

# Engineers Call For San Bruno Project

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In another in a continuing series of public hearings, operating engineers turned out in force before the San Mateo County Board of Supervisors to express support for the planned San Bruno Mountain development project. An overflow crowd, including over 150 operating engineers, attended the most recent hearing at the War Memorial Center in Daly City, California.

Speaking for Local 3, was President Harold Huston and Assistant District Representative for San Mateo Dick Bell.

Development of the area now planned has been proposed before. The first plan was conceived in 1925 and since then four other plans have been submitted. Development of the land was not undertaken for various reasons.

centers would be located throughout the development with the service offered by each to be determined by the special needs of the residents in the immediate area.

These centers, in addition to other facilities would provide jobs for 10,000 people after completion.

Visitacion Associates estimate that the project will provide over 500 construction jobs annually for the next 15 years, in addition to



LOCAL 3 PRESIDENT HAROLD HUSTON tells the San Mateo County Board of Supervisors that two years of studies and hearings on the proposed San Bruno Mountain project is long enough. The overflow crowd included over 150 operating engineers.

The plan for San Bruno Mountain now includes 7655 housing units on 262 acres of land. Also planned is 158 acres for retail, industrial, school and road use; 206 acres of developed park and open space; 646 acres of undeveloped public open space and 1900 acres for a regional resources park and permanent open space.

The plan has been scaled down, in an attempt to soften some of the opposition to the project from 12,500 housing units on 1400 acres of land. The size of the regional park has grown from 350 acres to its current proposed size of 1900 acres. According to project manager Robert Follett, "the size of the park was one of the major concessions Visitacion Associates made to the environmental interests."

A major recreation facility is planned for the development, to be known as Town Center. This center will include various recreational facilities such as an ice rink, as well as library, a health clinic, religious facilities and child care and pre-school education centers. Other smaller, community

the more than 10,000 permanent jobs.

Speaking for Local 3, President Huston told the Board that the time for studies and hearings had come and gone. "For two years, operating engineers have been attending hearings on this project, we have done our part in making our opinions heard. Now it is time for the Board to face its responsibility and make a decision."

Huston and Dick Bell told the Board of the deplorable unemployment rate in the construction trades. "Operating engineers want to work, and they want to work now."

Bell also reminded the Supervisors of the economic benefits that will arise with the approval of the project. "Providing over 500 construction jobs a year for 15 years will bring over \$145 million in payroll. I am sure the Board realizes the spending power that much money will have on San Mateo County and the surrounding areas."

Huston questioned the real in-

(Continued on Page 16, Col. 4)

At its meeting on the 10th the Executive Board approved rescheduling the quarterly membership meetings of District Nos. 4, 7 and 6 in April to avoid conflict with the dates of the 30th I.U.O.E. Convention.

The changes are:

- Change District 4—From April 6 to Tuesday, April 27, 1976.
- Change District 7—From April 7 to Wednesday, April 28, 1976.
- Change District 6—From April 8 to Thursday, April 29, 1976.

## ENGINEERS NEWS



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



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40

February, 1976

## Lack Of Rain Brings Danger Of Natural Disaster In California

Even though the long dry spell that has gripped the State of California for weeks has finally broken, the effects of the drought will be felt for years to come.

Throughout the state, cattle are starving, crops are drying up, rivers that should be wild and roaring, are a mere trickle. What is even worse, the back-up reserve of water, the annual snow-pack in the Sierras, is drastically below normal.

The drought has reached such proportions that Governor Edmund G. Brown, Jr. has appealed to the federal government for natural disaster relief. Many counties throughout the state are preparing emergency water rationing plans in the event that more rain does not come soon.

State water officials say that adequate water supplies are being contained in the state's two man-made systems (the California State Water Project and the federal Central Valley Project) to provide all the water for their customers with "firm" contracts even if the dry weather continues through next year. Another block of customers, though, who pay a lower rate in exchange for a non-guaranteed supply of water will probably be cut off. These customers, mostly water districts in the Sacramento and San Joaquin Valleys, usually can shift to well water.

Many people forget the importance of water in their daily lives. The continuing drought brings the necessity close to home. Communities relying on local streams, shallow reservoirs, or shallow ground water in basins may be in trouble.

If this spring is as dry as the winter has been, residents of the North Bay area, upper Sonoma Valley and over to the coast through the Russian River area may face rationing by late spring. Some foothill wells on the east side of the San Joaquin Valley may go dry.

Areas relying on streams in the coast range like Glen County, may have difficulty this year and will certainly be in trouble if next year is dry.

Cattle ranchers are in a panic. The lack of rain has kept range land dry and barren. This has resulted in lack of grazing grass, for cattle. The ranchers are relying on hay, selling at \$80-\$100 a

ton, to feed their stock. Although this keeps the cattle alive, it will drive the price of beef sky-high in the near future. Many ranchers have already given up and have sent their herds to the market at reduced prices. Although this will drive the price of cattle down for a short time, the industry has already indicated that prices will rise sharply in the near future.

The extremely dry season also affects California's recreation industry. Ski resort owners in the Sierra are calling this year one of the worst in its history. The snow pack is low, the skiing is bad and business has been a disaster.

The spawning success of salmon and steelhead has already been reduced. If water is short this spring, fishing for trout will be good, but will turn bad late in the season and next year. Quail and other game birds, as well as deer, will suffer from reduced

In legislation introduced in the State Senate recently, State Senator Peter Behr is trying once again to block construction of the New Melones Dam and reservoir on the Stanislaus River. In what Business Manager Dale Marr says is a "blatant attempt to frustrate the voters of California, Senator Behr is once again trying to halt construction of a project that will benefit all the people of California."

The New Melones Dam was on the California ballot in November, 1974, under the title of Proposition 17, the Wild Rivers Initiative. Had the proposition passed, the Stanislaus River would have been placed under the state Wild and Scenic Rivers Act and would have prohibited construction of the dam. The proposition was defeated by a vote of 2,891,018 against and 2,575,471 for.

Marr said that "Behr is deliberately trying to frustrate the

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We're doing our part for conservation by serving water only to those patrons who request it.



IN COOPERATION WITH THE MARIN MUNICIPAL WATER DISTRICT

CAN WATER RATIONING be far behind? With little or no rain, officials in Marin County are preparing for the inevitable. The card above is displayed throughout the county in restaurants.

food supplies if there is continued dry weather.

The supply of hydroelectric power will also suffer. With less snow, there will be less run-off with less water flowing to turn the giant power turbines to supply the state with electric power. Current estimates say that an extra 28 million barrels of oil will be needed to offset this loss of power.

The dry weather has forced an indefinite extension of the fire season in Southern California, and in the central coast area, the fire season was reopened in mid-January. The situation in the southern Sierras is becoming critical.

Even though man's dependence on water is obvious and the necessity of adequate supplies and reserves have been proven this winter, still certain groups and politicians refuse to admit it.

actions of the voters of California on the New Melones Dam issue. The citizens of California, by a majority of over 300,000 said that they wanted New Melones Dam built. Peter Behr is not willing to admit that he holds a minority view on this issue.

"Senator Behr is also continuing, his long fight to block construction of the Warm Springs Dam in Sonoma County. Residents in that area remember that Warm Springs was also on the ballot in November, 1974 and passed by a slim majority. Here again, the people have spoken, they said that they wanted Warm Springs Dam built, Peter Behr refuses to listen to the mandate of the people.

"It is unbelievable to me, how any person that must answer to the people can take a position like this after the people have spoken.

(Continued on Page 3, Col. 4)



## LOOKING AT LABOR

By DALE MARR, Business Manager

In the next few months, Californians will be receiving many varying viewpoints on the question of nuclear power. Proposition 15, the Nuclear Safeguard Initiative, or the Anti-Nuclear Initiative as it should be called, will appear on the June 8 California ballot.

The question of nuclear power is one that has no clear cut answers. Depending on who you listen to, nuclear power will save the country from the blackmail situation we find ourselves in with the Arab oil producing nations, it will enable the United States to reach energy independence, or it will blanket the nation with radioactive pollutants, subject the nation to terrorist blackmail and contaminate the earth for thousands of years.

All of these arguments, however, are emotional attempts to sway public opinion in either direction. None of the arguments are valid.

However, all of the facts are not yet known. No one can say for certain that nuclear power is completely safe, no one can say that nuclear power will do all the catastrophic things that its detractors say it will do.

The truth of the matter is that nuclear power will go a long way in providing the energy this nation needs to conduct its business. It will provide relatively inexpensive energy without the type of air pollution that other types of energy contain. Nuclear power is inevitable. We need all the alternate sources of energy that we can develop. Nuclear power is one such type of alternate energy.

On February 16, I had the privilege of addressing a two-day seminar on jobs and energy, in Los Angeles. In my speech, I explained the feelings of frustration that working people of this nation are feeling. These people want to work, they want to be able to provide for their families, they want to lead a productive and useful life.

Given the many environmental roadblocks that the government has put in front of most construction projects, the opportunity to work in the construction industry is becoming more and more difficult to do. However, these are all governmental policies that can be changed once the people in power realize their misguided route.

The future we face in the construction industry is more serious than any change in governmental policy can solve. We face the possibility of depleting our energy. Without the energy to power the industry of this nation, there will be no need to construct new facilities. Unemployment will rise even higher.

There is a desperate need for a new source of energy in this country that must be met. Environmental groups tell us that we can't use coal, our most abundant source of energy, because it causes air pollution and its mining scars the land. We can't drill for oil off the southern California coast because of the danger of oil spills. Natural gas is becoming scarce and expensive, yet the North Slope of Alaska contains one of the richest natural gas fields in the world, but we aren't allowed to build a pipeline because of environmental dangers. Solar power is said to be the answer to our problem, but its practical use is years away.

In attempting to solve our energy requirements, we must realize that in reaching a long-term solution, certain trade-offs will have to be made, we must agree to certain compromises. Either Americans learn to do without such high levels of energy consumption or we agree to certain undesired consequences of satisfying our needs. Those consequences may be additional hydroelectric dams on our rivers, which environmental groups will strongly oppose, or we must increase our strip mining of coal and construction of coal fired power plants such as the Kaiparowits plant in southern Utah, or we must continue to build more nuclear power plants.

Whatever the answer, it will not come easily, it will not be arrived at quickly, and it will not be cheap, it will cost millions of dollars. The problem of supplying energy to a growing nation is difficult, it is something that operating engineers must concern themselves with. It is something that we will be talking about again in the future.

# More California Highway Projects

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

### NAPA COUNTY

Total Projects: 1  
Estimated Cost: \$600,000

1. Route 29, construct a railroad grade separation about five miles south of Napa between Napa Junction Road and Green Island Road, a distance of about one mile. The state's share of the \$4,947,200 project is estimated at \$600,000.

### NEVADA COUNTY

Total Projects: 4  
Estimated Cost: \$1,050,000

1. Route 20, reconstruct 13.7 miles of pavement from Washington Road to Interstate 80. Cost: \$570,000.

2. Route 89, resurface 9 miles of pavement from West River Street in Truckee to the Sierra County line. Cost: \$270,000.

3. Route 20 reconstruct 3½ miles of pavement east of Yuba County line. Cost: \$210,000.

### PLACER COUNTY

Total Projects: 2  
Estimated Cost: \$375,000

1. Interstate 80, replace the superstructure of the Putts Lake undercrossing, about 21 miles east of Colfax. Cost: \$285,000.

2. Route 89, resurface 3 miles of highway from the Sierra County line north to West River in Truckee. Cost: \$90,000.

### SACRAMENTO COUNTY

Total Projects: 1  
Estimated Cost: \$450,000

1. Interstate 80, modify the interchange at El Camino Avenue in Sacramento. \$450,000 is state share of total estimated cost of \$2,800,000. The federal government will pay \$2,336,000, and the city of Sacramento, \$34,000.

### SAN FRANCISCO COUNTY

Total Projects: 1  
Estimated Cost: \$650,000

1. Route 101 (James Lick Freeway), construct a concrete median barrier between Army Street and the southern end of the Bayshore Viaduct, a distance of 1.2 miles. Cost: \$650,000.

### SAN JOAQUIN COUNTY

Total Projects: 4  
Estimated Cost: \$12,000,000

1. Interstate 5 and State Route 12. On Interstate 5, pave 7 miles of six-lane freeway between

Route 12 and Hammer Lane. This project's cost in 1976-77: \$10,452,000. (Total estimated cost for the project is \$11,700,000, of which \$1,248,000 would be budgeted in the 1977-78 fiscal year.)

2. Route 4, realign 4.3 miles and widen to 32 feet, from Walker Lane (about 2 miles east of Stockton) to Jack Tone Road. Cost: \$850,000.

3. Route 4, reconstruct the deck of the Old River Bridge about 15 miles west of Stockton. Part of this half-mile project lies in Contra Costa County. Cost: \$350,000.

4. Route 26, reconstruct 2½ miles from west to Patterson Avenue to Jack Tone Road. Cost: \$250,000.

### SAN MATEO COUNTY

Total Projects: 1  
Estimated Cost: \$430,000

1. Route 92 (J. Arthur Younger Freeway), construct a median barrier between Ralston Avenue and West Hillsdale Boulevard in San Mateo, a distance of 1½ miles. Cost: \$430,000.

### SANTA CLARA COUNTY

Total Projects: 13  
Estimated Cost: \$8.8 million

1. Route 101 (Bayshore Freeway), construct an interchange at Bowers Avenue/Coffin Road in San Jose. The project will include the installation of ramp metering devices to limit access during peak hours. The state's share of the \$3,885,000 project is \$3,200,000.

2. Route 101 (Bayshore Freeway), widen the overcrossing and approaches at Capitol Expressway in San Jose. The state's share of the \$1.5 million project is \$300,000, with the rest to be provided by the federal government.

3. Route 101 (Bayshore Freeway), install ramp meters to control access during peak hours at various northbound on-ramps between the Capitol Expressway and the Nimitz Freeway (Route 17), a distance of about seven miles. Cost: \$330,000.

4. Route 101 (Bayshore Freeway), install ramp metering devices to control access during peak periods at various northbound locations between Old Bayshore Highway in San Jose and Fair Oaks Avenue in Sunnyvale, a distance of about seven miles. Cost: \$470,000.

5. Route 17, construct a median barrier from the city limit of Los Gatos south to Hebard Road, a distance of three miles. Cost: \$335,000.

6. Route 17, install metering devices at on-ramps and make lane adjustments between Saratoga Avenue in Los Gatos and Route 101 in San Jose, a distance of 11 miles. Cost: \$1,100,000.

7. Route 17, reconstruct portions of the pavement between Camden Avenue in Campbell to the Alameda County line in Milpitas, a distance of 14 miles. Cost: \$1,050,000.

8. Route 87, extend the Route 87 freeway north of the Route 87/Sinclair Freeway Interchange between San Carlos and St. John streets, a distance of one-half mile. Cost: \$735,000.

9. Route 10, install median barriers, traffic signals and turning lanes at various locations between a point three-fourths miles north of Cochran Road in Morgan Hill and one-half mile south of Ford Road in San Jose, as distance of about ten miles. The state will contribute \$400,000 and the federal government the remainder toward the \$2,375,000 project.

10. Routes 101 and 17, install crash barriers at various locations. Costs \$250,000.

11. Interstate 280, reconstruct McLaughlin Avenue in San Jose between Route 280 and Story Road, a distance of about a half mile. The state will contribute \$285,000 toward the project and the city, \$195,000.

12. Interstate 680, resurface the Sinclair Freeway between the Bayshore Freeway (Route 101) in San Jose and Corning Avenue in Milpitas, a distance of about 4.3 miles. Cost: \$230,000.

13. Interstate 280 in Cupertino, construct overcrossing at Tantau Avenue. \$255,000 is state's share; \$455,000 is from federal aid for total project cost of \$710,000.

### SHASTA COUNTY

Total Projects: 2  
Estimated Cost: \$4,350,000

1. Interstate 5, structural repair of portions of the roadway from 7¼ miles north of River-view Drive at Lakehead to six-tenths mile north of Shotgun Creek. Cost: \$2,200,000.

2. Route 299, reconstruct 3½ miles of two-lane conventional highway, construct a one-mile truck passing lane and widen one mile of two-lane conventional highway to connect to existing four-lane city street. Project located between Red Bluff Road in Shasta and Walnut Avenue in Redding. Cost: \$2,150,000.

### SOLANO COUNTY

Total Projects: 1  
Estimated Cost: \$560,000

1. Interstate 80, add a ramp and revise the frontage roads at Abernathy Road. Cost: \$560,000. (Funding is contingent on final environmental approval.)

### SONOMA COUNTY

Total Projects: 2  
Estimated Cost: \$510,000

1. Route 128, replaces the bridge over Bidwell Creek near Calistoga. Cost: \$220,000.

2. Route 128, replace the bridge over Rockway Creek, about one and one-half miles east of Geyersville. Cost: \$290,000.

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## Sacramento Scene

# Good, Bad News From Legislature Many Bills Face Immediate Action

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



Edward P. Park

January of 1976 began in a disappointing manner for many of us who are concerned with the actions of the California Legislature. Before it was two weeks old three bad bills had been passed out of some Senate committees and were on the floor of the Senate for a vote. Probably the worst of these, SB 1288 by Senator Russell cleared the Senate Industrial Relations Committee by a narrow vote, but was rejected on the Senate floor by a 14 to 21 vote. We wish that had been the end of the story for SB 1288. However, Senator Russell asked for and was granted reconsideration. This means he can attempt to bring it up again prior to the end of the month. SB 1288 embodies the "so-called conscience clause" which is another way of saying "right to work." It is unfortunate that SB 1288 is not dead after the Senate floor vote, for Friday, January 30th represents a deadline by which all of 1975 bills must have cleared their house of origin if they are to stay alive. This last week is a dangerous time and anything can and does happen: Bills that had been killed in committees are miraculously resurrected for reconsideration, and with the manner in which roll call votes are held open, many of these bills are on their way again and the fight to defeat them must be rejoined.

Public Employee Punitive Legislation, Senate Constitutional Amendment 27 by Senator Dennis Carpenter, cleared the Senate Governmental Organization Committee but was defeated on the Senate floor. SCA 27 would have denied public employees the right to strike but offered no impasse procedures or bargaining machinery.

Senate Constitutional Amendment No. 43 by Senator Stull and others, would amend the State Constitution to create a "right to work" situation in public employment. This bad proposal could easily be amended to apply to all employment. We were successful in defeating a "right to work proposal" in 1958 at a cost of millions of dollars. If SCA 43 is passed, it will once again place this subject on the ballot.

Seasonal worker's unemployment insurance benefits are threatened again by SB 1002 by Senator Russell, which was approved by Senate Industrial Relations Committee and sent to the floor in August of last year. Under the two year procedure, bills not defeated or passed in the first half of the 1975-76 session can be acted upon now, but this is another one of those bad bills that must clear the Senate by Friday. An all out effort is being made to ensure its defeat.

Assembly Bill No. 15 by Assemblyman Charles Warren, is on the floor of the Assembly. This is an agriculture land use bill which provides for state regulation of agriculture land. It's provisions are quite similar to proposition No. 20, which set up the coastal zone commission. It defines prime agriculture land and provides for strict regulation of

that land. The net effect of this legislation would be a near complete moratorium on all rural construction within the state for a period of nine months to a year. This is another bill that must move prior to January 30th.

