J. C. "Jay" Turner, General President of the International Union of Operating Engineers, AFL-CIO was re-elected to the office of General President at the 30th Convention of IUOE, held in Miami, Florida in early April. Turner, who has held the office since January 1, 1976, was the unanimous choice of the delegates.

Turner, a native of Beaumont, Texas, has been associated with IUOE local 77 in Washington, D.C. since 1944. He served as business manager of the local, President of the Greater Washington AFL-CIO, President of the Washington Building and Construction Trades Council and a vice-president of the Maryland-D.C. AFL-CIO. He has held virtually every top labor post in the Washington metropolitan area, and has been involved in top leadership positions in community fund raising and social events.

Turner assumed the office of General President in January, 1976 after the resignation of Hunter P. Wharton.

Reelected to the office of General Secretary-Treasurer was Ruthell T. Colan, of Local 302 in Seattle, Washington. Colan has held the office since January, 1976 when he was elected by the General Executive Board to replace Jay Turner.

The highlight of the convention elections for Local 3 delegates was the nomination and reelection of Business Manager Dale Marr.

Marr was nominated by Local 3 President Harold Huston, Huston told the convention that "Mr. Marr is a very proud and happy to place a man's name into nomination as Ninth Vice President who has held the office since January, 1976 when he was elected by the General Executive Board to replace Jay Turner.

The highlight of the convention elections for Local 3 delegates was the nomination and reelection of Business Manager Dale Marr.

Marr's nomination was seconded by Local 3 Treasurer Don Kitchell, who addressed the convention in his opening remarks: "...our Local Union is building for the future on the strength of team action. I can only assure you that I will do everything to justify this expression of support in the next four years, and (Continued on Page 4-A, Col. 2)

George Meany, President of the AFL-CIO, addressing the 30th Convention of the International Union of Operating Engineers, AFL-CIO, in Miami, delivered a blistering attack on the Ford Administration's economic policies.

Meany told the delegates that "the only policy that makes sense today in America is a policy of full employment, and that is the AFL-CIO's number one priority. Jobs are the solution to poverty, hunger, to winning the ever-present needs of breadwinners to feed, clothe and shelter their families."

Meany announced that the AFL-CIO has launched its biggest fight "for the future of America, the fight for full employment. Full employment is not only the best and fastest way to balance the budget and the drain on the nation's resources and start America forward again, it is the only way."

One of the key legislative programs that must be passed, Meany said, is the Humphrey-Hawkins Full Employment Act of 1976, which spells out specific steps and specific programs to get the country back to work.

Meany called the bill "an investment in the future, an investment in America that will build a healthy economy. It is an investment that maximizes the most precious resource in the country, the American people." However, Meany said that full employment is not being encouraged by the Ford Administration. Ford tells us that "America can't afford jobs for its workers, can't afford to feed the hungry, can't afford to educate its children decently. Well we in labor don't buy that. The only thing this country can't afford is four more years like the last seven."

In reviewing the past seven years, Meany outlined the failures of the Republican Administrations: "...still around 10 per cent below capacity. Unemployment stands at 9.9 million workers or 10.1 per cent of the work force. But the American standard of living is deteriorating. Millions are running out of unemployment insurance. Workers are being laid off all over the country. All of the services Americans have a right to expect from their government...services they pay for...services they need...are being cut to the bone."

The American standard of living is falling. The quality of American life is deteriorating. Yet the one firm, unswerving policy that guides President Ford day and night is his desire to get nominated and elected for four more years."

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Meany said that along with full employment, there are quite a few other items on labor's legislative agenda. "One of them is tax justice. This country still has Eighty Years Of Progress

The International Union of Operating Engineers, AFL-CIO concluded what was described as the most orderly and smoothly run convention in its history. The 30th Convention of the IUOE held in Miami, Florida in early April.

The 30 delegates, representing over 425,000 operating engineers from the United States and Canada, took action on twenty-three constitutional amendments, and forty-nine resolutions. The four-day convention, held from April 5-8 also served as a celebration of the International Union's 80th Anniversary.

Jay Turner, chairing his first convention since he assumed the office of General President, opened the convention in early April.

"...our Union is building for the future on the strength of team action. I can only assure you that I will do everything to justify this expression of support in the next four years, and (Continued on Page 4-A, Col. 2)
State Approves Sewer Treatment Jobs

Jerry Brown Releases Funds

Construction workers in California have finally received positive signs that the economic recession that has had a stranglehold on the industry for so long, is finally beginning to turn around. The good news comes, surprisingly, from the Brown Administration.

John Bryson, Chairman of the State Water Resources Control Board announced on June 4, that the Board has approved $330 million in sewage treatment construction projects, most of which will be out for bid by October, 1976. The construction program will provide over 600 man-years of direct and indirect job opportunities for construction workers, plus an equal amount of indirect jobs.

The projects, numbering 66 in total, range from a $150,000 sewage collection system for Celeste, near Fresno, to $50 million for four Los Angeles County projects.

The announcement of the project approval comes four months ahead of a federal deadline for committing the money.

Financing for the mammoth sewage treatment program is a result of passage of Proposition 2, the Clean Water Bonds, approved by the voters in June, 1974. The ballot measure, which was strongly supported by Local 3, called for a $250 million bond issue approved by the voters in June, 1974, which was combined with federal and local money, to be used in the construction of treatment plants.

According to Bryson, the accelerated schedule in announcing the project approvals is the result of action taken by Governor Brown.

"When this Administration took office, the Governor gave us the additional staff to speed up the process. In the past, it had taken as long as two years to complete the processing for approval. We have shortened this time to around 15-18 months. This administration is concerned with providing work for the unemployed construction workers whenever and wherever possible. The approval of these projects, four months ahead of schedule shows that."

BROTHER KINGFORD ZABLAH is shown operating a Model 500A Travelift on the Peter Keiwiit and Sons sewer job in San Francisco. Millions of dollars of work like that shown above will be out for bid in California soon, a result of state approval of sewer treatment projects.

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 3 may be found on pages 6 and 12 of this issue of the Engineers News. Sample ballots, extracts of pertinent bylaws and other material have been placed on pages 6 and 12. Please read rules governing the election carefully. It is the hope of your officers that you will make every effort to participate in this vital election.

ELECTION NOTICE

If you have any questions regarding your Local Union election ballot for officers and executive board members, please contact the following:

Price Waterhouse and Co. 350 California Street San Francisco, Calif. 94104 Phone: Area Code 415/392-1032

Ask for the person in charge of the Operating Engineers Local Union No. 3 election.

State Senate Okays Bridge

By JOHN McMAHON

Construction of the new Dumbarton Bridge in the south San Francisco Bay Area received a big push forward, with state Senate passage of legislation designed to clarify local control and to implement the sale of bonds necessary to finance the project.

