Albany, CA 94706. Ph. 415/525-3075. Reg. No. 0386044. 1-1.

FOR SALE: 26' TRAVEL TRAILER. self-cont., '68 model, 2 door, forced air heat, sleeps 6, twin beds in back, oven, shower, toilet, 12 and 120 volt elec. system, refrig., 7 gal. propane tank, load leveler hitch, new battery & charger. \$2,950 or offer. F. Wilson, Ph. 209/826-1450 (Los Banos). Reg. No. 0386991. 1-1.

FOR SALE: 2 MOTOR GRADERS. 1963 —777 and 666 LeTourneau Westinghouse (WEBCO). Asking \$9,000 for 666 and \$9,500 for 777 or best offer. Call Bill Craft 415/758-4916 or Dave Craft 707/422-5774. Reg. No. 1296126. 1-1.

FOR SALE: BARKLESS BESENJI PUPPIES. purebred, good hunters, & good pets. 1 tri-color male, 3 red males, 3 red females. Born 12/23/75. No papers. E. Vogt, Rt. 1 Box 120, Trinidad, CA 95570. Ph. 707/677-3838. Reg. No. 1196400. 1-1.

FOR SALE: 7' Kifler disc. One two-ton Holt Caterpillar. J. Silveira, 10 Donna Lane, Danville, CA 94526. Ph. 415/837-2194. Reg. No. 0828730. 1-1.

FOR SALE: THE SMALL ONE. Very hard to find & in exc. cond. 1969 Allis-Chalmers Model DD Grader (diesel). All hydraulic w/rippers & side shift moldboard. \$8,000. D. Winkle, Star Rt. Box 227, Rough & Ready, CA 95975. Ph. 916/273-2882. Reg. No. 1243033. 1-1.

FOR SALE: MCCULLOCH CHAIN SAW. Model 660, heavy duty 36" bar, like new. Cost \$365—make offer. Ph. 415/961-2909. Reg. No. 0557446. 1-1.

FOR SALE: '73 HARLEY DAVIDSON motorcycle. 74 cubic in. fulldress electric glide, 20,000 miles, black w/extra chrome \$3,500. A. Schultze, 898 Evelyn Ave., Sunnyvale, CA 94086. Ph. 408/736-0745. Reg. No. 0512587. 1-1.

WANTED: OLD DECANTERS. Wild Turkey No. 1 or Cyril Noble Miner. Will swap or buy. M. Pacheco, 408 Grand Blvd., Half Moon Bay, CA 94019. Ph. 415/728-4514. Reg. No. 1075459. 1-1.

FOR SALE: 1/4 SHARE IN UNIMPROVED 10 ACRES. San Lucas —Lockwood area, fishing nr by \$2,800. Also, 21' cabin fishing boat & trailer, 35 hp. Evinrude outboard motor, made from kit \$850. A. Rodriguez, Ph. 408/246-7848. 1851 Bellomy St., Santa Clara, CA 95050. Reg. No. 1022442. 1-1.

FOR SALE OR TRADE: GRADALL 2640, best offer or trade for self-cont. travel trailer, late model. Gradall can be seen at Rancho Murieta Training Center. Ph. 408/252-0540. Reg. No. 0538760. 1-1.

FOR SALE: 6 LARGE 3-BM. APTS in San Francisco, gross \$11,760., exc. cond. Asking \$120,000. Owner will finance at 8.5 per cent. Ph. 415/454-1998. Reg. No. 1157952. 1-1.

WANTED: TANDEM AXLE EQUIPMENT TRAILER. pull type w/tilt bed, 16 ton minimum capacity w/air brakes. J. Avella, Ph. 415/897-2527. Reg. No. 0964940. 1-1.

FOR SALE: 25' EXPRESS CRUISER, all fiberglass, 3 safety compartment bottom, twin volvo engines w/Penta 1 O units. Electric tacs, fathometer. Needs work. \$4,500. Ph. 415/961-2909. Reg. No. 0557446. 1-1.