Senator Way's Senate bill 620 has been passed out of the Senate to the Assembly. This provides for reasonable land use planning and we support it. The happy solution is for AB 15 to die and SB 620 be enacted. SB 620 is out of its house of origin and does not have to be acted upon immediately.

Not all has been bad news. Senate bill 502 by Senator Berryhill has passed the Senate and been sent to the Assembly. SB 592 will eliminate unnecessary environmental impact reports and require that anyone who seeks an injunction to stop a project must post a bond or sureties to cover any losses or damages. SB 502 will not have an easy time of it in the Assembly, but hopefully something can be worked out that will put a stop to these irresponsible suits that have stopped or held up billions of dollars in construction projects.

Assembly bill 370 by Bill Greene, now Senator Bill Greene, appears to be hung up in the Assembly Committee on Finance, Insurance and Commerce. It's another one of those bills we hope will die permanently on Friday. AB 370 would have enacted the "Consumers Plumbing Protection Act." Another registration law of which there are far too many now. The stationary locals were very helpful in bottling this bill up in committee.

The State Building and Construction Trades Council with whom we work very closely, has sponsored Assembly Bills 2356, 2363 and Senate Constitutional Amendment No. 14, all of which have made considerable progress and worth reporting at this time.

AB 2356 by Assemblyman Jack Fenton, has been passed out of the Assembly and the Senate Committee on Industrial Relations and will be heard in the Senate Finance Committee in the near future. This bill will require any state or local agency which issues building permits to require, as a condition of issuing any such permit, proof from the contractor that he has obtained a permit from the Division of Industrial Safety for certain types of hazardous construction.

Assembly Bill 2363, also by Assemblyman Jack Fenton, and now on the Assembly floor, transfers the function of prevailing wage rate from the awarding body to the Director of Industrial Relations.

Senate Constitutional Amendment No. 14 by Senator John Stull, will amend the Constitution to require the University of California to comply with all the provisions of the State Contract Act relative to competitive bidding. This legislation is on the floor of the Senate.

Introduced by Assembly Committee on Resources, Land Use and Energy on January 22, 1976 are Assembly Bills 2820, 2821 and 2823. It would seem that this combination of bills seeks to accomplish everything that is being attempted in the nuclear initiative. We will be watching these bills very closely. They are all bad.

And now, if we did not have enough problems we listened to Senator Behr on television last evening telling us he was introducing a bill that would block further construction of the New Melones Dam. We read just last week an account of the water shortage facing Marin County which may lead to water rationing in that area and where they are already bringing water in from the Russian River, although this same Senator Behr has been instrumental in holding up the Warm Springs Dam. Marin County is in Senator Behr's District, which makes it all the more incredible that he would meddle in the affairs of other districts, when he is faced with such an acute problem in his own.

## A Personal Note from The President's Pen

By HAROLD HUSTON  
President



First, please let me take this opportunity to personally thank all of the 1,016 brother and sister engineers who attended the semi-annual meeting held at San Francisco on January 10, 1976. I've been told this was the largest attendance for all the previous semi-annual meetings.

Also the District Meetings and Retirees Association meetings held in January were well attended. We appreciate the good attendance at the meetings, but most of all we are most pleased of the active part the members are taking at each of these meetings. **This Union belongs to the membership, and no one should ever forget it!**

On November 13, 1975, I attended the Senate Transportation Committee Interim hearing on the state's current highway funding crisis. Senator Randolph Collier, Chairman of this Committee, gave me the "red carpet" courtesy when I spoke in behalf of our membership for jobs.

The hearing at the San Francisco Board of Education, 170 Fell Street, was the sixth in a series being staged around California. Union leaders, contractors, concerned citizens, city, county and state officials testified on the situation which has forced a moratorium on new road building in the state.

The fine highway system we in California enjoy, has been built on the principle of pay-as-you-go. Accomplishments to date have been possible principally through the taxation of motor vehicle fuels purchased in California.

Today we are finding that the revenues being collected are not keeping pace with the cost of construction, maintenance and repair. Just a few years ago, revenue appeared to be sufficient to complete our highway system and to make the needed changes for safety and improvements for efficiency.

The latest picture is one of almost complete moratorium on highway construction for completion, safety and efficiency. In addition, projections indicate that in a short time revenues will be insufficient to properly maintain the system we now have. The determination of what is to be done to resolve the situation ultimately must reflect the desires of the people.

At a November 4, 1975 hearing, in Redding, Committee Chairman Collier declared: "It's becoming increasingly apparent that we are going to take care of three lines of roads—the state's, those of the counties and our city streets. I think this can best be done by increasing vehicle registration fees so that they are once again carrying their own weight. I also think it looks like we ought to raise trucking weight fees. I suspect the trucking industry will go along on that provided that the money is indeed tied down for purposes of maintenance and construction. Finally, I feel its going to take not the proposed 2-cent-a-gallon fuel tax increase, but rather a three cent boost."

Senator James Mills, Democrat from San Diego, authorized last year Senate Bill 100, which asked for a two cent increase on each gallon of gasoline and diesel sold at the pump. This bill was delayed in the assembly last summer, however, it will be reconsidered again this year.

One of the reasons that it was not passed last summer was the overemphasis on mass transit with little provisions for the rural areas who need improved highways, but have no need, or little need for mass transit.

I explained at the hearing that any cessation of construction can only aggravate an already intolerable unemployment situation in the construction industry. Unemployed Journeyman Engineers in Northern California for the month of November of 1975 is 27 per cent. **We need jobs for our members and need them now!**

Regarding highway construction, we are interested in the time from the drawing board to the start of construction. The more that time can be reduced, the better. We are opposed to long drawn out delays and studies of the same thing.

The case of Interstate 580 is a prime example. As you know, that project was studied, delayed, and studied again for a period of over ten years. That is totally unacceptable.

The Construction Industry has been and will always be the life blood of our country. We must keep this industry alive and healthy if we are to maintain a strong economy.

## More on the Drought

(Continued from Page 1)

I can say that Operating Engineers and the Building Trades will do all we can to see that this bill is defeated."

Marr also called on help from the rank and file members to write their legislators in opposition to Senator Behr's bill. "We have to let the legislators know,

once again, that we need New Melones Dam," Marr said.

The Fair Labor Standards Act of 1938, as amended, establishes minimum wage, overtime pay, equal pay, recordkeeping and child labor standards, for most workers in America, according to the U.S. Department of Labor.

### GRIEVANCE COMMITTEE ELECTIONS

On the dates and at the meetings indicated, the following brothers were elected to serve on Grievance Committees for the ensuing year:

February 5, 1976:	District No. 2:	Hale Mason Harold Hansen William Rogers
January 28, 1976:	District No. 1:	James O'Brien Willis Bennett John Gilmour
January 21, 1976:	District No. 17: Honolulu	Herbert Denning William Kapiko John Hoopii
January 22, 1976:	Hilo	Ichiro Matsui David G. Camacho Clifford Britto



## RIGGING LINES

By BOB MAYFIELD  
Vice-President

It seems as though a lot has happened these past thirty days, as every week I've been in another plane to another rather important assignment.

It last month's column, I mentioned the project agreement negotiations which were scheduled with the Stone & Webster Corporation on the Valmy Power Plant Additions 1 and 2 in the boondock area between Winnemucca and Battle Mountain, Nevada. I'm most happy to report that since last month's report, agreement was reached with Stone & Webster, the engineer for Sierra-Pacific Power Company (the owner) and the Northern Nevada Building Trades Council and ourselves. This agreement will involve at least \$350 million worth of new construction work which is scheduled for completion in about six years. Initial work is tentatively scheduled to begin in the Fall of this year (1976). First work to begin will be a new road to the project site and construction of a bachelor camp and related facilities, as this will be provided for all workers at this site who elect to stay there, in lieu of subsistence, as this area is rather remote and facilities to live otherwise are some distance away. In my opinion, this type of agreement is a major effort and victory for all Unions in the building and construction trades. A project of this size is the target of many of the larger non-union companies who do this type of work all over this country today, and to guarantee continuity of work and no jurisdictional walkouts by all unions involved is indeed a small price to pay to guarantee a union project for all crafts.

This past week (February 13 and 14th), two long days were spent in Reno, Nevada with the same Northern Nevada Building Trades, myself, Dale Beach (Nevada District Representative) and Dave Young (Business Agent), and Taylor Construction of Nevada. The purpose was to attempt to consummate a Project Agreement for a new MGM Hotel in the center of Reno, very similar to the one now existing in Las Vegas. This company is the same one that constructed the MGM Hotel and Casino in Las Vegas and another large project in Florida. The price tag on the Premiere Hotel, we are told, would be in the ball park figure of at least \$100 million. Peak manpower requirements would be over 500-1000 men and the large majority of these would be craftsmen other than Operating Engineers, but of course we would still have quite a number of these jobs for a long period of time. Initial construction would begin with excavation and underground work and this, of course, would mostly be the work of the Operating Engineers. The exact location of this hotel and gambling complex is to be located at what is now the site of the Nevada Aggregates pit and batch plant in Reno. This all hinges, of course, on the parties being able to reach agreement, with the next scheduled negotiations tentatively set for the last week of February.

Drilling negotiations (gas, oil and geothermal), as I reported this past month, finally reached an impasse, as the rank-and-file members rejected all initial company proposals. A strike with most companies soon followed and, in fact, a large sector of the drilling companies remain closed as of this writing due to rejections of proposals by these companies. However, one of the largest companies offered a second proposal (R. B. Montgomery Drilling Co.) and a vote of the membership was taken and passed as a combination vote of company employees that could be reached in both Local No. 3 and Local No. 12. Substantial gains were obtained in both economics as well as language, which over the long pull is extremely important. Subsistence increases averaged over 20 per cent in most instances. Wages, vacation pay and pension increases amounted to \$1.00 per hour. All employees working in the jurisdiction of Local No. 3 were to immediately convert from a lesser company Health & Welfare plan to the Union plan, and language-wise a strict hiring hall procedure is to be enacted. These are the most important features of this new agreement and represent substantial and important features. We are hopeful that the rest of the striking employers will soon sign in an honorable fashion as did the leader, R. B. Montgomery. However, some of these companies are attempting union-busting tactics and we are told are encouraging their employees to attempt to decertify with some rosy promises of doing a lot of great things if employees do this. It is no secret to anyone who has ever worked in the oil patch that most all major oil companies are highly anti-union and the drilling companies also, as they have had their own way forever until recent years. My only comment to anyone who might read this, and especially to the drilling hands, is we can "hang together" or "hang separately" (to quote an old quote) and now is the time to hang together, as it is plain to see the gains that have been made in a relatively short time in the oil fields under union contracts have been substantial.

In four days of heavy negotiations with representatives of Rio Algom Corporations, from Moab, Utah, both sides presented offers and counter-offers. This session wasn't sufficient time to complete this renewal agreement; however, more sessions are scheduled for the week of February 23rd in Moab, Utah and it is our hope to reach an agreement at that time—and hopefully to be ratified by the membership involved. The Utah District Representative, Tom Bills, and Business Agent, Bill Markus, as well as the rank-and-file Stewards from the mine have been very helpful as, of course, these men know the problems of such an operation better than anyone else, and their expertise in these mine negotiations is very important.

## New FTC Rules Will Help Credit Buyers

By SIDNEY MARGOLIUS,  
Consumer Expert for  
Engineers News

The recent action by the Federal Trade Commission to bar the "holder in due course" clause in installment finance contracts soon will eliminate one of the most coercive legal loopholes long used to strap unsuspecting buyers.

The "holder in due course" law presently allowed by most states lets a finance company take over your installment contract from a dealer, but absolves the finance company from any responsibility for making good on the purchase if anything goes wrong. Suppose you buy a used car and the dealer guarantees it for 30 days. But it conks out. Meanwhile the dealer turns over your installment to a finance company. He has his money and can refuse to do anything about the car. In most states you still have to pay the finance company although some may allow a period such as ten days in which you can assert claims.

Some of the most serious incidents have occurred in home improvements where contractors have done poor work or even failed to complete jobs. We've even witnessed such outright frauds as a homeowner signing an installment contract to have 12 storm windows installed by a "contractor" who turned over the contract to a finance company and abandoned the job after installing just one window. But the homeowner had to pay the finance company.

Many of the notorious food-freezer plans that soon folded up after selling families high-priced

freezers also were enabled to raid consumers' pocketbooks by the holder in due course law. Undoubtedly many millions of dollars have been extracted from moderate-income families by other widespread exploitations of "holder in due course," such as carpet referral-selling plans and house-siding promotions.

An especially shocking aspect of the hard-sell promotions based on this legal loophole has been the participation of not only local finance companies who specialized in this kind of transaction but also many of the nation's largest and most reputable banks.

The FTC's new ruling barring holder in due course clauses doesn't go into effect until this coming May 14. Meanwhile you can safeguard yourself by avoiding signing such contracts. You can insist that any such clause be crossed out.

Typically, the holder in due course clause in a contract will read something like this: "If the seller should assign this contract in good faith to a third party, I shall be precluded as against such third party from attacking the validity of the contract on grounds of fraud, duress, mistake, want and consideration."

Also look for any other clauses or sentences in the contract or installment note which say you "waive" your defenses against the finance company in case the dealer fails to deliver agreed-upon satisfactory goods or services.

The forthcoming FTC rule also will require sellers to insert a clause in installment contracts to this effect: "Notice. Any holder

of this consumer credit contract is subject to all claims and defenses which the debtor could assert against the seller of goods or services obtained pursuant hereto or with the proceeds hereof. Recovery hereunder by the debtor shall not exceed amounts paid by the debtor hereunder."

Note that the forthcoming rule applies only when the dealer or seller arranged for the financing. On loans you arrange yourself with a lender to make your own purchases, you do, of course, have to pay back the loan even if the purchase was misrepresented or is defective.

Nor will the FTC's new rule completely assure you of dependable service or merchandise. You still need to be sure to get written rather than merely verbal statements of the seller's promises. But at least now you have the right to raise against the third party (the lender) any legal claims and defenses you may have of breach of contract or warranty or defective merchandise or misrepresentation by the seller.

Too, the new rule will make finance companies and banks more cautious than they sometimes have been about providing financing for high-pressure of fly-by-night sellers.

The FTC is to be congratulated by consumers for having taken this courageous step to eliminate this long-standing inequity. Meanwhile, of course, many millions of dollars have been transferred from the pockets of innocent consumers to those of dealers, traveling contractors and lenders.

## A Jewel Of A Meal With Oysters

John Rohenkohl of Santa Rosa, an assistant engineer, a regular at Michaelangelo's and self-professed fan of the oysters there, sat down in the patio court restaurant for his favorite seafood.

"I ordered oysters as I usually do, and when they came I found something in one of them that wasn't supposed to be there", he said. "I couldn't figure out what it was because you don't have bones in oysters."

Pat Vadon, waitress at Michaelangelo's, said she looked at John and knew something was wrong. "I looked over there and he had funny expression on his face and I told myself, Oh Boy!, he's found something in his food."

She walked over as John produced the object. "He said it wasn't his tooth, and when I looked at it I didn't know what it was." John said he took one look at the object, then passed it to his wife. "She said, it's a pearl!", and I said "It sure is."

The little gem was later valued at from \$80.00 to \$200.00, based on size. Pearls found in any oyster used for human consumption are rare, but those found in oysters from North American waters are almost non-existent. Michaelangelo's owner, Jake Salvato, said his supplier, Paladini Fisheries of British Columbia, were as surprised as he.

"They've been in business 104 years and they've never found a pearl in an oyster," he said. "They've never even heard of anyone finding a pearl in that type of oyster."

Bob Okazaki, visiting investigator in oyster research at the Bodega Marine Laboratory agreed, but suggested perhaps a Japanese oyster somehow got mixed in with the batch from British Columbia Salvato served that night.

Most cultured pearls are found in Japanese or Australian waters. Natural pearls are usually found in the Persian Gulf or off Central America.

Dustin Clivers, senior scientific assistant in the Department of Zoology at the California Academy of Sciences, disagreed with the Japanese oyster theory and was not particularly surprised by the fact the pearl turned up in a domestic oyster. "It's relatively rare, especially if the pearl is of any size, but it isn't that unusual,"

he said. "Any type of bivalve, even a clam, can encase an irritation in the substance we call a pearl."

Ruth Sanford of Tomales Bay Oyster Co., while surprised the pearl traveled as far as someone's plate, wasn't shocked by the idea of a pearl coming from a North American oyster. "We find two or three each season," he said.

All in all, the discovery hasn't done Michaelangelo's any harm, although there was a momentary disruption as Mr. Rohenkohl assured Salvato the find was no joke. Mr. Vadon said there was further commotion when almost everyone in the restaurant got up to look at the gem. "We sure had a lot of oyster orders after that!", she said.



BROTHER JOHN ROHENKOHL of Santa Rosa and his rare find.

# Grievance Committee Elections Dates Set

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

### DISTRICT AND SUB-DISTRICT MEETINGS

District No.	Meeting Location
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.

# Election Committee—Officers Election

James R. Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct the election of Officers and District Executive Board Members of the Local Union in the month of August, 1976.