The legislation, S.B. 1975, by Senator John Holmdahl (Dem.-Alameda County), passed the Senate by a vote of 27-4. The bill now moves to the state Assembly for consideration.

The Holmdahl legislation calls for revenue bonds to be issued, as promptly as is feasible, to finance the construction of a new Dumbarton Bridge. The bonds are to be secured by the revenues deposited in the San Francisco-Oakland Bay Bridge Toll Revenue Fund as provided by state law.

After the Department of Transportation completes all studies required by law, the Legislature "declares that the department is authorized to proceed immediately with the construction of the new Dumbarton Bridge and approval without act the necessary further approvals," provided that approach roads are included in the project.

The bill also says that "this act is an emergency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect."

The bridge also received a boost from Assemblyman John Koen (Dem.-Richmond). Koen has introduced legislation which was sharply criticized in last month's issue of Engineers News.

Under his legislation, the Dumbarton Bridge project would have been sealed back considerably. It would have permitted construction of all approach roads to the bridge, but would not have allowed

(Continued on Page 2, Col. 3)
Dumbarton Bridge Approval At Hand?

(Continued from Page 1)

lowed the reconstruction of the high level bridge. Instead, it would have permitted only a cosmetic resurfacing and upgrading of the present structure.

The money saved from not reconstructing the bridge would have gone instead to the Hoffman Freeway (State Route 17 in Contra Costa County). After extensive lobbying on the part of Local 3, it was conceded that the Knox legislation was going to pass and there was no concern about amending his bill so that, only after sufficient financial was available and construction projects could toll bridge revenues be used to build the Hoffman Freeway. At first glance, the superfluous amendment seemed to give a go-ahead to the construction of the bridge. However, Knox included a small phrase which could put the project in jeopardy again.

Knox’s amendment calls for an appropriation of $20 million to complete all necessary studies on the bridge, and after removing the $20 million from the bridge fund, there is a strong possibility that there will not be sufficient money left in the toll fund bridge to secure the necessary bonds to finance the Dumbarton.

However, when Engineers News reported the measure, Knox added that his legislation had become so complex and that meant higher taxes and increased operational costs to the public. Knox pointed out that many cases we found ourselves reacting to bad laws rather than having input into good laws. That, if Labor was to be effective, that situation had to be changed and that at least Local 3 was moving strongly in that direction. That legislation had become so complex and full of hidden traps for the Labor Movement, that the old bar-lobby-buddy way of doing legislative business was fast passing from the scene.

I sadly recounted that, the current anti-labor sentiment towards our cities and communities, we might very well be faced with a right-to-work initiative within the very near future. Yes, I told him, we have supported politicians that we later found were not all that friendly to Labor’s causes. Yes, given the perfect view provided by hindsight, the opposition candidate might have been better, at least no worse, and that in many cases it had been a choice of the lesser of two evils.

We could point out that we were currently fighting for projects that would put work now being done by tax-supported bureaucracies out to the public sector where he as a taxpayer wouldn’t have to shoulder the burdens of wages, pensions and health and welfare. That this situation had been allowed to develop over fifty years, and wouldn’t be changed overnight.

That, as unionists, we had managed to keep billions of dollars out of the front door but with big money on the burner, so that the two to five year lag in bringing construction from the drawing board to on-line bid wouldn’t be repeated when dollars became available. We were only able to do this because we keep in touch with the working elected officials.

We also pointed out that as country boy bookkeepers we were well aware that the source of all blessings was for us the dues dollar and for the politicians the tax dollar and that the priority of spending those sources of operable capital depends on what the public and union members set as their priorities on those they elect to office.

Finally, we quoted the old chestnut that politicians are only as good or as bad as the people who elect them, but added that even worse is the guy who cries all the time but never does a thing about it. We were only able to say that because we have lived through a decade when those causes were very unpopular. I could have also “copped out” by saying I was just another union leader who was constantly keeping the pressure on our elected leaders left in the toll bridge fund to see if there would be sufficient money left in that fund to finance the Dumbarton.

I also told him that since President Johnson announced the first freeze, we construction trades union leaders had been warning that stopping major highway projects without alternate work sources would bring about a down-turn in the economy that would take us years to overcome.

I also reminded him we had taken up the cause of limiting immigration quotas, even to the point of temporarily freezing them and fighting against easy access for illegal aliens a decade ago when those causes were very unpopular.

I explained that politicians were no better or worse than the people who elected them and that if we only heard from them and they only heard from us between elections, then neither of us were doing our jobs. That since their voters varied from precinct to precinct, from community to community, we could only hope for at least a fair hearing on our problems.

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By DALE MARR, Business Manager

DUMBRATON BRIDGE

Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Arizona, Hawaii, Guam) - Subscription price $4.00 per year. Office: 474 Valencia St., San Francisco, Calif. 94103

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| HAROLD HUSTON | 
| BOB MAYFIELD | Vice-President |
| JAMES “RED” IVY | Recording-Corresponding Secty. |
| HAROLD J. LEWIS | Financial Secretary |
| DON KINCHLOE | Treasurer |

DUMBRATON BRIDGE APPROVAL AT HAND?

(Continued from Page 1)

Finally, we quoted the old chestnut that politicians are only as good or as bad as the people who elect them, but added that even worse is the guy who cries all the time but never does a thing about it. We said we hoped all our members were registered to vote and because we have always voted in every district office and that they would work and vote for the issues, not for the popularity pied-pipers.

This brother engineer said that he was glad he asked the question and that said he himself was out of work and he had made it his business to get involved in his local community politics and had, as a taxpayer and voter, for the first time in his life talked to his elected officials.

He said it was a revelation that he found even most of the people who had worked with him were not interested and understanding men. That many times they changed his mind completely, by presenting other sides of the problems they faced in getting the community to accept construction projects and the increased taxes and increased operational costs to the local people. That many of these people were also union members.

He said he intended to stay in touch with his elected officials and present his views both as a member of his union and as a member of the community, and that he hoped all of his brother members would do the same. He added that he would never again take his union or community for granted, but would work hard for.

What more can anyone ask of a good union member and a good citizen?
Dear Friends:

As most of you probably know by this time, we lost our youngest daughter, Kris, in the tragic Yuba City School bus accident in Martinez, on May 21, 1976.

Because we know that accidents are events that could have been prevented, we, at times, find our sudden loss a loneliness very hard to bear. But, on the other hand, our strong and firm faith in the Lord, Jesus Christ, has sustained us, and has held us firm in our convictions that God has allowed Kris to complete the tasks that were appointed unto her by His divine purpose and plan before taking her on to be with Him.