RULES FOR SUBMITTING ADS

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

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

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

● Please notify Engineers Swap Shop as soon as

1976 SCHEDULE OF SEMI-ANNUAL,
DISTRICT & SUB-DISTRICT MEETINGS

JANUARY

13 Eureka, Tues., 8 p.m.
14 Redding, Wed., 8 p.m.
15 Oroville, Thurs., 8 p.m.
21 Honolulu, Wed., 7 p.m.
22 Hilo, Thurs., 7:30 p.m.
28 San Francisco, Wed., 8 p.m.

FEBRUARY

5 Oakland, Thurs., 8 p.m.
10 Stockton, Tues., 8 p.m.
17 Fresno, Tues., 8 p.m.
24 Sacramento, Tues., 8 p.m.

MARCH

4 Santa Rosa, Thurs., 8 p.m.
12 Salt Lake City, Fri., 8 p.m.
13 Reno, Sat., 8 p.m.
18 San Jose, Thurs., 8:00 p.m.

APRIL

6 Eureka, Tues., 8 p.m.
7 Redding, Wed., 8 p.m.
8 Marysville, Thurs., 8 p.m.
14 Honolulu, Wed., 7 p.m.
15 Hilo, Thurs., 7:30 p.m.
21 San Francisco, Wed., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, Washington School (Cafetorium), 1633 S. King St.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, 23rd & Valdez.
Sacramento, CEL&T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Salt Lake City, 1958 W. No. Temple.
Reno, Carpenter's Hall, 1150 Terminal Way.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Provo, Carpenters Hall, 600 South, 600 East.
Ogden, Ramada Inn, 2433 Adams Ave.

More Redding... More Stockton...

(Continued from Page 8)

will not be able to do much work until spring of '76.

Rugen Construction has a little work left on the Crystal Lake Fish Hatchery near Burney and will be back in after the spring thaw.

O'Hair Construction has its hot plant and crushing and screening plant set up between Edgewood and Gazelle and will be providing the material and doing the paving on Piombo's I-5 and Highway 97 jobs this spring.

K. S. Mitty Construction Company has a couple of bridge jobs in Lassen County to go back to when the weather breaks.

Eastco Construction was the successful bidder on the forest service job above Lake Siskiyou. This was a nice contract and with the Cecilville Road and Forks of the Salmon River Road should keep Eastco pretty busy all next year.

Woodstream, Inc., is winding up the Eskaton Hospital job in Mt. Shasta and should have the Agricultural Inspection Station at the Cal-Trans Weight Station near Dunsmuir ready for business by early spring.

Don't forget to check your registration date for the "out-of-work" list. You must re-register before the 85th day to maintain your place on the list.

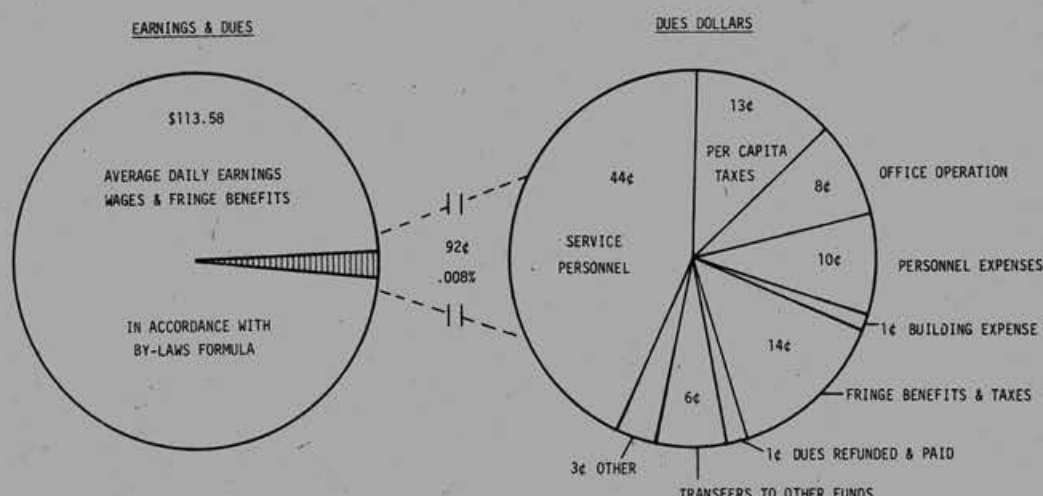
(Continued from Page 9)

at Table Mountain with a few mechanics working in the shop to make necessary repairs to get the iron ready for next spring.