### Article XII, Section 3, Elections:

"(a) The election of Officers and District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of Certified Public Accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

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

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

## OPERATING ENGINEERS LOCAL UNION NO. 3 OFFICIAL BALLOT

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

<input type="checkbox"/> Joseph C. Ames Executive Board	<input type="checkbox"/> Russell Denis Halcro	<input type="checkbox"/> Leon D. Remstedt Mechanic	
<input type="checkbox"/> Tom Armer Dozer Oper.	<input type="checkbox"/> Bill Heinz	<input type="checkbox"/> Larry Riordan Blade Operator	
<input type="checkbox"/> E. L. (Jack) Armstrong Dozer Oper.	<input type="checkbox"/> Ray Helmick Ex. Bd. Member Dist. #1	<input type="checkbox"/> Donald 'Robbie' Robertson Heavy Duty Mechanic	
<input type="checkbox"/> Lou Barnes Blade Oper.	<input type="checkbox"/> Ernest J. Henry Backhoe Operator	<input type="checkbox"/> Rod E. P. Roderick Dozer Oper.	
<input type="checkbox"/> Dale Beach Dist Rep.	<input type="checkbox"/> James L. Hester Crane Operator	<input type="checkbox"/> Raymond Royer Heavy Duty Mechanic & Welder	
<input type="checkbox"/> Dick Bell Asst. District Representative	<input type="checkbox"/> Wally Hobson Dozer Operator	<input type="checkbox"/> Tee Zhee Sanders Executive Board Member #2	
<input type="checkbox"/> Tom Bills Trustee	<input type="checkbox"/> Clem A. Hoover District Representative	<input type="checkbox"/> Francis "Tiny" Scheimer Owner Operator	
<input type="checkbox"/> Jim Brown Executive Board Member District 8	<input type="checkbox"/> A. J. (Buck) Hope Retired (Financial Secty.)	<input type="checkbox"/> Dan Senechal Director Public Employees	
<input type="checkbox"/> William (Bill) Burns Mechanic	<input type="checkbox"/> Merle W. Isbell Ex. Board Dist. #3	<input type="checkbox"/> Robert S. Skidgel District Representative	
<input type="checkbox"/> Jim Calvin Dozer Operator	<input type="checkbox"/> Ed Jones Ex. Bd. Member Dist. #11	<input type="checkbox"/> Aaron Smith Business Agent	
<input type="checkbox"/> George E. Carr Dozer Operator	<input type="checkbox"/> Guy G. Jones Crane Operator	<input type="checkbox"/> Charles "Chuck" Smith Executive Board Member (Dist. #10)	
<input type="checkbox"/> Tom Carler Assistant District Representative	<input type="checkbox"/> Mike Kraynick District Representative	<input type="checkbox"/> Loren Squier Retired	
<input type="checkbox"/> Norris A. Casey	<input type="checkbox"/> Aaron D. Lalonde Shovel Operator	<input type="checkbox"/> T. J. "Tom" Stapleton	
<input type="checkbox"/> A.A. Alex Cellini District Representative	<input type="checkbox"/> Carl Landrum Mechanic-Welder	<input type="checkbox"/> R. F. (Russ) Swanson District Representative	
<input type="checkbox"/> Robert L. (Bob) Christy Executive Board Member Dist. 6	<input type="checkbox"/> Wm. (Bill) Larimer Crane Operator	<input type="checkbox"/> Walter Talbot District Representative	
<input type="checkbox"/> Claude E. Clark Dozer Operator	<input type="checkbox"/> Bob Larkin Mechanic	<input type="checkbox"/> Shoichi (Mala) Tamashiro Executive Board Member	
<input type="checkbox"/> Allen J. Clay Dozer Operator	<input type="checkbox"/> Wallace R. (Wally) Lean District Representative	<input type="checkbox"/> Bob Wagnon Dist. Rep.	
<input type="checkbox"/> Neil Clem	<input type="checkbox"/> Kay Leishman Ex. Board Member District #12	<input type="checkbox"/> Clarence "Cecil" Wilson Leverman	
<input type="checkbox"/> Ray Cooper Job Steward Director	<input type="checkbox"/> J. E. "Jack" Lofton Executive Board Member Dist. #5	<input type="checkbox"/> Ralph O. Wilson District Representative	
<input type="checkbox"/> Alex Crichton Chief of Party	<input type="checkbox"/> Victor E. Lohr Crane Oper.	<input type="checkbox"/> Mike Womack Director of Technical Engineers	
<input type="checkbox"/> William H. "Willy" Cropper III Business Representative	<input type="checkbox"/> Ernie Louis Lubrication and Service Engineer	<input type="checkbox"/> Dennis Wright Auditor	
<input type="checkbox"/> Bill L. Dalton Executive Board Member	<input type="checkbox"/> Don Luba Foreman	<input type="checkbox"/> Paul J. Wright Foreman	
<input type="checkbox"/> Harold E. (Buck) Darewit Retired	<input type="checkbox"/> Henry "Bud" Mallett	<input type="checkbox"/> Ted Wright Crane Operator	
<input type="checkbox"/> Wain R. Davis Crane Operator	<input type="checkbox"/> Jerry Martin Director of Safety — Training	<input type="checkbox"/> John M. Zilich Power Blade Operator	
<input type="checkbox"/> Kenneth C. Dees Crane Operator	<input type="checkbox"/> Joe Miller International Representative	<b>ALTERNATE</b>	
<input type="checkbox"/> Tim DePace Gradesetter	<input type="checkbox"/> I.J. Neeley International Union Representative	<b>DELEGATES (Vote for Two (2))</b>	
<input type="checkbox"/> Don C. Dillon Dist. #4 Executive Board Member	<input type="checkbox"/> John B. Norris	<input type="checkbox"/> Charles Dale Blackburn Scrapper Oper.	
<input type="checkbox"/> Larry (Doug) Douglas	<input type="checkbox"/> Patrick O'Connell Trustee	<input type="checkbox"/> Tom Eck Ass't. Dist. Rep.	
<input type="checkbox"/> Jerry Dowd Int'l. Representative	<input type="checkbox"/> Claude Odom District Rep.	<input type="checkbox"/> Darrell L. Robinson Grade Checker	
<input type="checkbox"/> Art Garofalo Director of Fringe Benefits	<input type="checkbox"/> Edward (Ed) Park Director, Educ. & Research	<input type="checkbox"/> Jay O. Victor Ass't. Dist. Rep.	
<input type="checkbox"/> Kenneth M. Green District Representative	<input type="checkbox"/> Raymond L. Parres Crane Operator		

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

# Special Delegate Election Notice

### SPECIAL NOTICE

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

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

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

### Do not insert dues payments, letters, etc.

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

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

# Redding to Get New Sewer System

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

The Redding City Council has authorized applying for state funds to build an elevated crossing over the railroad tracks at South Street. Redding asked for \$5 million in an application to the Public Utilities Commission last year and landed low on a priority list of other project proposals. The city's share of the proposed overcrossing, roughly \$40,000, has not been reflected in current or projected city budgets.

The Redding City Council became the last of four local entities to approve and thereby create a governing agreement for a proposed \$16.5 million regional sewer system. The city approval was subject to three areas of redefinition that will have to be ratified by three other agencies. Concern had been expressed ear-

ly about time delays by the project engineer from the CH2M Hill Company who has acted as consultant to the city, Enterprise Public Utility District, Cascade Community Services District and Shasta County, representing the Westwood Manor Sewer Maintenance District.

less of putting up his gravel plant on Clear Creek Road to be called Aggregate Products. At this time the hot plant is standing but not operable. Mike Asire, a longtime member of Local 3, is heading up the gravel operation for Baker. Mike has worked out of the Fresno District for Frank Pozar, better known as Fresno Paving. Four Operating Engineers are currently employed at the site fabricating the belt lines and other related equipment for the rock, sand and gravel operation. With any luck at all, Baker hopes to have his gravel operation going by the time work season opens up again this summer. Job Steward is W. Houghby.

I would like to thank all those brothers who took the time and made the effort to attend the long meetings that were held in the Redding District to help secure the Use Permit for Jack Baker. Without your help I am quite



THE CENTRAL VALLEY SEWER project in District 70 continues, as the new trunk sewer mains are being laid. Shown above are Ed Benz, job steward for Glen Shook, Inc., owner Glen Shook and Superintendent Bud Cox.

sure Jack Baker would not have been able to secure the Use Permit necessary for this operation and those brothers that will be employed at Aggregate Products this Summer and in the future would not have those jobs. The outstanding effort made by Curtis Brown who drove from Orick

to attend one meeting is duly recognized and appreciated. The unusual balmy Winter that we are experiencing in the Redding District has enabled Glenn Shook to continue his sewer treatment and leach line operation at Central Valley. Eight Operating Engineers have seen Winter employment with this project. Job Stewards are Hank Waits and Ed Benz.

Changes in a paragraph dealing with "excess" with "peak flowage surcharges" in another paragraph.

W. Jaxon Baker is in the pro-



A NEW ROCK SAND and gravel operation, owned and operated by W. Jaxon Baker, recently received a use permit with the help of brother engineers in the Redding area. Shown above is the new hot plant.

cess of putting up his gravel plant on Clear Creek Road to be called Aggregate Products. At this time the hot plant is standing but not operable. Mike Asire, a longtime member of Local 3, is heading up the gravel operation for Baker. Mike has worked out of the Fresno District for Frank Pozar, better known as Fresno Paving. Four Operating Engineers are currently employed at the site fabricating the belt lines and other related equipment for the rock, sand and gravel operation. With any luck at all, Baker hopes to have his gravel operation going by the time work season opens up again this summer. Job Steward is W. Houghby.

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to attend one meeting is duly recognized and appreciated. The unusual balmy Winter that we are experiencing in the Redding District has enabled Glenn Shook to continue his sewer treatment and leach line operation at Central Valley. Eight Operating Engineers have seen Winter employment with this project. Job Stewards are Hank Waits and Ed Benz.

# Director of Safety Jerry Martin Appointed to CAL/OSHA Board

H. J. (Jerry) Martin, safety and training director for Operating Engineers Union, Local 3, San Francisco, has been appointed to the California Occupational Safety and Health (CAL/OSHA) Standards Board by Governor Edmund G. Brown Jr.

He replaces William K. Stuckey of San Diego whose term has expired.

The seven-member CAL/OSHA Standards Board approves and issues the State's job health and safety standards, grants permanent variances from standards, and hears appeals from the granting and denial of temporary variances.

Martin became an operating engineer shortly after leaving the Marine Corps in 1945. He worked on heavy construction jobs throughout the world and also has experience in both open pit and strip mining operations. For several years Martin was a business representative for Local 3, and during 1972 and 1973 he was a special assistant to Dale Marr, the union's business manager.

In 1974 Martin was appointed to his present job as the union's director of safety and training and, in this capacity, has served as an "expert witness" and as a nationally recognized authority in all phases of construction safety.



BUSINESS MANAGER DALE MARR, (left), is shown with newly appointed member of the CAL/OSHA Standards Board, Jerry Martin, Director of Safety for Local 3. Marr and Martin are joined by Don Vial, Director of the State Department of Industrial Relations.

## W. JAXON BAKER, INC.

General Contractors  
P. O. Box 4138  
REDDING, CALIFORNIA 96001  
Phone: Area Code (916) 241-2112

December 16, 1975

Mr. Ken Green

Operating Engineers, Local No. 3

100 Lake Boulevard

Redding, California 96001

Dear Ken:

I wish to take this opportunity to extend my thanks to you, the Operating Engineers Union as a whole, and to those operators who actively supported our application for a use permit for a sand and gravel and asphalt plant facility to be located off Clear Creek Road.

Also, its a pleasing experience to find us on the same side of an argument for a change.

Very truly yours,

W. Jaxon Baker

### GRIEVANCE COMMITTEEMEN

At the regular quarterly membership meetings for the first quarter of 1976, the following brothers were elected to serve on the Grievance Committees of their respective districts for the ensuing year:

DISTRICT 7: William Gregory, Leland E. Ellison and Walt Hurlbut.

DISTRICT 6: Richard Bagley, James Melton and Cy Shephard.

DISTRICT 4: Mickey Dillon, Joe Biasca and Ray Fredrickson.

DISTRICT 3: James Williamson, Boyd Hughes and Laurence Chapman.

# Safety Stressed At Niles Sand and Gravel Co.

By **SAM COBURN**, Safety Representative

It is generally accepted knowledge that over the years certain patterns develop and establishments become known as fitting into a certain category and it is the same with our trade. For example a company may become known as "a good outfit to work for," or "a hard-nosed outfit" etc.

Well take heart Brother Engineers, these "titles" can change. Such has been the case at the Fremont sand and gravel pit now under the management of and known as Niles Sand and Gravel Company, Fremont, CA. This plant has been in operation under various producers for nearly 25 years and had become generally known as "definitely not the cleanest, safest plant around."

During most of this period there was no safety department in Local Three and unsafe conditions had prevailed extensively. These conditions were brought to our attention and John Mattovich, a Brother Engineer, was involved in an accident where he was knocked from a conveyor which had no catwalks or handrails in use.

This situation and numerous other safety hazards and infractions have been cleaned up and corrected thanks to the joint cooperation and effort made by Bob Lewis, Plant Superintendent, Stanley F. Mariewicz, Company Safety Engineer, Charles (Hap) Gower, Job Steward and members on the job with the Safety Department of Operating Engineers.

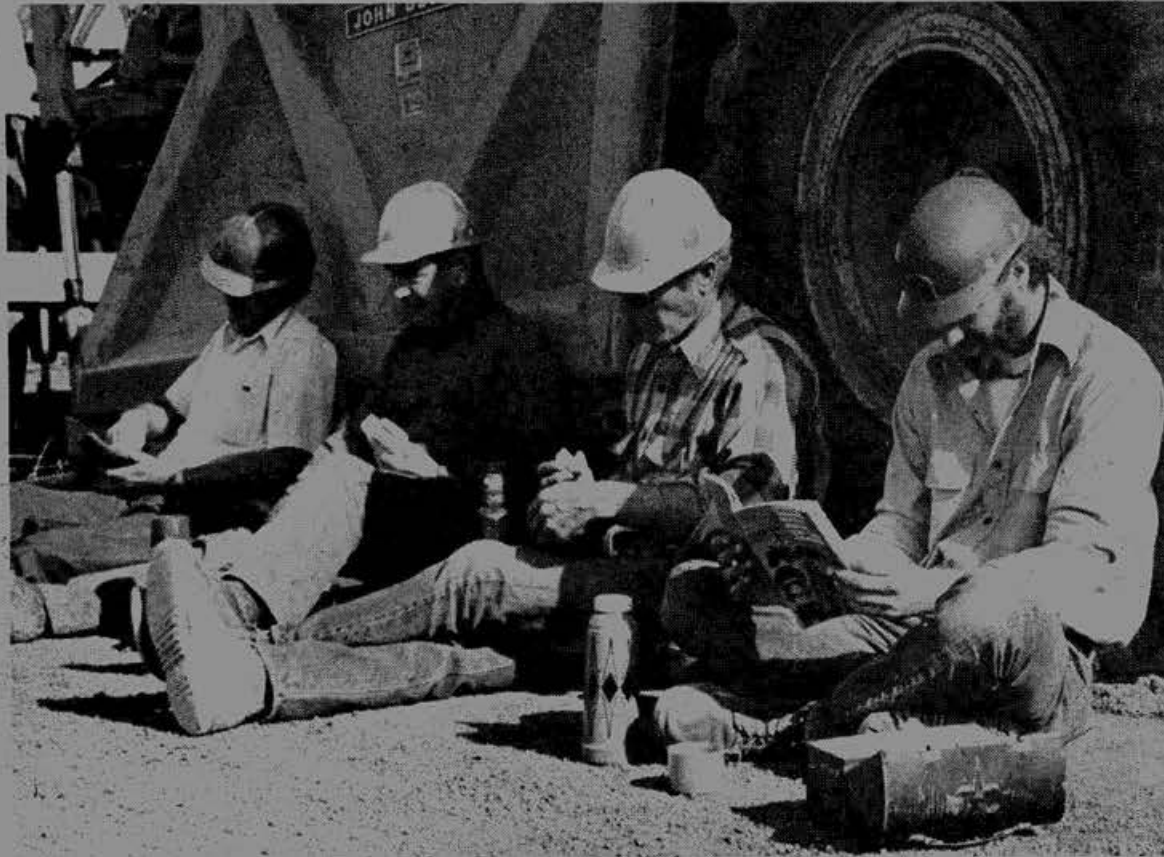
**OPERATING ENGINEERS TRUST FUNDS:**

**OUTLOOK**

Vol. 3—No. 2

SAN FRANCISCO, CALIFORNIA

February, 1976



EVEN THOUGH MANY members have been in the union for a long time, they may not know all the benefits provided by the Operating Engineers Health and Welfare Plan. Shown above are four brother

engineers working out of the Stockton district brushing up on the full list of benefits during their lunch break. From left to right are Bill Parrell, Gene Vierra, Leonard Pereira and Fred Salari.

**Good and Bad News In Medicare Plan**

President Ford's recently proposed spending plan for the year starting October 1 contained some good news and some bad news for American citizens covered by Medicare. His fiscal 1977 budget is only the beginning of what appears to be a long tug-of-war with Congress over outlays and revenues and the fiscal outcome is still very much in doubt.

Based on the presidential plan, those over 65 covered by Medicare would get new protection against "Catastrophic" illnesses that would limit their annual hospital bills to \$500 and their doctor bills to \$250 a year. That's the good news.

Medicare patients, however, would pay an additional \$1.8 billion under a new provision that would require them to cover 10 per cent of daily hospital costs, up to the \$500 maximum, in addition to the first day's cost now used as a "deductible."

The deductible for physician costs would be raised from \$61 to \$77 and tied to future increases in Social Security benefits. According to the President, three million persons would benefit from protection against cost of "catastrophic" illness. Latest governmental statistics show that over 25 million persons are covered by Medicare.

The California Assembly narrowly approved a bill that will require all employers to make catastrophic health insurance

available to California workers.

The measure, AB 1881, won approval on a bare majority 41-32 vote, but was stymied when Assemblyman Barry Keene, chairman of the Health Committee, announced he would seek reconsideration of the bill.

This move will prevent the measure from passing to the Senate until a reconsideration vote is taken.

The bill's author, Assemblyman Dixon Arnett, R-Redwood City, said it was designed to provide catastrophic insurance for the 2 per cent of Californians who are hit each year by health calamities that ruin their family finances.

The average cost of the insurance would be \$90 for a family and \$50 for an individual, Arnett said.

But Keene, D-Eureka, called it an "awful bill" because employers would not pay for any portion of the insurance and would have workers "over a barrel" in collective bargaining negotiations relating to health care.

The bill, in effect, would require insurance companies to offer coverage for the costs of illnesses exceeding \$5,000 for an individual or \$7,500 for a family.

The U.S. Department of Labor, created in 1913, is a cabinet-level agency in the executive branch of the Federal government directed by the Secretary of Labor, who is appointed by the President.

The Trust Fund Administration Office has announced that a new "Statement of Pension Credits" is being developed for the members of Operating Engineers Local No. 3.

The statement, which has undergone major revision, will provide a more comprehensive easily read record of a member's pension hours and credits than the previous quarterly statement.

The new statement will include a breakdown of the hours reported to the Pension Trust Fund. Uniquely, it will show all of the hours by month reported in a member's behalf for a complete calendar year. In addition, the name of the employer who reported the hours, the total number of Future Service Credits accumulated, and the dollar benefit earned will be shown.

Further details on the revised Statement of Pension Credits will be given in next month's Trust Funds Outlook.

**Fringe Benefits Service Center**

Phone: 415/431-1568

474 Valencia Street  
San Francisco, Ca 94103

**Trust Fund**

Administration Office

Phone: 415/391-4440

50 Francisco Street  
San Francisco, Ca 94133

**Fringe Benefits Forum**

**More Questions Answered**

By ART GAROFALO, Director of Fringe Benefits

**Q:** Recently, a good friend of mine and a fellow operating engineer passed away. His wife asked me what she had to do to apply for the death benefits. I wasn't exactly sure, so I am directing the question to you. What does a widow have to do?

**A:** All that a widow of a deceased member has to do initially is contact the district office that her husband usually worked out of, and inform them of his death. The district office will then file a deceased member's report and a determination will be made at the main office in San Francisco as to the deceased member's entitlements. Though we realize that a widow has countless things on her mind at a time like this, we like to receive notification prior to the date of any funeral arrangements.



Art Garofalo

**Q:** Is there an additional benefit available if I am killed on the job?

**A:** Every eligible member of the Operating Engineers Health and Welfare plan for California is insured for \$2,000 against death or dismemberment in an accident, on the job or off. If you are killed in an accident, or die within 90 days as a result of accident, your beneficiary will be paid \$2,000 in addition to the \$4,000 to be paid under your group life insurance.

**Q:** I am a heavy duty mechanic and got a little too close to a falling transmission a few months ago. Unfortunately, I lost my left hand as a result. Is this covered by the health and welfare plan?

**A:** Your medical and hospital expenses will be covered by the comprehensive health plan benefits. In addition, you may be entitled to benefits under the accidental death and dismemberment provision. If an eligible member suffers the loss of both hands, or both feet, or the sight of both eyes, or any two of these members within 90 days of an accident, the plan provides a \$2,000 benefit. If the accidental loss is to one hand or the sight of one eye within 90 days of an accident, the plan provides a \$1,000 benefit. If the accidental loss is to both thumb and index finger of the same hand within 90 days of an accident, the plan provides a \$500 benefit.