Kris, just 16 years old, has left a marvelous, Christ-centered life testimony in our community that has already had a far-reaching effect in many lives being changed— including that of your president. Our whole family has a new closeness and unity that has never been felt so strongly before.

"Thank you" is such a shallow sounding phrase when applied to situations like this, but we mean it from our hearts. We do thank you for all the cards, calls, flowers, and memorials sent in the name of Kris. We have been literally swept up in a whirlwind of love and support, and we do as a family want each of you to know that everything that you have done has been very much appreciated, and has been a very real help for us and our families.

Very sincerely,
Harold Huston

Loretta L. Huston
Debi L. Huston

Memorial Day Traffic Jam Spurs Complaints

At this time, work is badly needed in the Redwood Empire. One project which could provide a sizable amount for the Operating Engineers is the prospective Cloverdale By-pass which was supposed to have gone to bid some time ago, however, since Governor Brown has seen fit to curtail most of the highway jobs, the prospects for this job are not good unless we all write to him and to our legislators, explaining the needs for such a project.

The pictures explain the situation, much better than words, as you can see by the long lines of traffic which backed up as far as Hopland, but they don't show the facial expressions (and verbal ones, also) of a lot of hot and exasperated motorists who spent many hours in line, with no hopes of moving at any decent rate of speed until passing through Cloverdale.

As important, the chicken and turkey franks have increased the most this year in both price and nutritional advantages.

No Bypass is Our Problem and Ours

Memorial Day Traffic Jam Spurs Complaints

ENGINEERS NEWS

Get Ready For More Inflation

By SIDNEY MARGOLIUS

Engineers News

Get ready for a new upsurge in inflation, and still higher food and meat prices. When you visit your local supermarket this week, you may be surprised by the increased food prices.

The inflation rate is expected to increase further, and many economists predict that prices will continue to rise. This is due to a combination of factors, including higher wages, increased demand, and supply constraints.

With high prices of new homes, cars, and other goods, inflation will be a major concern for families and businesses alike. The government has implemented measures to control inflation, such as raising interest rates and imposing price controls.

However, some economists argue that these measures are not effective in controlling inflation. They believe that the root cause of inflation is a shortage of goods and services, which can only be solved through increased production and supply.

In conclusion, inflation is expected to continue for some time, and families and businesses need to be prepared for higher prices. It is important to budget carefully and make decisions that will minimize the impact of inflation on your finances.
Last month I made mention of the growing number of open contracts that I would be into right away in hopes of reaching new agreements with the advice and support of the District Representatives and Business Agents servicing these open contracts. I'm quite happy to report that after several hectic and lengthy sessions, at this writing most of these opened agreements have been successfully completed and ratified by the membership involved.

In Utah, Kaibah Industries was completed for the balance of the 2 years left on that agreement as all wages and fringe benefits were then to have started at twice U. B. B. U. (Utah Builders Bargaining Unit). This group has withdrawn all wages for 2 years and fringe benefits for 1 year. The contract permitted the withdrawal of wages for 2 years. The agreement is for the duration of the contract with the current adjustments for all wages and fringe benefits.

In the state of Utah also, Tom Bills (Utah District Representative) and myself have met with Union members & our in-house counsel, and it was agreed that all wages and fringe benefits be in effect by the 1st of January 1977. This group has withdrawn all wages for 2 years and fringe benefits for 1 year. The agreement is for the duration of the contract with the current adjustments for all wages and fringe benefits.

In the Clearlake area is still very low—Lange Bros. have very few men working in the area. The hot plant is also slow, and all that is being done at the gravel pit is grading the gravel pit.

There have been very few new jobs let lately, the best being the water main improvements in Petaluma and Valley. Job No. 2 was let off in Petaluma, were the low bidders at $587,471.00. They will be starting any day now and will be employing about seven or eight operating engineers on the project.

Wymore Miller was the successful bidder on the first St. Immo improvements in Sonoma at $33,000.00. lieu. Constr. has most of the old hands working in the area. Smith & Son were the low bidders on the work for the Spring Mountain Winery in St. Helena; Collinson Const. is the General Contractor.

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Recording-Corresponding Secretary James "Red" Ivy directs the attention of all Members of Operating Engineers Local Union No. 3 to Article XII, Elections, Local Union By-Laws, as printed on pages 47 through 53 inclusive, and specifically calls attention to the following portions:

**Section 2**

Elections
(a) The election of Officers and
(b) The election of Members of Operating Engineers District No. 4, 11, 17, and 20 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.

The Election Committee has found that the following Officer and Executive Board candidates have been duly nominated for their respective offices. Each Member of the District will be provided with a white envelope marked "OFFICIAL BALLOT." The Member who has been duly nominated is declared duly elected to their respective offices.

**SPECIAL NOTICE**

- Only ballots received in the Official Union Notice will be processed with the general mail of the Union. Each Member of the District will be provided with a white envelope marked "OFFICIAL BALLOT." The Member who has been duly nominated is declared duly elected to their respective offices. In order to vote for a candidate make a cross (X) beside the name of your choice.

- For Election of District Executive Board Member District No. 1
  - August - 1976
  - In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

**OFFICIAL BALLOT**

For Election of District Executive Board Member District No. 10
- August - 1976
- In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

- For Election of District Executive Board Member District No. 1
  - August - 1976
  - In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

**OFFICIAL BALLOT**

For Election of District Executive Board Member District No. 2
- August - 1976
- In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

**OFFICIAL BALLOT**

For Election of District Executive Board Member District No. 9
- August - 1976
- In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

**NOTE:** The Sample Ballots set out on this page are subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.
Environmentalists Halt Water Project

By MIKE KRAYNICK, District Representative, and JACK BULLARD, Business Representatives.

Water districts and cities in Santa Clara and San Benito counties are striking back at environmentalists who managed to delay opening of bids and signing of contracts on the Great America Mariposa Park. The main contractor will be MGY Const. Co., along with several subcontractors. This project will also provide much needed work for a few operating engineers. This writer along with other business representatives in San Jose have had the opportunity to attend several pre-conference meetings with various contractors recently, which will result in a good amount of work for quite a few brother engineers. This is all about to report in the matter of new projects going on. You can see, the work picture has started to pick up quite a bit since our last 2 or 3 issues.

