

# California Construction Outlook Better

## Marr Elected General Vice President

### Construction Forecasts For Western States

While the year 1975 was a disaster as far as construction employment was concerned, 1976 looks as though it will be greatly improved. This is the belief of Dale Marr, Local 3 Business Manager and International Vice President.

Marr makes his prediction on the construction forecasts for the coming year and on the effect Local 3's political action has had on local political figures.

October contracts for future construction in the metropolitan San Francisco Bay Area jumped more than 100 per cent ahead of activity recorded during the same month of last year. Total work for October, 1975 came to \$149,550,000. Work during October, 1974 ran to \$73,328,000. Financial analysts indicate that non-residential building for the latest month studied comes to \$95,094,000 which means it spurred more than 100 per cent ahead of last year's \$39 million. And residential work too, enjoyed a big gain coming in at \$54,456,000 for an increase of 63 per cent.

In addition to the optimistic financial predictions, comes word from Sacramento that the moratorium on new highway construction may end by Spring, 1976. Marr said that after a conversation with Sid McCausland, Director of California's Department of Transportation, "the Department expects to resume letting highway construction contracts in the spring of 1976 at a carefully regulated pace, considering cashflow and the ability of the work force to produce the projects on schedule."

This announcement came after the State Highway Commission adopted a \$843 million budget for fiscal 1976-77. Included in this budget is a \$436 million statewide construction program which provided \$93 million for rebuilding and upgrading state highways and \$240 million for new freeways and other roadwork. About \$44 million worth of these projects will have a special safety emphasis.

Besides the highway work, Marr outlined numerous other construction projects that are expected to begin in 1976 or early 1977. These projects, Marr said, "are directly related to the persuasiveness of Local 3's political program. We attended the planning commission hearings on dozens of projects. We made our case with the local Boards of Supervisors and with the strong support of the rank-and-file members who also attended the hearings, we believe that millions of dollars should open up next year."

Marr said that the fact that

## ENGINEERS NEWS

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EDMUND G. BROWN, JR.  
GOVERNOR

State of California  
GOVERNOR'S OFFICE  
SACRAMENTO 95814

December 13, 1975

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

Dear Dale:

Just a note of congratulations on being elected as one of the International Vice-Presidents of the Operating Engineers.

It's an honor you well deserve.

Warmest regards,

Edmund G. Brown, Jr.  
Governor

ALAN CRANSTON  
CALIFORNIA

United States Senate

WASHINGTON, D.C. 20510

December 12, 1975

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

Dear Dale,

Warmest congratulations on your new job, Dale! You've been a great friend to me over the years, and I'm genuinely delighted you've been chosen to serve as Vice President of the International Union of Operative Engineers.

If your work in this capacity compares with the fabulous help and assistance you've given me -- and I know it well -- then the Executive Board couldn't have made a wiser selection. I know you'll do a great job, Dale -- please be sure to let me know whenever I can be of help.

Cordially

Alan Cranston

### Marr Elected Eleventh Vice President

Hunter P. Wharton, General President of the International Union of Operating Engineers, AFL-CIO, today announced the election of Dale Marr, Business Manager of Operating Engineers Local Union No. 3, AFL-CIO, as eleventh general vice president of that parent body.

Marr, elected business manager of Local 3 in November of 1973, is chief executive officer of that union which is the largest local union of the 260 locals that make up the heavy equipment international. Local 3 is headquartered in San Francisco, California, 474 Valencia Street, with a jurisdiction covering some 247,000 square miles and including Northern California, Utah, Northern Nevada, Hawaii, Guam, American Samoa and the Mid-Pacific Islands and is the largest heavy construction local in the world, both in membership, averaging 37,000, and in jurisdiction.

In announcing the election of Marr, Wharton stated, "Dale Marr has long been an outstanding leader both in his local union and in his efforts on behalf of all members of our international union. His pioneering work in safety is recognized nationally and his close cooperation with the international union in this and other fields has provided a number of outstanding contributions to the labor movement in America.

"His leadership qualities have long been evidenced and I am particularly happy that the leadership of our international union has recognized and rewarded his efforts in electing him as eleventh general vice president of the International," said Wharton.

Marr was elected international vice president following the resignation of Al Clem, who had served two terms on the executive board and was also the previous business manager of Operating Engineers Local Union No. 3. Clem currently resides in Grass Valley, California.

Marr was one of two new international vice presidents named by Wharton, the other being Frank T. Hanley, special assistant to the general president, who was elected tenth vice president and succeeds Thomas A. Maguire, business manager for Local Union No. 15, New York, New York.

Following the swearing in ceremonies at the international headquarters in Washington, D.C., Marr said, "it will be an honor to work and serve with the other twelve members on the general executive board who represent union leadership at its best. These are men who I have worked with

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## LOOKING AT LABOR

By DALE MARR, Business Manager

As we approach the holiday season, we tend to look back on the past year and wonder what the future will bring. Naturally, we begin to think more about the good things and forget about the bad.

In looking over 1975, we find that operating engineers have many good things to remember. We also have a few things we would like to forget. Obviously, the work picture was not one that we would like to remember. The construction industry throughout the country was poor. In our jurisdiction, we found that what work was available was tied up with either environmental harassment or governmental bureaucracy. Every project that was started came only after countless hearings to study the same things with the same conclusion, more studies and hearings.

A case in point was the San Bruno Mountain housing development in San Mateo County. We attended over a dozen hearings on that project before finally obtaining the approval of the County Planning Commission, only to learn that the Board of Supervisors will hold the same amount of hearings to study the same environmental objections. Hopefully, the Supervisors will decide in our favor, but we realize that we will still have to fight for our work.

An exception however, was the start of construction on Interstate 580 in Alameda County. Studied for over ten years, the various commissions finally decided that additional studies and hearings would be repetitive with little (if any) new facts discovered. This past summer saw the start of a long term highway project for many of our brothers.

In the legislative field, we saw the passage of the Situs Picketing Bill, long a legislative goal of the building trades. After 25 years of Congressional fence-straddling, the Senate and the House passed the bill by overwhelming majorities. The bill now sits on President Ford's desk for his signature.

We also lost a piece of legislation of significant importance to operating engineers in California. S.B. 100, the gasoline tax increase was held over until 1976. Before the next few months have gone by, we will be contacting California engineers urging you to write your Senator and Assemblyman requesting a yes vote on S.B. 100. Seldom does a labor union support a tax increase, but the highway program in California is in danger of coming to a complete stop. Costs have increased to such a point that the State of California can no longer afford to build new freeways. In fact, state revenue is so low that necessary safety and maintenance work is in danger of coming to a halt.

Not all of the news in California highway work is bad however. We have been advised by CALTRANS that the moratorium on new highway work will end next spring. This news couldn't have come too soon. The article on page one of this issue of Engineers News describes the plans for next year's road building along with predictions of increased construction work throughout our jurisdiction. All indications are that 1976 will be a better year than the last for operating engineers.

As 1975 comes to a close, I had the honor to be elected International Vice President of the International Union of Operating Engineers AFL-CIO. This is indeed an honor, not for myself, but for our organization. Many decisions are made at the International level which affect the overall outcome of organized labor and operating engineers. I am grateful to the Executive Board of our International Union to have the confidence in me and in our local union.

I think that we in Local 3 should be proud of the honor bestowed upon us. Not for my sake, but for the sake of the union. This is a team effort, it is to the credit of all our officers and staff personnel that I was elected. I thank all of them and I thank you the rank-and-file members.

In closing, I would like to wish all of you a Merry Christmas and a happy and prosperous new year. May all that you do in the coming year be done safely.

## Moratorium On Road Building To End Soon

(Continued from Page 1)

with other parts of the United States. While contracts in California increased over 100 per cent for October, 1975, contracts nationwide decreased by 12 per cent. October's contracts showed that the status of the nation's construction markets was little different from the pattern that has dominated most of 1975: housing's recovery advanced another notch, but nonresidential building was still suffering a recession hangover."

Marr said that even though predictions for 1976 are optimistic for California and the western states, "we should not forget that we have seen optimistic predictions before. We are still going to have to fight for each and every project. We still have to attend as many public hearings on as many projects as possible."

In discussing the highway construction program for 1976, Marr said that "even though the moratorium on new building will be over, there is not enough money in the highway fund to finance the degree of construction that California has known for so many years. One of the biggest legislative fights we anticipate next year is over S.B. 100, the gas tax increase. Seldom do the operating engineers support a tax increase, but we have to find the money to finance our work."

Marr also outlined the projects which McCausland assured him would go out to bid next year. Following is a county listing of major projects scheduled for fiscal 1976-77 with their respective cost figures.

### ALAMEDA COUNTY

Total Projects: 8

Estimated Cost: \$9,520,000

1. Route 17 (Nimitz Freeway) and 238, construct a connector ramp to allow northbound Nimitz traffic to turn east onto the Route 238 freeway in southeast San Leandro. Cost: \$1,920,000.

2. Route 17 (Nimitz Freeway), install earthquake restrainers on the Chestnut Street Viaduct in Oakland. The viaduct runs between 34th and Chestnut streets, a distance of about 2 miles. Cost: \$560,000.

3. Route 17 (Nimitz Freeway), install earthquake restrainers on the Nimitz/Interstate 80-580 interchange. Cost: \$580,000.

4. Route 61, widen Doolittle

Drive between 98th Avenue in Oakland and Davis Street (Route 112) in San Leandro, a distance of about one mile. When completed, the street will contain two lanes in each direction, a continuous left-turn lane and room for parking and/or bicycle traffic. Cost: \$310,000.

5. Route 185, reconstruct East 14th Avenue in Elmhurst between 80th and 101st avenues, a distance of 1.2 miles. Cost: \$240,000.

6. Interstate 580 (MacArthur Freeway), upgrade median barrier between Oak Knoll Boulevard in Oak Knoll and Benedict Drives in San Leandro, a distance of 3 1/4 miles. Cost: \$530,000.

7. Interstate 580 (MacArthur Freeway), upgrade median barrier between Keller and Birdsall avenues in Oakland, a distance of about 2 miles. Cost: \$380,000.

8. Interstate 580, continue a project to widen the freeway to six lanes east of Castro Valley between Route 680 and Eden Canyon Road, a distance of about 6 1/2 miles. Cost: \$5,000,000.

### CALAVERAS COUNTY

Total Projects: 1

Estimated Cost: \$270,000

1. Route 40, build a passing lane almost a mile long, about 5 miles south of San Andreas. Cost: \$270,000.

### CONTRA COSTA COUNTY

Total Projects: 9

Estimated Cost: \$21,635,000

1. Route 4, reconstruct 5 miles of pavement between Railroad Avenue in Pittsburg and A Street in Antioch. Cost: \$245,000.

2. Route 4, realign a mile of the highway from east of O'Hara Avenue in Oakley to south of Cypress Road. Cost: \$900,000.

3. Route 4, reconstruct 3 miles of the roadway between Lone Tree Way north of Brentwood and Balfour Road in south Brentwood. Cost: \$600,000.

4. Route 4, complete construction of a six-lane freeway in Concord from one-half mile east of Route 242 to Willow Pass Road, a distance of about 1 1/4 mile. Cost: \$10,765,000. (The total cost of the project is estimated at \$24,625,000, with \$5,960,000 budgeted during the 1974-75 fiscal year and \$7,900,000 during the 1975-76 fiscal year.)

5. Route 4 and 242, continue construction of an interchange between Route 242 and the Route 4 freeway. Cost: \$7,120,000. (The total cost of the project is estimated at \$14,520,000 with \$2,000,000 budgeted in the 1975-76 fiscal year and an estimated \$3,000,000 to be budgeted during the 1977-78 fiscal year. The local contribution to the project will be \$2,400,000.)

## Marr Election

(Continued from Page 1)

and admired over the years and whose personal dedication to the rank-and-file membership and their families has been outstanding at both the local and international level."

Marr said that at a time when local construction unions were faced with problems of "unemployment, inflation and attacks by so-called social engineers on the right and on the left, it is essential that we remember that in unity there is strength."

Born in Gladstone, Oregon in 1917, Marr moved to California in 1939 and began working on dredges in 1942. For the next 17 years Marr worked in heavy construction, as a fireman and oiler on dredges in the Oakland area, and as a shovel operator and supervisor on various projects throughout Northern California.

In 1960 Marr came on the Local 3 payroll as a business representative from Oakland and in 1960 he started the union's safety program and worked as its director until he was elected vice president in 1964.

In February of 1973, while still serving as Local 3's vice president, Marr was given additional responsibility by being appointed assistant business manager.

In November 1973 he was elected business manager in a referendum election. Marr is a 34-year member of Operating Engineers.

Marr lives in Pacifica, California with his wife of 38 years, Nellie. They have two sons, Bob and Jerry, and a daughter, Carla.

estimated at \$14,520,000 with \$2,000,000 budgeted in the 1975-76 fiscal year and an estimated \$3,000,000 to be budgeted during the 1977-78 fiscal year. The local contribution to the project will be \$2,400,000.)

6. Route 17, repair an expansion joint on the Richmond-San Rafael Bridge. Cost: \$290,000.

7. Route 17, install earthquake restrainers on the Richmond-San Rafael Bridge. Cost: \$750,000.

8. Interstate 80, install earthquake restrainers on the Carquinez Bridge. Cost: \$430,000.

9. Interstate 80, revise the Hilltop Drive interchange in Richmond. Cost: \$535,000.

(Note: For an additional Richmond-San Rafael Bridge project, see Marin County.)

Additional listings of county by county major highway projects will be listed in the January issue of Engineers News.

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## Sacramento Scene

# Assembly Ways And Means Working To Provide Jobs

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

Jobs, that is the issue. I grew up in the days of the depression of the thirties when we were promised "A chicken in every pot." We didn't get the chicken and we didn't get anything else until along came Franklin Delano Roosevelt. He didn't give us everything in W.P.A. — C.C.C. and other schemes but he restored our dignity and revitalized America.



Edward P. Park

Now once again, jobs is the issue. We can't expect state government to solve all the evils of our present unemployment dilemma, but they should be working at it. I have followed Senator Collier's hearings up and down the state on "Current Highway Financing Problems" which is worthy of a column of its own and at the conclusion of these hearings here in Sacramento, we will ask the Senator to provide us with his findings.

In the meantime, let me tell you about other efforts in solving this critical problem.

Assemblyman John F. Foran (Dem.-S.F.), a longtime friend of labor, is greatly concerned at battling unemployment in California. As Chairman of the Ways and Means Committee, John Foran is holding hearings throughout the State aimed at putting State construction dollars to work faster. "I want to see the dirt flying. We can't afford red tape delays with so many Californians out of work," states Foran.

The first of four such hearings took place in San Francisco. Its aim was to speed up the new State program for construction and rehabilitation of housing. Ways and Means Committee members learned that each expenditure of \$200 million for multiple family housing produces 5,040 construction jobs. The same amount produces an additional 5,840 manufacturing jobs. (Foran was on the Conference Committee which put forth the State Housing Program consisting of \$450 million in revenue bonds with an additional \$500 million going into the program if voters approve a bond measure for such purposes in November of 1976.)

Foran insisted at the hearing that the authorized revenue bonds be issued with no delay.

The second Ways and Means hearing—on Parks and Recreation—was held in the State Capitol. Foran emphasized that unemployment in the State of California is remaining far too long at the 10 per cent level, and building and construction trades are currently subjected to more than double that already unacceptable rate. "We should not permit millions of dollars of State money—money which has already been approved for expenditure by both the State Legislature and the Governor—to be gathering dust instead of flowing into the pay envelopes of working people," Foran stated. "I am pleased that the Administration has moved, following my meeting with them early this year, to speed \$23 million in development funds to the ground breaking stage."

The hearing revealed that considerable progress has been made in freeing the flow of funds which had been held up due to such project processing delays as multiple and sometimes redundant reviews, errors and omissions by private architecture and construction firms, lack of adequate personnel to process certain projects, and poor preliminary planning which later caused rescoping of projects and further delays.

Ways and Means Committee members zeroed in both on the causes of these delays as well as on the potential benefits—direct and indirect, which would result from slashing through the red tape.

The usual pattern followed by a state development project involving the expenditure of public funds (known as "capital outlay" in budget jargon) starts with an agency preparing and submitting a program to the State Department of Finance for eventual inclusion in the budget which the Governor proposes to the Legislature. By the time a typical \$1 million development project, whether building construction, landscaping, or restoration of an historical site or building, appears in the Governor's budget which is submitted to the Legislature in January of each year, 16 months have already elapsed.

The Legislature has to review and enact the budget bill by June 30, so another six months is added automatically. Then begins nearly two years (19½ months) of paper passing, reviews by various agencies, plan drawing, approvals, etc. until the project is finally to the ground-breaking stage when the dormant funds are permitted to become wages.