**Q:** I have read in our booklet that we have coverage for convalescent hospital care. What is the difference between a convalescent hospital and a rest home?

**A:** It is understandable since we often refer to a convalescent hospital and a rest home interchangeably that there would be some confusion in this area. The simplest way to explain the difference is to tell you what a convalescent hospital is and anything contrary would probably be considered a rest home.

According to the Operating Engineers health and welfare plan description, a convalescent hospital is an institution that is regularly engaged in providing nursing care for sick and injured persons under 24 hours a day supervision of a doctor or a graduate registered nurse. The hospital must have available at all times the services of a doctor who is a staff member of a general hospital. The hospital must also have on 24 hours a day a graduate registered nurse, licensed vocational nurse, or skilled practical nurse, and have a graduate registered nurse on duty at least eight hours per day. In addition, the hospital must maintain a daily medical record for each patient and comply with licensing and other legal requirements.

Don't be afraid to ask if an institution meets these requirements. If it is a reputable convalescent hospital they will gladly provide you with this information. Remember that your coverage is for convalescent hospital care and charges for rest homes will not be considered for reimbursement.

**Q:** What constitutes an office visit under our health and welfare plan?

**A:** The term "visit" means a personal interview between you and the physician and does not include telephone calls or other situations where you are not personally examined by the physician.

**Q:** Does the health and welfare plan cover wheelchairs?

**A:** The rental of wheelchairs, hospital beds, iron lungs and other durable equipment for therapeutic treatment are covered expenses of the comprehensive benefit plan.

**Aid For Disabled—What Is Required?**

Starting in 1973, Medicare coverage was extended to disabled persons receiving social security checks. Nearly 1.7 million people were affected by the change to the Medicare law. Included are disabled workers at any age, disabled widows and disabled dependent widowers between the ages of 50 and 65, disabled children of retired, disabled or deceased workers if they are disabled before age 22, and disabled qualified railroad retirement pensioners.

In order to qualify you must have been entitled to disability benefits for at least 24 consecutive months. If you have not been

disabled that long, your coverage will start in your 25th month of disability.

Medicare has also been extended to cover any insured workers with chronic kidney disease who need dialysis with kidney machines or kidney transplants. These workers will be covered at any age, even if they are still working. Any insured worker's children and spouse are also eligible for Medicare if they suffer from chronic kidney disease. This coverage also began in 1973 and marked the first time that Medicare has been offered to those under age 65 who are still working.

# Sacramento Sewer Project Starts Fresno County To Get Road Construction

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

Granite Const. Co. was awarded the first large project of the \$370 million dollar sewer bond that was passed in Sacramento County. The contract amounted to \$5,271,792.00. The projects calls for construction of canals, pumping stations, bridges, and sewage drainage facilities for the Pocket area. We thought for awhile that the project was not going to be awarded as the no-growth groups were after it, but we won one for a change. Due to the delay in awarding, the project probably will not start until around April 1 or sooner if the weather permits.

Allen L. Bender, Inc. was awarded a \$1,984,574 project by the U.S. Army Corp of Engineers for construction of Airmen Dormitories at Mather AFB. Harbison-Mahony-Higgins also was awarded a \$4,681,000 contract by the U.S. Army Corp of Engineers for construction of addition to Depot Aircraft Overhaul Facilities at McClellan AFB. These two projects are underway and working as weather permits.

We would like to take this opportunity to thank the members of District 80 who attended the Semi-Annual Meeting in San Francisco on January 10, 1976. There was very good representation from District 80. We hope they enjoyed the meeting and plan to attend more often. Our District meeting will be coming up on February 24, and we look forward to a good turnout at that meeting.

By the time this goes to the press the job will be over, but for the last two months and "around" the clock and thru the holidays, Gates & Fox, Inc. of Loomis, California have been working a lot of our members underground clearing a series of cave-ins, which have blocked the Placer County Water Agency's 11-mile Middle Fork tunnel. The job is estimated to cost between \$2 million and \$5 million, and the company is working on a "Cost Plus" arrangement. Dave Leland and Mel Davis were the job stewards on this job and George Cheatum was the safetyman.

Nevada Irrigation District may enter the power business which could give the district's general fund a boost of \$300,000 or more annually.

After having an engineering firm conduct a water conservation and power study which indicated the installation of a power plant at the outlet of Rollins Dam would be technically and economically feasible. The study indicated a power plant with an 11,000 kilowatt capacity that could be installed at the base of the dam. A penstock could be constructed in the existing outlet tunnel, utilizing the water discharged from the dam before it enters the Bear River. Estimated cost of the project would be \$7.9 million.

The present rate of progress on the Auburn Dam will continue because of an appropriations bill signed by the President.

The water resource development program provides about \$150 million to the Federal Bureau of Reclamation, of that money, about

\$36,650,000 will be allotted for the Auburn project. Other funds already on hand mean a total of some \$47 million for the project this year. Although the money does not mean increased work on the dam, it does mean we'll be able to continue with the present rate of progress.

The City of Auburn has requested the California Highway Commission for a full-dress public hearing to expediate the upgrading and widening of I-80 within the city. The 2.1 mile stretch of I-80 through Auburn has been labeled a "bottleneck" because of the widening work to the west and east.

The next move, it would appear, is up to the Highway Commission—at least a response to the city's call for a chance to present its side of the matter at a public hearing.

With Christmas and New Years passed once again, I sincerely hope that all of the Brothers and their loved ones had a beautiful Christmas, with everyone well and together. I hope as I am sure everyone does that this New Year holds more fruitfulness for all Brother Engineers. 1975! As we all know well, held very little for a lot of Engineers in all areas. Some areas were a little better than others, but overall Sacramento was very slow in the work area. There were some small jobs throughout District 80 but not enough to put a very big dent in our swollen out-of-work list.

Here we are in the middle of January of the new year and virtually very little rain to speak of. The old weather man keeps saying that it is coming. But when? He doesn't know. Because of the lack of rain, some of the local contractors have kept grinding right along under threat. No one wants to really open up much of a spread with the threat of rain hanging over you.

Teichert Const. has been moving right along with their project in Orangevale on Greenback Lane, what used to be known as Honda Hills because of the many bike trails through the area. The work is site preparation work for a large subdivision. One of these that Teichert did in that same area. Teichert Const. always manages to keep a good number of engineers working most of the time, which is greatly appreciated.

Most of the shops have kept fairly busy this year, as they always do. They have had to cut back some, but are managing to keep a few of the brothers busy.

Ed Mallory Const. has four to five brothers working on their Greenback Lane job and also out on Barton Road in Orangevale. Mallory has made it a good year for a few of our Sacramento brothers.

Palm Iron on Elder Creek Road has all but topped out on their own job, which is a fair size addition on to their existing plant.

E. W. Hahn Const. on the Birdcage Walk on Sunrise Blvd. and Greenback Lane have better than three-fourths of their work completed. This is a massive project with a lot of brothers working through sub-contractors.

C. W. Roen Const. Co. was awarded a contract in the amount of eight hundred and thirteen thousand dollars for construction and completion of a new chlorina-

tion facility for the sewage treatment plant off of Franklin Blvd. on Sims Road.

Novo-Rados is going great guns on their project on I-505. They have about ten of our brothers working at this writing with hopes of employing many more as soon as spring opens up.

Monterey Mechanical still has some of our members working and looking at a good prospect of employing some more as soon as weather permits.

All of the contractors on the west side are shut down to a skeleton crew, including all of the Rock, Sand & Gravel plants.

We are hoping that Wismer & Becker will get started real soon on the North Slope project at the Sacramento Yolo Port. This contractor will employ a lot of our brothers.

The crane rentals are doing real good in the Sacramento area for this time of the year.

The Georgetown Divide Public Utility district has awarded a \$712,050 contract for the Garden Valley Pipeline project to the North Highlands firm of Wunschel and Small Construction. The firm was the lowest of 23 bidders for the project, which will bring the first piped and treated water to Garden Valley in the 30 years it has been part of the utility district. The project involves laying 10 miles of high pressure pipeline of 12 to 16 inches in diameter, building a 300,000 gallon storage tank, installing 40 fire hydrants, and pressure reducing valves. The contract was awarded December 29, 1975, and notice to proceed is expected next week.

Highlights for the County Public Works Department during 1975 included the construction of 2.77 miles of Green Valley Road near Cameron Park at a cost of about \$770,000.

The bridge on Snows road at Weber Creek which was damaged by high water in the spring of 1975 was replaced, \$52,000.

A contract was let for the reconstruction of a 1.22 mile section of Salmon Falls Road, including a new bridge across New York Creek. The total cost of the project is estimated at \$450,000.

A program of road surface treatment referred to as "Slurry Seal" was begun and 35.5 miles of county roads were sealed by this method.

We have just completed a pre-job conference with the Del E. Webb Corporation in regards to the \$19,225,000.00 Water Reclamation Plant they are going to build at Truckee for the Tahoe-Truckee Sanitation Agency. Their official starting was January 19, 1976 and they expect to be pouring concrete by March. University Mechanical Contractors and Engineers, Inc. of San Diego will install the piping and mechanical portions. There is approximately 250,000 cubic yards of excavation which will primarily be done by the J. W. Sabad Co., Inc. of Concord, CA. At present this firm plans on hiring manned rigs from local firms starting out with equipment from the Robt. C. Gebhardt Co. of Truckee. There will be quite a bit of dozer and possibly some scraper work excavating the ponds and eventually much backhoe work as there is a lot of pipe to be placed, some 79 thousand feet of perforated pipe. Let alone all the pressure pipe and everything that

## Fresno County To Get Road Construction

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

The California Department of Transportation has opened bids on highway construction in several counties including Fresno. The project was called for bid before the recent imposition of a moratorium on new highway construction by the Department. Work on most jobs is expected to begin within four to six weeks.

The Fresno County project is for repair of a bridge on Highway 99 at Draper Street in Kingsburg. Daleview Construction Company was low bidder out of seven bids submitted.

Kaweah Const. Co. of Visalia turned in the lowest of 13 bids to the City of Visalia for construction of an 8.3 million gallons per day activating sludge addition to the existing Sewage Treatment Plant approximately six miles west of the city. Erickson Equipment Rental of Fresno will be doing the earthwork on this project. Kaweah's bid price for the contract is \$5,234,664.

Fresno County called for bids to be opened February 3rd, on 5.06 miles of Jayne Avenue, between Lasson Avenue and Avenal Cut-off Road. The contract calls for grading and paving and is located approximately five miles South of Huron.

Kassler Corp. has moved their plant and paving equipment to begin C.T.B. and concrete paving on the Goshen Interchange. This is one of several moves they will make on this project due to the traffic on the job. Kessler also has the C.T.B. and concrete pav-

goes with it. There are a number of other sub-contractors for the masonry - electrical - painting and systems that go hand and hand with this project. This job should finish up in early 1978 with landscaping and paving for our Brother Engineers.

We have been in contact with the Underground Construction Co., Inc. of San Leandro who told us they would not start their Truckee Interceptor Sewer & Effluent Disposal System Line till late spring.

While Teichert Construction has closed down all their projects for the season, the H. M. Byars Construction Co. still keeps plugging away on their pipe job along Hwy 89.

The folks at Perata Excavation have suspended their grading and paving operations for the winter and the Brothers are all waiting for the snow removal business to commence which gives us mixed emotions. Here we are with some long awaited construction projects just getting underway and jobs which will no doubt be hampered by inclement weather while by the same token we all know we need the annual snow pack for water purposes as well as the winter sports where some of our Brothers make their living during the winter months working on the ski slopes or on snow removal, etc. So how can you win? Meanwhile many of the Brothers are looking forward to spring and the resumption of projects that were folded up for the winter months.

ing on six miles of Highway 41, North of Lemoore.

Lee's Paving, Inc. of Goshen is the apparent low bidder on Skyline Blvd. from the north edge of Avenal to the top of the Avenal mountains at a bid price of \$306,801. This a dangerous section of the Avenal Cut-off, and has been the site of many accidents. The contract calls for two miles of new alignment and grading and paving with asphalt concrete over aggregate base and will provide three or four months work for Lee's expert crew.

C S B Const. from Oakland is the low bidder to the city of Hanford for construction of sewer lines and water mains at a cost of \$211,692.

Roger & Davis was low bidder at \$830,772 for installing sewer facilities and restoring road surface. Gentz Const. submitted a low bid of \$408,967 to the Fresno Redevelopment Agency for street improvement work in the area bounded by Tulare and R Street and Freeway 41. Work on this project will get under way immediately. Carl Limata has started work on his grading and site preparation project for the Redevelopment Agency in activity area D-31 and D-32. This job should last about two months for approximately four members. Floyd Johnston Const. Co. was low at \$194,897 for constructing drainage facilities in area Z for the Metro. Flood Control District. This job has approximately 6,000 feet of pipe, from 36 inches to 18 inches. Work has already got underway with six Brothers working.

## No Work Blamed On Jobless Insurance

Arthur F. Burns, Chairman of the Federal Reserve Board, is clinging to his earlier assertions that the nation's high jobless rate — currently over seven per cent — is due to extended unemployment benefits.

Interviewed on ABC-TV's Issues and Answers program, Burns declared that the duration of jobless benefits "is much too long" and is "one reason why unemployment has remained high."

Apparently, Burns is under the impression that there are millions of Americans in the labor force, actively seeking unemployment.

Burns repeated his proposal, first made several months ago, that jobless insurance benefits should be cut to 13 weeks and coupled with a government "last-resort" jobs program.

Burns also called for a special wage rate for teenagers that would be "well below" the federally required minimum wage law.



# Utah Wins NLRB Election At Learner-Pepper Company

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

A National Labor Relations Board election was held with the Employees of Learner-Pepper Company, Salt Lake City, on December 30th, and we are happy to report that the vote was two to one in favor of Operating Engineers. The unit consists of twenty-seven employees and includes the classifications of crane operators, dozer operators, loader operators, shreadmill operators, mechanic and foreman.

The Learner-Pepper Company is planning to expand their overall facilities in the very near future to approximately seven times the present capacity. Employees at Learner-Pepper are very happy with the results of the election and are looking forward to a good contract. Officers and representatives of Local No. 3 are preparing for negotiations.

M. Morrin and Sons Company has completed the dismantling of the 24th Street viaduct and have started construction on the new mile and one-quarter long structure. Six large truck cranes are working on the erection of the bridge at the present time. This contractor is also in full production on the structures at 20th and 21st streets. The projects total roughly to \$7 million.

Hill Airforce Base has let another warehouse, approximately the same size as the material processing building that Santa Fe engineers has just completed. The Engineer's estimate is \$11 million.

The contract will include railroad spurs, tunnels for conveyors and excavation for the building site.

The Bureau of Land Management is expected to advertise in February on the Stateline Dam, formerly called the China Meadows Dam. The Engineer's estimate is around \$10 million and should take approximately three years to complete. The dam will be located just one-half mile inside the Utah-Wyoming line (23 miles south of Mountain View, Wyoming). The elevation is close to 9,000 ft. which will mean a short working season with long hours.

We are happy to report that Kennecott Copper Corporation has recalled some of the Brothers at the open pit mine in Bingham Canyon. Most of those recalled have been on lay-off status since March, 1975. Needless to say, the Brother Members are happy to be back on the job.

An increase in health and welfare benefits, which includes a very good dental plan; an increased pension contribution, and the first cost-of-living adjustment became effective on January 1st for employees at Wheeler Machinery Company in Salt Lake City. These additional benefits and wage adjustments were negotiated into the new Wheeler contract last fall. The Brothers at Wheeler Machinery are pleased with the additional benefits and wage adjustments.

Management at Kaibab Industries, Panguitch, Utah, and Local No. 3 representatives have resolved a vacation procedure problem which was pending arbitration. It is this kind of exerted effort by management and labor which creates good labor-management relations and benefits all concerned.

Bumstead & Woolford's contract at Kennecott Copper, Port Arthur site, covers installation of two new electro-static precipitators at a cost of approximately \$7 million. Six to eight Engineers will be employed and the job will consume close to two years before completion.

Office personnel of Leonard Construction are on site of the new smelter to engineer and design the acid plant which will be located on A. G. McKee's project. Almost all of the dirt work on McKee's job has been completed. However, this job has been going for approximately one and one-half years and only seventeen percent of appropriated labor costs have been spent, so this job should last for some time yet.

Construction in Southern Utah has slowed to a snail's pace for the time being.

Thorn Construction Company has the grade completed and is in the process of getting the gravel crushed on the Johnson Wash project, which is located near Kanab.

The gravel and asphalt job on U-95, south of Lake Powell, is expected to be let in January. We are talking about \$3.5 million for approximately twenty-eight miles of surfacing. The contractor receiving the award should be able to get started right away.

The Utah Department of Transportation has closed down L. A. Young Construction at Crescent Junction, I-70, because of a problem with frost. Hopefully the job will get back in operation.

W. W. Clyde Construction's job at Fremont Junction on I-70 has slowed considerably because of the cold weather. The job is at 7900 feet elevation which definitely contributes to the bad weather

problem. However, the contractor intends to continue working whenever possible.

W. W. Clyde's job on I-15 at Holden is about complete with just a little blade and dressing up work to do on the southern end of the project. Another contract will be let for the gravel and asphalt.

Approximately eighty engineers are working at the power plants in Huntington and Emery. Some of the survey and dirt crews have been laid off on the Emery job but there will be a good number of Brothers working there for a long time yet.

The Utah Department of Transportation and Peoples Freeway, Inc., a Salt Lake City neighborhood organization of low-income families, have taken first place honors in two of ten categories in the Eighth Annual "The Highway And Its Environment" contest sponsored by the Federal Highway Administration.

The contest is designed to give public recognition to agencies, organizations, and business enterprises which have taken action to protect, preserve or enhance the highway environment.

A joint entry by the UDOT and Peoples Freeway Inc. won first place as "the outstanding example of multiple use of highway right-of-way in urban or rural areas." Under a use-agreement with the UDOT, Peoples Freeway Inc. utilized fragments of I-15 right-of-way in Salt Lake City to grow vegetables for the needy and handicapped. The project not only provided food for needy citizens in a time of scarcity and high prices, it also improved the appearance of the state land.

The property consisted of nine pieces of surplus right-of-way

comprising about 1.7 acres near the 9th South Connection. Neighborhood volunteers from Peoples Freeway Inc. cultivated and cared for the gardens. The Utah Nurserymen's Association provided seed and technical advice and adjacent property owners supplied water.

This was the first time the Department had entered into an agreement of this type, but it probably won't be the last.

In another category, the Utah Department of Transportation won first place honors for a ten-mile section of I-70 through Spotted Wolf Canyon between Rattlesnake Bench and Saleratus Wash in Emery County. The project was designated as "the outstanding section of highway in its rural environment."

During the construction of the project, which was completed in 1973, workers from the L. A. Young Sons Construction Company cut slabs of rock from the narrow "V" shaped canyon walls and used them as fill to elevate the roadway and provide room for four lanes of divided highway. The technique preserved the natural rugged appearance of the canyon and made the highway aesthetically compatible with the environment.

The 1975 contest attracted 670 entries from 46 states, the District of Columbia and Puerto Rico. The winning entries were selected by a panel of judges, based on excellence of project development, enhancement of the highway or highway corridor environment, general highway interest, excellence in design for ease of maintenance, and excellence of the color photographs accompanying the entries.