The District Representative, Mike Kraynick, Business Representative Jack Bullard and myself have been attending a lot of important meetings which pertain to contract negotiations. One of them is the Kaiser Corporation negotiations meetings that are as usual quite interesting but also very time consuming. Speaking of meetings, brothers, our very own meetings in District 80 within Local No. 2 have had a very poor turn out. It is very disappointing and frustrating to see that the membership is showing lately. I think that each and everyone of you should try to attend all of your meetings as you possibly can. Remember it’s your union and there are things that happen in these meetings that I’m sure will interest you. They only come on a quarterly basis, which is not demanding of your time when you think of what you might gain out of it. I’m not just referring to meetings held in one district alone; I’m talking about meetings held in every district. Your officers and your business representatives have a lot of information to pass on to the membership at the meetings. It can be very beneficial to you to come out and hear what’s going on at first hand instead of listening to the various rumors or tales that somehow always get started.

Brothers, I urge you to start taking a more active part in what is happening in your union now. Information regarding the schedules for the meetings are published in our Engineers News. If you happen to miss the schedules, please call our offices. We’ll be glad to provide you with the necessary information.

In Santa Cruz and Northern Monterey County and Southern San Benito Counties, Carl N. Swanson Co. of San Jose has exercised its option to buy a 12 acre parcel on Rodeo Lagoon Blvd., in Aptos off of Highway 1 as a site for a 54 million, 80,000 foot square foot Deer Park Shopping Center. Plans for this project call for seven buildings from 3,000 to 30,000 square foot each to be completed by about one year from now.

Reed & Graham Co. was low bidder on the Henry Cowell State Park road repairs. Granite Construction Co. was low bidder on the Big Basin State Park road repairs and parking lot. Johnson & Mapes has started the 82.4 million new Mervyn’s store on 41st Avenue next to the existing Sears store in Capitola.

Anyone Need a 727 Moved?

Moving a 727 appears to be no problem for brothers Tony Kulewski of District 90, San Jose. The San Jose Airport seems to have been hooked in mid-flight by the American Fesco Tower Crane 2000. Actually, the remarkable photograph was captured by Ray Topham, vice president of Kaiser Construction Company, while viewing the progress of the Casa Del Pueblo low income housing project in San Jose. Brother Rutkowski, a tower crane operator for Kaiser Construction Company has been a member of Local 3 for several years. He is originally from New York City, where he was a member of Local 545.

Union Members Higher Wages Have Minor Effect On Inflation

A new wage study shows that union members earn substantially more than non-union workers doing the same jobs and that this differential has only a negligible effect on inflation.

The study, prepared by Princeton University Prof. Orley Ashenfelter for the Administration’s Council on Wage & Price Stability, revealed that the overall proportionate wage advantage for comparable union and non-union workers was approximately 14 per cent last year.

In 1973, the county’s union members earned an average 14 per cent more than non-union members doing the same occupation. The gap between the two groups in 1967 was 12.5 per cent and in 1972 it was 13 per cent.

Ashenfelter’s highly technical analysis, titled “Union Relative Wage Data,” is an outgrowth of an earlier study, “A Survey of Their Implications for Wage Inflation.” Debunked the myth propounded by some conservative economists that because union wages tend to be higher they contribute to inflation. His analysis disclosed that unionism accounted for only a 1.3 per cent increase in the nation’s aggregate wage level between 1967 and 1973, compared to what it would otherwise have been.

“Since the aggregate wage increase was increased by nearly 4 per cent over the 1957-73 period, the effect of unionism on wage inflation this period must be judged very small. Similar computations for the period 1973-75 lead to similar results,” the study observes.

Black male workers tend to gain more from union membership than any other labor force group, according to Ashenfelter’s notes in his study.

“The proportionate wage advantage of black male union workers relative to black male non-union workers was approximately 18 per cent in 1967, 1973 and 1975, and was considerably larger than for either white males or for black or white females,” Ashenfelter says. “Taken together with the fact that black workers are considerably more likely to belong to unions than white workers, this implies that unionism was the only negative effect on inflation.

The study also found that, within industries, union-non-union differentials are larger for the less skilled than for more skilled workers.

“Although this union-non-union wage differential had increased in virtually every industry group from 1957 to 1972,” the study observes. “the increase was approximately 13 percentage points in the case of non-union workers for any other industry group.”

The conclusions of the Ashenfelter study are the latest in a series of academic and government reports that point up the generally high union membership. The Council on Wage & Price Stability is the White House watchdog agency created to monitor wage and price developments in the private economy.

M. L. Dubach is about to finish their part of Highway 1 between Castroville and Marina. Bids should be out to complete the project by the end of July.

There is a lot of activity going on at Port Ord as of the present time. Quiller Const. Co.’s job at Frisky Airfield is well under way. Bill Gatin from Fairchild has been keeping 8 brother engineers busy on the concrete slip form operation on the Quiller Co.’s job. Eilert & Smith Co. has approximately 85 million worth of jobs going on between Santa Cruz County and Monterey County, most of which is right at Port Ord, for Fickman Const. Co. on the Tactical Shop Facilities, E. M. Barracks, and Port Main Exchange.

It looks like Arnold & CCC, the joint venture at Port Ord will go union. This job was approximately 67 million to remodel the older EM Barracks at Port Ord. To date Port Ord is still being worked by UNION contractors and this will continue with the support of you, brother engineers!!! Thank you.

Union Members Higher Wages Have Minor Effect On Inflation
The question of whether or not a retiree should be able to draw full unemployment checks on top of their pensions has led to considerable discussion in recent months.

An Associated Press analysis of a Census Bureau survey found that an estimated 101,000 pensioners got jobless pay totaling $187 million in 1974. With the rise in unemployment, these checks could easily be exceeded in 1975. According to the report, drawing such benefits is legal if the pensioner is "forced" to retire and then seeks a new job.

However, if a person retires under what amounts to a "voluntary" retirement plan, it is illegal under most state laws to draw unemployment benefits at the same time pension benefits are being received.

Tom Hannah, Chief of the Unemployment Insurance Division for the State of California, stated in a recent interview that most of the pension plans that are currently available to members of organized labor are considered voluntary retirement plans. By definition under Article C, Section 15, of the rules and regulations of the Pension Trust Fund for Operating Engineers, Local 3's pension plan is a voluntary retirement plan. Thus, if a member of the Operating Engineers Local No. 3 is presently receiving benefits from the Pension Trust Fund for Operating Engineers and in addition is collecting unemployment benefits, there is the possibility that he may be "breaking the law."

However, according to Mr. Hannah, there are certain circumstances under which a retiree drawing pension benefits has a contract that may be eligible to draw unemployment benefits, but this is definitely the exception rather than the rule. It is suggested that pensioned operating engineers contact their local unemployment office if they are uncertain as to their status.

The practice's cost is only about 1 per cent of the $19 billion paid out by the unemployment system, it is extremely controversial. Some members of Congress say the abuses practically affects the original purpose of unemployment insurance, which is estimated to be 85.5 billion in the red.