Altogether, it takes a typical \$1 million capital outlay project 41½ months from original in-house proposal to beginning of construction. And when acquisition of one or a number of parcels is involved prior to any meaningful planning for a development project, it is easy to see how the entire time period from availability of the funds to their actual expenditure can exceed six or seven years.

Chairman Foran stressed that state government simply has to become better able to respond to the problems of its citizens—to become more flexible. Here we have a case where the voters approved a \$250 million bond issue in 1974 for the acquisition and development of state parks, yet only a fraction of that amount has been spent to date on wages.

The funds—some \$129 million in acquisition funds and more than \$60 million in development funds—had been available since last year but, for the most part, could not be applied to ease the pain of our most recent recession. Jobs were scarce, and the building and construction trades were hardest hit. Yet the mechanisms did not exist to move that money into the economy except in the usual, long drawn-out process. We were essentially at the mercy of our own bigness and complexity. Fortunately, the Assembly Ways and Means hearings are providing a number of positive ways to speed up the process.

For one thing, it is possible to identify certain projects which are bound to be more labor-intensive than others. It may be that in time of high unemployment such projects should be given special status and treatment by state officials and be virtually hand-carried through the planning, design, review, and approval stages.

At the interim hearing in Los Angeles, employment in highway construction was emphasized. Testimony was also taken on employment in the construction and operation of transit facilities.

Foran cited the particular concerns of the hearings: (1) Is the state spending its highway money in the right place to achieve maximum state employment? (2) Is new state money required to fulfill highway needs? (3) What effect do highway expenditures have on the state economy?

As an example of present unsatisfactory highway funding conditions, Foran noted with concern that current state investment of some \$300 million in projects will not be finished due to the lack of \$200 million required for completion. "These projects," Foran said, "are gap-closures, safety and interchange completion projects which would have to claim a high priority because of the money already invested in them and the fact that they represent some 6,000 jobs."

Prior to the hearing on employment, however, Foran has taken action to secure highway construction jobs by introducing legislation to assure receipt of some \$125 million in federal highway funds. AB 1923, which has passed the Assembly and is currently in the Senate Transportation Committee, would provide \$15 million to match \$125 million in federal funds which Cal-Trans indicated would have to be foregone in the Fiscal Year 1975/76.

On December 19, the final Ways and Means interim hearing will focus on the impact of construction expenditures for education on California jobs and the economy. In the 1975-76 State Budget, approximately \$87 million was appropriated for construction of college and university facilities. In addition, approximately \$123 million in state bond funds is available for school construction and earthquake safety renovation.

Chairman Foran stated that the purpose of the hearing is to investigate ways of accelerating the construction process for the purpose of providing the needed facilities, creating jobs and stimulating the economy.

Assemblyman Foran said, "We need to determine the total resources available for construction, the effects of the expenditure of this sum on the California economy, where 'barriers' or 'bottle-necks' exist which cause a time lag between appropriation of monies and actual construction and how the entire process can be expedited."

## A Personal Note

from

## The President's Pen

By HAROLD HUSTON  
President



The Thanksgiving Holiday has come and gone, and Christmas and New Years is just around the corner. We hope the Holiday Season has been a joyous time for all the members and your families!

What will the work picture be in the year 1976? This is the big question asked of me by our brother engineers almost daily. No one has a crystal ball to look into for the answers. One thing for certain, is every job that Labor gets today we have to fight for!

In prior years when we didn't have such tight money, and opposition groups, job came automatically and we took them for granted. Today it's a whole new ball game!

Your Officers feel jobs for our members have the highest priority! This is why we keep on top of every new job being considered and attend all the many hearings necessary before new projects are finally approved. We are happy to speak for you, and appreciate so much the way the members have rallied to give us 100 per cent co-operation. Each time we call on you to attend one of the hearings, you are there with your families and your friends. The many phone calls and letters you send to our elected officials puts the icing on the cake. Many of the officials have told me after the hearings the reason they voted for the project, was because of the tremendous strength shown by the members of Operating Engineers Local Union No. 3.

One perfect example of this teamwork effort was the public hearings on the New Dumbarton Bridge over the south part of the San Francisco Bay. This approximately 100 million dollar project would employ many of our brother engineers.

Our Department of Public Relations printed 10,000 copies of the following pamphlet which were handed out to the public:

Construction on the replacement of the Dumbarton Bridge could be underway before the end of 1975 if a last ditch effort to kill the project can be defeated.

Opponents of the bridge's replacement are trying to kill the project by delay. They are proposing a wholesale modification of the project which could cause a three-year delay in hearing before reviewing authorities. Further, they are proposing a four-county referendum which would delay the project at least one year. Inflation presently adds one million dollars cost for each month of delay.

The opponents have introduced legislation which will be heard by the State Assembly Transportation Committee on August 2. This legislation calls for the referendum and a total rework of the bridge project which would keep the old two-lane lift span in existence. Opponents are barraging the Legislature and California Department of Transportation with telephone calls and letters.

You can help insure the bridge's replacement by telephoning 800-952-5376 (toll free) or writing to the following people urging that the bridge be replaced immediately.

Donald Burns, Secretary of Business and Transportation, State Capitol, Sacramento, California 95814

Walter Ingalls, Assemblyman, District 74, Chairman, Assembly Transportation Committee, State Capitol, Sacramento 95814

James E. Balentine, Mayor of Newark, California, wrote to me and I quote from his letter, "We have distributed the entire 10,000 copies of the pamphlet you printed. We passed them out to commuters, businessmen and a number of civic groups in the Bay Area. The response has been gratifying. Reports are that the telephone messages in support of the bridge have overwhelmed the opposition since the distribution of leaflets." The Mayor himself, also helped in the distribution of the leaflets.

In talking to Mayor Balentine today, he stated to me he feels the construction of the New Dumbarton Bridge will finally become a reality after the first of the year, mainly because of the efforts of the Operating Engineers along with other labor groups who have given support to this project.

Robert Keller, Chief of Project Development, explained to me today that there are three suits pending in the state courts to stop this project. Also, that one suit is pending in the Federal Court to stop the United States Coast Guard and the Army Corps of Engineers from issuing their permits. He feels these suits will be thrown out soon after the first of the year, and that the permits will be issued. After the permits have been issued the project will go out to bid within 60 to 90 days.

He also expressed his appreciation to us for the help we have given to them.

There have been so many obstacles in our way to stall this project that they are too numerous to mention. We are happy that Governor Brother Edmund Brown, Jr., has given the informal green light to plans for the construction of a New Dumbarton Bridge, and we hope this will clear the way for the beginning of construction as early as Spring of 1976. Governor Brown has stated that plans for the proposed \$100 million span across the south end of the San Francisco Bay are too far along to stop now.

In the State Senate, Castro Valley Democrat John Holmdahl, has introduced legislation to raise the maximum interest rate on bonds offered for sale to finance the construction to 8 per cent. The interest rate increase should clear the Senate floor with little opposition. The approval from the Governor leaves only the permits from the Coast Guard and the Army Corps of Engineers and bond sale approval from

(Continued on Page 4)





# RIGGING LINES

By BOB MAYFIELD  
Vice-President

On November 14 I had the opportunity to travel to Honolulu to attend the International Foundation of Trustees meetings. The total conference attendance I'm certain was over 10,000 people and the trustees and fiduciaries in attendance were probably represented in almost equal numbers with most all types of unions and employers in attendance there to obtain from the best experts in this country the latest information available. No doubt the Employees Retirement Income Security Act (the so-called Pension Reform Act of 1974) and the effects it had on our Trusts (Multi Employer Taft Hartley Trust) which is primarily construction, would be the most important topic of these meetings. According to the attorneys on the panel and the government expert (U. S. Department of Labor) on the same panel I learned that to let an employer go beyond 60 days past the due date of payment without him completing his payments in full for fringe benefits is an absolute illegal extension of credit. Therefore to let such an employer continue to work all trustees (both labor and management) on the board might not be performing in a completely responsible manner. We of course have in our contracts and Trust Agreements a due date for payment of no later than the 20th of the month following completion of the previous month's work. We have computer sheet runs for all districts that tell of late paying employers by around 15 days after this time. However, this time elapsed is still getting close to the so called allowable time and is a little scary as the law was vague and uncertain until these decisions came out. I'm certain with our procedures by the computer printouts this local union will know much quicker and more completely than most unions in America regarding delinquent employers and still we will barely be in compliance with this law in spite of the machine and man efforts.

In talking to both Employers and different Union Representatives from around our country I found out that in spite of the work problems in our jurisdiction we are far better off than most areas. For example, I talked at some length to a cement contractor based in Ft. Lauderdale, Florida, who told me in 1974 he picked up about 35 jobs. At this time (November 1975) he picked up no new work whatsoever and was finishing 4 jobs left over from those he had picked up in the preceding year.

In another instance some Union Representatives from Michigan were asking the procedures for cutting Health & Welfare Benefits and possible legal problems and law suits they might incur if they did so. They were facing this problem only because of the extreme low work and resulting lack of hours worked and therefore no money for maintaining a level of benefits they had been enjoying previously. As I previously stated as bad as work has been in a lot of areas we are more fortunate than most as through October of this year total hours worked throughout all 4 states totally was down only 8-9 per cent. Since this time we have had a relatively dry winter and therefore a lot of work has been continuing that in many areas would be shut down by now.

This past month another N. L. R. B. election was held in the Santa Rosa area and I'm happy to report we (Local No. 3) were the winners. The company involved is called Dressler Industries and this operation involves primarily assisting the steam drilling operation in the Geysers area. However, these men are not limited to the Geysers area and travel all around the country where drilling is involved. The unit consists of a shop for repair and operators of large compressors at these sites. A lions share of the credit for the success of the winning of this election belongs to Business Agent in that area, Stan McNulty and the influence of the Local No. 3 Drilling members who actually work on the Drill Rigs and who have spread the word of the benefits they have received since becoming unionized companies.

On the 19th and 20th of December an N. L. R. B. election will be held in the Geysers for Helmrich & Payne Drilling Company whose headquarters are Tulsa, Oklahoma. We certainly have the highest of hope that this will also prove to be a successful election. One would think that all involved could plainly see the union is necessary as the company raised the drillers rates from about \$4.50 per hour to over \$9.00 per hour from Oklahoma operations to here, which was certainly an effort to discourage the men from seeking union representation. I wonder if these men can't see that this company and others like it are putting this other (extra \$4.50) money that rightfully belongs to them in their own pockets.

Just very recently I attended the rounds of meetings concerning nominations for delegates and alternates to the 30th I. U. O. E. convention. This convention will be held in Miami, Florida, and is held only every 4 years. All of labor today everywhere faces many problems. Open shop is one but I think the lack of work nationwide is the most serious of all and the work for the near future doesn't really appear to be any better. These problems and a great deal of others I'm certain will be focused in this convention. Ballots will be mailed in February 1976 to your home and I would urge everyone to take the few minutes necessary to vote for the 38 candidates of your choice to represent you and the local union's interests at the convention in April of 1976.

In closing, I would wish each and every one of our members and their families a very healthy and happy Christmas and New Year.



GEORGE R. MOSCONE

STATE SENATOR / SAN FRANCISCO

December 12, 1975

Mr. Dale Marr  
10th International Vice President  
Operating Engineers Local No. 3  
474 Valencia Street  
San Francisco, California 94103

Dear Dale:

I would like to take this opportunity to extend my heartiest congratulations to you on your election as 10th International Vice President of the Operating Engineers. I know how proud you must be and you certainly are deserving of this high honor.

It is especially gratifying to see someone who has been such a good friend and worked closely with me receive the recognition of his brothers for all he has done.

I look forward to many more years of working with you and wish you continued success in your new position.

Kindest personal regards,

*George R. Moscone*  
GEORGE R. MOSCONE



ROBERT E. ROSE  
LIEUTENANT GOVERNOR

THE STATE OF NEVADA  
OFFICE OF THE  
LIEUTENANT GOVERNOR

STATE CAPITAL  
CARRON CITY, NEVADA 89701  
215 E. BURNHAM ROAD  
POST OFFICE BOX 791  
LAS VEGAS, NEVADA 89101

Reply to:

December 12, 1975

Mr. Dale Marr  
474 Valencia Street  
San Francisco, California

Dear Dale:

Just a note to tell you how elated I was to hear that you had been elected a Vice-President of the Operating Engineers International Union. This is truly an outstanding honor.

Your accomplishment is something Operating Engineers Local Union #3 can be very proud of; and since Northern Nevada is included in that district, the people of the State of Nevada take pride in your success.

It could not happen to a better man and we could not be better represented.

Sincerely yours,

*Robert E. Rose*  
ROBERT E. ROSE

RER:jmf

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ICB PHRANCE CDP  
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Mailgram

DALE MARR, BUSINESS MANAGER  
TUDE LOCAL 3  
475 VALENCIA ST  
SAN FRANCISCO CA 94103

OUR MOST SINCERE CONGRATULATIONS ON YOUR NEW POSITION AS ELEVENTH INTERNATIONAL VICE PRESIDENT OF THE OPERATING ENGINEERS WE ARE VERY PROUD AND HAPPY FOR YOU

RICHARD L. CORBIT, BUSINESS MANAGER  
TUDE LOCAL UNION #12

## More President's Pen...

(Continued from Page 3)

the California Toll Bridge Authority to obtain before the beginning of the construction.

"Realistically, we are waiting for the Coast Guard and the 'lead' federal Agency involved to circulate the Environmental Impact Statement, which should take about 3 months." Jerry Hauke, Project Manager, said. "After we get that approval and the approval of the Corps of Engineers, there is a fairly short process of the Toll Bridge Authority approving the sale of bonds."

"We already have several of the major above-water contracts ready to advertise for bids, so construction could begin by the early part of next year." He stated that construction would take three and one-half years.

Seventy-two per cent of the people who use the bridge are from the Union City-Newark-Fremont area—these are the people who are being maimed and killed on the bridge. We hear so much about Doyle Drive, the approach to the Golden Gate Bridge. In the past nine years, 19 people have been killed in that area, but in the same time span, 27 have been killed on the Dumbarton Bridge.

## Gigantic Plant For San Jose

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

Bids have been opened on an expansion project that will make the San Jose-Santa Clara sewage treatment plant the largest of its kind in the West—and perhaps in the country. The low bid of \$58,692,500 went to Wastewater Construction Co.—a joint venture of four well-known Bay Area firms. Carl N. Swenson Inc. and O. C. McDonald of San Jose joined with Williams & Burrows Co. of Belmont and C. R. Fredrick Co. of Novato joined forces on the contract to build a sewage treatment operation that will purify the effluent from San Jose's sewage treatment plant. It should make the end product nearly pure enough to drink according to plant manager, Frank Belick. This is the biggest contract ever signed by the City of San Jose. Cliff Swenson, President of the Swenson Co. estimated that construction could begin in March or April of next year.

The major expansion plan will take about 30 months to complete and will serve about 800,000 people over a 300 square-mile area. Other cities served by the joint venture system include Los Gatos, Campbell, Saratoga, Monte Sereno, Milpitas, and four sanitation districts in unincorporated parts of the country.

Most of the cost burden has been shouldered by the federal government as part of the national Clean Water Act. A 55½ per cent grant has been approved by the Environmental Protection Agency. The State is paying 25 per cent and this area 12.5 per cent.

The project will return scores of millions of dollars to the area in construction payrolls and purchase of specialized piping, pumps, concrete, structural and reinforcing steel and motors.

In the face of diving budgets for local roads and freeways, a plan to use \$3.2 million in federal funds for work on the Guadalupe Freeway project received final approval this week from the San Jose City Council. This is a countrywide plan for spending funds under the Federal Aid-Urban (FAU) program. A four-lane segment of the freeway would be completed between Julian Street and Interstate 280. That's half the width the freeway will be when completed. In addition, the FAU funds will provide for \$2 million in safety improvements on the "Blood Alley" section of Highway 101.

Efforts of San Jose's Mayor, Janet Gray Hayes to get backing of the League of California Cities Convention for an increase in gas taxes to pay for filling in the missing pieces of the freeway system were not too successful—as reflected in the California Dept. of Transportation budget proposal recently released. Dismantling of the State's Dept. of Transportation continues with too little attention given to its inability to respond to public transportation needs either for highways or mass transit.



## Regional Shopping Center for Santa Rosa

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

Construction will start in early summer on Ernest W. Hahn, Inc.'s Regional Shopping Center in downtown Santa Rosa. Owner-builder Ken Roberts plans to erect three major department stores and approximately 260,000 square feet of miscellaneous shop space for leasing purposes. The 710,000 square foot regional center will be located on a 31 acre site bounded by 1st and 7th Streets, B Street and the 101 Freeway. This project was originally scheduled to have been completed for the 1975 Christmas shopping season, but suffered many delays due to numerous court suits and the anti-growth environment existing in Sonoma County.