# Nev. Road Work Up, Mine Work Down

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

For various reasons we here in District 11 are going to deviate on our news reporting to the extent that each month's report will be by one Agent instead of what has come to be a very faint group effort.

The anticipation of those winter storms has slowed work here in Nevada but the prospects for the coming work season looks good. Bids on the 6.37 mile Carlin bypass of I-80 have been asked to be submitted by February 12, 1976. There is 144,470 yards of dirt and 5,796 yards of concrete on this project. Half of the 22 mile stretch of new roadway to Dixie Valley is to be let in the next several weeks. The I-80 bypass of Lovelock is scheduled to be let in May but that date is expected to be moved earlier.

A project agreement has been reached with Stone & Webster on the construction of the 350 million dollar power plant near Valmy with construction of the access roads expected to start in the fall.

In the Reno-Tahoe area, Brunzell's Kit Carson Casino Hotel has been slow materializing but should start soon. Reportedly, the Virginia Interstate 80 Properties Co. has completed plans for the new 1100 room Sundance Hotel and

parking garage. Rumor has it that the Cal-Neva has serious thoughts about a high rise hotel. MGM has ironed out it's problems with the FAA and if the land swap with the city is approved, construction could start soon. Some more good news is two major department stores are planned for a new shopping center to be constructed at Moana and Kietzke Lanes. Construction is expected to start by March. The Highway Department has just approved 2.4 million dollars to backfill the Nevada Aggregate pit to ground level as part of the construction of 395 south at Glendale. This should be bid soon.

Also, in the Reno area, Robert Helm's City of Reno project is moving along with no problems and, while the weather holds, he is still moving the dirt on the 395 North Highway project. As a point of information, Helms has agreed to relinquish his rock, sand and gravel pit to the City of Sparks Parks and Recreation Department no later than the year 1998 or when he stops operations at the pit, whichever is first. McKenzie's Fitzgerald Hotel and Casino is ahead of schedule and is nearing completion. Harker-Harker is having a few problems with the Stoker Avenue job but are making up for it on Nixon Avenue underground project. As usual, Seaberry-Depaoli is working all over the Reno area.

Gerhardt & Berry have two new jobs; one at the Nevada National Guard for KRW Construction and the other at Glendale water treatment plant for Corrao Construction. Barlow & Peek have just completed the site preparation for the new medical building at the University of Nevada-Reno and will be bidding on the Barker home site preparation at North Truckee and Queens Way. R. S. Ferretto started work on a \$125,000 50-home site preparation for Lewis Homes on Baring Boulevard, working six operators. H. M. Byars is doing numerous small jobs in the Reno-Sparks area. The apartment complex on North Sierra Street being built by H. K. M. Construction is going along fair and Cougar Construction is wrapping up the northwest underground job.

Contracts are soon to be opened for renegotiations with Graid Equipment, Sierra Engineering and Wells Cargo and we will be having pre-negotiations meetings with the members. We have filed an unfair labor practice against Nevada Tractor Company of Sparks and are awaiting the N.L.R.B. decision in hopes of getting all the employees reinstated with back wages.

At the Lake, Contri Construction is on again, off again at the Crystal Bay sewer job. The Incline Village General Improvement District is going good and they keep

twenty brothers busy year round. They are expanding their area and should be putting a few more hands to work soon.

Corrao is ahead of schedule on the Harvey's expansion job at the South Shore and the Huber, Hunt and Nichols jobs is slow due to the many design changes on the Jennings Tahoe Palace job. Malcomb Drilling is still keeping three rigs busy and Schultz Construction has some small jobs around the Lake. Wunchel & Small are on the last phases of the school for Johnson and Mape.

The weather isn't affecting work on the demilitarization at Hawthorne and Boecon Construction continues to work. Sierra Rock, Sand and Gravel is still crushing thru the winter. Sierra Steel is in the final stages and Delavega Pumpcrete is still going. Porter Engineering and Billing & Billing are not missing many days either.

The Nevada mining industry enters the new year on a sour note. Anaconda, at Yerington, laid off 15 per cent of their employees the first of the year and now the magic has finally run out for the Cortez Gold Mine in Crescent Valley. This mine has been operating on a more or less week to week basis for some time now. They have been fortunate in finding one small deposit after another of the oxide ore they are prepared to mill. Now, extensive drilling efforts have failed to reveal any

further deposits and Cortez is closing down. Twenty-two people have been laid off and the operation will be reduced to a leaching process requiring only a skeleton crew in the very near future. There are extensive deposits of carbon ore in this mine, but lowered gold prices and inflated machinery costs make conversion to this type of mining operation economically unfeasible at this time.

We currently have fourteen engineers here in Nevada drawing T.D.I. This program was initiated in September of 1973 by Business Manager Dale Marr, because Nevada does not have a temporary disability program. He felt the members were entitled to this protection. It was patterned after the California S.U.I. and pays up to \$119.00 per week for a maximum of 26 weeks. To date, over \$100,000 has been paid to the members here in Nevada which shows there was a definite need.

Tune in next month for more "up to the minute" news by guest reporter Business Representative Paul Wise.

The U.S. Employment Service increased services during fiscal 1974 by making about 4.9 million nonagricultural job placements through its affiliated state employment service systems, an increase of 7.3 percent over the previous year, the U.S. Labor Department reports.

# Annual Eureka Crab Feed Will Be March 6

By **ROBERT WAGNON**,  
District Representative and  
**E. D. (GENE) LAKE**,  
Business Representative

At this time the work picture is pretty bleak on the North Coast. This is partly due to the winter rains, and, of course, the general lack of construction projects.

Up in the Crescent City area the Ladd job on Hiway 199 is completely down at present. During heavy storms slides completely close this highway, which is the link between Crescent City and Grants Pass, Oregon. Western Cassions, Inc., sub contractor for Ladd Cons't have finished the viaduct footings and moved out of the area.

Further northeast on Hiway 199 at Iydlwild the grading project that was dropped last spring is being reconsidered. Cal-Trans informs us this project now has a very high priority and should be let out for bid this spring. The cost estimate is approximately \$2,000,000.

In Crescent City construction activity is at a low level, however, a couple of good underground projects are in the making. This summer the Bertsch track project is expected to materialize. This one is to be between 2-3 million. The Filkens track project should follow shortly thereafter.

Expansion of the Crescent City sewer treatment also will be necessary. The Redwood Empire Aggregate plant at Smith River is currently operating with a skeleton crew. At the present time it is mostly repair and maintenance work. They are anticipating a good season this year in the rock and black top business.

At the Essex Water Diversion plant the driving of sheet piling continues. Problems have been encountered with large buried logs. These, of course, have had to be dug out, cut up and removed. This project has not had any down time as yet. Hope it continues this way.

Guy F. Atkinson is still working on a small scale on the structures on the Arcata freeway. This project is due for completion late this fall. The base rock and paving will give the Arcata Redwood Empire Aggregates plant a good shot in the arm.

C. K. Moseman Company on the Rio Dell-Scotia bridge informs us that they hope to be poured out sometime in April. This has been another good job

for the past 2½ years.

Most of the smaller contractors in the area are pretty well shut down at this time. They will be waiting for the call for bids on the 2.5 million dollars worth of storm damage work to be performed on the North Coast State Highways. The County projects will be announced later.

The new small boat basin is another project expected to begin this fall. There will be considerable dredging and piledriving involved. At the present time there is some question of financing, however, no serious delays are foreseen. The price of this project is between \$6-7 million.

The McKinleyville sewer project is also expected to be bid in April or May this year. The price is to be in the vicinity of \$9,000,000. This is a project that has been pending for a year or more. Eventually it will tie into the Humboldt Waste water plan which should go to bid in 1977. The price on this one will be around \$40,000,000.

Well Brothers that pretty well sums up the work picture at the present time.

At this time, on behalf of our officers, International Vice President and Business Manager Dale Marr, President Harold Huston and Recording - Corresponding Secretary James Ivy who conducted the recent district meeting we want to thank you for your fine attendance. Also, we want to congratulate our incumbent Grievance Committee H. "Mickey" Dillon, Ray Fredrickson and Joe Biasca who were re-elected to another term.

Yes, the Eureka Crab Feed is coming soon—March 6th to be exact.

The 15th Annual Eureka Dinner-Dance (Crab Feed) for all Operating Engineers, their wives and guests will be held Saturday, March 6, 1976 at the Moose Lodge, 4329 Campton Rd. in Eureka, according to Bob Wagon, Eureka district representative.

A no-host social hour will begin at 6 p.m., dinner at 7 p.m. and dancing 8 p.m. to 2 a.m.

Any person wishing motel reservations for this affair will be gratefully handled by your Eureka office (707) 443-7328, by telephoning no later than 1st of March.

Tickets are \$6 per person and will be on sale at the Eureka office, 2806 Broadway, Eureka, Calif. 95501. Please make your checks payable to Humboldt-Del Norte Operating Engineers Membership.

# Work Continues Despite Winter Annual Scholarship Applications Accepted Until March 1, 1976

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

Work on the East side has slowed considerably with the advent of Winter, but there is still quite a bit of work being done.

Robinson Construction of Oroville was awarded the Industrial Development access road adjacent to Highway 10 from Marysville-Baggett Road to Georgia Pacific Way in Oroville. Also, they were awarded the sub-contract with Steiny Company on the Simpson Lane project in Marysville. This job consists of widening, resurfacing, and installation of signal lights at Hammonton-Smartville Road.

Pylon, Inc. Engineering Contractors were awarded the new water treatment facility in Oroville which consists of site preparation and structural work.

Burdick Construction Co., on Phase II of the Thermalito Irrigation District, underground work at Oroville is moving along keeping several fellows working all Winter up to this time.

R & D Watson at Chester is almost at a complete standstill for the Winter with the exception of working on the crusher, trying to get it going.

Ladd Construction at Goodyears Bar has shut down for the Winter and probably will not be back there until April.

Work in general is slow, with the exception of the shops and the Goldfields.

## WEST SIDE

The surprising thing at this writing is the weather. By the time this article comes out in the Engineers News, it may be raining "like cats and dogs," but the weather has been good up to now.

Work has generally slowed down. Ball has been working right along on Reach 5 of the Canal. And speaking of canals, I have been told that Reach 6 will probably come to bid in March. They have all the money to complete Reach 5 and 6. There is a building to be built on Reach 4 where Granite had their office. Also, there is a pipeline coming up, probably for combination of Willows and Orland; this, I am told, will be in 3 phases. This work looks pretty good for Spring, I hope.

The shops are doing well at this time. The plants are doing about usual for this time of year. All in all, it looks like a fair year is coming up.

## BLOOD BANK

Thank you, Brothers Charles Steger, Gerald Davern, Lee Garner and Kenneth Bettis, for your donations to our Blood Bank!

Our bank is badly in need of donors. Anyone wishing to donate blood can do so at the following places, and remember to tell them it is for the Operating Engineers, Marysville District, Fund:

**Chico:** Every Monday—3:00-6:00 p.m. Every Tuesday — 8:00-11:00 a.m. & 1:00-4:00 p.m. Every Friday—8:00-11:00 a.m. (at the Chico Donor Center, 169 Cohasset Road)

**Marysville:** 2nd Tuesday of each month; 1:00-7:00 p.m. (at the Marysville Art Club)

**Oroville:** 1st Thursday of each month; 1:00-6:00 p.m. (at the Medical Center Hospital)

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

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

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

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

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

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

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

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

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

## WHO MAY APPLY:

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

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

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

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

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

## AWARDING SCHOLARSHIPS:

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

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

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

## INSTRUCTIONS:

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

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

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

James R. Ivy  
Recording-Corresponding Secretary  
Operating Engineers Local Union No. 3  
474 Valencia Street  
San Francisco, California 94103,  
or to College Scholarships at the address shown above.

EUREKA  
CRAB FEED



**MARCH 6, 1976**

# Major Highway Construction Set For Santa Clara County

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

Some major State highway projects for 1976-77 have been approved for Santa Clara County. Probably the most important rush job will be construction of an interchange at Bowers Avenue/Coffin Road in San Jose over Route 101 (Bayshore Freeway). The project will include the installation of ramp metering devices to limit access during peak hours. The state's share of the \$3,885,000 project is \$3,200,000. This interchange will open the way to the huge Marriott Park already completed.

Route 101 (Bayshore Freeway) widens the overcrossing and approaches to Capitol Expressway in San Jose. The state's share of the \$1.5 million project is \$300,000 with the rest to be provided by the federal government. Ramp metering devices will be installed at various northbound locations along Route 101.

Route 17: install metering devices at on-ramps and make lane adjustments between Saratoga

Interstate 280 in Cupertino, construct an overcrossing at Tantau Ave.—\$255,000 is State's share; \$455,000 is federal aid. Total cost, \$710,000.

Construction of a third-stage sewage treatment facility to be added to the San Jose-Santa Clara sewage plant. Contract was awarded to Wastewater Const. Co., a joint venture of 4 Bay area firms, at a total cost of \$58.7 million, making this the biggest contract in the City's history. The City's share will be 12.5 per cent and the federal government and the state will pay the rest.

Would you believe that the Mayor of San Jose is proposing a \$1400 increase in the city's construction tax on new homes and a \$1.00 per \$1,000.00 increase in the conveyance tax on existing homes when they are sold? Can you suggest a better way to raise funds for new city services? Would it prevent you from purchasing a home?

Gary Fowler (formerly Quinn Co., Salinas) is back up in Alaska again, left Jan. 6, 76. Works for N. C. Fabick Co., maintains dozers, trenchers, etc. for pipelining. They are resuming river crossings while ground is frozen and rivers low. Says he makes \$14.77 per hr., 70 hrs. week guarantee

One member got over \$1,000. This was a difficult arbitration, all concerned from Local No. 3 deserve a pat on the back.

We are very hopeful and optimistic that 1976 is going to be a better year, for the Santa Clara Valley's work picture has been slowly but surely changing considerably during the last few months and this is due to the fact that several construction projects have been given approval by local, state and federal governments.

One of the biggest projects approved just recently is the construction of a third-stage sewage treatment facility to be added to the San Jose-Santa Clara's existing sewage plant. This contract was awarded to a firm called Wastewater Construction Co., a joint venture of 4 Bay area companies.

Another project that has been approved is a sewage treatment plant to be built by the City of Palo Alto in the Palo Alto dump area. We are very pleased to see that both of these contracts were awarded and construction is scheduled to begin around March or April this year. These projects together are going to provide a lot of work for quite a few brother engineers plus a lot of other crafts in the area.

# New Melones, I-5 To Aid Work In Stockton

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

The lack of work in this district is not due to weather conditions, as it generally is this time of year, but to the chronic problem of not having public agencies advertising for public works construction projects at a time when men and equipment are more plentiful.

However, on the brighter side, the ensuing year should provide work for the members within this district. This will be due largely to Melones Contractors who will commence the actual back-filling of the New Melones Dam this year. Also, Interstate 5 should contribute to the work opportunity picture in 1976.

McGuire & Hester of Oakland was successful bidder at \$1.5 million to construct a 10 million gallon concrete reservoir for the Stockton East Water District at their new facility on East Main in Stockton.

Bids are to be opened January 27th on the tertiary water treatment facility at the Stockton Main Water Quality Control Plant. Estimated cost of the project exceeds \$20 million and entails the excavation of approximately one million yards of dirt.

Wayne Fregien of Acampo was low bidder at \$133,000 to grade existing site for the City of Stockton at Buckley Cove Marina.

Major highway projects for fiscal year 1976-1977 for San Joaquin County are Interstate 5 and State Rt. 12 which consists of paving seven miles of six-lane freeway between Rt. 12 and Hammer Lane. Realignment of 4.3 miles of Route 4 and widen to 32 feet, from Walker Lane to Jack Tone Road. Reconstruct the deck of the Old River Bridge about 15 miles west of Stockton on Route 4. Reconstruct 2.5 miles of Route 26 from Patterson Ave. to Jack Tone Road.

In Calaveras County on Route 40, construct a passing lane almost a mile long, about five miles south of San Andreas.

James L. Ferry & Son has started their stone protection project on the San Joaquin River for the U.S. Corp of Engineers with Ba-

salt Rock Co. supplying the rip-rap. Cost of the project is \$198,000.

The activity in Stanislaus and Tuolumne Counties has slowed considerably. Kaiser Steel has jacked another center section of the Archie Stevenot Bridge into place. They have had a layoff so the work on the bridge has slowed. George Reed Company has paved portions of Highway 49 at relocation. The only other activity that George Reed Company has in Tuolumne County are the small local projects. The hot plant has been kept fairly busy. This company is also working on several small projects in Stanislaus County. They're now doing the excavation for Swinerton & Walberg off Yosemite Boulevard which will keep several Brother Engineers on the payroll for a short time. The only other activity that the company has is the Borrow Pit at Hatch Road in Modesto. This material is being transported to Kasler project which is the Freeway 99 just north of town. Kasler has kept quite a few Brother Engineers busy throughout the first part of the winter.

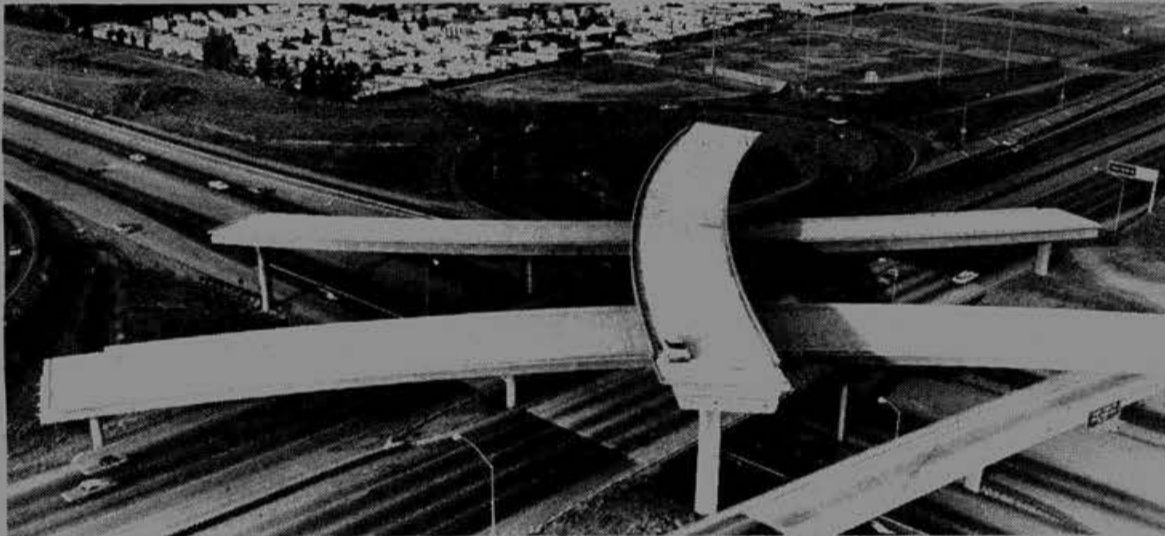
Swinerton & Walberg in Stanislaus County on the CVC project is progressing very well. This project has had some work for most of the contractors in Stanislaus County. Maddona Construction has all but put the finishing touches to the first portion of Highway 120 from the County Line to the Kasler Guest Ranch. This has been a very good job for the Brother Engineers in this area.