Lawrence Weatherford, head of the U.S. Labor Department Division that oversees jobless payments, said the department does not know how many pensioners get jobless benefits or the cost of the practice. He has indicated to Congress that such figures could be developed but the job would be time consuming.

However, the Associated Press based their figures on the same survey the Labor Department used to produce national unemployment figures for March 1975. They projected that an estimated 90,000 federal, state, and local government employees and 71,000 retirees from the private sector received money from the public unemployment funds.

Most of the private pensioners also got a third check, Social Security. All the unemployment checks paid to pensioners add up. The Associated Press survey estimated $150.5 million in jobless pay for government retirees and $187.6 million for private pensioners for a total of $338.1 million.

A high percentage of this money came from federal taxes to pay benefits to federal pensioners, while private pensioners' jobless pay is generally funded by a tax on employers. The census data could not provide estimates of how much federal tax money was involved or of how many retirees did not draw unemployment benefits.

The survey of 65,000 households asked whether a person received welfare, unemployment, government pension, private pension, or veteran's payments in 1974. Only those who indicated that they received both jobless pay and a pension.

The number of pensioners getting unemployment is relatively small when compared to the national population of more than 200 million. This means the actual national total could be within a relatively wide range. The error margin for this survey means that there is a small statistical chance the total could be as low as 116,000 or as high as 200 million. The statistically probable total is 161,000 using Census Bureau methods in analyzing the same data according to Associated Press.

Q: Could you please settle a matter for me? It is my understanding that an operating engineer can vest his pension credit at any age as long as he has accumulated 10 pension credits. One of the fellows at work insists that you must be age 45 to vest your pension.

A: You are quite correct. As of January 1, 1975, an operating engineer's pension credits provided he has accumulated 10 pension credits in accordance with the rules and regulations of the pension plan. Prior to January 1, 1975, an operating engineer accumulated 25 years of pension credit or be at least age 45 and have accumulated 10 pension credits. The new vesting requirement, 10 pension credits at any age, conforms to the federal standard imposed by the Employer Retirement Income Security Act and will generally allow vesting at an earlier age than under the older requirement.
Credit Union Begins Telephone Loan Program

By BY JAMES "RED" IVY, Secretary-Treasurer, and
DALE HANAN, General Manager

Fast loan approval, no more paperwork to hassle are two convenient features of the Credit Union's new open-end Phone-A-Loan system going into effect August 1.

By the time this check is more than once over our lives, Phone-A-Loan does away with the old system of requiring a new application each time a loan is needed. Completion of just one loan application is all that is needed to meet present and future credit needs. Much of the other paperwork previously involved in getting a loan from the Credit Union has also been eliminated by this new system.

When a member opens a Phone-A-Loan account, an application will be approved for loans by telephone in just a few minutes and hang up knowing a check is on the way. They do not have to come to the Credit Union office to sign additional papers or wait for these papers to pass through the mail several times before a check is disbursed. Endorsement of the check is all that is needed to reestablish a loan agreement.

Applications for the new system will be mailed to all members with their Second Quarter statement on July 29. The Credit Union suggests completing and returning this one-time application even if a loan is not presently needed. The application will be open and ready for use. Applications must be processed by the Credit Union before the account can be opened by telephone.

Phone-A-Loan does not change the Credit Union's loan policy; it just speeds up the process of getting a loan. With approved and opened accounts, members may call from San Luis Lake City, Eureka, Reno, San Jose, or anywhere, and arrange financing for a new car in minutes. They can obtain a Phone-A-Loan to buy a color television or motor home, to pay off bills or purchase a boat, to take a vacation or send their children to summer camp. Loans for all purposes and amounts can be made under the Phone-A-Loan system, and members may have more than one loan.

Phone-A-Loan is like Master Charge or BankAmericard in that it involves just one application, is fast, and plans for a series of loans over a lifetime. It differs from bank charge cards in that it advances cash instead of merchandise, doesn't use a plastic card, and doesn't cost anything. A PERCENTAGE RATE of interest on bank cards is 18%—50% more than the Phone-A-Loan's 12% ANNUAL PERCENTAGE RATE. One way to save money and increase purchasing power would be to buy with the charge card and then pay off the bank with a Phone-A-Loan before the 15% rate is applied to the card's balance. This can be done with Phone-A-Loan and obtaining a cash discount in another savings possibility.

Spouses of primary members may be joint owners on Phone-A-Loan accounts or have their own account. To have a separate account, a spouse would first have to join the Credit Union and open a share savings account or have their own account. To have a separate account, a spouse would first have to join the Credit Union and open a share savings account or have their own account. To have a separate account, a spouse would first have to join the Credit Union and open a share savings account or have their own account.

Membership and Phone-A-Loan applications are available at District Offices or from the Credit Union for married members who wish to open a separate account or of Local 3 who have not yet joined the Credit Union.

Summer Spurs New Oil Drilling

By GEORGE MORGAN and FRANK TOWNLEY, Oilfield Representatives

Summary has arrived with many new wells being drilled in California. Progress Drilling Company has moved Rig No. 18 to Kettleman City for a 13,000 foot well. Health and Welfare for those men will be in effect July 1st. Progress Drilling Company is also moving a rig to Lovelock, Nevada sometime this month.

Hussnick & Camp's Rig No. 3, Tex Hilman is the tool pusher, has moved into the state of Oregon.

Hoover Drilling Company has an application in for Union Oil in the Geyers, with minor new repairs and a new paint job on their rig No. E.2. Charlie Silva is the job steward on that rig.

Last month we want our best wishes for Brother Larry Damron who was injured on a rig move in the Geysers. Larry who is still in the Healdsburg Hospital is improving steadily, we're happy to report.

For the R. B. Montgomery and Canby Drilling Company, with Local No 11 insurance if there are any questions you might have, feel free to call. As most of you know, Proposition 15 was defeated by almost a 1-1 margin. Brothers this shows how we can stick together and protect our jobs and help to create new ones by voting in all elections. By voting together we not only protect our jobs, but help our economy at the same time.

In closing I would like to show the Brothers a letter we received from Brother Walt Lopes who recently attended Rancho Murietta Training Center.

Dear Operating Engineers,

I recently had a job laying out and with the help of Frank Townley and George Morgan I was introduced to the Rancho Mu- rieta Training School. I attended this school for three weeks. They have a very well organized program with very well trained in-

I am writing this letter to thank the Operating Engineers Union for the opportunity to attend such a well established school. I hope in the near future I will have the opportunity to experience the same training that I received.

Thanks again,
Walt Lopes
2177 Lopes Lane
Loomis, CA 95650

Pacificas Rockway Quarry is having a bicentennial celebration of its own 200th birthday this year. Whalewatch from the lime pits of Rockway was used as early as 1776 to coat the newly built Presidio in San Francisco.