The Sonoma County Water Agency recently completed bond financing for the Cotati Intertie project to W. M. Lyles, a \$1.1 million contract to R H C Construction Co. for pumping plant facilities and \$177,000 contract to Pete Barretta for dikes and ponds. Weather permitting, work is scheduled to begin in early spring. Homer Olson appears to have beaten the Russian River's annual rise on their related project constructing the inflatable dam near Wohler Bridge. When inflated, the dam will create a four-mile long lake on the Russian River; during the winter months the membrane is deflated and flows return to normal.

Caputo and Piombo are working between rains with small crews on the \$18.1 million Llano Sewer Plant improvements. The arrival of spring sunshine should put a dozen brothers to work completing the dirt work.

Bill Hegy of Cal Trans reports the budget for the area from Cloverdale to the Oregon border is only \$8 million and expects to see these funds applied to patching and overlay work in its entirety. We heartily recommend that

members without a seat for spring register on the "Out of Area" lists in the halls that are receiving the work. The outlook for Mendocino and Lake Counties can only be described as poor, Sonoma County as fair and Napa County somewhere in between.

Cal Trans officials recently held a public hearing to discuss and explain the proposed Russell Ave. Interchange. Business Manager Dale Marr received a copy of the notice for the public hearing. He forwarded it to the Santa Rosa office, requesting our representation at the hearing. Speaking in favor of the project was District Representative Russ Swanson, who explained the unemployment problem in the area and expressed the support of Local Union No. 3 and the Sonoma County Building Trades. The only dissenting comments came from the Redwood Empire chapter of the Sierra Club, who urged a delay of any decision on the project until the county general plan has been adopted. The badly needed interchange will consist of an overhead with northbound off ramps and a southbound on ramp. The \$6 million dollar project will also include construction of auxiliary freeway lanes and modification of the Mendocino Ave. ramps.

If the necessary funds are available and if the proposal receives final approval early next year, right of way acquisition could begin in 1976 and construction could start in 1977. Two big ifs—a negative declaration of environmental impact will be filed with the Federal Highway Administration for final approval.

Work in the Napa Valley has almost come to a complete stop due to the recent rains. Talbott Bros. have a small subdivision that they are working on in between rains, trying to get the streets in, with Slinen Const. doing the same on another small subdivision. Hasenpflug is coming along very well on the Jefferson St. job. Looks like the job will be finished if the rains hold off for the next few weeks.

Berglund Tractor, Inc., is looking real good at this time. The parts department is very busy and the shop is full of rigs waiting to be fixed. It seems as though the contractors and farmers are already starting to get things ready for next year.

Lake County is very slow at the present time due to winter coming on. There will be two good contracts let this winter or early spring in the Nice-Lucerne area. The main sewer line was put through this year and the new contracts will be for the other lines to tie in all of the side streets.

Empire Tractor, in Rohnert Park, is busy at this time. It seems that things have been going very well in this shop since September. They keep thinking that things are going to slow down, but the jobs just keep coming in.

Kaiser Sand & Gravel has not had nearly the year that was hoped for. Production has been way down, and although most of their steady hands worked it was a short season for most of them. Basalt has also had a bad year; they are still going fairly well at this time but it is just about over for them. Cecil Cole, Job Steward at Basalt, says that as soon as he gets layed off this year, which will be sometime in the first part of December, he is going to retire. He will certainly be missed around the plant. Cecil is one heck of a good loader operator and also has been an excellent steward. We will all miss your smiling face around the plant. Good luck on your retirement, Cecil!

We in the Santa Rosa office are very appreciative of the support and understanding of the members during the year of 1975, especially with the poor work load, and we will do all we can to answer their questions, with the coffee always available.

It is our sincere wish from Alice, Brad, Stan, Pat, Bill and Russ that the coming year will be a more happy and prosperous one for all of you.

## Winter Rains, Snow Slow Melones Work

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

The weather has caught up with the contractors and they have started cutting back on the employees. Piombo Corp. have finished the stripping on I-5 and will start moving dirt as soon as weather permits in the Spring.

The local contractors in District 30 have small crews working throughout the area. Melones Contractors have cut down on their crew of men for the winter. A small crew is working on the keyway and should be done in February '76. The Diversion Dam will start as soon as the high water runoff is over.

In January the bids on the New Melones Powerhouse will be let estimated to cost \$40 million. Next June the Corps of Engineers expects to let the contract for a new bridge at Camp Pine, the headwaters of the New Melones Reservoir. This will be a relatively low level bridge.

Then in December 1976 work will start on the \$11.5 million Parrott's Ferry bridge, which will span the reservoir some 375 feet above river level and the present Parrott's Ferry Bridge.

Clearing of the reservoir area should start in November 1976 if everything goes right. A total of \$30 million is to be expended for development of recreation areas and campgrounds around the reservoir, with 12,000 surface acres of water when filled to take-line and provide approximately 120 miles of shoreline.

Work looks a little better for the coming year and we can use a lot of it. There is a lot of highway work to be done in the mountains if the State would let go of the money.

The activity in Stanislaus and Tuolumne Counties has slowed down considerable, especially in the Tuolumne County Area. George Reed has several small projects going at this time. They are supplying the sub-base material for Pacific Excavators on Highway 49. This will keep several brother engineers busy at both ends of this project. The Archie Stevenot Bridge which is being built by Kaiser Steel is progressing as good as can be expected. Twain Harte Plumbing has had several very small jobs in the Tuolumne County area. This company has been very slow most of the summer.

On the Water District No. 2 which is being done by Pennsylvania Pipeline and Construction Company Inc. is at this time and has been for several weeks way out in left field. We have two pickets on this project at present. The company is signatory to the Underground Association, however, they feel they are not obliged to abide by the terms and conditions of any labor agreement and from the looks of the project any of the terms and conditions of the specifications of the job. They have grossly violated the master agreement and the hiring regulations and this is the reason we have taken the action that we have against this company. They are attempting to defy everything that we Brother Engineers have spent a lifetime to obtain and we intend to use every facility available to us to see that this employer conforms to agreement to which he is signatory.

The activity in Stanislaus County has slowed also. However, the projects that have been in progress are coming along as well as can be expected. The activity has picked up on the Hahn Shopping Center, W. M. Lyles, Continental Hiller, and various subcontractors are working there now. Kasler Corporation is getting ready to pave another stretch of their freeway project. This has been a very good job for the 10-15 brother engineers all season. George Reed Company has various small projects throughout Stanislaus County consisting of paving and small dirt jobs. Hogin Brothers has kept a very few brother engineers on landleveling when not working construction. Flintkote and other rock plants have been running fairly steady.

Our newest project to start lately is the placing of the electric towers for the Turlock Intertie. A company out of Washington by the name of Erickson Air Crane has the bid. We are attempting to make contact for prejob and necessary agreements so this job can progress without any delays.

We extend our deepest sympathy to the families of James Evans, William Madden, Eric Edenholm. Also the families of Cathy Wilfong, daughter of S. F. Wilfong and Genevieve Thompson, wife of Charles Thompson.

We would like to take this opportunity to wish all of you brother engineers and your families a very pleasant and cordial holiday season. We are also hoping for and doing all we can in the political area to improve the work situation in this district.

## Hawaii Ends Year With Forecast of Better 1976

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

This is the final story from the State of Hawaii for the year 1975. We would like to extend Season's Greetings to everyone in the Operating Engineers, Local Union No. 3.

The work picture for the Big Island of Hawaii is bleak and will continue until after the summer months of 1976.

Contractors who now do have projects going have completion dates of middle 1976 or early 1977.

Linco Construction Company, Inc., a newly signed contractor are engaged in outside concrete slab work and interior finishes on the summit of Mauna Kea Mountain's telescope project. This project also has the Brittain Steel Co. of Canada doing the primary job on the main structure of the telescope building. Isemoto Contracting Co. Ltd., are also on the Canada-France-Hawaii Telescope Cor-

poration Project doing the concrete wall and decking portion and miscellaneous excavation that includes elevator and ground drilling. Approximately 25,000 square feet of steel decking and 340 cubic yards of concrete was poured on the peripheral building. Shield-Pacific, Ltd., Hilo Plant, handled the batching and concrete service for this telescope portion of the project.

Meanwhile in the Hilo area, Isemoto Contracting Co. Ltd., is the apparent low bidder on the phase III-A, County of Hawaii, Hilo Sewerage System Project. The cost when completed will amount to \$1,078,332.30 million dollars. Concrete, PVC or Clay sewer pipes will be used. The sizes vary from 6 inches to 24 inches.

Only 400 working days will be allowed to complete the project. The trenching area at the deepest point will be 21 feet. A two-mile trunk line plus laterals of 2000 feet will continue on from phase III, now under construction, from the Lanikaula Interceptor. The Lono St. trunk and lateral. The Kawili St. trunk and lateral. Completion date will be approxi-

mately August of 1977. Brother member Richard Kim is the Superintendent for the project.

M. Sonomura Contracting Co. Inc., will soon begin constructing the County of Hawaii Panaewa Zoo. The zoo will consist of 20 buildings constructed of concrete and wood on 10 acres of land. Every building has a different requirement in fencing to hold the animals in their area. The zoo area itself will be on a natural environment and will not be fenced in. The bid cost is approximately 1.4 million dollars.

Project Superintendent George Kawachi of Constructors Hawaii, Inc., says the starting date of the Elderly Home north of Kamana St. was August 1975. There will be 26 buildings of 50 units total. The units will be one-bedroom units. One building will house the office and laundromat. Being buildings under the HHA, they are funded by the Federal Government and State. Wolmanized lumber are to be used throughout. The rafters are 2x6, 5/8 plywood siding and double wall. Flooring finished with concrete. The roofing will be corrugated metal. Asphalt concrete to be used for the 20-foot-

wide road total 2,900 square yards. The concrete slabs poured totals 596 cubic yards. Curb and gutters will be installed. Parking for 50 cars are in the blueprints. The project takes in approximately 40 acres. Completion date is scheduled for June 1976.

The Senior Citizen Center is also a Federal-State funded project for the HHA. Kamana Street separates this project from the Elderly Home project. The job started in August 1975. The completion date to be during April 1976. To be built on 15 acres there is a feature here whereby three buildings will be under one roof. The walkways will be covered all around the building. There will also be a covered open court. The 2x8, 4x16, 4x18, 6x16, 6x18 beams are all wolmanized. The roadway will be 20 feet wide with curb and gutters. Asphalt concrete laid will be 1,700 square yards. Concrete poured, 275 cubic yards.

The buildings will house the general office, one recreation center, three activity rooms, three crafts rooms, one craft storage room, one kitchen, men and women toilets, one storage, and one clinic and examination room. Total construction cost, \$500,000.



# Official Notice: Election Of Delegates

About 4.9 million blue-collar and 7.7 million white-collar workers worked 41 hours or more a week in May 1975, the Bureau of Labor Statistics reported.

[illegible]

No member whose dues have been withheld by his Employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his Employer to the Local Union.

**NOTE:** However, such eligibility may be lost by failing to file as required by Section III hereof, or by not attending his regularly scheduled district Meeting and Semi-Annual Meeting held after nomination and before election unless excused from attending for good cause such as physical incapacity, death in family, but not including work assignment. See note to Section IV.

(Continued on Page 12)



# What Is A Scab? Salt Lake Brothers Know

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

No one is anxious to become involved in a strike. Strikes are costly to the employer and the employees alike. However, when an employer refuses to bargain in good faith, or turns a deaf ear to the needs of his employees, the very people upon whom he is dependent to make his business prosper, then the employees have no alternative but to strike.

"Strikers," no matter where, put up with a lot of abuse from those directly and indirectly affected by the strike, but the greatest menace to the striker and his family is the "strikebreaker" more commonly known as "the scab."

What is a "scab." To quote Jack London:

"After God had finished the rattlesnake, the toad and the vampire, He had some awful substance left with which He made a scab.

"A scab is a two-legged animal with a corkscrew soul, a water-logged brain and combination backbone made of jelly and glue. Where others have hearts, he carries a tumor of rotten principles. When a scab comes down the street, men turn their backs, angels weep in heaven and the devil shuts the gates of hell to keep him out. No man has the right to scab as long as there is a pool of water deep enough to drown his body or a rope long enough to hang his carcass. Judas Iscariot was a gentleman compared with a scab. For betraying his Master, he had character enough to hang himself. A scab hasn't.

"Esau sold his birthright for a mess of pottage. Judas Iscariot sold his Savior for 30 pieces of silver. Benedict Arnold sold his country for the promise of a commission in the British army. The modern strikebreaker sells his birthright, his country, his wife, his children and his fellowmen for an unfulfilled promise from his employer, trust or corporation.

"Esau was a traitor to himself. Judas Iscariot was a traitor to his God. Benedict Arnold was a traitor to his country. A strikebreaker is a traitor to his God, his country, his family and his class."

Mr. London, you said it all.

In response to a request for assistance by Governor Calvin Rampton, Mountain Mushroom Company of Fillmore, Utah, has offered housing and employment to a group of 100 refugees from Southeast Asia.

The first 14 families, 3 Chinese, 5 Vietnamese, and 6 Cambodian, were flown to Fillmore on August 13th by the Utah National Guard following interviews of experienced Vietnamese farm laborers by officials of Mountain Mushroom Company.

Nine trailers and adjoining garden plots located near the mushroom factory were waiting to accommodate the refugees upon their arrival in Fillmore. The entire project has been financed by the company. The housing will be purchased by the refugees over the next 15 years, but the homes are rent-free for 30 days.

Each refugee family has been sponsored by a Fillmore family in an effort to help the refugees ad-

just to their new environment. Grocery shopping, clothing selection, home appliance operation, and health education include some of the services offered by the sponsor families.

Thirty-two Vietnamese are presently employed at Mountain Mushrooms, which is one of the most technically advanced mushroom factories in the United States. Located in Fillmore's Industrial Park, the factory produces over 40,000 pounds of mushrooms weekly in 8 climate-controlled rooms.

The refugees have brought a considerable cultural and linguistic challenge to Fillmore, but Mayor Golden Wright believes that they also offer a unique opportunity to city residents for learning about Asian civilization.

Though the language barrier is proving to be the most sizable problem in the interculturalization process, a bilingual instructor has been located, and arrangements are being made to have night classes made available to the refugees.

We want to welcome aboard the first Job Stewardess and Safety Committeewoman in District No. 12 Operating Engineers.

Mrs. Helen Forbush is the Job Stewardess and Mrs. Linda Abeyta, Safety Committeewoman at Distributors Remanufacturing Center, Inc. in Salt Lake City. This company started operating in January, 1973 and was organized by Local No. 3 in April, 1975.

Distributors Remanufacturing Center rebuild diesel engine components to the original specifications and presently service seven western states.

Helen was one of the first employees to become a member of Local No. 3 and was active in organizing the company. Her husband is also a member of Local No. 3 and works as a shovel operator at the Kennecott Copper Mine.

Linda was employed by the company shortly after it was organized and she became a member of Local No. 3 during her first week on the job. Her husband is also a Local No. 3 member working in the construction industry.

Both Helen and Linda are avid union supporters and are doing an excellent job as job stewardess and safety committeewoman for the 60 plus men and women at this shop.

Hospital Equipment Company was the successful bidder on the New Cottonwood Hospital job of approximately \$7 million. However, Culp Construction is the subcontractor. Culp is doing the excavation and hoisting. Concrete Products Company will furnish the concrete.

Okland Construction has started construction on the high-rise hotel for Little America. The new high-rise will be 13 stories and located on the corner of 5th South and Main Street in Salt Lake City. Job is expected to be completed in eighteen months at a cost of approximately \$6 million.

W. W. Clyde Company picked up the job on 21st South at Magna for \$2 million. The fill on this job will come from the tailings at Kennecott Copper. According to the State Department of Highways, the tailings make excellent material to work. The material has been recycled from the main tailing pond and Kennecott Copper Corp. claims almost as much cop-

per is being extracted the second time as the first through new technical processes.

Many of you Utah brothers received your Credit Union quarterly statement in November. This statement does not include vacation pay reported from February 1, 1975 through August 31, 1975. Your next quarterly statement in January will reflect the drop in November.

Masco Steel has all the erection on the Landing Gear Facility at Hill Air Force Base on the Sante Fe Engineers project. Miza Brothers is doing the excavation work.

Gibbons and Reed has completed approximately eighty per cent of their Weber College project.

## Central Utah

Most employers in Central Utah have cut back to small crews for the winter season.

American Bridge has put some Operating Engineers on the payroll for the blast furnace repair. It is rumored that Geneva Steel will cut back to a reduced production and it is possible some more repair work will be let during that time. Talboe Construction, Swinerton & Walberg and State, Inc. have small crews working on one new building at Geneva but most of the construction work has been completed and no additional work has been let to contractors.

Talboe Construction has started on the new \$12 million addition to the Utah Valley Hospital. Some houses have yet to be moved from the building site and in all probability construction on the addition will not get started until next year. It is possible that well point system will have to be installed as the water table at this location is quite high.