In Tuolumne County the Twain Harte Plumbing organization has been successful in winning the bid for the sewer project in the town of Twain Harte. The total amount of this job is just under \$1 million so it should keep their crews busy, weather permitting for the rest of the winter. Hogin Bros. have had considerable amount of activity in the landleveling industry for agricultural purposes. This company also does onsite construction work and has kept a few local brother Engineers on the payroll. However, they do not have any large projects in the area in the immediate future.

The local plants at Hughson and Waterford consisting of the Flintkote Company, George Reed Santa Fe Rock have kept their crews fairly busy.

The work picture in the two counties is really not very good at this writing. What tells us this is the size of our out-of-work list so we have to put forth an effort to obtain every job that we possibly can and become very extensively involved in the upcoming election for local city and county government, so Brother Engineers and families, put your thinking caps on and get involved with the local elected officials because they are the ones that can and should have your interest in mind when it comes to keeping you on the payroll.

Melones Contractors, a joint venture of Guy F. Atkinson, Gordon H. Ball, Inc. and the Arundel Corp., who are now constructing the New Melones Dam, were the low bidder to the U.S. Army Corps of Engineers at \$40 million plus to construct a powerhouse that will house two generating units at the New Melones Dam Site.



PRANKSTERS, APPARENTLY trying to make a point with Sacramento and the Highway Commission, are responsible for using a crane to hoist this 1960 car up 92 feet onto what is known as the "World's

Shortest Freeway." The 600-foot long unfinished part of Interstate 280 over Highway 101 in Santa Clara County remains unconnected at both ends because of a state highway fund freeze.

Ave. in Los Gatos and Route 101. Cost: \$1,100,000.

Route 17: Reconstruct portions of the pavement between Camden Ave. in Campbell to the Alameda County line in Milpitas. Cost: \$1,050,000.

Route 87: Extend freeway north between San Carlos and St. John Streets—a distance of one-half mile. Cost: \$735,000.

Route 101: Safety improvements on the 10 mile stretch from Cochran Road in Morgan Hill to Ford Road in San Jose known as "Blood Alley." The state will contribute \$400,000 and the federal government the remainder toward the \$2,355,000 project.

Route 101 & 17, install crash barriers at various locations. Cost: \$250,000.

Interstate 280, reconstruct McLaughlin Ave. between 280 and Story Road — approximately 1/2 mile—joint venture City, \$195,000 and state, \$285,000. Total \$480,000.

Resurface Highway 680 between Hwy. 101 and Corning Ave. in Milpitas — distance 4.3 miles — cost, \$230,000.

North of Yukon. Actually works around 80 - 82 hrs. Don't forget, gentlemen and brothers, he's always had his job before he went up there. Never go up there until you have the job first.

Louis Kuchta has been running Pettibone for Carl Olson & Son at Monterey Convention Center. Before that with Graniterock Aromas. He was gathering wood mid December, fell off the load, broke his arm. Dr. says his cast comes off mid-March. That's "breaks" of the game.

We won some big money with an arbitration recently. Quinn Co. (Equipment Dealer) has shops in Salinas and Fresno. Claude Odom (Dist. Rep. Fresno) carries the contract negotiating ball with the Fresno main office of Quinn, Jack Bullard represents from Quinn Salinas. Business Manager, Dale Marr, gave Claude the go-ahead to arbitrate for a full shift at construction pay for Heavy Duty Repairmen doing any work at all on construction jobsites. House Attorney, Larry Miller, represented us, and we won the arbitration!

Carl Olson is the general contractor for the plant in Palo Alto. We will be holding a pre-job conference for the sub-contractors involved in this project at a later date. We will keep you informed of further developments.

It looks like this is going to be a very busy year in the area of negotiation meetings too, mainly because there are quite a few contracts expiring this year.

We have already started getting ready for the Kaiser Permenente contract which ends at the end of June and is always a long drawn affair.

The concrete plants' contracts are expiring too along with ARO at Moffett Field and the Rock, Sand and Gravel.

As you can see, it's going to be a very busy year not only for the Union but also for all the members involved.

Unemployment insurance benefits of about \$5.5 billion were paid to approximately 6.7 million individuals during fiscal year 1974.

## SPECIAL NOTICE TO ALL OPERATING ENGINEERS IN DISTRICT 90 (SAN JOSE AREA)

The U.S. Department of Health and Welfare through their AMIS PROGRAM, wants to get more members of the Operating Engineers L.U. No. 3 who have had a heart attack within the last 5 years on their AMIS Project. This program is free of charges and AMIS has the best heart doctors in the U.S.

Medicine and a complete check-up are provided once a month.

If you are interested in obtaining more information and details about this program, call this number collect:

(415) 381-3811

Ask for Dr. Frost or Mrs. Harriman.

## At Petaluma Creek

# Oakland Brothers Beat Scab Dredgers

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

Work in the Southern Alameda County area looks fair at this writing. S. J. Groves at I-580 is ready to start a second shift on the truck spread and when the weather clears they will go two shifts on the entire spread. This job is scheduled to go well into 1977 so the brothers out there will keep plenty busy.

Freeman-Sondgroth as yet hasn't got going on their Mission Blvd. job. Once spring breaks this job should really get off the ground.

The new court facility in Fremont is still in the talking stages and the job is still up in the air.

The Super-Sewer project is now in the open hearing stages. This project will run a sewer line from Fremont up to the Oakland Airport. Castro Valley is also going to hook into it and Livermore and Pleasanton are also talking about coming over the hill. The line will run from 3.5 feet in diameter to 8 feet at the Oakland end. The estimated cost is \$84-85 million dollars.

Brothers, there are a lot of projects in the planning stages, and the only way to get the jobs going is to attend the various meetings and out number the bird watchers.

Work in the shops is seasonally slow as well as somewhat depressed by the general state of the economy.

Alcan Metal Powders in Berkeley has had a large layoff and has cut back to about half its normal work force.

Most of the equipment dealer shops are just managing to keep their employees working, but none seem to have any real backlog of work.

**SHIPYARDS AND SCRAPYARDS**—Well brothers, there is good news and bad news. I will give you the good news first. All of the shipyards are still busy. Willamette with 8 to 12 hands, Todd with 12 to 15 hands, Paceco is holding steady with 5 brothers, Bethlehem with a full crew, and Triple A with 3. So that is the good or bright side.

### SHELLMAKER MOVES INTO PETALUMA JOB!

As most of the dredge hands know, a Texas company, Browning & Ferris Industries by name decided they were going into the dredge business locally at Petaluma Creek. They planned on doing the job with 2 Mudcats and 2 Boosters. They bid the job \$130,000 lower than the next low bidder and of course went non union. My reaction was to sink those scabs on the first dark night, but Brother Marr said we could not do this in 1975 or we would probably have to buy the damn things. So we put out pickets and had a lot of conversation with different dredge hands. The more we looked at it the more we felt they would never finish the job because of the ineptitude of the crews (they picked their people off the street), and the low production of the machines. Maximum output of a Mudcat is 100 yards an hour (if everything is going well). All we

had to do is keep a head count (for the Davis Bacon Act so they would pay the prevailing rates), and keep production figures to be sure they were not getting the job done. They did not pump more than 8,000 yards the entire 2 months they were working. The end result was that Shellmaker received a subcontract from B. F. I. for \$61,000 over what B. F. I. bid in the first place. Plus what had to be a large loss for the time they were on the job. Shellmaker's "Vanguard" is now on the job with a full union crew of 20 brothers.

I would like to take this opportunity to thank Brothers Wilson, Curtis, Peters, Young, Dias, and Robinson for all the help they gave during this time, also Brother R. D. who through his own initiative and perseverance managed to get himself hired by B. F. I. and was invaluable to the Union. The icing on the cake of course is that we feel that B. F. I. will never try the dredging business at this level again. They lost their buns! Again, my thanks to all the good brothers that helped to bring this to a happy conclusion.

There are a couple of pile-driver jobs going now. Umpqua has one for Kaiser, Oakland and Santa Fe Pomeroy has one at Larkspur, plus they picked up Pt. Molate and Oakland Outer Harbor and will be working approximately one year with 2 rigs and 6 or 7 brothers working. Healey Tibbets picked up a dredge in Eureka that will go in about 6 or 8 weeks.

Now the bad news—Smith-Rice layed off almost 50 per cent of their crew and several other companies are already cut back to the bone because of the ecologists and economy.

All the scrapyards are slow. The price of scrap is at an all time low. All the major yards, Levin, Joffe, Learners and Schnitzer have layed off at least two members each. One of the problems here is the U. S. Government allowed ships to be sold intact and wrecked overseas, thus cutting off our labor. The Maritime Commission has sold ships to Taiwan and Korea both. Our point in bringing this up and the ecologist problem is to bring home the point that 1976 will be a major election year and it is vital that we get our friends elected and defeat the ones that are going against us. If we get enough votes out we can stop almost anything that is going to hurt us. So be sure you are registered and informed as to who your political friends are.

Here it is the middle of January and still no rain. We have a lot of brothers still out in the field making that money. Most of the jobs are 2 and 3 man crews, but it's work. Guy F. Atkinson Company on Hwy. 4 in Concord is starting the scraper spread again. We have over 4 million yards of dirt to move on that job yet.

The Union, Building Trades, and the Concerned Citizens Coalition have gone to many hearings on many jobs, and we're sure we will be back in meetings again on some of these projects. We need all the help we can get on these meetings. So if any of you brothers want to help on these meetings and get the bird watchers off our back and get work for our brothers, please give us your name and phone number and we'll

call you when we need you. If you want to talk at these meetings you can, or just be counted helps a hell of a lot. Please call Concerned Citizens Coalition Secretary at 686-0653 and ask for Joan or phone 432-3287 and ask for Duke who is the Executive Secretary.

P.G.&E. is putting in 3 additional water cooling towers at their Pittsburg plant. Some ground work has already been done and they should be in the early part of 1976.

**CRANES**—Crane work is picking up a bit after the holidays and looks like it may be a fair year. San Jose Crane is busy at this time. They have two cranes at the San Francisco Airport and are just about all over the Bay Area doing jobs.

Biggie in the Santa Clara and San Jose areas is slow, but it looks like they're picking up a little. They've had some rigs in Las Vegas on a P.G.&E. job and this will go for a while, and also some work on a radar site at Half Moon Bay which is going again. They are doing a little tilt up also.

Bean is slow, but is still doing work at Lockheed and doing small jobs all down the peninsula.

Sheedy is busy in the San Francisco area and as far north as Santa Rosa and south as far as Gosnen Corners near Fresno.

Kier Crane is busy in the Modesto area and their work looks good.

Reliable and Valley are busy and don't see too much slow down in the valley at this writing.

Crane work in the Bay Area looks good and may continue. If any of you brothers are interested in overseas work, please send me (Bill Dorresteyn) your resume to the Oakland Office, as there is a need for heavy lift crane operators.

In Central Contra Costa County the work has slowed down for winter, but we still have a new start or two.

Haskins out of South San Francisco has started a three million yard job in back of the P.G.&E. Test Station in Danville. This job has an early finish date, so they will have to hustle on this one.

Oliver DeSilva is putting the finish to their Virginia Hills job, with just the street sections and underground to do.

Gallagher & Burk is still doing a little finish work here and there in the County.

Bud Lampley and his crew at McDonald have the paving yet to do at Danville Station. This was a hell of a good dirt job, real clean.

It was beautiful to see so damn many of you fellas at the semi annual meeting. This is what makes Local 3 strong, fellas. Our Business Manager, Dale Marr, expressed thanks for the support of the Executive Board and the administration in the job of making Local 3 stronger in a time when Unions in general are having a tough fight. Great job fellas, now let's hit those ecology meetings.

In Western Contra Costa County Bechtel, C. F. Braun and Lauritzen still keeping about fifty engineers busy on the windup of their jobs at Standard Oil, Richmond.

Hilltop Shopping Center keeping about 15-20 engineers going, what with O. C. Jones trying to get their paving done and a num-

# Reconstruction Set For Novato Route 101

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

A cooperative project is tentatively scheduled between the City of Novato and the California Department of Transportation to improve old Route 101 through downtown Novato, that stretch replaced by the Novato Freeway Bypass. Basically the proposed project would involve reconstruction and alteration work from south of Novato Creek Bridge to south of Atherton Avenue Interchange, a 1.6 mile distance. Provisions under the proposal include landscaping, pedestrian walkways, bikeways, bus stops, parking zones and two lanes of traffic in both north and southbound directions.

Ghilotti Bros. completed a \$162,000 project to construct an auxiliary lane along northbound Route 101 in San Rafael. The auxiliary lane was added, under the contract, from the northbound Route 17 on-ramp to the Irwin Street off-ramp. With the new auxiliary lane, northbound traffic from the on-ramp no longer has to merge with Route 101 traffic in this area.

L and L Equipment Company of Concord has finished a \$4,225 project to replace two existing culverts along Route 1 in Western Marin County. Eighteen-inch bituminous, asbestos-coated, corrugated steel pipe has been used to replace the deteriorated culvert pipe along a 0.1 mile stretch of Route 1 in Marshall. Periodic re-

ber of smaller contractors keeping one or two on the payroll.

Out at the Singer Housing tract Independent Construction is enjoying the dry winter and are chopping away at one-half million yards of sandstone. If anybody needs a deal on decorative rock Independent would be glad to work something out as they have many hard blue rocks about as big as a pickup available. If you can haul them away you are welcome to them. Ed Marks is foreman on this one, Laurel Bronson and Reggie Marks on dozers, Dennis Meniz and Whitey Wilkerson on 460 scrapers, Charles Faulkner on the compactor, "Sid" Sidhu setting grade, and Charley Williams trying his best to keep all the iron patched up and running.

**STEEL MILL, FORGE AND QUARRY**—The mills are still on a up and down basis, the 30" mill and 12"-16" mills alternating to fill the customer's needs. However, the management has made an effort to keep as much going as is possible to make a paycheck and still not overstock the inventories.

The American Forge picture is much the same as the mill. We have had some tough grievances in this shop. They are time consuming and extra effort on the part of the stewards Vince Karp and Rich Ulibarri. With strong union people like these men and other witnesses, we will build a stronger unit.

The gravel plants are all running some and repairing some, but because of the beautiful weather we have been able to keep most of these crews together. If the rains don't come soon, we will get most of the repair completed and move into the strong Bi Centennial year of 1976.

placement of culverts along the coast are necessary because of heavy concentrations of salt air.

Forde Construction Company recently received a \$18,833 contract to correct a slide along Route 1 near Horseshoe Hill Road five miles north of Stinson Beach. Approval for this project has been granted as an emergency exception to the present moratorium on new highway construction. Sub-surface water has been eroding the slope along the roadway at this location. To prevent this concrete rip-rap and planting will be placed on the slope.

Bids were opened December 10 on a contract to provide pier and fender safety walkways on the Richmond-San Rafael Bridge. Maintenance personnel use these walkways to reach the piers for maintenance work and emergencies. Bridges like the Richmond-San Rafael Bridge are required to have these walkways under standards set by the Occupational Safety and Health Administration. Approximately \$325,000 is available for this job.

Within the next few months a column replacement project on the Richmond-San Rafael Bridge should get underway. Under the contract, columns showing distress on the bridge's west end will be replaced with new reinforced steel concrete columns to comply with the required current safety code. This job has an estimated cost of \$500,000.

Bresnan-Dalecio of San Rafael were recently awarded a contract for street improvements and road work in the city of Sausalito at a cost of \$115,000.

A pre-job conference was held recently with J. E. Roberts of Oakland for the \$2 million low cost housing at Shelter Hill—about 75 apts. The starting date is pending on grading permit, and this job will be good for about two years. (As this goes to press, the grading has begun on this moderate income housing project.) The project developers have an erosion control plan now designed to meet protests of residents who claimed that building during winter would cause heavy siltation into a marsh below the project site. The Mill Valley City Council decided that the project, just below Shelter Ridge and overlooking Highway 101, could go ahead as long as the director of public works approved the erosion control plans.

## Get Yours!

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

## 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:

- Bell, Mike (James, Father) 1- 8-76  
2808 Paseo Drive, Rancho Cordova, Calif.
- Bishel, Fred (Victoria, Wife) 1-10-76  
P. O. Box 135, Madera, Calif. 93637
- Braddock, Grover (Ellis Aver, Nephew) 1- 8-76  
321-15th Ave., Santa Cruz, Calif. 95062
- Brian, Al (Harvey Brian, Wife) 1- 7-76  
13124 Potts Dr., San Jose, Calif. 95111
- Buscaglia, Stanley C. (Terry Billings, Dtr.) 12-19-75  
2585 E. Olive, Merced, Calif. 95340
- Casella, Andrew (Victoria, Wife) 1- 4-76  
3547 Trenerly Dr., Pleasanton, Calif.
- Cotton, John H. (Reta, Wife) 1-23-76  
2431 Donna Dr., Eureka, Calif. 95501
- Emerson, Dempsey U. (Norma, Wife) 1-19-76  
P. O. Box 160, Monroe, Wash. 98272
- Ferrell, Willie (Maggie, Mother) 1- 2-76  
230 Chanslor Ave., Richmond, Calif.
- Gaffney, Theodore (Bessie Daugherty, Sister) 31- 1-76  
925 Grove St., Oakland, Calif.
- Gambill, George R. (Dona, Wife) 1- 1-76  
6222 Manitoba, Sacramento, Calif. 95841
- Gregson, Harry (Mary, Wife) 12-20-75  
1220 Aala St. Apt. 503, Honolulu, Hi. 96317
- Hammond, Francis (Pearl, Wife) 1- 2-76  
1987 Gray St., Oroville, Calif.
- Henry, Ted (Beatrice, Wife) 1-23-76  
82 N. Bybee Ln., Yerrington, Nev. 89447
- Kittel, Robert G. (Bette Lou, Wife) 1- 2-76  
11 Eddie Ct., Petaluma, Calif. 94952
- Lane, Ellis (Emma, Wife) 12-25-75  
5547 Locust Ave., Carmichael, Calif. 95608
- Lewis, Fred U. (Frieda McConville, Dtr.) 1-19-76  
423 N. Duck St., Stillwater, Oka. 74074
- Margrave, Leroy (Eva, Wife) 12-25-76  
226 Twin Oaks Way, Healdsburg, Calif.
- Melady, J. L. (Cleon, Wife) 1- 3-76  
10779 Newton Rd., Nevada City, Calif.
- Menefee, Calvin A. (Opal, Wife) 1- 3-76  
12846 W. Lacey No. 19, Hanford, Calif. 93210
- Mower, Oscar (Marie Piaggi, Daughter) 12-26-75  
5365 48th St., Sacramento, Calif. 95820
- Nelson, Leroy (Anna, Wife) 12-19-75  
12485 Nelson Dr., Auburn, Calif. 95603
- Noble, Robert (Louise, Wife) 12-19-75  
1201 Sycamore, No. 87, Sunnyvale, Calif.
- Olsen, James N. (Marie, Wife) 1- 4-76  
89-602 Haleakala Ave., Nanakuli, Hi.
- Ostberg, James E. (Diana, Dtr.) 12-25-75  
Rt. 3 Box 284A, Orland, Calif.
- Rodolf, Joseph (Kathy, Wife) 1-24-76  
2827 W. Clinton, Fresno, Calif. 93728
- Schmuck, Henry (Alta, Wife) 1-17-76  
12765 Ave., 22 1/2, Chowchilla, Calif. 93610
- Souza, Peter (Mary, Wife) 12-31-76  
1240 Gardner Blvd., San Leandro, Calif.
- Spence, Paul E. (Gordon, Son) 1-14-76  
P. O. Box 201, Rail Rd. Flat, Calif. 95248
- Strong, David (Betty, Wife) 1-22-76  
2747 Robindale Ave., Stockton, Calif. 95205
- Turner, John (Mary, Wife) 12-26-75  
P. O. Box 1011, Elko, Nev. 89801
- Wadlow, Roy (Ruth, Wife) 1- 1-76  
Rt 1 Box 119-B, Ione, Calif. 95640
- White, Clarence (Mary Cowan, Sister) 1-24-76  
567-7th Ave., Menlo Pk, Calif. 94025
- Yacovetti, Henry (Grace, Wife) 1- 9-76  
101 Old Country Rd., Crockett, Calif. 94525

### DECEASED DEPENDENTS January, 1976

- Bacon, Helen—Deceased January 6, 1976  
Deceased wife of E. Louis Bacon
- Belton, Michael—Deceased December 27, 1975  
Deceased daughter of Joe Belton
- Burch, Mary—Deceased December 27, 1975  
Deceased wife of Arthur Burch
- Deal, Teresa—Deceased January 10, 1976  
Deceased wife of Richard Deal
- Johnston, Idabelle—Deceased January 12, 1976  
Deceased wife of Claude Johnston
- Jordan, Esther—Deceased December 20, 1975  
Deceased wife of Claude Jordan
- Macy, Mildred E.—Deceased January 26, 1976  
Deceased wife of Richard Macy
- Russell, Marina—Deceased November 13, 1976  
Deceased wife of Corliss Russell
- Schweitzer, Bessie—Deceased January 15, 1976  
Deceased wife of Charles H. Schweitzer
- Zwanzig, Eula—Deceased December 28, 1975  
Deceased wife of Lysle Zwanzig

## S.F. Sewers To Cost Millions

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

In 1976, San Francisco will start four sewer projects that will cost about 15 million dollars per mile.