The quarry goes back a long way in the history of the Bay Area and one of our members, Bill Mayfield goes a long way back with it. Bill has operated donkeys, loaders and cranes and served as Steward for the past twenty years since the time when Howard Marks owned the Quarry. Marks was responsible for building and modernizing some of the older equipment. Since that time Mayfield has seen other management come and go. Another company, Quarry Rocks, Inc. took the business over in January of this year.

In 1972 Bill had open heart surgery and made it back to work in the record time of 6 months. He's been going strong ever since but is about to give it up and plans to retire after this next year. Bill and his wife Gladys have raised their children and Bill has been more years than many of us have worked all our lives. Now, Bill said, he's ready for some time of his own to do other things like play a little golf or maybe play a few horses.
Cape Commission Ok's Pipeline

By GENE LAKE, Coastal Commissioner

A permit for a sewage transmission pipeline from Arcata south to Eureka along Highway 101 was approved by the L. D. Folsom Project at Groveland on Hwy. 120 of this writing employs approximately 10 Brother Engineers. They are working on Two shifts on the clearing and are anticipating putting some rubber tired scrapers on the project. This project consists of approximately two miles with a few structures which will require grants are obtained, the project will be ready to move into the planning stage.

The entire project involves construction of a sewage treatment plant on the site of the existing plant at Eureka. The plant will contain an outfall pipe extending one mile into the ocean, and underwater bay crossing (approved last month by the Coastal Commission) and three interceptor lines. The first interceptor will run from McKinleyville south through the Arcata bottoms and along the peninsula to the plant. Another interceptor will run from Cape on the Roadside to a north to a Washington and Koster Street Pump station, where it will intersect with the bay crossing. The third interceptor will travel from Arcata south along Highway 101, through downtown Eureka via Eighth Street, and then connect with the other pipeline at Washington and Koster Streets.

Independently the people who opposed this permit application are the same who opposed and defeated the Butler Valley Dam Project a few years ago. Needless to say, the same old "stop everything" mentality is still at it.

The California Department of Transportation was also permitted to complete its lane east of the existing highway north of Klamath. In northern Mendocino County two small projects were approved on Highway 1, a replacement of an existing bridge at Wagen Creek and a realignment of a portion of the same highway south of Westport.

Next month in Eureka the commission will be voting on the new Humboldt Bay Marina.

Work At New Melones Will Provide 40 Jobs

By JAY VIKTOR, Assistant Representative

There has been little change in the work picture in Stanislaus County this past month. The rock, sand and gravel plants continue to provide some activity.

Work is due to begin on the New Melones Power House any day, and therefore should be completed by the beginning of July. The work at this powerhouse will require the employment of approximately 60 Brother Engineers at peak load in July.

In the southern Modesto area at the CVC Plant we will have a few more men working around the clock rebuilding furnaces. Ray Lewis is Job Steward and Rufe Peterson is Site Foreman.

(Continued Page — Colum.)

The ground has been broken for the beginning of a large reclamation project in Tuolumne County. One of the contractors involved in this project is A. Lucas Trucking of Fresno. It appears that this will be an extensive project and hopefully will employ a number of Brother Engineers for the duration of the project.

The L. D. Folsom Project at Groveland on Hwy. 120 of this writing employs approximately 10 Brother Engineers. They are working on Two shifts on the clearing and are anticipating putting some rubber tired scrapers on the project. This project consists of approximately two miles with a few structures which will require some crane work.

George Reed, Sonora, is doing some four miles of grading and paving of the access road off 10th to Beardsley Dam.

The underground job at Pine Crest has been let and the low bidder was C.B.D. of Sacramento. The job will not be awarded until some time in July.
Catskinner Still Wet Behind Ears

Pictured is a D-3 Dozer operated by Bother Anthony DeSa on the Hilo Kamehameha Road widening and storm drainage project. This D-3 was especially sealed up to prevent water from entering the engine and drive train. The turbo charger was removed and the air intakes were extended, along with the breathers in order to keep clear of the water and not allow it to enter the engine completely. A compartment was mounted on top of the cab and the air was used to keep about a two pound pressure inside the engine. There was no leak and the engine was not being cooled off from the inside out and not water leaking into the engine. The mechanics who worked on this project for M. Sonomura Contracting Company, Inc., were Charles Paceb and Thomas Sonomura.

Just about all of the excavation for this storm drain project was done with this D-3. Using this modified Dozer they were able to get the job done much faster than anticipated. It was estimated that it would have out-performed a Poclain HC 390 Backhoe by about 5 to 1 because of the tremendous amount of rock that had to be ripped off. Not only was the excavation done faster than the schedule, but the dozer was able to grade the trench under water which again saved much time in preparing the bed for the large 46 inch pipes.

I send letter to the chief executive officer of our company that he is one of the outstanding catskinners here on the Island of Hawaii. As the picture shows, Tony had to work strictly by feel once he got below sea level. He wore a waterproof vest whenever he anticipated getting wet and even had a diver’s tank and regulator mounted in back of him just in case he should get in over his head, which he did on a couple of occasions. The average depth was 8 feet and the maximum depth was 11 feet.

More From Utah Construction

(Continued from Page 9)

Thorn Rock Products Company at Provo is in full production now. This employer claims they are pouring more concrete now than anyone else in the state. The 58 members at Heckett Engineering at Geneva are working a two-shift operation recycling steel and crushing rock. Everett Middlen is in charge of the operation.

Christensen Brothers Construction was low bidder on the $12 million expansion job at the Brigham Young University campus at Provo. The contractor expects the job to start in July.

At their Point-of-the-Mountain L. A. Young Sons’ Company engineers at Kenneott Copper Corporation are working full production now. $26,000,000. At the peak of the reservoir construction, 300 people were employed at the dam at this time.

The 58 members at Heckett Engineering at Geneva are working a two-shift operation recycling steel and crushing rock. Everett Middlen is in charge of the operation.

Mr. Morris and Sons will soon have the 22nd Street and 24th Street viaducts completed. Traffic should pass on the 24th Street viaduct by the first of August. These projects are responsible for keeping quite a few brothers working last winter.

J. F. Shea Construction Company has finally moved to the area to start construction on the Vat Tunnel, located about six miles above the Current Creek Dam. The Company only has four Operating Engineers employed at present. There will be some additions to the crew, but the main work force will not be hired until mid-August when the monks are expected to arrive. This will be a three-year project, 12 working months each year, at a cost of $25,000,000. At the peak of the project between 75 and 90 Operating Engineers are expected to be employed.