We have had a few building jobs let in Stanislaus County, which means very little work for our brother engineers. The biggest building project in progress right now is, of course, the Hahn Shopping Center. There are a few brother engineers getting a few days work for various subcontractors, however, there won't be any great number of operating engineers at any one given time on this project.

Next is, of course, General Foods Project on Whitmore Avenue. The prime contractor is Swinerton & Walberg. They have four operating engineers there now on their payroll and at various times there are other brother operating engineers doing work for subcontractors.

We of this district are involved in various different city and county projects to do what we can to help lower the high rate of unemployment that our brother engineers are experiencing in this area. We will continue to put forth every effort toward accomplishing this end.

A PERSPECTIVE
ON
EARNINGS (WAGES & FRINGES), DUES,
AND
DISTRIBUTION OF THE GENERAL FUND DUES DOLLAR
-1975-

What Happens To Dues Dollar?

By JOHN W. HENDRICKS
Local Union No. 3 Economist

As has been customary in the recent past, above is a distribution of the general fund dues dollar.

The average daily earnings including wages and fringe benefits in accordance with the By-Laws formula equalled \$113.58 as calculated from the California Master Agreement an increase of 12.7 per cent over the prior year. The average daily amount of dues taken from the aforementioned earnings equalled 92¢ in 1975 or .008 per cent, in other words, less than 1 per cent of earnings.

The dues dollar is divided into the host of expenditures which provide the multifaceted services of the Union organization for the membership at large. Considering the cross currents and sometimes negative economic influences experienced in the past year, the distribution of the dues dollar has been generally maintained at rates equivalent to the prior year.

Service personnel, the largest single expenditure from the general fund, equalled 44¢ in 1975 and re-

flected only a nominal increase of 1¢ from the prior year. This is a most significant record in view of rising costs throughout the entire economy, let alone your Union.

Per Capita taxes were reduced in 1975 to 13¢ for each dollar expended as opposed to 15¢ in the prior year. A similar 2¢ reduction occurred for office operations which in 1975 equalled 8¢ on each dues dollar. Building expenses during 1975 were reduced by 1¢ and equalled 1¢ on each dollar.

As might be expected, the largest category of increase in the past year is found in fringe benefits and taxes up 3¢ from the prior year and now equaling 14¢ for each dollar. A significant reduction occurred in the past year in "Transfers to other funds" which now equals 6¢ of the dues dollar, a decrease of 4¢.

The percentage of income to dues has remained in 1975 at a low rate in exchange for which membership service has been maintained at its level of high quality.

More Dist. 80...

(Continued from Page 6)

work no matter how small the job.

C. V. O'Neill Construction has been quite successful in getting a good number of jobs throughout the Sacramento area.

The new reservoir near Sly Park at the head end of the Pleasant Oak water project is now completed and undergoing tests. The concrete lined reservoir has a capacity of 2,280,800 gallons together with a 2,300 access road and 3,400 feet of pipeline. It was built by C. W. Roen Construction Company, and the reservoir is one of the first parts of a \$16 million water transmission system now under construction through a contract between the El Dorado Irrigation District and the Bureau of Reclamation. Jack's Engineering and Paving, contractor, completed the hot stuff on this project.

Byars Construction Company on the pipeline project in El Dorado County is about to discontinue work for the winter months.

At the reading of this article, Christmas will have come and gone, so we would like to take this opportunity to say that we hope that all brother engineers and their families had a very, very Merry Christmas and will have a Happy New Year, wherever they may be.

Senator
Randolph
Collier

State Capitol Building • Room 4076 • Sacramento, California 95814



December 30, 1975

Mr. Dale Marr
General Vice President
International Union of
Operating Engineers
2555 Flores
San Mateo, California

Dear Mr. Marr:

I was pleased to hear of your recent election to the position of Vice President of the International Union of Operating Engineers.

You achieved a fine record as Business Manager of Local No. 3, and I wish you even greater success in your new position.

Please accept my heartiest congratulations.

Sincerely,

RANDOLPH COLLIER

RC:1m

IMPORTANT

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

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY _____

STATE _____

ZIP _____

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

Incomplete forms will not be processed.