The Vat Tunnel has not started yet and most of the talk is that this job will not be able to get started until sometime around April of next year. The snow is one of the biggest problems now and the road into the job site is getting to be a bigger and bigger problem.

The Currant Creek Dam is beginning to take shape as some of the zone No. 1 and zone No. 2 dirt is being placed. Continental Drilling is still pumping grout trying to stay ahead of the dirt moving. The work on the big diameter pipe is about finished for this season but will start again next spring. Structures are starting up out of the ground and the contractor, S. J. Groves, wants to pour as much concrete as possible this season.

Thorn Construction has equipment working between Duchesne and Roosevelt on slopes and installing new drain pipe along the highway. Although the contractor is faced with bad weather at times, they hope to keep working late into the winter. Thorn Rock Products has a small job on the Roosevelt Golf Course which is keeping a few operators working.

## Southern Utah

As expected, the work has slowed down considerably in the southern part of the state.

W. W. Clyde has cut off the afternoon shift on their job at Holden. The grade is in but there is a lot of odds and ends to take care of. Some of the Brothers who were laid off the afternoon shift will probably end up on the Fremont Junction job.

Clyde's Fremont Junction job is moving along very well. More En-

gineers are getting to work as equipment comes off other jobs. They will attempt to keep two shifts working all winter as well as keeping the crusher operating.

We understand that the Alunite project at Milford, Utah, will probably get started within a year. This is an aluminum processing plant and will cost in the neighborhood of \$385 million. The plant, when completed, should employ approximately 500 people and Milford expects an increase of 6300 new residents. The largest deposit of alunite in the world is located about 30 miles northwest of Milford, in what is known as

the Wah Wah range. There is an estimated 700 million tons of ore in the four mountains in the range, enough to keep the plant in operation for 200 years. On the first test hole, they drilled down 900 feet and hit 40 per cent alunite ore all the way. The mining operation will be open pit with a crushing plant close to the mine. The ore will then be transported by a 5½ mile conveyor system to the main plant for additional refining. Future plans include a 25-mile railroad spur, 16 miles of additional highway and a coal-fired generating plant to supply power for the operation.

## Noise Problem Test At Rancho Murieta

Everyone knows that the life of the average working operating engineer is no easy matter. Besides the problems of first finding the available work, when it is available, engineers must put up with many undesirable conditions on the job. There is the constant vibration of the big rigs, the dust and dirt flying everywhere and there is the noise, the result of huge earth moving machines going about their task.

However, the problems of noise may soon be a thing of the past. The Department of Environmental Health Sciences of the University of California at Berkeley, working with the Rancho Murieta Training Center and Local 3's Safety Department, have recently been conducting sound tests on various pieces of construction equipment. The purposes of the tests was to try to determine how construction equipment could be made to operate a little bit quieter.

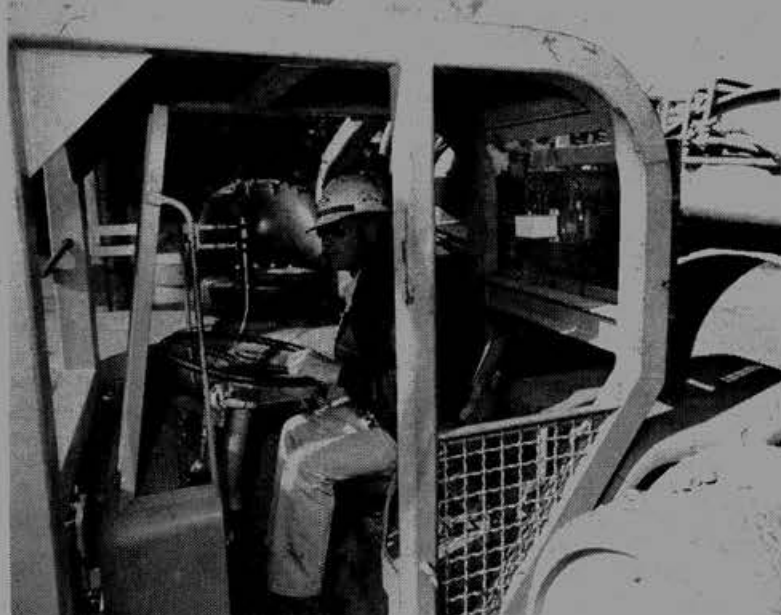
Tests were made on the noise level of a 631 scraper. The tests were conducted by using an F.M. Telemetry Recording System, which consists of a microphone and transmitter which was mounted on a scraper near the operator to pick up the sound he hears while operating the scraper.

On a vantage point approximately one and a half miles away, a telemeter receiver picks up the signal and records it on a Lockheed F.M. Instrumentation Data Recorder. This system is the same as that used by NASA in measuring the sound level of rockets in outer space.

The recorder preserves the noises so they can be analyzed in the acoustic laboratory in the Department of Mechanical Engineering at the University of California at Berkeley. The sounds can be used in the future by the Mechanical Department on a spectrum analyzer from which an idea of the temporal and spatial characteristics of the noise can be determined.

The system is being checked out for use on the New Melones Dam project near Sonora, California. This will enable the scientists to use actual construction conditions to analyze the sound levels so that better noise conditions can be developed for equipment operators.

What all this means is that in the future, operating engineers may have quieter working conditions. University of California scientists are also working on ways to decrease the amount of vibration engineers must live with on the job.



BROTHER EVERETT SHANKLIN, shown sitting in the driver's seat of a 631 Scraper, took part in scientific test on the noise levels of heavy construction equipment at Rancho Murieta Training Center in early November. Behind Shanklin is the telemetry transmitter and to his left is a microphone used to pick up the noise levels.



# Special Election Notice

—(Continued from Page 10)

## SECTION III

Each member nominated, otherwise eligible, in order to continue to be eligible shall have filed with the Recording-Corresponding Secretary of the Local Union an "Acceptance of Nomination," Article XII, Section 1(g) By-Laws, and a Section 504 of the Labor-Management Reporting and Disclosure Act of 1959 Affidavit within ten (10) days after having been notified of his nomination in writing by the Recording-Corresponding Secretary, and approved by the Election Committee. Such filing shall be made at the office of the Recording-Corresponding Secretary, 474 Valencia Street, San Francisco, CA 94103. Copies of such Acceptance and Affidavits will be available at all meetings at which nominations are made and in the office of the Recording-Corresponding Secretary of this Local Union, and will be mailed to all members nominated.

## SECTION IV

All members nominated, otherwise eligible, shall continue to be eligible provided that thereafter they attend each and all regularly scheduled membership meetings in their Districts and the Semi-Annual Meeting in San Francisco on January 10, 1976, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, death in family, but not including work assignments.

Those excused from attending meetings:

NOTE: All members nominated who are more than one hundred (100) miles from San Francisco on January 9, 1976, and January 10, 1976, are excused for good cause from attending the Semi-Annual Meeting on January 10, 1976, in San Francisco, California, as are all who are more than one hundred (100) miles from their Regular District Meetings the day before and the day of the meeting between December 12, 1975, and February 17, 1976. A member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary at 474 Valencia Street, San Francisco, California, in writing, by letter or telegram, not later than 5:00 p.m. Local San Francisco Time, within five (5) days after a meeting which he is required to attend.

## REGULAR DISTRICT AND SUB-DISTRICT MEETINGS

Dist. No.	Location	Day and Date	Meeting Place
4	EUREKA	Jan. 13—Tuesday 8:00 p.m.	Engineers Bldg. 2806 Broadway, Eureka
7	REDDING	Jan. 14—Wednesday 8:00 p.m.	Engineers Bldg. 100 Lake Blvd. Redding
6	OROVILLE	Jan. 15—Thursday 8:00 p.m.	Prospectors Village 580 Oroville Dam Blvd., Oroville
17	HONOLULU	Jan. 21—Wednesday 7:00 p.m.	Washington Intermediate School (Cafetorium) 1633 S. King St., Honolulu
17	HILO	Jan. 22—Thursday 7:30 p.m.	Kapiolani School 966 Kilauea Ave., Hilo
1	SAN FRANCISCO	Jan. 28—Wednesday 8:00 p.m.	Engineers Bldg. 474 Valencia St., San Francisco
2	OAKLAND	Feb. 5—Thursday 8:00 p.m.	Labor Temple 23rd Street and Valdez, Oakland
3	STOCKTON	Feb. 10—Tuesday 8:00 p.m.	Engineers Bldg. 2626 No. California St., Stockton
5	FRESNO	Feb. 17—Tuesday 8:00 p.m.	Engineers Bldg. 3121 E. Olive St., Fresno

## TIME OF ELECTION SECTION V

Ballots shall be mailed on Thursday, February 12, 1976, and must be returned to the Post Office Box on or before Thursday, February 26, 1976, at 10 o'clock a.m. Local San Francisco Time, at which time the Post Office Box shall be opened for the first and last time.

## ELIGIBILITY TO VOTE SECTION VI

All members not suspended for non-payment of dues as of February 12, 1976, 5:00 p.m. Local San Francisco Time, of the Parent Local Union Branch Sub-divisions and Registered Apprentice Engineers Sub-divisions of Operating Engineers Local Union No. 3 shall be eligible to vote.

No member whose dues have been withheld by his Employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements shall be declared ineligible to vote by reason of any alleged delay or default in payment of dues by his Employer to the Local Union.

## WHO SHALL BE DECLARED ELECTED

### SECTION VII

The number of candidates who receive the highest number of votes cast shall be declared elected Delegates or Alternate Delegates, as the case may be. Their names shall be arranged in descending order based on the total number of votes received by each of them. The candidate receiving the highest number of votes shall be at the top of the list, the candidate receiving the least number of votes at the bottom of the list, and they shall be numbered in descending order, one (1) through the total number nominated and eligible for Delegate and for Alternate Delegate.

In the event that two (2) or more candidates receive the same number of votes, their names shall be arranged in descending order based on the length of membership in Operating Engineers Local Union No. 3. The tied candidate who has been a member of Operating Engineers Local Union No. 3 for the longest period of time shall be listed above the tied candidate who has been a member for a shorter period of time, and they shall then be numbered as in this Section provided, and the candidate with the next highest number of votes shall receive the number next following the number assigned the tied candidate who has been a member of Operating Engineers Local Union No. 3 for the shortest period of time.

The candidates, numbered one (1) through 38, shall be declared elected as Delegates. The candidates for Alternate Delegates, numbered one (1) through two (2), shall be declared elected as Alternate Delegates.

Each Alternate shall serve as necessary. The Alternate with the highest number first, and the Alternate with the lowest number last.

## PUBLICATION SECTION VIII

The Recording-Corresponding Secretary, upon request of any bona fide candidate 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.

## OBSERVERS SECTION IX

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.

## CONDUCT OF MEMBERS SECTION X

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.

Any member found guilty of violating the above paragraph shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and if such member should be a candidate he shall, if found guilty, suffer the loss of the office for which he is a candidate, if elected thereto.

## SAMPLE BALLOT SECTION XI

A sample ballot shall be published in the Engineers News, January

## Drilling Jobs Are Plentiful

By FRANK TOWNLEY  
and GEORGE MORGAN

Usually this time of year work is slow for many members of Operating Engineers but things look good in the Northern California drilling industry.

Hunnicut & Camp's Rig No. 1, with Bill Camp as tool pusher, just finished an injection well in the Kerby Hills and rigged up again about a week ago on a wildcat near Oakley for Western Continental. Rig No. 1, like most of the operations in Northern California, is prospecting for gas although a few are looking for steam.

The gas and energy shortage is behind the boost in the drilling industry. A few years ago when the news of the gas shortage spread, a lot of independent money besides the well-known companies like Standard or Shell Oil put their money into drilling and the pace picked up. Normally, the crews wouldn't be turning a tap this time of year but nearly every rig in Northern California is running now.

Bill Camp said he's not sure you could call this a "boom" because in this business "one month you have the chicken and the next month you have the feathers," but work has increased over the last two years. He predicts the drilling crews can look forward to ten or 20 years of steady work because of the gas and energy shortage.

On other jobs in Northern California, Hunnicut and Camp's Rig No. 4 just moved from Robbins to the Meridian area. Their No. 3 just rigged up for a 65,000 foot test for Montara Petroleum and recently ran casing in Colusa County.

There's a lot of drilling activity in the Geyserfield area. R. B. Montgomery's No. 6 is fishing at this time and Hoover Drilling Company has E-2, an electric rig, drilling for steam. On Camay's Rig No. 25 in that area, we'd like to welcome a new Union member, Bobby Herring, who is working as a roustabout. They've been in that location for about six months.

R. B. Montgomery is finishing up their job with Rig No. 3 in Solano County where they put in 9,736 feet of 5½ inch casing.

The year 1975 has been good for our members on the drilling rigs and we're happy to report that it looks like it will stay that way for a while.

Best wishes for a happy holiday season to all of our Union members and their families.

1976 Edition, subject to correction by the Committee by reason of the failure of a Nominee to continue to be eligible or to qualify for any reason.

## CONDUCT OF ELECTION SECTION XII

The election will be conducted by mail, by secret ballot, under the supervision of the Election Committee. Price Waterhouse & Co., a nationally known firm of Certified Public Accountants, will mail a ballot to each member and count the returned ballots under the supervision of the Election Committee.

## ELECTION RESULTS SECTION XIII

Results of the election will be published in the March 1976 edition of the Engineers News.



# Grievance Committee Elections Dates Set

## Sen. Collier Meets With Redding Builders

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 Francisco. 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., Sacramento. 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.

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

As of this writing the weather in the Redding area is looking very bleak. The mountains around the surrounding area are covered with snow and the skies are black with clouds. I think this is typical for this time of year when the "Out of Work" list starts to grow with the layoff of the Brother Engineers who are working in the surrounding area.

Glenn W. Shook has at this time been very lucky with the Central Valley Sewer Project—they have had very little rain. Shook's end of this Central Valley Project consists of the main sewer lines, and the house hook ups. This \$4.4 million job will keep several brothers busy most of the Winter and all of the coming work season 1976. Brothers Ed Benz and Hank Waits have been appointed Job Stewards on the Glenn Shook job.

Kirkwood-Bly has been working on their end of the Central Valley project. Spike Coudouris is a Sub-Contractor for Kirkwood-Bly and is building the sewer ponds and clearing the ground for the sprinkler system.

By the way the sky looks now—Spike will not be able to finish with his leg of the job this work season.

Wright-Schuchart & Harbor has all but completed their paper mill at Simpson Lee in Anderson. Brother Norm Yocum (Job Stew-

ard) has worked for almost two years on this project. At the peak of construction there were 18 engineers employed on this project. With all the sub crafts on the job there were 500 men employed on the job.

Senator Randolph Collier spent two days in the Redding area on the Senate Committee hearings concerning Cal-Trans and their economic problems. Senator Collier is one State Senator who is a very good friend of labor and recognizes the economic problems we are having with very little work. Senator Collier is backing legislation to increase the gas tax three cents for Rapid Transit and highway construction. Governor Brown has indicated he would be against such a move.

We urge every one to take a minute of their time to contact their Congressman or Assemblyman or Senators to pass this very valuable legislation to try to generate work in the lagging construction industry.

As most of the brothers in this area know, the majority of the work in heavy construction has pretty well shut down for the Winter and although a few projects are proceeding on a hit or miss basis, depending on breaks in the many storms that sweep through our area, most of our members are patiently waiting for Spring to return in order that they may go back to work.

When Spring does break we will have several good jobs to go back

to. They are: Piombo Construction at Dunsuir on the Interstate 5 job (Piombo is scheduled to complete this job in the Fall of 1976), Piombo Construction at Deer Mountain Lodge on Hiway 97 (also due to be completed in 1976), Leo Davis Construction on Klamath River Bridge at Hornbrook (due to complete in '76), Contri Construction at Mt. Shasta on the Mt. Shasta Sewage Collection and Treatment job (due to be completed in '76), Geo. Reed, Inc. on their Hiway 395 overlay job near Likely, California, Rugen Construction Company, Inc. at Crystal Lake Fish Hatchery near Casel, California. Also of interest to the members in this area: The Department of Fish and Game is planning a similar job on the Mt. Shasta Hatchery this coming year.

Eastco Construction Company was recently awarded a California Div. of Transportation contract for restorative work on the Somes Bar-Etna Road and the Forks of the Salmon River Road and the Callahan-Cecilville Road.

By the time you read this many of you will be getting close to the 84th day since you last registered—be sure to check your date and re-register before going over 85 days in order to maintain your place on the "Out of Work" list.

We in the Redding office wish you a Very Merry Christmas and a Happy and Prosperous New Year.

## Situs Picketing Passes Congress

The Senate joined the House in passing the construction site picketing bill, climaxing a quarter-century campaign by building trades unions that had the support of the entire labor movement. The vote was 52-45.