S. J. Groves Construction Company has moved into high gear on construction of the Current Creek Dam. With all the preliminary work behind them the Company will start on the earth fill this spring. The project has increased to two shifts, scheduling each shift at five 10's and 8 hrs. on Saturdays. Approximately 70 Operating Engineers are employed at the dam at this time.

Young Sons’ Company has moved their scraper spread out of Green River to the high ground at Antelope Flats located near the Flaming Gorge Dam. The Company is planning to go up two shifts and should employ approximately 30 Operating Engineers.

A $28.7 million contract for construction of the Jensen Unit of the Central Utah Project was signed by the Uintah Water Conservancy District and the Bureau of Reclamation. Work on the project’s main features, the Ty- zack Dam and reservoir, is scheduled to begin in October. The project, located northeast of Vernal, Utah, will store early spring runoff and surplus flow of Big Brush Creek. The water will be transferred through an aqueduct to Steinkamer Reservoir and Ashley Creek for city and industrial use. Planned new recreational facilities around Taylorsville include permit caning, hiking, fishing, boating and sightseeing.

More From Utah Construction

(Continued from Page 9)

The concrete, building materials and crushing industry is like the construction industry, very slow, but we do look forward to it picking up soon.

Middlen is Job Steward at Heck.

liminary work behind them the latter part of June. The lumber and steel and crushing rock. Everett Creek Dam. With all the pre-

mation plant.

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Members Should Attend Public Hearings

By HUGH BODAM, Assistant District Representative

After contacting and calling by phone more than 150 people to attend the public hearing on the Utah Chemical’s proposed 500 million gallon water plant to be constructed in the Uintah Basin in Vernal, I have an attendance of about 30 Local 3 members of which 19 came from Orem (we thank the Oakland office for the support) that is not a very good turn out considering the amount of new jobs which we need badly and have so many members on our out of work list.

At our last area meeting on May 30, I told the group that we would need some help in these matters. The officers and business agents only fill one seat each, and we need bodies for a show of strength. There will be more public hearings in the future, we will be calling on our local members who live in the area for help to create jobs. We will look forward to seeing you at these meetings. We need to outnumber the environmentalists to get this plant in our area.

As for other work in this area, Anheuser Busch Brewery in Fairfield is fast coming to an end with just a few engineers left on the job. They plan on producing 300,000 cases by October, 1976.

Swellerton and Walberg water treatment plant is coming to an end as is the C. Norman Peterson job at the Valleys water treatment plant.

Tian Pacifie’s job of constructing the water treatment plant in Napa is well under way with Slinsen Construction almost finished on the dirt work. Tachichet is laying the pipe between the Feter Kewit job and the Napa treatment plant.

A number of smaller jobs with different contractors keep a small number of members busy.

Kaiser Steel in Napa has layed off the grave yard shift as they have almost finished the pre-job on the off shore drilling rigs they are building for Shell Oil. An open house was held by Kaiser Industries on the first one which is almost complete and we hope they get started on the second one real soon which would keep some of our good members busy a while longer.

The concrete, building materials and crushing industry is like the construction industry, very slow, but we do look forward to it picking up soon.

TAX BREAK FOR VETS

Vets Still Eligible for Property Tax Break

Veterans who failed to file by the April 15 deadline for the veterans’ exemption to reduce their property taxes may still qualify for 90 percent of the exemption if they file by December 1.

Recent legislation, which was supported by Local 3, provides that an exemption of $600 is 90 percent of the assessed value of the property. The property must also be owned and occupied by an eligible veteran. The exemption may be granted by county assessors to qualifying veterans who file their claims by December 1.

For further information, veterans may contact their county assessor.

Testing To Begin For New Harbor

By HAROLD LEWIS, Financial Secretary, WALLACE LEAN, District Representative and RICHARD SHUFF, WILLIAM BROOZIER and HAROLD LEWIS, Jr., Business Representatives

Test boring will begin soon for development of a $35.9 million Deep Draft Harbor at Barbers Point that has been discussed for more than 20 years. It will be Oahu’s second major commercial harbor.

The State Board of Land and Natural Resources gave its permission for the offshore test boring by the U.S. Corps of Engineers.

It is contemplated that the Barbers Point Harbor will grow in conformance with the needs of Central and Leeward Oahu and with the continued growth of the surrounding Industrial Park. It was long anticipated that this harbor would come about, as contractors have long sought to reconstruct their repair facilities, storage yards and offices in this area, which is five minutes off the new way.


The Harbor, itself, will have water basin of 136 acres or more backed by some initial 251 acre of land area with a proposed growth of 456 acres in the ye 2050.

The job is scheduled to start in 1976 barring complications.
Operators Chalk Up Great Safety Record

By JERRY MARTIN, Director of Safety

Some of the cream of the crop—Operating Engineers—have worked for over a year running several big rigs in Kaiser Steel Oakland fabrication and launching yard, erecting the largest fixed oil drill platform in the world. The platform will be positioned and completely outfitted near the Santa Barbara Channel.

What a fantastic safety record these Brothers have chalked up. In conversations with Project Manager Bill McCreavy during my visits to the yard, he tells me there were only two incidents of any consequence. One of our Brothers who wore contact lenses had to go see his optometrist and have his eye irrigated for irritation. The other incident was a scratched back.

Safety records such as this are hard to come by and Bill and I both agree that a group of well-experienced, top-notch Operating Engineers who follow safe work practices really make for a good job.

The massive size of this “drill jacket” was absolutely mind bogging. The last fixed platform jacket that was placed in the Santa Barbara Channel in 1970 was only 200 feet high (incidentally, it was also fabricated in this Kaiser yard!), I had the distinct privilege and pleasure of operating a Model 21 Clyde derrick barge (the William Denny) on lease from Raymond International to J. Ray McDermott. That particular rig had a maximum “over the stern” capacity of 750 tons. I’m assuming they’ll have a much larger rig on this project in order to set the much larger pre-fabricated super structure pieces once the platform is finally set in place.

To say this 945 foot tall “fixed platform” was unique would be putting it mildly. This platform is in 850 feet, the deepest water in offshore drilling history. Production cost was $50 million and the platform weighs 11,000 tons.

Work began on the tower at Kaiser’s Oakland yard in mid-March 1975. Kaiser produced the steel plate for the structure at its Fontana, Cal. steel mill. Kaiser’s Napa, Cal. facility turned it into component parts. The giant is made up of eight legs of 54 inch and 58 inch diameter and a spider-like network of 54 inch to 48 inch diameter supporting members. Some 350 zinc anodes, about five feet long, are laced throughout the platform to prevent rust. The center sections allow space for 28 wells to go through to the ocean floor to bring through wells of oil and natural gas. A unique feature of this tremendous platform is its being floated out to the Santa Barbara Channel site as two separate units and then joined together at sea.