The four projects will cost about \$180 million and will build nearly nine miles of sewer and three pump stations.

Three of these projects are aimed at a dual purpose, first as sewage transmission lines, next, as the treatment plants cannot treat the excess run-off during the wet season, these lines will double as holding tanks or retention basins until such time that the plants can treat it and pump it into the ocean.

E.I.R.'s have been approved on two of these projects and there is to be public hearings held on the other two. These projects and others will keep engineers busy for years to come as it is part of a 20-year master plan to treat waste water and will cost an estimated three quarters of a billion dollars.

A 30-story office building is approved at 595 Market St., estimated at \$30 million dollars. Demo on existing buildings is to begin in the spring or mid-summer.

At Steuart and Mission Sts., there is a proposed five story parking garage. Now on this one, the E.I.R. is not completed, but everything looks favorable to start this year. There is an Engineers estimate of \$9.5 million and should keep several Engineers busy for about a year.

Two hundred and eighty five million dollars will be spent on Muni Transit by the end of 1978. This means that a complete new system will be replacing the old one.

A new car barn is being constructed by Swinerton and Walberg between Ocean and Geneva on San Jose. New tracks throughout the system, including new cross-ties, ballast and sub-grade.

Track replacement is now under construction on Taraval St., and is being done by Bay Cities Excavators and Lummus.

New stations are to be built at West Portal and Forest Hill. These contracts have not been let yet, but should be in late '76' or early '77.'

The last item on the Muni expansion program, after all cars are running underground, will be the removal of the tracks on Market St., and resurfacing.

## R-T-W Group Ruled Front For Employers

A federal judge ruled that the legal arm of the National Right to Work Committee must be considered a front for employers who have a direct interest in weakening unions.

That's what a group of 10 unions contends in a suit that seeks a finding that the open-shop organization is violating a section of the Landrum-Griffin Act that bars an "interested employer" from financing a union member's suit against his union.

Since most of the funds for the "right-to-work" group come from employers, the unions asked for a list of contributors so the courts could determine whether "interested" employers were financing litigation against unions that represented or were trying to represent their workers.

U. S. District Judge Charles Richey, in Washinton, D.C., ordered the open-shop foundation to furnish a sampling of its contributors. Both a federal appellate court and the U. S. Supreme Court refused to interfere.

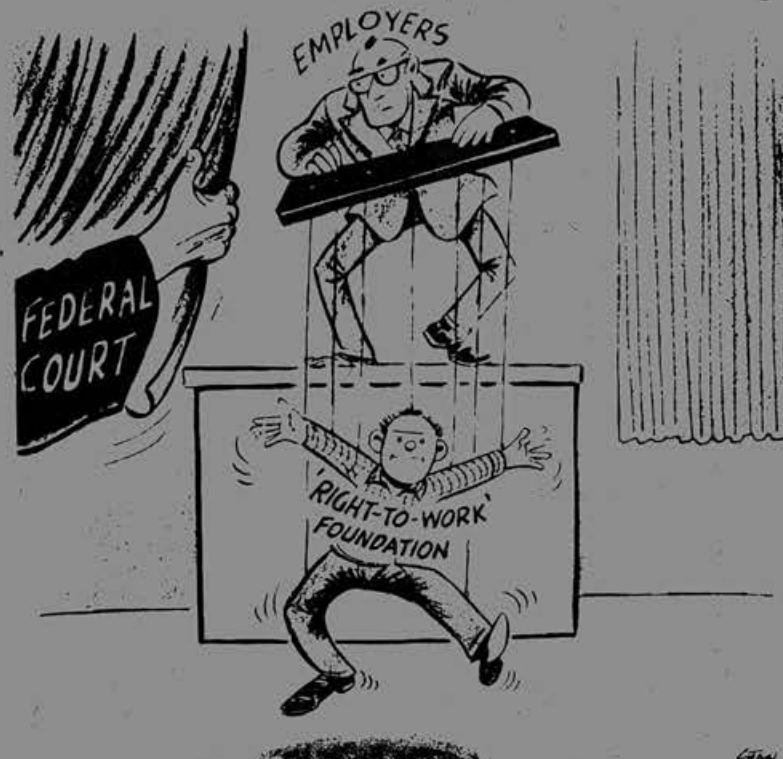
To meet the R-T-W group's complaint that publication of the names would result in harassment of contributors, the judge set up elaborate procedures

Ironically, less than a week earlier the open-shop foundation had won an unexpectedly sweeping ruling from a federal judge in California that would severely jeopardize the concept of the union shop if it were sustained.

The Railway & Airline Clerks, defendant in the suit financed by the "work" foundation, has announced that it will appeal the ruling by U. S. District Judge Leland C. Nielsen in San Diego.

The case, brought in the names of several Western Airlines employees, contends that the most that can be demanded of them under a union security agreement is payment of an amount equal to the portion of regular dues that goes into direct collective bargaining.

In upholding their claim, Judge Nielsen took what appeared to be an opposite approach from that taken by the Supreme Court a decade ago in a similar challenge. The court then held that the union shop authorization in the Railway Labor Act obligates a union to set up a refund procedure so that a person required to pay dues could request reimbursement for any portion that goes for political activities. Most



### 'Pulling Strings!'

whereby only attorneys involved in the case would see the list.

Still the "work" group refused, and a week after the disclosure deadline passed, Judge Richey found the non-compliance to be willful and declared that the allegations the union had made about the involvement of interested employers in the financing of the suits must now be assumed to be proven. He set a Feb. 20 date for the Right to Work foundation to show cause why he shouldn't issue an injunction barring the group from accepting contributions from interested employers.

Joining in the suit against the "work" organization are the Machinists; Auto Workers; State, County & Municipal Employees; Teachers; Farm Workers; Television & Radio Artists; Sheet Metal Workers; Laborers; Communications Workers; and Oil, Chemical & Atomic Workers.

unions, including the Railway Clerks, have adjusted their constitutions to allow such refund requests.

But Judge Nielsen's sweeping order appeared to include in the non-obligatory portion of dues such expenses as organizing, issuing publications that include coverage of matters other than collective bargaining, conducting conventions, paying per capita taxes to various labor federations, and expressing any views on government policies.

Despite decentralization of the Nation's manpower programs under the Comprehensive Employment and Training Act of 1973, a few activities are still administered at the National level, including the Work Incentive Program and the Job Corps.

**ATTEND  
UNION  
MEETINGS**

# With Safety In Mind Sacramento Forms Family Safety Center

By JERRY MARTIN, Director of Safety

We always like to think that behind every good safety minded member of our Union there is probably a good safety minded family. It seems only natural that they should go hand in hand.



Jerry Martin

Even though your Safety Department finds itself busy in its daily activities of looking after the best interest of our members on the job, we try to find various ways of promoting safety to include our members' families also. These thoughts of BEING INVOLVED bring to mind some of the basic objectives of what we as a Local Union REALLY stand for. It might be interesting to review our By-Laws.

For those of you who don't have a copy, it begins as follows: "Article I—Declarations of the Objectives and Principles of this Union.

Section 1—the object and purpose of this Local Union is to provide for the general welfare of its members and employees represented by this Local Union and all employees and working men, women and minors insofar as in the opinion of this Local Union, their general welfare has or may have any effect, direct or indirect, upon the general welfare of the members of this Local Union or the employees represented by this Local Union or both."

I'd like to skip over Section 1-(a) through 1-(g) and go to paragraph (h) which states:

"To protect and promote the rights and aspirations of working men, women and minors, and consumers, and the security and welfare of all of the people by supporting ideas, causes, programs and policies and persons subscribing to such ideas, causes, programs and policies insofar as it is lawful so to do, which ideas, causes programs and policies in the opinion of this Local Union will or may aid or assist, directly or indirectly, the protection and promotion of the rights and aspirations of working men, women, and minors, and consumers, and the security and welfare of all people."

Our By-Laws have always been both refreshing and inspirational to many of us as we review them from time to time. So it comes as no surprise that we should join forces with community projects such as the Sacramento Safety Center.

This will be a volunteer project which will also include some local contractors of the Sacramento area. When the plan was presented to our Executive Board for their consideration everyone was most pleased with their unanimous approval to assist in various ways, but mainly with the grading and paving development of the project site.

Specifically the National Safety Council of Sacramento's Long-Range Planning Committee set forth a ten-year expansion program for the Sacramento council. The committee, consisting of leaders from throughout the community, strongly favored the development of a regional Safety Center. The Safety Center will be the hub of the region's safety oriented activities and would be a centralized base for service to residents of all the surrounding counties.

The Safety Council is presently working toward achieving this goal and has developed a plan for implementing this concept. The actual construction will be completed in three phases. Phase I will include improvements of 10 acres of land on Bradshaw Road (which was donated by the County of Sacramento) as the site for the Center's development and the construction of Administration, Classroom and parking facilities for the operation of current programs as well as the implementation of many new programs made possible through the increased efficiency of the operations.

All of the facilities developed at the Safety Center are designed for maximum efficiency with all facilities having multiple use. Even the parking lots will be designed so that they not only provide for classroom and administrative parking but will also be utilized for motorcycle training, bicycle training and defensive driving demonstrations.

Phase II will include the construction of Safety Town and Home Safety Demonstration/Instruction site.

Safety Town is designed to teach pedestrians, bicycle and vehicle safety skills to elementary school youngsters. Additionally, a further goal of Safety Town is to develop a respect for the concepts of law enforcement and safety. Safety Town will also include supplemental instruction in fire training, child molesting precautionary training, plus general home and recreation safety.

The Home Safety Demonstration/Instruction site will be designed to educate persons regarding common household dangers. Using both slide and actual demonstration presentation, the course outlines how persons can perform a "do-it-yourself" home inspection and remove hazardous conditions such as easily accessible poisons, storing volatile fluids, overloaded electrical outlets, and unsafe appliances.

Phase III will include the construction of the Industrial Safety Demonstration site, Motorcycle Safety Training Range, and additional Parking Facilities.

The Industrial Safety Demonstration site will become an integral part of our continuing effort to curb the injuries of construction workers, manufacturing employers, farm workers, etc. Here workers can not only see and hear about safe working practices, but can also participate and develop these skills under controlled conditions.

According to current data, the Sacramento Safety Council's programs reduce accidents by 30 per cent among the approximately 50,000 people reached directly through services and those reached indirectly through the news media.

On this basis, the region saves \$15 million over a five-year period,

## Administrator For MESA Confirmed

United States Senate confirmation of Robert E. Barrett as Administrator of the Mining Enforcement and Safety Administration concludes an exhaustive search for a well qualified person to head MESA, Business Manager Dale Marr said.

Barrett, a fourth generation miner and a native of Johnstown, Pennsylvania, has been a coal mine specialist in the Office of the Administrator of the Mining Enforcement and Safety Administration since October, 1974.

He began his mining career in 1945, hand-loading coal when he was still in high school. After two years in the Navy he returned to the mines in Pennsylvania, performing a wide variety of jobs and eventually rising to first-grade mine foreman.

After attending Lehigh University School of Mining Engineering for two years he went to the University of Pittsburgh where he earned a bachelor's degree in public management. Recently, he has been doing post graduate work at Pitt in public affairs.

"Mr. Barrett's long and out-



ROBERT E. BARRETT

standing experience in mine health and safety, his keen knowledge of

representing the saving of 40 lives and the prevention of 3,750 disabling injuries.

The amount saved over a five-year period can reasonably be expected to climb to \$24 million in the first five years of the Safety Center's operation. This would result from the saving of approximately 60 lives and the prevention of 5,700 disabling injuries.

The extensive services that will be provided by the Center are divided into five main areas:

**PUBLIC SAFETY:** Safety Town, School Honor Roll, Safety on the Streets, Safety Poster Contest, Master's of Science in Safety, Youth Conference and Emergency Medical Service.

**TRAFFIC SAFETY:** Court's Alcohol Reeducation Effort, Traffic Court School Countermeasures, Motorcycle Driving Range, Yolo Co. Traffic Safety Committee, Annual Fleet Safety Contest, Holiday Safety Campaigns, Traffic Court Seminars, Traffic School Courses, All About Bikes, Sacto Traffic Safety Committee, Defensive Driving Course, Motor Fleet Seminar, Operation "Boobytrap" and Police Training.

**OCCUPATIONAL SAFETY:** Excavation and Trenching Operations, Safety and Health Programming, Fundamentals of Occupational Safety, Industrial Noise, Fundamentals of Systems Safety, Fork Lift Safety, Small Business Safety, Automotive Service, Voluntary Compliance, Safety-Management for Supervisors, Industrial Hygiene, Fundamentals of Hospital Safety, Construction Safety, Farm Safety, Lumber and Logging Safety and Employees Communication and Motivation Workshop.

**RECREATION SAFETY:** Boating Safety and Firearm and Hunting Safety.

**HOME SAFETY:** Home Safety Course, Baby Sitting Course and Community Home Safety Survey.

We are looking forward with a great deal of optimism to the completion of this project and an early operational beginning. This Safety Center will not only benefit those of our members and their families living in the immediate areas but we have been enlightened to the extent that the Center will be available for student and family tour trips as part of an expanded program to accommodate other areas of our jurisdiction. We'll be keeping all of you advised of their activities.

There is always the anticipation, too, that other cities and areas will put forth a similar venture.

THINK SAFETY — WORK AND PLAY SAFELY

# Stewards' NEWS

by Ray Cooper, Job Steward Director

Shown below is Gary Bengoechea, Job Steward at Quarry Products in Brisbane. Gary is a dozer operator and doubles as a powder monkey when there is blasting to be done. He has the unusual safety record of 100 per cent — no accidents or misfires in all of Gary's many years of blasting.



Ray Cooper

Also shown below is James Cole, a Job Steward who had an interesting hobby that nearly put him out of commission. Jim raced stock cars until he sustained two broken legs which kept him off work for a year and put an end to the driving. Now Jim spends his leisure time fishing, hunting and playing golf—it's much safer.

Brother Cole operates a loader for Baldwin Construction Company in Marysville and has been a Job Steward for the last two years. Jim and his wife reside in Yuba City with their two sons and also have a daughter who is married.



GARY BENGOCHEA



JAMES COLE

### JOB STEWARDS ACTIVATED

Week Ending January 9, 1976		Week Ending January 23, 1976	
Dist. Name	Agent	Dist. Name	Agent
60 Robt. F. Rean	R. Criddle	12 Phil Baum	D. Wright
70 Henry Waits	K. Green	12 Don Rigtrup	D. Wright
70 Ed Benz	K. Green	12 Marvin Holloway	D. Strate
90 Jay Rothe	S. Dunkin	12 John Jackson	D. Wright
90 James M. Fahey	S. Dunkin	80 Carl Denico	A. Swan
90 Billy J. Collins	S. Dunkin	90 Don Barrett	N. Davidson
Week Ending January 16, 1976		Week Ending January 30, 1976	
Dist. Name	Agent	Dist. Name	Agent
50 Jack Long	J. Bennett	20 Ray Monteiro	R. Butler
80 Richard Hardin	A. Swan	20 James McAllister	R. Butler
		20 Mel Berg	H. Munroe
		30 Thurmond Hampton	A. McNamara
		60 Roger Howard	J. Smith

### JOB STEWARDS INACTIVATED

Week Ending January 9, 1976		Week Ending January 23, 1976	
Dist. Name	Agent	Dist. Name	Agent
12 Burke Whitney	D. Strate	12 Paul Hansen	D. Strate
12 Elbern Sorenson	D. Strate	12 William Coombs	D. Strate
12 James Lilly	D. Strate	12 Paul Bazzell	D. Strate
		60 Jerry W. Fox	R. Criddle

mining issues and mine safety, his exceptional administrative talent and his deep commitment to safe-

guarding the lives of the Nation's miners are prime qualifications for this important Interior Department post," Marr said. "We supported the appointment of Mr. Barrett because of his qualifications and dedication to the safety of mine workers. With as many members as Local 3 has working in the mines, it is vital that someone in the federal government looks out for their safety."

Barrett joined the Bureau of Mines in 1964 as a mine inspector after 16 years as a working miner. As an inspector he traveled the mining regions teaching safety to miners and played a major role in developing health and safety regulations under the Federal Coal Mine Health and Safety Act of 1969.

After a series of successively responsible posts, he became sub-district manager of Coal Mine Health and Safety District 2, headquartered in Pittsburgh, Pennsylvania, and in 1972 he became District Manager. As District Manager, Barrett was responsible for Federal mine health and safety enforcement activities in one of the Nation's most complex coal districts. He supervised more than 300 mine inspection personnel in that post.

The number of women holding memberships in unions and public and professional associations climbed by almost 300,000 to 6 million between 1972 and 1974, the Department of Labor reports.

# Personal Notes

## MARYSVILLE

Our deepest sympathies to the families and friends of deceased Brothers James Ostberg, Francis Hammond and Charles Miller.

Our deepest sympathy is extended to the families and friends of Idabelle Johnston, wife of retired Brother Claude Johnston, and Donna Lee Wixom, wife of Brother Wilbur Wixom.

Brother Harry Johnson is recovering from a heart attack in Ride-out Hospital, Marysville. We will be glad to see Brother Johnson up and about again.