Included in the Senate measure is the construction industry collective bargaining bill that the House passed as separate legislation. It had the endorsement of the AFL-CIO convention as "a careful and conscientious attempt by individuals who know the construction industry" to develop procedures to make the bargaining process more effective.

Senate Labor Committee Chairman Harrison A. Williams, Jr. (D-N.J.) steered the legislation to passage with a big bipartisan assist from Sen. Jacob K. Javits (R-N.Y.). Twice, the Senate had to invoke cloture in order to break a filibuster by hard-core opponents.

President Robert Georgine of the AFL-CIO Building & Construction Trades Dept. expressed confidence that the legislation, "approved so convincingly by the Senate and the House," will become "the law of the land." He noted President Ford's promise to sign the site picketing bill if it was accompanied by the bargaining legislation that had been initially drawn up by Labor Secretary John T. Dunlop in consultation with unions and management.

Dunlop in a letter read to the Senate during the debate, reiterated his strong support of the site picketing bill and rejected assertions that it would be inflationary or legalize picketing for any unlawful purposes.

As for the argument that it would keep non-union subcontractors from working on jobs em-

ploying union members, Dunlop suggested that this would be a most desirable result.

Mixing union and non-union operations on a single job "is not conducive to sound labor relations, to cooperation on a job, nor to increased productivity," Dunlop noted.

The Senate inserted a labor-opposed amendment by Sen. J. Glenn Beall (R-Md.) to exempt residential home construction—defined as structures with three or fewer floors and no elevators—from the site picketing bill. The House had narrowly rejected a similar amendment.

There were some other amendments in both the House and Senate versions that labor did not support. But both bodies rejected a series of clearly anti-labor amendments that were designed to make the final version of the legislation unacceptable to unions.

Opponents had put their chief hope for blocking the bill on a filibuster—the weapon successfully used a decade ago to prevent the Senate from acting on the House-passed bill to repeal the "right-to-work" Section 14b of the Taft-Hartley Act.

Georgine expressed the building trades thanks to other AFL-CIO unions and departments and to the congressmen and senators who resisted "some of the most extreme pressure ever applied on Capitol Hill" to support the legislation. He urged local building trades unions, before the measure becomes law, to thoroughly familiarize themselves with its provisions.

In both the House and Senate versions, a local union that has a dispute with a contractor or subcontractor would be able to

picket the entire construction site provided it gives 10-day notice of its intent to do so and has received the approval of its international union.

The bargaining bill, which was joined to the Senate version of the site picketing bill as a means of avoiding another filibuster battle, would give national and international unions a greater involvement in the construction industry bargaining process.

It would establish a Construction Industry Collective Bargaining Committee of 10 representatives of unions, 10 management members and up to three neutrals, including the chairman. The Secretary of Labor and director of the Federal Mediation & Conciliation Service would be ex-officio members.

A 60-day notice of contract expirations would be furnished to national unions and contractor associations and relayed to the Construction Industry Bargaining Committee.

The committee could take jurisdiction, in which case there could be no strike or lockout for 30 days past the expiration date. Alternatively, it could refer a dispute to a national craft board or comparable union-management body. Or it could ask the national labor and contractor organizations whose members are involved to participate in the negotiations. In that event, any new or revised collective bargaining agreement would have to be approved by the national union to take effect.

The legislation would run for five years and six months before it expired, the collective bargaining committee would give Congress recommendations regarding extension of the law.

JOHN L. BURTON  
9th District, California  
SELECT COMMITTEE ON AGING  
COMMITTEE ON  
HOUSE ADMINISTRATION  
COMMITTEE ON  
GOVERNMENT OPERATIONS  
SUBCOMMITTEE  
CONSERVATION, ENERGY AND  
NATURAL RESOURCES  
INTERGOVERNMENTAL RELATIONS AND  
HUMAN RESOURCES

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

December 12, 1975

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

Dear Dale:

Please accept my hearty congratulations on your election as 10th International Vice President of the Operating Engineers.

I know your election victory will be most meaningful to the working people of San Francisco, and that you will continue your hard work in their behalf.

My very best wishes to you in this new position in the future.

Peace and friendship,

JOHN L. BURTON, M. C.

JLB:leg



## Suits Against Sacramento Plants Dropped

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

Two Freeport farmers have dropped two lawsuits challenging the proposed \$300 million regional sewer treatment facilities in the south area. We hope that this will release this project for bids in order to provide some much needed work in the Sacramento area. Granite Construction was awarded one job at just under \$6 million; and they were hoping to get started on this project, which would have provided some jobs, but now the environmentalists have taken after this project trying to stop it. We hope they don't succeed because we need this project badly.

It is time the California Highway Commission tempers its principles with some common sense and authorizes the \$4 million needed in next year's budget to complete Interstate 5.

When the State Department of Transportation announced its plans to drastically reduce expenses by imposing a moratorium on all new highway construction, the final 24-mile stretch of I-5 between Stockton and Sacramento had yet to be funded. This poses a problem for the Highway Commission: Either exempt I-5 from the moratorium or allow the final link of a 1,200-mile, four-lane divided highway spanning the Pacific Coast from Mexico to Canada to remain a hazardous and congested transportation bottleneck of stoplights, city streets, and pedestrian crosswalks.

With its annual operating budget pruned from \$450 million to \$150 million, we understand and support Caltrans' decision to postpone most new highway construction and concentrate on road safety and rehabilitation projects. The completion of I-5, however, is an obvious and vital exception.

To deny the state funds needed to complete the highway would be economically ruthless and shortsighted. Since the federal highway trust fund absorbs 92 per cent of the construction costs for interstate highway projects, the states are only required to fund 8 per cent. But unless California puts up its 8 per cent share—about \$4 million—of the costs to complete I-5, the state will forfeit \$42 million in federal funds for the project.

California Highway Commission officials should speed the completion of I-5.

Any help that the members can give us by writing their State Senator's and Assemblymen would be greatly appreciated.

As of this writing, our out-of-work list is starting to grow and the winter rains are moving into the mountain area and will slow most of the work down. We have several projects that will work as much as possible during the winter months, such as Gates & Fox's tunnel job at Long Canyon, the Auburn Dam, I-505, and most of the plants. These projects will keep a large number of the Brothers busy.

Gates & Fox are working three shifts, seven days per week on

## In Nevada

# Supply, Costs, Prices Slow Copper Industry

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

A huge surplus, inflated energy costs and low prices have finally hit home in the Nevada copper industry. Anaconda Company at Yerington will cut back 15 per cent as of January 1st. This means approximately 70 people will be out of work there. Anaconda has tried many methods in the past few months to cope with the situation without resorting to layoffs, but the recent increases in fuel and electricity have increased their operating costs to such an extent they can no longer operate on a full schedule.

The Duval Corporation at Battle Mountain, our other major copper producer in the area, is facing the same market and economic conditions as Anaconda but Duval does have a good recovery of gold and silver so it is not dependent on the copper alone to meet costs. There is no layoff anticipated at Duval at the present time.

Cortez Gold and Carlin Gold are mining on a two shift basis, and will keep several members active through the winter.

In the Eastern portion of the State work is steadily decreasing with the advent of winter. Jack Parsons Construction, working I-80 at Silver Zone, has cut the crew to less than one half. Robert L. Helms has closed down the hot plant at Osino located east of Elko. Frehner Construction of Las Vegas has completed the Highway 93 overlay at Wells. S. J. Groves at Winnemucca is forging ahead despite the freezing conditions. This I-80 by-pass job

is working three shifts six days a week and should be completed by the middle of December. Jacobs Construction at Lovelock is the general contractor expanding the Eagle Pitcher plant and has Martin Iron, Industrial Clean Air and Boyce Miller as subs. The job is nearing completion.

National Bridge has been awarded the rehabilitation job at Tunnel No. 3 of the Newlands Water Project at Fernley for a total of \$588,227.00. Work began the beginning of November.

Nevada Paving has been busy excavating and paving throughout Washoe County. They moved their hot plant back to Reno from Hawthorne.

Robert L. Helms has completed

crushing at Rye Patch and will be moving to Tonopah, Local No. 12 area, taking several Local No. 3 operators with them. They are also paving at Highway 395 and are moving dirt on the newly awarded 395 project at Bordertown. Their newly constructed truck shop in Sparks has several mechanics working under clean and warm conditions.

McKenzie Construction of Reno has started the addition to the Medical Sciences Building at the University of Nevada Reno. Barlow & Peek are the sub contractors for the site preparation on this million dollar project.

In the Hawthorne area, Boecon's project is moving right along, but Sierra Paving and Porter Engi-

neering have been forced to slow down due to the weather.

McKenzie's Minden-Gardnerville sewer project is taking shape as they enter the third phase of the job.

There would be more activity in the Lake Tahoe area, but the weather is holding work to a minimum. Huber, Hunt & Nichols on the Jennings project, Wunchel & Small on the school job, Del Webb on Park Tahoe, H. M. Byars on Harvey's, Western Crane and Riging, I Christenson and O & D Construction at Harrah's mammoth project are just a few of the contractors adversely affected by the weather. At the North end of the Lake Contri Construction on the Crystal Bay sewer project and H & H Construction on the pump stations find themselves in the same predicament.

Teichert's Mayberry job is in the final stages with just the clean-up left.

McKenzie's Fitzgerald Hotel job is not being affected by the weather as yet. Engineers on this project are still able to work every day.

Many members have moved this summer and have forgotten to change their address with the Local. This results in lost dues billings, Credit Union statements and newspapers. Also, be sure to contact your Business Representative if you have any beneficiary changes.

Just a reminder in closing, be sure to attend your Union meetings.

Happy Holidays!



BROTHER ENGINEERS employed for McKenzie Construction Company of Reno, are shown above constructing the Digester Control Building for the Minden-Gardnerville Sewer Treatment Plant. The project is beginning to take shape as they enter the third phase of construction.

their tunnel repair job at Long Canyon; this looks like a good job that will run through the winter.

Auburn Construction are making good progress on the Auburn Dam. Work is centered on pouring concrete in the jay-block area, and the left abutment excavation.

A \$23,480 contract was awarded to R. J. Miles Co. by the Bureau of Reclamation. The contract calls for work to be performed at the federally owned Sugar Pine Dam rock quarry.

The area's freeway picture does not look good. In the last two years, the State Highway Commission has dropped 343.5 miles of planned state highways. No new routes have been adopted.

Route 65 from Interstate 80 to Grant Line Road. The legislature and the State Highway Commission deleted this 28-mile freeway from the freeway system this year.

The big gap in I-5 won't be closed until 1983, if then.

Those of you that are not working could be a great help to us by attending these many meetings we attend in fighting for these projects for next year. Let us know if you can attend some of these meetings, so we can give you a call when these things come up.

### TAHOE-TRUCKEE AREA

At long last the Tahoe-Truckee Sanitation Agencies Interceptor Line from Tahoe City to Truckee, the Access Road to the Water

Treatment Plant in Martis Valley, the Water Treatment Plant itself and the Effluent Interceptor Line is becoming a reality. Bids were opened June 4th on Phase III & IV of the Interceptor Line and Teichert Construction was the low bidder at \$2,920,442.00, but two other bidders contested Teichert's bid on a supposed irregularity consequently the contract award was delayed, resulting in the project getting a late start and the loss of several months of good construction weather. The H. M. Byars Construction Company of Reno, Nevada, where the successful low bidders on June 18th for Phase I & II, for \$3,343,844.00 and started out from the Tahoe City side with one spread and later started a second spread farther down the line but have suspended operations as it became too wet. Quintana Construction Company of Tahoe Vista won the award to build the Access Road to the Water Treatment Plant in Martis Valley at a cost of \$384,827.00. The Del E. Webb Corporation of Phoenix, Arizona, on November 4th was the lowest of eleven bidders on the Water Reclamation Plant at a figure of \$19,225,000.00 and Underground Construction Company of San Leandro was the lowest of ten bidders on the Effluent Interceptor and Disposal Line at a price of \$1,099,464.20. The latter two contracts mentioned above have not officially been awarded as of the writing of this article as the bids have to be approved by both State and

Federal agencies as they are funding 87½ per cent of the project. This should be no problem as both bids were well within the engineers estimate. We won't know for sure until the projects are officially awarded and we hold pre job conferences with the firms what their plans are for getting underway. Very doubtful that the underground portions will go till spring as the ground is fairly wet already, as Teichert Construction and the H. M. Byars Construction Company are experiencing.

Teichert Construction have closed down their project for the winter on the Rest Areas on Interstate 80 at Donner Summit. They also have completed their underground project along Hwy. 28 for the Pacific Telephone Company, as did the Underground Construction Company.

Brother Ted Knoff and his crew at Teichert's Truckee Plant had a rather short season due to the poor construction year and the material just not moving out too rapidly, resulted in huge stockpiles, so the crushing operation was suspended the last of October and the hot plant operation is on a day to day basis depending on the weather. Teichert Construction at Tahoe Donner is down to the nitty-gritty. This has been a good job for a number of the Brothers for some five years, hate to see these type of projects come to the end. The T & S Construction Company have kept a few operators busy this season at the Tahoe Donner develop-

ment and up on Donner Summit as well as their portion of Teichert's job at the Truckee Airport. Ian MacSween Construction Company of Zephyr Cove, Nevada, has just about completed their Stampede Complex project, trying to beat the weather. Construction as a whole on the south side of the lake was at its lowest ebb in many many years. The sub-division work which has been the main stay in recent years has just about come to a screeching halt due mainly to the economy and the ecology aspect. The Tahoe Asphalt & Paving Company hot plant kept open all season with one busy run while the George Reed Company was resurfacing the streets of South Lake Tahoe. Sha Neva of Truckee have been awarded the sand contract for the season by Caltrans. This is to supply the sand that Caltrans spreads on the slick highways during the winter months. R. C. Mandeville has just about finished up replacing some of the old water pipe in the Kings Beach area.

We met with one of the consulting engineers from the Disney venture at Independence Lake, and he was very optimistic about their project starting in 1976. If all goes as planned, he is talking about a ten-year project, the first four to five years being the peak. The gradually tapering off. Since meeting with Disney's representative, ownership of the lake has become an issue. Too early to say what this will do to the project.



## OPERATING ENGINEERS TRUST FUNDS:

## OUTLOOK

Vol. 2—No. 12

SAN FRANCISCO, CALIFORNIA

December, 1975

## Tips for Filing Medical Claims

Delay in the payment of a Health and Welfare claim can be pretty irritating. Especially when it results in the inconvenience of having to resubmit what you may have thought was a properly submitted claim. According to the Trust Fund Office, the major cause of delay in the processing of a medical claim can be attributed to improperly filed or incomplete claims. It is absolutely essential that a claims adjuster have certain information before determining the amount payable by the fund. Therefore, *Outlook* offers the following tips to insure the proper filing of a medical claim:

First, be sure that you submitted a claim form for each distinguishable illness or accident; that is due to an entirely unrelated cause. Once a claim form is submitted all subsequent billings may simply be forwarded to the Trust Fund Office.

Second, note that the claim form is divided into two parts. The top portion of the form is to be completed by the participating member in all cases. The information requested includes name, address, social security number of the operating engineer covered by the plan; name of the patient; relationship to the operating engineer if the claim is on someone

other than himself; if the claim is on a minor dependent, his or her student status; and the firm name of the operator's last employer.

In addition, the Trust Fund Office must know if the claim is due to an injury or illness arising out of employment. This is because accidental bodily injury arising out of and in the course of employment or a sickness entitling the insured person to benefits under a Workmen's Compensation Act or similar legislation are not covered expenses of the plan. Also, the Trust Fund Office must know if the claim is covered by any other group insurance plan. This is because of the co-ordination of benefits provision of the plan and is necessary to insure that your claim is paid correctly.

If a participating member desires, the Trust Fund will make their payment directly to a doctor, hospital or supplier with a copy of the amounts paid sent to the member. This is known as an "assignment of benefits," and is entirely optional. If you want to assign your benefits then you must indicate the assignment on the claim form. If you wish the Trust Fund to make payment directly to you, then merely leave this section of the claim form blank.

Most importantly, all claim

forms must be signed and dated by the covered operating engineer.

The bottom portion of the claim form is to be completed by your doctor. Information as to the diagnosis, dates of treatment, and fees charged are absolutely necessary prior to payment of a claim. Members should request their doctor's assistance in assuring that this section of the claim form is properly filled out.

Itemized bills must accompany any claims for hospital, surgical and medical expenses. Simply attach these items to the claim form before submitting them to the Trust Fund Office.

If you rely on your doctor or hospital to forward a claim to the Trust Fund Office, it is a good idea to check with them to assure that they have submitted the claim. It is not unusual that a claim will not be paid simply because the Trust Fund Office never received it.

Lastly, if you have any questions about the procedure for filing a claim, contact the Fringe Benefits Service Center or the Trust Fund Office for assistance. Prompt and efficient payment of claims is one of their primary goals, and is greatly facilitated when a claim is submitted properly.

## Fringe Benefits Forum

## Many Changes in '75

On behalf of all of us in the Fringe Benefits Service Center, I would like to wish every member of Operating Engineers Local No. 3 and your families a very Merry Christmas and a Happy New Year. . .

1975 was the year of the "new" plans in Local 3. Although the comprehensive medical plan was first adopted in the latter part of 1974, we have just recently completed our first full year of operation under the plan, and feel that it was highly successful. From all indications, there has been a significant reduction in the turn around time on medical claims submitted to the Trust Fund Office, and it appears that their response will continue to improve.



Art Garofalo

Various factors have contributed to this improvement including the implementation of simplified claim forms and the ease which a comprehensive plan lends itself to adjusting of claims.

In addition, operating engineers and their families are currently receiving a broader range of medical coverage than at any time in the history of the plan. The inclusion of office visits for dependents and the increase in maternity coverage mark major areas of improvement and have been enthusiastically supported.

Hospital benefits that provide 65 and 85 per cent of the reasonable charges in excess of that amount and coverage for miscellaneous hospital expenses up to \$1,000 during any one period of disability or illness and then 85 per cent of any additional charges certainly have provided the members of Local 3 with vital protection in light of soaring hospital costs.

In January of this year the board of trustees adopted a self-funded dental program. Under the provisions of the Operating Engineers Dental Plan, dental benefits were increased from 80 to 85 per cent for basic benefits and to 60 per cent for prosthetic devices.

Preauthorization, a major cause of delay, is no longer required, but it is still suggested that each participant verify his eligibility with the Trust Fund Office or the Fringe Benefits Service Center prior to allowing the dentist to start the treatment to avoid unnecessary expense. Claim forms have been simplified to facilitate the filing and adjusting of dental claims. We have, much to our delight, received a number of letters from dentists who have noted the change to a self-fund plan complimenting the Operating Engineers on the efficient manner in which the dental plan is run.

Finally, I would like to thank those operating engineers, both active members and retirees, and their wives who have taken the time to write us this past year. We have received both compliments and complaints, and numerous suggestions as to where many feel that the Health and Welfare programs and the Pension Plan might be further improved. All have been communicated to the boards of trustees at their meetings throughout the year. The trustees feel that the communication that they receive from the plan participants should play a important role in the decisions that they must make.

The members of Local 3 will continue to enjoy the benefits provided by the Operating Engineers Trust Funds in the coming year, and should take pride in their programs . . . the end result of collective bargaining.

Committee Hearings  
On National Health

The House Ways and Means Committee's Health Subcommittee has recently begun a new round of hearing on National Health Insurance. Witnesses testifying before the subcommittee in early November included George Meany, AFL-CIO President.

The subcommittee has been studying various national health insurance proposals and it is expected that it will write its own bill early next year.

Six major National Health Insurance bills have been introduced in Congress this year. They include H.R. 21, introduced by Rep. James C. Corman, D-Calif., which has the current support of organized labor. The Senate version of this bill is S. 3, introduced by Senator Edward M. Kennedy, D-Mass. Other bills include H.R. 1, sponsored by Rep. Al Ullman, D-Ore., which has the support of the American Hospital Association; H.R. 4747, the Ford Administration's bill, has been introduced by Rep. Tim Lee Carter, R-Ky.; H.R. 5990, supported by the Health Insurance Association of America and sponsored by Rep. Omar Burrellson, D-Tex.; H.R. 6222, favored by the American Medical Association, introduced by Rep. Richard H. Fulton, D-Tenn.; and S. 2470, to insure catastrophic illnesses, proposed by Senators Russell B. Long, D-La., and Abraham Ribicoff, D-Conn.

AFL-CIO President Meany testified in favor of H.R. 21-S. 3. He said that any national health insurance program must include nine "essential" elements: a single standard of comprehensive benefits; universal coverage; access to health care as a matter of right; strong cost controls; built-in quality controls; incentives for reform of the health care delivery system; minimum administrative overhead expenses; equitable financing; and substantive consumer representation. Meany stated that he feels only the Kennedy-Corman bill includes each of these essential items.

According to Meany the central issue that dominates the debate around national health insurance is cost. The "bottom line cost" of H.R. 21-S. 3, Meany estimates, is \$100 billion. "One is tempted to say that anything that costs \$100 billion isn't worth it," Meany testified before the committee, "but \$100 billion is what this country is spending on health care today." Meany vigorously criticized those who contend that the federal government cannot afford a comprehensive National Insurance program.

Subcommittee hearings should continue into the coming year. Compromise is going to have to play an essential part if passage of any bill will occur in 1976.

Insurance  
Out of Reach?

The soaring costs of medical care threaten to make health insurance so expensive that few Americans will be able to afford it, according to leading insurance officials.

Even with higher premiums, the country's approximately 350 insurance companies offering medical coverage have lost "hundreds of millions of dollars, just since January 1," said Robert F. Froehke, president of the Health Insurance Association of America.

The gloomy picture, he said, makes it inevitable that the federal government will soon step in. "We only hope that private insurance companies will still play a role," Mr. Froehke said.

However, Dr. James S. Mongan, assistant staff director of the Senate Finance Committee, said that the unwillingness of lawmakers to demand new taxes in the face of the weak national economy, as well as uncertainty over which of the many proposed bills to support, makes passage of a national health program unlikely this year.

Currently, Mr. Froehke said, typical premiums for "good" health coverage cost \$50 to \$100 per month, compared with \$15 to \$25 ten years ago. Most such premiums are paid by employers or unions through group coverage plans, "but in the end, the bills are still paid by the people."

Trust Funds  
Office Moves

C. W. Sweeney Company, consultants and administrators of the Operating Engineers Trust Funds, recently announced the relocation of their offices to 50 Francisco Street, San Francisco, California 94133. The offices are located on the corner of Bay and Francisco Streets just off the Embarcadero, within close proximity to a municipal parking lot. The Trust Fund Office's telephone number has been changed to (415) 391-4440. Office hours will remain the same, 9-12 and 1-4 Monday through Thursday and 9-12 on Fridays.

Arrangements have been made with the Post Office to forward any mail sent to the old address. Claim forms will be prepared with the new address, but it will be acceptable to continue using any claim form with the old address.

The new location and facilities will enable the staff of the Trust Fund Office to continue to efficiently serve the members of Operating Engineers Local No. 3.

Extension of  
Self Payment

Participating members of the Operating Engineers Health and Welfare Trust Fund for Northern California may now make self payments for a maximum of 12 consecutive months. The extension of the self payment provision is the result of a recent board of trustee's decision.

Self payments are a means of continuing a member's eligibility for health and welfare coverage in the event of disability or unemployment. Members interested in making self payments may do so at the full rate for three months for the full benefit schedule and then elect to make partial payments for up to nine months for the burial, comprehensive hospital, medical and surgical benefits only. An optional provision provides that a participating member may elect to make a total of nine payments at the reduced rate.

Payments should be sent to the Trust Fund Office by the 15th of the month that a member's insurance would otherwise terminate, with subsequent payments due on the 15th of the following months.





## TEACHING TECHS

By ART PENNEBAKER  
Administrator, Surveyors' JAC

Oh Boy! Oh Joy! NO RELATED TRAINING CLASSES during Christmas week or New Years week. Back to the grind again on January 5th, 6th or 7th as appropriate.

We need a few more Chiefs of Parties for the HP-45 Seminars. It is not enough to just be interested. We need your name, address and phone number in order to arrange for adequate facilities and to be certain that each person is notified of the time, date and place.

The Seminars are designed for persons:

1. with an understanding of Field and Construction Survey practices at a Chief of Party level;
2. who possess an HP-45 (you don't have to own one, but you do have to provide one for your own use at the seminar);
3. who have a rudimentary understanding knowledge of the functioning of the HP-45.

Sign up immediately, if not sooner, so we can get the show on the road.

The National Apprenticeship Conference for Operating Engineers recently conducted a three day series of meetings and seminars. Management and Labor Representatives of Training Programs from all over the United States were in attendance.

A special session was provided for Representatives with particular concern for Field and Construction Surveyor Training. The relatively few other programs across the land vary in size and emphasis on Field or Construction Surveying, but the questions and discussions indicated the same motivations that moved Local No. 3 Tech Engineers into action 15 years ago.

Information and material provided by the Administrator of the Northern California Surveyors Joint Apprenticeship Committee was eagerly accepted. Delegates were particularly impressed at the description of individual participation by the Surveyor members in developing and implementing the Local No. 3 Training Program.

From this first meeting will eventually come a set of National Standards to be filed with the Federal Bureau of Apprenticeship and Training in Washington, D.C. The importance of National Standards is to insure that Local Standards not be diluted by action of others who may not feel the same insistence for excellence that Local No. 3 Tech Engineers have demonstrated. At this very moment, Federal legislation is being prepared to allow for watered down training programs sponsored by other than Union-Management programs.

By combining the efforts of Local Unions, Management Associations and the International Union of Operating Engineers, it should be possible to demand that the National Standards for Field and Construction Surveyors be the minimum standards for every Federally approved Training Program in the United States.

The Training Program for Chief of Party is established at a standard 8,000 hours together with Related Training Classes. That is the standard course. It is well recognized, however, that some Apprentices have the capacity and/or the get up and go to complete early. Of course, some require a longer period of time.

When the Related Training material is completed before the work training hours, then the Sub Committee may excuse the Apprentice from further attendance at Related Training Classes.

There is no mandate against an Apprentice studying in addition to the regular Related Training Classes. As a matter of fact, now that work opportunities are declining for the rainy months, it would make good sense to use some of that available extra time to move ahead a little faster.

Upon completion of the Related Training Class material, an Apprentice becomes eligible for acceleration and/or completion of Apprenticeship at an earlier date.

This is how it works:

- (1) Complete the Related Training Class material.
- (2) Request a letter from your previous and/or current Employer attesting to the fact that, from their experience with your activities on the job, they believe you should be considered for acceleration.
- (3) Request the Administrative Office to place your case on the Agenda of the next Sub Joint Apprenticeship Committee meeting in your area.

The Administrative Office will provide the Sub JAC with your complete record. The Sub JAC will discuss with you your record and any recommendations you bring to the meeting.

The Sub JAC will be looking for logical reasons to deviate from the Standard Program and allow you to move along at a faster rate. They will be looking closely at the reputation that the Apprentice has built for himself from the time he signed the Apprenticeship Agreement to the date of the meeting.

The advancement of one period for the first through fourth period Apprentice means more than a ten percent (10%) raise in wages. Graduation to the Chief of Party classification means eligibility for \$10.74 per hour in Area A.

A little extra effort toward the Related Training material and at the job site can pay some large dividends. HAPPY HOLIDAYS!!!

WU REPERF SFO  
CH862AM SFC133(1030)(1-86623A346)PD 12/12/75 1826  
1CS IPHNAVA VSH  
18818 GOVT NWASHINGTON DC 63 12-12 1811A EST  
PMS DALE HARR INTERNATIONAL UNION OF OPERATING ENGINEERS AFL CIO, DLR  
474 VALENCIA ST  
SAN FRANCISCO CA 94103  
DEAR DALE:  
HEARTIEST CONGRATULATIONS ON YOUR ELECTION AS 11TH  
VICE-PRESIDENT OF THE INTERNATIONAL. IT IS GREAT  
NEWS FOR ALL OF US, BUT PARTICULARLY FOR WORKING MEN  
AND WOMEN IN CALIFORNIA AND THROUGHOUT THE NATION WHO  
HAVE BENEFITTED FROM YOUR WORK TO IMPROVE THE QUALITY OF  
THEIR LIVES. I LOOK FORWARD TO CONTINUING TO WORK WITH  
YOU TOWARD THAT GOAL. BEST PERSONAL WISHES  
JOHN V. TUNNEY US SENATOR

## Rains Slow Eureka Work

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

It seems that winter rains have hit the North Coast again as is evidenced by the shut down of the dirt jobs. The biggest one in the district, the Guy F. Atkinson project in Arcata is 60 per cent complete at this time with approximately three-fourths of the work likely to be finished by next spring. The work done to date has been accomplished in 31 per cent of the time scheduled.

As of next spring the project should be 74 per cent completed. The "lake" near 17th street is caused partly by seepage as the whole construction project is in a seepage area. The flooding problem is aggravated by the temporary 16th street crossing which blocks natural drainage in the area. Pumps are being used to minimize the water level.

At present time Foster Drayage has a crane rented to Foundation Constructors who are doing the pile driving for the overcrossings.

Up north on Highway 199 the Ladd Construction Co. is being plagued with slides. Every time it rains dirt slides result in the closure of the highway. The removal of dirt from the highway will be the extent of the dirt moving for the rest of the winter.

Structure work on the bridges will continue throughout the winter as weather conditions and temperature permit. Wester Cassions Inc. have just completed the footings for the viaduct portion of this project and at this moment are moving their equipment out.

As we said in our last issue highway work is going to be down in this area this coming year but water pollution work should be good once it gets started.

We want to wish everyone a Merry Xmas and a Happy New Year and also to say that there is going to be a Crab Feed again in March '76.

Thanks from all of us . . . Bob Wagon, Gene Lake, Jim Johnson and Hazel Swaner.

The following was submitted by Gene Lake, Business Representative and North Coast Coastal Commissioner.

I had the pleasure of attending my first meeting as a member of the North Coastal Regional Commission of the California Coastal Commission on November 12 and November 13, 1975 in Arcata, California.

The importance of the decisions the Commission must make cannot be over-emphasized. In almost all instances the realization of life long dreams is at stake, be it a permanent home, a vacation house or a business venture.

Rest assured we (commission members) get plenty of input from the audience—both kinds.

It was gratifying to note several people in attendance from organized labor, particularly Brother Engineers. Appreciation is extended to you Brothers who spoke in behalf of our common cause.

I want to mention in closing that I felt this meeting was a complete success not only because of the decisions that were made but that we had the entire commission present.

## TALKING TO TECHS

MIKE WOMACK, Dir.  
PAUL SCHISSLER  
GENE MACHADO

Seasons Greetings!!

Best wishes from the Tech Department in the coming year.

Many members have called asking verification of the current wage rates in the four wage areas that could not be printed in the Tech Agreement until the "Cost of Living" had been analyzed and agreed on. Printed below are the rates effective on January 1, 1976.



Mike Womack

Classification	Area "A"	Area "B"	Area "C"	Area "D"
Cert. Chief	11.04	10.69	8.26	7.38
Chief	10.74	10.39	7.96	7.08
Inspector	10.74	10.39	7.96	7.08
Soil Tester	9.20	8.91	7.31	5.78
Senior Tech	9.20	8.91	7.31	5.78
Chainman/Rodman	8.86	8.52	6.98	5.48

All members working in the "B" Area received an additional increase from \$.31 to \$.35 per hour on January 1, 1976 that is included in the rates above.

All members should be familiar with their agreement and especially 04.03.00, other than the exceptions as printed, any time work is started you are to receive a minimum of eight hours wages and fringes. It is the employers' full responsibility to schedule the work and if you finish your job and come in early you still receive the eight hour minimum.

Negotiations are still underway with S.E.A. of Sparks, Nevada and from all appearances, will probably run into the 1976 work season. At the last meeting with S.E.A., the members voted 100 per cent to support their representatives in negotiations up to and including strike authority if needed.

Contract negotiations have been concluded with Twining Laboratories Inc., of Stockton, Modesto, Fresno and Visalia, California. This is the first major breakthrough for the testing and inspection industry in the San Joaquin Valley.

Labor and management have formed another coalition for mutual interest in stopping the flagrant waste of your tax dollars by CALTRANS in their attempt to promote and perform engineering work that has historically been done by private industry on a competitive basis.

Question: Does anyone know why Santa Claus goes around with a hearty Ho, Ho, Ho!!!?

Answer: He doesn't have to buy the gifts!!!