## OAKLAND

Brother Donald Sizer had an operation on his eyes the middle of December. At this writing Don is home and doing well. His phone number is 825-4028 and he lives at 4080 Joan Avenue, Concord. Let's give Don a call or stop by and see him. I know Don will like to hear from you.

## REDDING

Good luck for a speedy recovery to Brothers Leonard Nelson and Al Denning. We hope it won't be long and they will be well and up working.

A wish for speedy recovery to the following retirees: Doug Kuykendall, Joe Rogers, Dave Russell, Leonard Sunderman, Henry Easen, and Harvey Huey.

## RENO

Congratulations are in order to Lloyd Carson and his wife, Donna, on the birth of their daughter Kellie born on December 16th.

We wish a speedy recovery to retiree Charles Flynn in Washoe Medical Center. Hopefully, he will be home by the time this appears.

Our sympathies are extended to the family and many friends of Brother John Turner who passed away on December 26th.

## SACRAMENTO

Our deepest sympathies are extended to the families and friends of the following members: Brothers Curtis Calhoun, Ernest Brown, Leroy Nelson, Oscar Mower, Ellis Lane, George Gambill, Mike Bell, and Frank Haiduk.

## SAN JOSE

We would like to extend our condolences to the family of the following deceased members: Robert W. Noble, Mrs. Eula Zwanzig, Al Brian, Mrs. Hazel Cantarini, and Connie Shore.

The San Jose Office's staff would like to express their most sincere appreciation to the following members for their blood donations: James R. Jackson, Eugene A. Thorne, Robert E. Ranney, Robert Sandow, Albert D. Conceicao, and James D. Cooper.

## SAN RAFAEL

We are sorry to report the recent death of Brother Bob Kittell on January 2nd. Our condolences to his family.

## SANTA ROSA

We would like to take this opportunity to thank all those who donated to the Santa Rosa branch Blood Bank of the Operating Engineers Local Union No. 3 during the year 1975, namely: Louis Cooper, Wm. E. Dyson, Wesley L. Hay, Ronald Mollo, Victor Newfield, Randall Raabe, Amos Skaggs, Geo. J. Thomsen, Floyd E. Webb, Bonnie Williamson, Raymond Wymore.

We deeply regret having to report the death of Bro. Leroy Margrave, a Pensioned Engineer, and wish to extend our sincerest condolences to his family and friends.

## STOCKTON

Our deepest sympathies are extended to the families and friends of departed Brothers Roy Wadlow and Erwin Wakeman, and to Brother and Mrs. Mildred Quinn on the loss of their son, Gary.

Brothers Henry McBride, Fred Herbert, Robert Huey, L. D. McKinney, Manuel Sequeira, Randle Jones, and Ken Williams were either hospitalized or under a doctor's care recently. A speedy recovery is wished for all.

## CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3  
7001 Dublin Boulevard  
Dublin, California 94566  
Telephone: 415/829-4400

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# SWAP SHOP CORNER: Free Want Ads for Engineers

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

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

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

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

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

**FOR SALE: 19' 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: 3 TRANSFER UNITS** (Slam bangs) '65 Pete Transfer 335 Cummins \$16,500. '66 K. W. Transfer, 318 Detroit \$16,500. '66 Mack Transfer 335 Cummins \$11,500. B. Kinney, Rt. 1 Box 4387, 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 '68 Ford dumptruck and general engine, 3 axle Beaver tail trailer, \$7,400. K. Prenger, 6036 Lean Ave., San Jose, CA 95123. Ph. 408/226-1983. Reg. No. 1528272. 12-1.

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

**FOR SALE: '69 MICHIGAN 175 LOAD-ER**, serial no. 9AHG 175. L. Lawson, 1304 Terry Ave., Clovis, CA 93612. Ph. 209/299-5790 after 6 p.m. Reg. No. 0890001. 12-1.

**WANTED: CAB, RIPPER SHANKS**, brake drums, misc. parts for D-8 13A Cat. Also, Eida engine for H.D. 11B tractor. D. Vega, 540 Bonita No. 223, San Jose, CA 95115. Ph. 408/298-1077. Reg. No. 0987292. 12-1.

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

**FOR SALE: LASER LEVEL** w/Tripod set up for pipe and excavating work \$1,750. R. Ferraris, 1020 Crystal Springs Rd., San Bruno, CA 94066. Ph. 415/899-8252. Reg. No. 0841471. 12-1.

**FOR SALE: USED TRACKS**, 36 link pad, C Series, for D6, 20" pads. Exec. cond. \$750. B. Genn, 19481 Williams Ave., Hilmar, CA 95324. Ph. 209/634-5767. Reg. No. 1065265. 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. 0632458. 12-1.

**FOR SALE: 1973 DODGE CHARGER** S.E. Like new. Power steering, power brakes, power windows, AM/FM radio. G. Cairo, 225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1006588. 1-1.

**FOR SALES: 1929 CHEV.** Couple with rumble seat. Runs good, all original. \$2,500. G. Cairo, 225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1006588. 1-1.

**FOR SALE: STARCRAFT Tentrailer**—like new. 1969, sleeps 6 stove, icebox, sink. \$1,250 or offer. G. Cairo, 225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1006588. 1-1.

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

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

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

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

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

**FOR SALE: MCCULLOCH CHAIN SAW**, Model 660, heavy duty 36" bar, like new. Cost \$365—make offer. Ph. 415/961-2909. Reg. No. 0537446. 1-1.

**FOR SALE: '73 HARLEY DAVIDSON** motorcycle, 74 cubic in. fulldress electra glide, 20,000 miles, black w/extra chrome \$3,500. A. Schultze, 898 Evelyn Ave., Sunnyvale, CA 94086.

Ph. 403/736-0745. Reg. No. 0512587. 1-1.

**WANTED: OLD DECANTERS:** Wild Turkey No. 1 or Cyril Noble Miner. Will swap or buy. M. Pacheco, 408 Grand Blvd., Half Moon Bay, CA 94019. Ph. 415/726-4514. Reg. No. 1075459. 1-1.

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

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

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

**FOR SALE: 25' EXPRESS CRUISER**, all fiberglass, 3 safety compartment bottom, twin volvo engines w/Penta I O units. Electric tacs, fathometer. Needs work, \$4,500. Ph. 415/961-2909. Reg. No. 0537446. 1-1.

**FOR SALE: 1970 FORD, F500**, 4+2 speed, 330 V8, lowbed trailer, 1975 backhoe w/extension & buckets. D. Sare, 5435 Dry Creek Rd., Sacramento, Calif. 95838. Ph. 916/991-5472. Reg. No. 1040538. 2-1.

**FOR SALE: LOT CLEAR LAKE PARK LOT—12—Block 6—Subdivision 6** on 6th Street between Oak and Bush. A. Gabriel, 1730 Almond Ave., Merced, Calif. 95340. Reg. No. 0714912. 2-1.

**FOR SALE: APPX. 1/2 ACRE CORNER LOT**, in Redding, Calif. Wooded area, paved streets, sewer, gas, water & elec. Can divide into 2 parcels, well & small oak trees. Two small building sites available. J. Paulazzo, 275-41st St., Apt. 115, Oakland, Calif. 94610. Ph. 415/658-6539 or 658-3048 after 5 p.m. Reg. No. 865537. 2-1.

**FOR SALE: 3 WHEEL UTILITY CART**, 8 h.p. Kohler eng. 12 volt elect. start, 8" tires. \$700 or best offer. D. Wise, 26700 Old San Jose Rd., Los Gatos, Calif. 95030. Ph. 408/353-1612. Reg. No. 1148422. 2-1.

**FOR SALE: REPO—1975 Mustang Mach I**, a/c, p/s & brakes, 4 spd. 18,000 miles. Contact Operating Engineers Cred. Union. 415/829-4400. 2-1.

**FOR SALE: REPO—1970 12x60 Georgetown Motor Home**, 2 br. 1 bath, furnished and a/c. Contact Operating Engineers Cred Union. 415/829-4400. 2-1.

**FOR SALE: 1972 20' ARISTOCRAT TRAILER**, will sleep 6, fully equipped, self-cont., very clean. Asking \$2,900.

W. Kissell, 154 Junco Dr., Bonny Doon, Santa Cruz, Calif. 95060. Ph. 408/427-1585. Reg. No. 1136297. 2-1.

**FOR SALE: 1972 F-350 FLATRACK**. Asking \$3,300. W. Kissell, 154 Junco Dr., Bonny Doon, Santa Cruz, Calif. 95060. Ph. 408/427-1585. Reg. No. 113-6297. 2-1.

**WANTED: U.S. and FOREIGN COINS**, and world currency. G. Lambert, P. O. Box 21427, San Jose, Calif. 95151. Ph. 408/226-0729. Reg. No. 1225584. 2-1.

**FOR SALE:** In beautiful Lake County, deluxe 1972 model 24x62 mobile home on lovely 1/2 acre, custom draperies, fully carpeted, family room w/wet bar, many extras, must see to appreciate. D. Doyle, P. O. Box 1947, Clearlake Highlands, Calif. 95422. Ph. 707/994-5933. Reg. No. 0509652. 2-1.

**FOR SALE OR TRADE: 4/10 ACRE IN LAFAYETTE**, Calif. Residential lot, upslope w/all utilities. Prefer trade for heavy equipment, boat, etc. Will consider all offers. Value \$12,500. F. Spaulding, Box 357, Lafayette, Calif. 94549. Ph. 415/284-7355. Reg. No. 354798. 2-1.

## 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.
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  - UNDERDRAINS
  - CULVERTS
  - OVERSIDE DRAINS
  - CUTTING EDGES AND RIPPERS
  - HELPFUL ABBREVIATIONS
  - HANDY FACTOR TABLE

## Brother Engineer's New Album

Brother Engineer Merrill Clark has a new album release entitled "Hold On and Love Her." Radio station K.N.E.W. in Oakland has selected two songs to be aired on their station. Members can help stimulate airplay by calling the radio station and requesting the songs to be played. The songs are "California Sunshine" and "There Goes the Girl I Love." Request line telephone number is Oakland 762-1591.

Merrill also has an album in the

making of working man songs of the Operating Engineers. The album will be completed sometime this year.

Anyone having any poems or song material relating to the work of the construction trades and the Operating Engineers, and would like their material to be used on the album, send same to Expand Records, Music Publishing Co., 938 The Alameda, San Jose, CA 95126 or contact Merrill Clark by phone, (415) 591-9909.

In Sonoma County

# General Plan Hearings Begin

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

The great battle of 1976 in Sonoma County will be the controversy generated by the proposed General Plan. These hearings are long, tedious and generally conflicting, but the State Legislature says one must be adopted and someday one will. However, a lot of toes will be stepped on and quite a few special interests will be hollering discrimination, favoritism, etc. It appears from the first few hearings the best thing to do would be to adopt the plan so everyone can get back to work as several large projects are awaiting General Plan adoption. Two interesting facts singled out from the tens of thousands presented are Sonoma County's population which is expected to grow by 200,000 in the next 25 years and the amount of acreage developed for housing, industry, schools, sewer plants, etc. will double in the same period. Current estimates by housing authorities indicate Sonoma County is short 60 to 70 thousand low to medium priced housing units at the present time.

The drought is providing opportunities for several companies to gamble on the weather and proceed with next season's projects. Brother Bob Tusi wearing a big smile as Ghilotti Bros. pave out their Alexander Valley winery project. Paul Phillips, of the Ray Bertelsen Co., fired up the Bodega Bay sewer project, with a seven man crew and a two mile long traffic jam; everyone very thankful that winter traffic on Hwy 1 is so light compared to the tourist season. Also working small crews in the same area The Stephen Tyler Corp., recently organized Northwest Const. of Tahoe City, Wes Brooks Const. and Smith Boring. Brelje & Race, of Santa Rosa, are providing surveying and inspection for the Bodega Harbour Sanitation District project. Busy

in other areas are small crews for Siri, Argonaut, Debenham Soiland and Piombo.

Well, it's time once again to sound off on Warm Springs Dam. The problem has not yet been solved but now that Justice Douglas, of the Supreme Court, has retired and the issue is back in the hands of the District Court (Judge Williams, whose first ruling was favorable to building the dam) we are very hopeful for a favorable ruling once again.

We recently met with the Army Engineer representative and a report should be completed by the end of February, although it was originally to have been finalized by January 1st. The reports in question have to do with archeological study, water quality control and the seismic (earthquake) report. These are the three problem areas which the opposition has made so much noise over and it is understandable that extra time would be needed to give the court satisfactory answers to all of the problems.

Once these reports are given to the court a date then must be set for hearing and since this is done in accordance with the court's calendar we are hopeful for an early April date.

If a favorable ruling is forthcoming then we all will be concerned with the next problems the "no growers" will dream up.

Congressman Clausen has certainly been on our side so should a ruling be issued in favor of building the dam we are hopeful emergency federal funds can be appropriated to commence construction. The first projects will probably be the completion of roads and the construction of the main tunnel.

There are a lot of "ifs," but we are pushing wherever we can to get a go ahead for construction of this most vitally needed dam. With the water situation such as it is, because of the lack of rain, we could very well get some cooperation from those water users in Marin County and areas of So-

nomia County who find that water rationing is fast approaching.

Maybe now is the time to look at the politics within the Sonoma County Board of Supervisors. The two predominant members who have consistently been against the dam, and most everything else that would help the construction industry, are Hinkle and Kortum. To those of you living within either one's district, make sure you vote to recall them. We can't do any worse, that's for sure, no matter who might replace them.

An important reminder — no matter what type of election, federal, state, local or your Union, be sure to VOTE! No doubt you have already received your ballot for your vote on delegates to the International Convention. We would appreciate a big vote from all areas, but especially from the Santa Rosa-Ukiah District No. 10. Thanks in advance — your vote shows that you have a sincere interest in Operating Engineers Local Union No. 3.

Work in and around Lake County has slowed down almost to a complete halt. Lange Bros. are doing very little work; the mechanics in the shop seem to be the only ones doing anything around Lange's operation.

H. M. Byars is coming right along with the pumping stations, and can certainly be thankful for the good weather, because if the weather continues to hold much longer the job will be finished.

A & E Pipelines are just finishing up the testing on the line installed by them.

The word is now out that the next sewer line job in Lake County to be let will be a big one. It will be all of the sewer work from Nice to Lakeport, in one contract. It will be coming up this summer and should provide quite a lot of work for our Brothers.

Paul V. Wright, Inc., of Santa Rosa, just picked up a nice contract in Middletown. S & K Construction will be sub-contracting the dirt work. There is a new radio tower going up and Wright has the contract for the base and a building, from what I understand—there should be more information on this next month.

Work in Napa Valley is very slow, with no good sized jobs showing in the work picture for the near future.

Sonoma Valley and eastern Santa Rosa are also very slow at the present. There still is quite a lot of housing going on in the Rohnert Park area, but not much work for our Brothers, sorry to say.

The gravel plants in the area have all slowed down to a minimum, but the shops, Empire and Berglund, are doing well for this time of year, with enough work to keep all of the Brothers working for them.

The U.S. Department of Labor's Bureau of Labor Statistics estimates the future demand for various occupational skills and provides information that is useful in career planning and guidance.

In accordance with the Local Union By-Laws, Jim Derby has replaced Willis Bennett as District No. 1 Election Committeeman, as Brother Bennett has been unable to attend the meetings of the Election Committee because of his work.

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

### FEBRUARY

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

### MARCH

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

### APRIL

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

### MAY

- 6 Oakland, Thurs., 8 p.m.
- 11 Stockton, Tues., 8 p.m.
- 18 Fresno, Tues., 8 p.m.
- 25 Sacramento, Tues., 8 p.m.

### DISTRICT AND SUB-DISTRICT MEETING PLACES

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

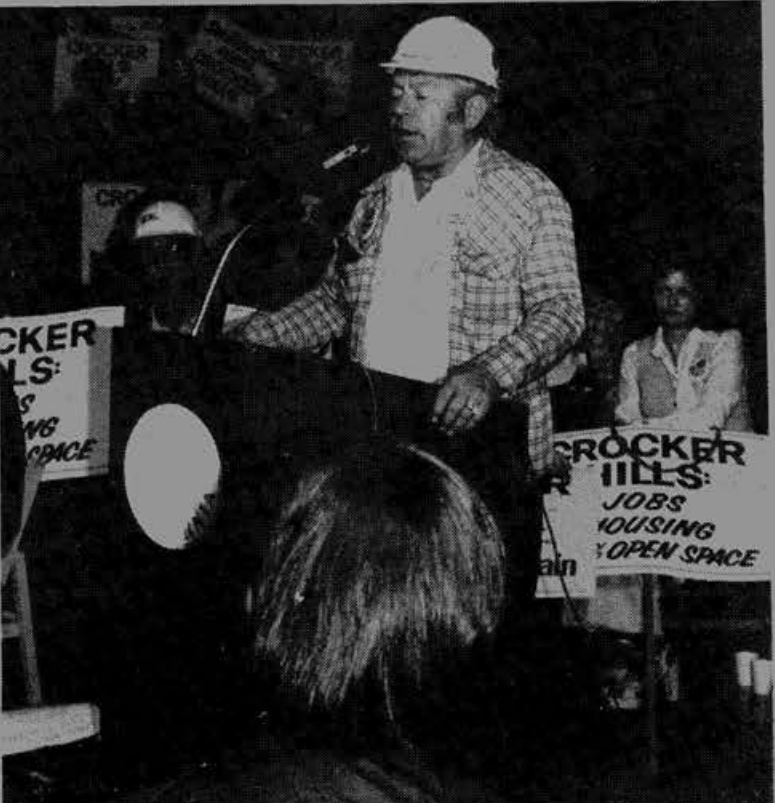
- Fresno, Engineers Bldg., 3121 E. Olive St.
- Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
- Salt Lake City, 1958 W. No. Temple.
- Reno, Carpenter's Hall, 1150 Terminal Way.
- Marysville, Elks Hall, 920-D Street.
- Watsonville, Veterans Memorial Bldg., 215 Third.
- Santa Rosa, Veterans'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

# More San Bruno...

(Continued from Page 1)

tion on the part of the construction workers, Huston told the Supervisors that "no one in government seems to care whether these people have a job or not. No one seems to care if they can provide food and clothing for their families. No one seems to care whether they can afford decent housing for their families. All they hear is that San Bruno Mountain must be saved. "It is time that some one in government starts worrying about saving a job for the unemployed worker." No one dared guess when a decision is finally made. At the end of the four-hour meeting all the Board said was that another hearing would be held in a few weeks.

Expressing a feeling of frustration of the drawn out hearing process, asking if the Board was trying to kill the project by delay. "For two years we have been asking our members to attend these hearings so that their voice will be heard. After just so long, these people begin to get fed up with the whole thing. They ask why should they spend another night listening to politicians talk to themselves with no visible results. They are becoming bored with the whole idea of public hearings because no one seems to listen to their opinions. These people are working people, they pay their taxes and they are being forgotten."



ASSISTANT DISTRICT REPRESENTATIVE Dick Bell tells the San Mateo County Board of Supervisors that the approval of the San Bruno Mountain development project is needed now. Estimated payroll for the construction workers that will be employed on the project will be over \$145 million.

At its meeting on the 10th the Executive Board granted Honorary Memberships to the following retired Engineers who have 35 or more years in Local 3:

Name	Reg. No.	Initiated	by Local No.
Joseph Britt	292164	10/40	3A
K. R. Christensen	294606	12/07/40	3
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