HOMESPOT HSB  
8-046816349 12/11/75  
1CS IPHNAVA VSH  
C184488888 HSB TORN SACRAMENTO CA 100 12-11 0930P EST

Western Union Mailgram

DALE HARR,  
GENERAL MANAGER,  
OPERATING ENGINEERS LOCAL 3  
474 VALENCIA  
SAN FRANCISCO CA 94103

DEAR DALE,  
I WAS DELIGHTED TO LEARN OF THE GREAT NEWS OF YOUR ELECTION AS THE 10TH VICE PRESIDENT OF THE INTERNATIONAL UNION OF OPERATING ENGINEERS. YOUR STRONG PERSONAL SUPPORT AND THAT OF LOCAL NUMBER 3 HAS BEEN MOST IMPORTANT TO ME.  
I HOPE THAT WE CAN GET TOGETHER SOON TO CELEBRATE YOUR NEW POSITION.  
WARMEST REGARDS,

LEO T. MCCARTHY,  
SPEAKER OF THE ASSEMBLY

17:30 EST

HOMESPOT HSB

MERRY  
CHRISTMAS  
from  
OPERATING ENGINEERS  
LOCAL UNION  
NO. 3





## 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:

Holderman, M. S. (Henryetta, Wife) 2540 Grass Vly., No. 38, Auburn, Calif.	11-11-75
Isabell, Gilbert (Ruth, Wife) 111 Lassen Circle, Vacaville, Calif.	11-25-75
King, Glen 12656-2nd St., No. 53, Yucaipa, Calif.	11- -75
Landrum, Roger (Amy, Wife) 26618 Jane Ave., Hayward, Calif.	10-31-75
Lansdale, Jesse (Anneliese, Wife) Rt. 2, Box 498, Cottonwood, Calif.	10-30-75
Madden, William (Gladys, Wife) 2604 Janna Ave., Modesto, Calif.	10-26-75
Madison, Lee (Shirley, Wife) Box 54, Millville, Calif.	11-04-75
Millard, Allen (Melba, Wife) P.O. Box 8, Wheatland, Calif.	11-11-75
Mott, James (Blanche, Wife) P.O. Box 173, Letha, Idaho	10-28-75
Munday, Ross (James, Son) 4777 W. McKinley, Fresno, Calif.	11-01-75
Barney, Ray C. (Lucinda, Wife) P.O. Box 333, Spanish Fork, Utah	11-22-75
Bergloff, Clayton (Norma, Wife) General Delivery, Empire, Colorado	11-08-75
Brown, Jack (Anna, Wife) 1339 Vasco Road, Livermore, Calif.	10-07-75
Burke, Leo (Jessie, Wife) 925-38th Ave., No. 25, Santa Cruz, Calif.	11-11-75
Burnett, James (Bonnie, Wife) 1764 N. 550 W., Clinton, Utah	11-08-75
Cagle, Wayne C. (Pearl Cagle, Mother) P.O. Box 4540, Incline Village, Nev.	11-22-75
Daly, Edward (Rose, Wife) 4425-62nd St., Sacramento, Calif.	11-06-75
Davis, Joseph (Verda, Wife) 264 E. 8th No., Orem, Utah	10-31-75
Evans, James (Bertie, Wife) 1035 N. Rosemore, Modesto, Calif.	11-02-75
Germain, David (Eddie Grace, Wife) Allighany Star Rt., Nevada City, Calif.	11-25-75
Rains, Alfred (Marlene Lackard, Daughter, Alfred Rains, Jr., son) 1075 Silverado Blvd., Reno Nevada	10-28-75
Rosa, Joseph (Margaret Fernandez, Daughter) 143 A Ikea Pl., Pukalani, Maui, Hawaii	11-05-75
Ryd., Ernie (Virginia Farotte, Friend) 520 Divisadero, San Francisco, Calif.	11-28-75
Sager, Harry (Beulah, Wife) 2987-29th Ave. San Francisco, Calif.	11-04-75
Selby, Wayne (Effie, Wife, Deceased) 4212 Arlington Ave., Sacramento, Calif.	11-15-75
Shellabarger, Lynn (Forrest, Brother) 18 S. Airport Way, Stockton, Calif.	10-28-75
Silva, Larry (Eugenia, Daughter) 2599 Cloverdale, Pescadero, Calif.	11-09-75
Swinyer, Gage (Ann, Wife) 1070 Hooper Rd., Yuba City, Calif.	11-02-75
Taylor, Neil (Rachel, Wife) P.O. Box 113, Rogue River, Oregon	11-03-75
Terry, Richard (Alyne, Wife) 4921 East White, Fresno, Calif.	11-12-75
Wyman, Francis (Rachel Williams, Friend) 531 Main Street, Gridley, Calif.	11-16-75
Young, Everett (Hazel, Wife) P.O. Box 651, Tullake, Calif.	10-26-75
Zilich, Leo (John, Son) P.O. Box 401, Redwood City, Calif.	11-23-75

### DECEASED DEPENDENTS

Arruda, Isabel—Deceased: November 2, 1975 Deceased Wife of Charles Arruda	
Brown, Klara—Deceased: November 2, 1975 Deceased Wife of Donald Brown	
Dyson, Shirlee—Deceased: November 5, 1975 Deceased Wife of William Dyson	
Herzog, Christa—Deceased: October 22, 1975 Deceased Wife of Frank Herzog	
Highfill, Delores—Deceased: October 30, 1975 Deceased Wife of Uyle Highfill	
Laws, Magdalena—Deceased: October 22, 1975 Deceased Wife of Thomas Laws	
Martin, Merle—Deceased: October 7, 1975 Deceased Wife of Carl Martin	
Never, Louise—Deceased: November 25, 1975 Deceased Wife of Otto Never	
Sarver, Ruth Esther—Deceased: October 22, 1975 Deceased Wife of Alvin Sarver	
Selby, Effie—Deceased: November 15, 1975 Deceased Wife of Wayne Selby (Deceased)	
Thompson, Genevieve—Deceased: October 23, 1975 Deceased Wife of Charles Thompson	
Volpi, Lois A.—Deceased: October 9, 1975 Deceased Wife of Richard Volpi	

PHILLIP BURTON  
5th DISTRICT, CALIFORNIA  
1000 MARINA HOUSE OFFICE BUILDING  
WASHINGTON, D.C.

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

December 11, 1975

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

Dear Dale:

I want to take this opportunity to congratulate you on your election as 10th International Vice President of the Operating Engineers.

This is a fitting recognition of your tireless efforts to advance the cause of working men and women by actively participating in the political process. In addition, over the years you have been in the forefront of the struggle to create jobs and you have developed a national reputation as a fighter for meaningful occupational safety.

I look forward to continuing to work with you in the months and years ahead.

Congratulations once again and best wishes.

Sincerely,  
*Phillip Burton*  
PHILLIP BURTON  
Member of Congress

HAROLD T. (Bizz) JOHNSON  
MEMBER OF CONGRESS  
Washington, D. C.

December 12, 1975

Dear Dale:

Just a note to extend my congratulations on your election as a Vice President of the International Union of Operating Engineers.

You certainly have earned this distinction by hard work and I am pleased to note that the membership recognizes a job well done.

I look forward to continuing to work with you in the future on matters of mutual interest.

Again, Dale, congratulations. Keep up the good work.

Sincerely yours,

HAROLD T. (BIZZ) JOHNSON  
Member of Congress

Mr. Dale Marr  
474 Valencia  
San Francisco, California 94103

QUENTIN L. KOPP  
300 MONTGOMERY STREET  
SAN FRANCISCO  
TELEPHONE 941-0648

December 12, 1975

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

Dear Dale:

First, I want to thank you very much for your hospitality at lunch a week ago Monday. It was enjoyable to talk with you.

Secondly, I want to congratulate you on your election as tenth International Vice President of the Operating Engineers. This is a signal honor and a responsibility which I am certain you will perform with the same kind of excellence you have served the members of Local Union No. 3.

Best wishes for further personal satisfaction and professional achievement.

Sincerely yours,

*Quentin L. Kopp*  
QUENTIN L. KOPP

## Oakland Work Picking Up Fast

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

We are happy to report to you that we have 3 jobs proposed in Eastern Contra Costa County at the sweet tune of \$1 billion 322 million minimum. Dow Chemical in Pittsburg has the plant they are going to build with a price tag of \$1 billion plus. Wm. G. McCullough, contractor in Antioch has been moving dirt on this project for almost 2 months now, changing the storm drain ditch so it will go around the project instead of through it. I was talking to Lou Thomas, Secretary for Contra Costa County Building Trades, and he told me he has had several meetings with Dow and they are finally ready to go. The work will be in Contra Costa County and Solano County with 75 per cent of the work on the Contra Costa side.

The second big job will be Urich Oil in Martinez. This job is proposed to break in March at the sweet tune of \$270 million plus. Hallanger Eng. has been on this project for 2 years building the loading dock and getting things lined up to go. Winton Jones, contractor out of Concord moved all the dirt on the job so far. Winton built the pads for the big tanks on the hillside. American Bridge came in and built some tanks with more to come. Concord Crane was on the job for almost 2 years laying some lines, etc.

The third job will be the Antioch Bridge with a price tag of \$50 million plus. This job bids in December. This bridge is long overdue.

Other jobs to start in Eastern Contra Costa County are as follows: O. C. Jones has the Pittsburg Marina with a price of \$1.65 million. The job consists of a sheet pile breakwater rip-rap embankment, excavation of the berthing basin, and construction of peripheral improvements including parking lots, irrigation, landscaping and street improvements. There are an additional 300 berths in the Marina under a second phase of the project with an estimate to cost an additional \$1 million. At this writing we have not had a pre-job yet, but are expecting to get together with O. C. Jones in the near future.

Brothers, we are going to put on another blood drive in Concord January 14, 1976 from 3:00 P.M. to 8:00 P.M. All members and their dependents are invited to attend. We are getting low on blood again. We are asking the brothers in Eastern Contra Costa County to come to this one, plus anybody else who wants to come. We will have another drive in other areas for the members who live to far from Concord. The blood bank will be at the Elks Lodge on Willow Pass Road. Please call the Oakland Hall and leave your name and phone number or call Chuck Ivie at 798-3362 and leave name and phone number and we will call the day before to remind you.



## With Safety In Mind

## Safe Shopping Tips

As Safety Director of Local Union No. 3, my concern is, of course, for the welfare of our Union brothers but it also extends to the wives and children of our members, too. I hope this Christmas message will keep safety a part of your holiday season, from beginning to end, for each and every one of you.



Jerry Martin

On behalf of the Safety Department and myself, have a Merry Christmas and a Happy New Year.

SHOPPING FOR CHRISTMAS:  
SAFE TOY TIPS

You have an endless variety of toys to choose from for the children on your Christmas list, but some of them are potential hazards which are better left on the shelf. Here are some things to watch for:

- Read the labels. If it says "Not recommended for children under 3" then take the manufacturers word for it and don't buy that toy for a small fry. Be sure that toys which are likely to end up in little mouths are labeled "non-toxic."
- Watch out for toys that produce extremely loud noises which can damage a tot's hearing. Watch for objects that can come loose and injure an eye or be swallowed or inhaled, too.
- Watch for sharp edges or cutting points. Toy rattles with rigid wires or sharp points can become dangerously exposed with a little wear and tear.
- Electrical toys, even though they are low voltage, can be fatal to a small child. Carefully check the wiring and the grounding system on all electrical toys.

A toy that isn't safe isn't fun or educational when an accident happens. An estimated 150,000 children (and adults) receive emergency room treatment each year as a result of a toy-related injury. As you select your gifts, keep in mind not only what a toy can do to the child but what the child can do to the toy to make it dangerous.

## WHEN THE PARTY'S OVER

During the season of presents, parties and holiday cheer, we have to add the influence of alcohol, being a little extra tired, driving home late and facing winter road conditions. 'Tis the season to be jolly—but be careful on the highways! It's one of the most important preparations you can make for a Merry Christmas and a Happy New Year.

**Night Driving:** Although fewer people drive at night, the nighttime traffic rate is more than twice the daytime rate because a driver's field of vision is greatly reduced. Make the most of your visibility by keeping the windows, windshield and outside lights clean & replace worn windshield wipers to avoid streaking. Allow extra distance between you and the car in front and drive a little more slowly. Watch for unlighted vehicles.

Avoid looking straight at oncoming headlights. If you meet bright lights, reduce your speed until your eyes have a chance to readjust.

**Distractions Inside Your Car:** Distracting the driver is asking for an accident. Take whatever steps are necessary to keep squirming children, 'backseat drivers', front seat sweethearts or the car radio from impairing your concentration.

Be sure all occupants of your vehicle are buckled up in lap and shoulder safety belts. If you have small children, check into appropriate children's safety restraints. Note that babies and small children are apt to be safer in the BACK SEAT.

**One for the Road or One for the Cold:** Tranquilizers, sedatives, antihistamines and alcohol all tend to slow reaction time, interfere with muscle coordination and cause drowsiness. Such effects may be even more dangerous when two or more of those drugs are taken together.

Remember that various cold preparations may contain antihistamines which could affect your driving ability without you knowing it. By now we should all be aware that alcohol, even in small amounts, can be dangerous, too.

Alcohol or medicine alone can affect your driving performance, but mixed with fatigue it can be potentially fatal. Burning eyes, a fixed gaze or drooping lids should be a signal to make a rest stop. Be wise. Watch what you consume and heed the signs that you've had too much.

**Road Conditions:** Visiting relatives and friends can sometimes subject you to different weather and driving conditions than you are used to. Even if you are used to ice and snow, be prepared for sudden winter weather changes.

Check weather conditions before you leave and be prepared with snow tires, chains or other equipment. Make sure the chains are in good condition by checking each link and don't forget the flares to put around your car if you need to stop where you hadn't intended to. Where weather conditions warrant, a simple snow kit is recommended. This should include a dependable flashlight, a short-handled shovel, overshoes, warm gloves and headgear, a bag of sand, a warm blanket and a durable scraper to clear ice and snow off windows. Be sure your defroster is operating properly.

As a further note of caution, if something should happen to your car in a snow storm and you can't get it started—DON'T LEAVE IT, STAY WITH YOUR CAR UNTIL HELP ARRIVES.

On slippery streets or roads, avoid hard, sudden braking. Use a lower transmission gear so that the motor can help slow the vehicle rather than the brakes. If you must use the brakes, pump them gently.

## THE HOLIDAY FEAST

Choking on food happens more than most people are aware—it's the sixth largest killer in the nation. Since most of you will soon sit

(Continued on Column 4)

Time Brings  
Labor Changes

By RALPH WILSON

The last twenty years have brought great changes in our Union and the labor movement in general. Wages have quadrupled, health and welfare plans have risen, dental plans, life insurance and pensions have become standards. The worker represented by labor unions has, indeed, made incredible progress. In politics, labor unions have supported every bit of social legislation on record. It has been our honor and privilege to be part of these changes.

On the sad side, many of those who participated in the struggles of the '30's in San Francisco, those who fought for Union shops, the 8-hour day, the 40-hour week, those who brought about the first major gains, have passed on. Some, we hope, are enjoying their retirement, but the future of the Labor movement lies with the young people, those coming up.

Unfortunately, Unions have been under severe attack over the last 7 years under the present administration in Washington. Many members and families believe the attacks by employer-oriented, so-called "Free Press," the number one goal of this administration seems to us to be the destruction of the free labor movement. In our opinion, without Labor Unions, there is no hope for the workers—only economic dominance by big business and giant multi-nationals. It is our hope the dedication of our Fathers and Grandfathers will re-emerge.

A Merry Christmas and a Happy New Year to All.

Traffic Jams  
For Larkspur

Massive congestion is predicted by traffic experts when the \$18 million Larkspur Ferry Terminal opens in April. Top state officials said they will push for money next year to improve access to the ferry terminal, provided a few "ifs" are met.

Widening the roadway could not be completed until the end of next year, and not even then unless someone comes up with about \$475,000.

Widening the East Sir Francis Drake Boulevard is recommended if the bridge district board commits itself to paying the \$110,000 cost of cutting two new lanes under the railroad trestle near the terminal, and if the city commits itself to widening part of the boulevard.

Improving access to the terminal has the highest priority of any road project in Marin, stated Assemblyman Michael Wornum. The City of Larkspur has asked the bridge district to postpone opening the terminal until the access is improved.

At its regular membership meeting on November 25, 1975, the District No. 8 (Sacramento) members elected James Q. Brown to the position of District No. 8 Executive Board Member to serve the balance of an unexpired term.

## Stewards' NEWS

by Ray Cooper, Job Steward Director

Gary Bengoechea has been a Job Steward for Local Union No. 3 at Quarry Products in Brisbane for the last two years. Brother Bengoechea is a dozer operator, presently doing pioneer work on an 800 foot level bench. When there is blasting to be done at the quarry, Brother Bengoechea also doubles as a certified 'powder monkey'.



Ray Cooper

Gary has worked in quarry and plant operations ever since he became a member of Operating Engineers in 1963. He learned the art of blasting in Idaho before he came to California and has the distinction of never having had an accident or misfire. That's an unusual record for a blaster and Gary believes it's because he is especially careful to know how many shots he's placed and if they have all gone off. Otherwise, a dozer or loader could hit a forgotten hot hole months later and blow sky high. The down holes that Gary sets for the quarry are usually drilled 20 to 50 feet deep and there are about 60 to 150 holes per shot. Shooting is done electrically, using slurry and ammonia nitrate mixture.

Residing in Half Moon Bay, California with his wife and family, Brother Bengoechea spends a lot of time gardening and working in the yard. He enjoys being out-of-doors whether at home or work. When there is time, he fishes and hunts and manages to get in a few rounds of golf every once in a while.

Merry Christmas and best wishes for the holidays to all members of the Operating Engineers and their families.

December brings another year to a close. I'd like to extend a warm thank you to the active Job Stewards who have served in behalf of all Operating Engineers. Your participation in the meetings and Steward's program this year has been greatly appreciated and I'll be looking forward to an even busier program in 1976.

I'd like to thank Brother Dale Marr, too, for providing the leadership and encouragement for this program to grow. By instituting this program, his hope was to increase our effect as a Union on every level beginning with the jobsite and working up.

We've tried, and I believe we've accomplished some of the expectations. Next year I'm sure we can do even more.

I'd also like to extend a special thank you to our efficient and dedicated secretary of the Job Stewards Department, Linda Clark.

## JOB STEWARDS ACTIVATED

Week Ending November 7, 1975		Week Ending November 14, 1975	
Dist. Name	Agent	Dist. Name	Agent
01 Robert Cowell	G. Anderson	12 Virgil Anderson	W. Markus
01 John J. Gelfond	C. Snyder	12 Coey Bower	R. Daugherty
12 Paul Hansen	D. Strate	12 Jack White	D. Strate
12 Joe Jones	W. Markus	80 L. W. Opdyke	W. Marshall

## JOB STEWARDS INACTIVATED

Week Ending November 7, 1975		Week Ending November 14, 1975	
Dist. Name	Agent	Dist. Name	Agent
01—John Watson	G. Anderson	10 Otis Wilbor	W. Parker

down to a Christmas feast, now is a good time to talk about a new technique for dislodging food from the throat of a choking victim.

Until now, there hasn't been a reliable procedure for this kind of emergency but the "Heimlich Maneuver" has recently been sanctioned by the American Medical Association and the Red Cross.

Dr. Henry Heimlich's life saving technique works because air pressure inside the body forces the food to dislodge from the throat and pop out like a cork from a champagne bottle—which is exactly where he got the idea. Shall we drink a toast to Dr. Heimlich?

If someone is choking you should:

1. Grab the victim and stand behind him or her. Wrap your arms around the waist, allowing the choking victim's upper torso to hang forward.

2. Make a fist with one hand and grasp it with the other, placing both hands against the victim's abdomen with a quick upward thrust, expelling air in the lungs.

3. Repeat several times if necessary, but it usually works the first time.

4. If the victim is sitting, stand behind the chair and do the same thing. The primary point is to press upward beneath the rib cage forcefully enough to compress the air in the lungs and force it—and the food—from the choking victim.

If the victim is prone or unconscious, turn him on his back and place both hands on the victim's abdomen slightly above the naval and below the rib cage—and again, press with a quick upward thrust.

## DON'T BE ON THIN ICE . . .

As a last word of caution, all the fun is taken out of winter sports if they result in an injury.

Did you get new ice skates? In your excitement, use caution and don't try them out on the nearest pond that's too thin to hold your weight. Skate WITH someone at all times even if you're sure the ice is thick. Currents in the water, even ponds with a natural spring beneath it, can cause thin spots which aren't visible from above in otherwise strong and "good" ice.

New skis? Leave the "hotdogging" to the pros and learn how to ski gradually and correctly. Learn the rules of the slope before you go out, too. Each ski area has them depending on the layout of their runs.

Every sport can be enjoyable if played by the rules and nearly every sport can be hazardous unless YOU plan to exercise caution and safety.

We hope you do keep safety in mind. The best Christmas gift for us all would be word that our members and their families had a happy holiday, celebrated without mishap.

THINK SAFETY — WORK SAFELY



# Personal Notes

## EUREKA

We wish a speedy recovery to Brother Mickey Dillon who is recuperating at home from a hunting accident in which his left foot was injured.

We wish a speedy recovery to Brother Dennis Knight of Crescent City who had a short stay in the hospital.

We also wish a speedy recovery to Brother Ernie VanDyke who is taking it easy at home after a short stay in the hospital, also in Crescent City.

## MARYSVILLE

Our deepest sympathies are extended to the families and friends of the following retired Brothers who passed away this past month: Allen R. Minard, Gage Herman Swinyer and Francis Joseph Wyman.

Thanksgiving is over but we still have one turkey day left. MERRY CHRISTMAS!!

## RENO

It is with regret we learned of the passing of retirees William Andre, James Mott and Alfred Rains. Our sympathies are extended to their families and many friends.

Brother John Manfredi has been hospitalized at Washoe Medical Center undergoing a back operation. We hope he will be back home and well on the road to recovery by the time you read this.

Brother Wayne Cagle was also a patient at Washoe Medical Center undergoing surgery. We wish him a speedy recovery.

Brother Warner Skinner was hospitalized at the Veteran's Hospital. We understand he is now back home and feeling well.

## SACRAMENTO

Our sympathies are extended to the family and friends of Brother Leonard Whitmire and his wife Edna who passed away on October 18th.

We would like to extend our deepest sympathies to the families of deceased members Walter Hinsz, Mack Guster, L'Dee Wright, Edward Daly, and M. S. Holderman.

We wish a speedy recovery to Brother Ken Beeson who is in the Mercy General Hospital.

## SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Delores L. Highfill, May Catherine Wilfong and Mr. and Mrs. Leonard Whitmire.

Our most sincere appreciation to the following persons for their valuable blood donations: Bob Sandow, Jim Atkinson, Don Incardona and George Pekota.

Slim Cooper of Raisch Construction Co., retiree Al Perry and Abe Thompson of Reed & Graham are at home recuperating from surgery. Nick Pisano of Pisano Construction Co. is following his doctor's advice of taking it easy. Happy to report that all four are doing well and plan on being up and around for the coming holidays.

We are sorry to report that Retiree member Fernando Elliott is quite ill and we hope that he is feeling much better at this writing.

## SAN MATEO

We wish to express our sincere condolences to the friends and family of deceased Brother John Dana and Brother Roy Hall.

## SAN RAFAEL

We are saddened by the loss of our late Brother Guy Slack on October 24th. Brother Slack retired about six year ago, and had served on Local 3's Executive Board for many years. Our deepest sympathies to his wife and children.

A speedy recovery is wished for Brothers Al Hansen and Paul Todd who have been hospitalized.

Congratulations to Brother Bill Fowler—baby girl born November 20th—6 lbs. 2 oz.

Our thanks go to Brother Duane Hope for donating to our Blood Bank.

Wishing you and yours the best holiday season.

## SANTA ROSA

Al Hansen, now a resident of Lake County, was recently in the hospital for an operation, but is now at home recuperating. As many of you know Al has had his share of hospitals, but we have never heard him complain. When visiting him he would rather talk about his many friends instead of his own problems. Hurry and get well, Al, so you can finish building your home and retire in comfort. O.K.?

Maurice Woodward, of Little River, has been in a local hospital for some time, but is now improving and hoping to go home soon, just as we wish for him, a speedy recovery.

Barney Lane was in the office recently and appeared to be getting along fine after his accident. He even figures on going back to work in the early spring of '76. Great—keep on improving, Barney.

Tony Veronda is now home after a short stay in the hospital due to a bout with his heart. Best wishes, Tony, for a fast recovery.

Dick Thomas is home now, recovering slowly from his accident, after a long stay in the hospital. Get well, Dick, we're all rooting for you.

We wish to extend our condolences to Brother Wm. Dyson on the death of his wife, Shirlee, and to Brother Richard Volpi, who also recently lost his wife, Lois.

## REDDING

Our deepest sympathies are extended to the family and many friends of Brother Everett P. Young. Brother Young worked for the County of Siskiyou—at the time of his death he was living in Tulelake.

Heartfelt sympathies to the family and friends of Brother Lee Madison who expired after a long illness. Brother Madison worked in and around Redding since 1968. At the time of his death he was employed with Hammond Brothers.

Our sincere and heartfelt sympathy to the family and friends of Brother Jess Lansdale. Brother Lansdale worked in and around the

## SWAP SHOP CORNER: Free Want Ads for Engineers

**FOR SALE OR TRADE FOR DUPLEXES:** MOTEL, Mantel, Utah, plus 3 rm. apt. and 3 bedroom brick home. Across from Mormon Temple. N. Clemens, Ph. 801/833-5611. Reg. No. 1238702. 10-1.

**FOR SALE: HOBART PORTABLE WELDER,** electric, Chrysler industrial engine on wheels. 7" Kilfer disc oil bath bearings all blades over 20". One-ton Caterpillar tractor. J. Silveira, 10 Donna Lane, Danville, CA 94526. Ph. 415/837-2194. By appt. only. Reg. No. 9828730. 10-1.

**FOR SALE: '73 580B CASE BACKHOE,** \$12,400. w/5 buckets. Six yd. F700 '66 Ford dumptruck and general engine, 3 axle Beaver tail trailer, \$7,400. K. Prenger, 6036 Lean Ave., San Jose, CA 95123. Reg. No. 1528272. 10-1.

**FOR SALE: LARGE LEVEL LOT** on Hwy. 4 near Camp Connell. Elec. and water avail. Good terms. Box 111, Vallejo, CA 94591. Ph. 209/736-2759. Reg. No. 0750571. 10-1.

**FOR SALE: '72 HARLEY DAVIDSON MOTORCYCLE,** 74 cubic in. Flh Chopper, chrome extended glide front end, 5,000 miles on engine (rebuilt), \$2,000. D. Wilron, Ph. 415/886-7690. Reg. No. 1181717. 10-1.

**WANTED: CLEAN 20' SKIP JACK CRUISER** with fly bridge. A. Liranzo, 2627 Depot Rd., Hayward, CA 94543. Ph. 415/782-5177. Reg. No. 1112931. 10-1.

**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. Call 415/992-1993 or 586-9433 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. 415/661-7571. Reg. No. 0935513. 11-1.

**FOR SALE: 250 MALSBURY 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 94806. Ph. 415/223-3152. Reg. No. 1075420. 11-1.

**FOR SALE: 3 TRANSFER DUMP TRUCKS,** slam 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. Emry, 2334 Ramona St., Pinole, CA 94564. 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. Pföhl, 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 sldg. door, twin beds, air turn, gas or elec., refrig. elec. cooler, 110 ac. 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** spinnaker, 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. 0991282. 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 TRADE: 24' TRAVELEZE 1969,** self-contained trailer, exc cond. or will buy 30' not self-contained 1970-up that is in exc. cond. Ph. 415/682-2965 (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. Ph. 707/923-3318. 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 80x100 lot. Close to shopping center, \$50,000. I. Wake, 185 East Oak Ave., Willits, CA 95490. Ph. 707/459-5634. Reg. No. 1199192. 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. 1192106. 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. '55 Ford 3/4 ton p.u., \$350. Two 100' 20 amp 3 wire ext. cord \$30 each. 300 rmd. iron conc. stakes 30"-42"-36" \$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,** 12x52', 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. \$800. We pay transfer.

R. Riede, 252 W. Sunset, Sonoma, CA 93370. Ph. 209/532-7561. Reg. No. 0971440. 11-1.

**FOR SALE: CAT D8E, No. 14A2373.** Cat No. 29 cable control, 8A Dozer, 515 Harwood scraper, and one 4 cylinder Hercules stationary diesel. D. Auldridge, 207 Linden St., Modesto, CA 95361. 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 dwn. 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, 42A2382** 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., Heil 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, loaded 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. 0788950. 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., Aldor 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 438-T, 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 tail trailer, \$7,400. K. Prenger, 6036 Lean Ave. San Jose, CA 95123. Ph. 408/226-1963. 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, 7301 Washington St., Sebastopol, CA 95472. Ph. 707/823-0113. Reg. No. 1620744. 12-1.

**FOR SALE: '69 MICHIGAN 175 LOADER,** serial no. 9AHG 175. L. Lawson, 1204 Terry Ave., Clovis, CA 93612. Ph. 209/299-5790 after 6 pm. Reg. No. 0890001. 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 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, 19461 Williams Ave., Hilmar, CA 95324. Ph. 209/634-5767. Reg. No. 1065265. 12-1.

**FOR SALE: '70 ROLL-A-LONG CAMPER,** 11', partially self-cont. Jacks plus Aldor 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.

## RULES FOR SUBMITTING ADS

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



Redding area for a number of years—at the time of his death he was working for Eastco Construction.

Deepest sympathies to the family and friends of Brother Bert Carr. Brother Carr worked out of the Redding hall for many years prior to his retirement from Local No. 3. At the time of his death he was living in Payett, Idaho. We will surely miss this old timer.

## STOCKTON

Our deepest sympathies are extended to the family and friends on the passing of Brother Lynn Shellabarger, and Ida J. Welsh, wife of Brother Roy F. Welsh.

Brothers Hosea Rea and Vadiu Bunch were either hospitalized or under a doctor's care the past month. A speedy recovery is wished for all.



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

DECEMBER  
5 Ogden, Fri., 8 p.m.  
6 Reno, Sat., 8 p.m.  
11 Ukiah, Thurs., 8 p.m.

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.

MARCH  
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.

## 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.

Business Offices and  
Agents Phone Listing

\*Indicates Home Phone

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Dale Marr, Business Mgr. \*415/359-5351  
Harold Huston, President \*415/791-1107  
Robert Mayfield,  
Vice President \*415/365-2509  
James R. Ivy,  
Rec. Corres. Secty. \*415/933-0814  
Harold J. Lewis,  
Finan. Secty. \*808/395-5013  
D. R. Kinchloe,  
Treas. & Spec. Rep. \*415/837-7418

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Ralph Wilson, Dist. Rep. \*415/355-8142  
Charles Snyder \*415/479-2113  
Phil Pruett \*415/359-0385

Pipeline & Drilling  
George Morgan,  
Organizer \*415/828-2624  
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76 Belvedere St., 94901 ... 415/454-3565  
Wayne Sprinkle,  
Asst. Dist. Rep. \*892-5958

## DISTRICT 03—SAN MATEO

1527 South "B" 94402 ... 415/345-8237  
Dick Bell, Dist. Rep. \*415/359-6867  
Harvey Pahel \*415/359-5198

## DISTRICT 04—VALLEJO

404 Nebraska St., 94590 ... 707/644-2667  
Aaron Smith, Asst. Dist. Rep. \*707/643-1584

## DISTRICT 20—OAKLAND

1444 Webster St., 94612 ... 415/893-2120  
Robert Skidgel,  
Dist. Rep. \*415/937-3186  
Ron Butler,  
Asst. Dist. Rep. \*415/686-0653  
Dewitt Markham \*415/820-0309  
Jim Johnston \*415/582-3305  
Buford Barks \*415/797-4819  
Robert Marr \*415/791-2170  
Charles R. Ivie \*415/798-3362  
Henry F. Munroe \*415/686-6016

## Truck Cranes

Wm. Dorresteyn \*415/229-4503

## Dredging

Gil Anderson \*415/797-4457

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

## DISTRICT 31—MODESTO

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

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Robert Wagnon, Dist. Rep. \*707/725-5345  
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Harold Smith \*209/222-8333  
Jerry Bennett \*209/224-2758

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916/383-8480  
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Al Dalton \*916/622-7078  
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Wm. Best \*916/933-2606

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8645 N. Lake Blvd. Rm. 2,  
P.O. Box 1589,  
Kings Beach, Ca. 95719. 916/546-5968  
Tom Eck, Asst. Dist. Rep. \*916/546-3479

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760 Emory Street, 95126 ... 408/295-8788  
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Jack Bullard \*408/476-1962  
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Nathan Davidson \*408/722-3781

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Hrs. 3-5 p.m. Mon., 4-8 p.m. Thurs.  
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Jack Bullard \*408/476-1962

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Paul Wise \*702/882-1004  
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\*566-1194

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DAILY CITY 94018  
(415) 756-4400

Assembly  
California Legislature

LOUIS J. PAPAN  
SPEAKER PRO TEMPORE OF THE ASSEMBLY  
December 11, 1975

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

Dear Dale:

Congratulations on your election to the international vice presidency of the International Union of Operating Engineers.

During my years in the Assembly I have been most impressed with the knowledge and input I have received from you and your staff at Local #3. Your unique insight into labor problems and your continuous hard work on behalf of your membership is reflected in this high honor you have received.

I have thoroughly enjoyed working with you in the past, and look forward to a continuation of that relationship. The membership of Local #3 and the International Union are fortunate to have a man of your caliber representing them.

Again, my sincere congratulations on your election and my warmest personal regards.

Sincerely,

*LJP*  
Louis J. Papan

LJP:sk

## IMPORTANT

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Incomplete forms will not be processed.

Make Yourself Heard:  
Attend Union Meetings



HARDHAT'S CHOICE for their bi-centennial beauty queen is pretty Chris McCormick shown displaying some of the 40,000 Spirit of '76 calendars that went out to rank-and-file members in early December from Operating Engineers Local Union No. 3, AFL-CIO. This marked the ninth anniversary of the popular calendars which, along with an annual theme and messages from local union officials, feature a variety of recipes in keeping with the special calendar format. Calendars were designed and printed by the union's Public Relations Department. Chris works in the union's accounting department and is a member of the Office and Professional Employees Local Union 3, AFL-CIO.