The bottom section, 450 feet long, was the first to be loaded out onto a 495 foot J. Ray McDermott barge at the Kaiser yard’s water edge. As it was being eased onto the barge, telemetry systems and Tech Engineers monitored the tide and barge movements. Land anchored hydraulic jacks with tension rods pulled the jacket section onto the barge. This section went under the Golden Gate Bridge May 22 for its trip to the Santa Barbara Channel. There hydraulic jacks moved the large 360 x 235’ end over the barge edge first, until the whole section was on the water floating on its side, mostly below water. If a leak had developed, nitrogen under pressure inside the legs would have leaked outward, preventing water from leaking in and alerting the crew for repair.

The same procedures were followed for the top section. Once on the water, tags guided the top section into position with the lower section with the aid of a double drive winch. Spring loaded steel dogs on the larger male stabbing cones were squeezed down by pressure and locked into place in the female cones for an initial connection of the joined sections of a platform jacket together underwater. Approximately 50 welder-divers were used in shifts to make full penetration bevel welds in the tight 40” foot diameter legs. With one gigantic tower being floated out to the Santa Barbara Channel site as two separate units and then joined together at sea.

As the platform began to take shape in the yard, it was visible in its growth to thousands of Bay Bridge commuters and San Francisco homes and offices. I wished that as people saw this platform evolve they could realize just a fraction of the thought, dedication, and skill of the hundreds of men and women that went into this achievement.
In my last article in Engineers News, I talked about negotiations with Tenco Tractor Company. We are now making up the contracts to be signed by the Employer and the Union. We had a final meeting with the Employer on May 29, 1976, and the agreement with the membership on June 9, 1976 at 5:30 p.m.

The contract that was negotiated for the was for three years and ran from May 1, 1976 to April 30, 1979, and included the entire membership. The contract provided for a wage increase of 50 cents per hour for the first three years.

In the negotiations, both parties made concessions. The Employer agreed to maintain the existing health and welfare benefits, and the Union agreed to a one-year extension of the recognition agreement.

We are now working on the details of the agreement, and I will keep you informed of any progress.

For Nevada Miners

Rising Copper Prices Improve Outlook

By DAVE YOUNG, Business Representative

On May 25th, the expansion of the Bunker Springs joint water plant was completed, marking the beginning of a new era for our labor economy by approximately 25 million Federal dollars. As a direct result, the State of Nevada Health Division placed an immediate ban on all new subdivisions, probably including the 20 million dollar MGM Grand project.

At a recent public meeting attended by approximately 100 persons, the environmental impact of the new subdivision was discussed. The major concerns were the potential for increased pollution and the impact on the local water supply.

We are now working on the details of the agreement, and I will keep you informed of any progress.

Negotiator's Notebook

By D. KINCHLOE, Treasurer

The job placement of engineers to various contractors in the district is scheduled to begin from last month. This situation will prevail for the remaining period of the contract.

New Wolves Dam and Powerhouse project is scheduled to be let by November when contracts to complete the project in San Joaquin County are released.

We are now working on the details of the agreement, and I will keep you informed of any progress.

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At a recent public meeting attended by approximately 100 persons, the environmental impact of the new subdivision was discussed. The major concerns were the potential for increased pollution and the impact on the local water supply.

We are now working on the details of the agreement, and I will keep you informed of any progress.

For Nevada Miners

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SACRAMENTO: Small Jobs Holding, But Work Lagging on Norden

Jobs Slow But Not on Decline In E. Bay

By BOB SKIDGEL
District Representative
RON BUTLER, Assistant
Deputy Area Representative
GIL ANDERSON, BUFOID
BARKS, BILL DORESTREET,
CHUCK IVIE, JIM JOHNSTON
DEWITT MARKHAM,
BOB MARR, AND
HANK MUNROE.

Business Representatives

The work is still slow in East- ern Contra Costa County and the east side of Solano County. There are no new big jobs, and the work going on is small and scattered. A few of the brothers who have had to be laid off are working on small field jobs, and the shop is finishing up the main push on the dirt. The finish crew has some work that they can work on, though. The shop is going to be shut down for the next three weeks, and some of the shop people will be laid off, so the shop will have to be shut down for the next two weeks, and some of the shop people will be laid off.
In the project's time line, an expressway. They decided the project would be too expensive, so it was cancelled. They came up with another plan for nine-mile, two- lane road which was to be completed by August. Only the right half of the street was completed. The road goes through Alhambra and Nippenas Madsen in Meridian Valley. The California Department of Transportation is calling for bids in Kern County, Kings and Tulare County. In Kern County they are calling for bids on Highway 43 from Kern County line north 9.9 miles to be graded and paved at a cost of approximately $460,000. This project starts near Great Valley and ends approximately 12 miles south of Corcoran. They are also calling for bids on Avenue 416 from the City of Dinuba to Sultana 2.5 miles at an estimated cost of $1,825,000. This project will complete a four-lane expressway between Dinuba and Corcoran. In western Fresno County bids will be opened on Highway 33 corridor between the City of Selma and a point just north of Mt. View a distance of 8.5 miles of grading and paving at a cost of over $1,000,000.

For the past two and a half years, your union has been actively involved in curtailing engineering and construction work not performed by CAL-TRANS for various reasons, etc. This, coupled with the ENVIRONMENTAL group's no-growth mentality has greatly reduced job opportunities within private engineering and consulting services. For example: In San Rafael, CAL-TRANS submitted a proposal to perform the construction activities on the Miracle Mile widening project. As a result, the Director of Engineering Services, etc. in the skilled "hands" of private industry. This is only one example of many situations your local union is involved in.

In a recent letter from the Secretary of Labor concerning government entities such as CITIES, COUNTIES, AGENCIES and CAL-TRANS hiring substantial numbers of employees on a temporary basis to perform construction work which would normally be performed by private industry, the Department of Labor has given the following conditions: 1. The need is temporary and to fulfill an important public purpose which may be impaired if we do not participate. 2. The request to us for assistance is initiated by the other governmental agency. 3. CALTRANS can make readily available the necessary expertise, staff, equipment, and office space.

In conclusion, the further, they will not cause delays or reduce CAL-TRANS' effectiveness in the performance of our normal responsibilities. 5. CAL-TRANS costs are fully reimbursed.

CALTRANS Letter 02/28/76

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**Jobs Slow On West Side**

By A. A. CELLINI, District Representative and GEORGE HALSTED and JOE CARAVAGGIO, Business Representatives

Work on the West side is still slow because of the Depression. Manufacturing shops are holding real good. The equipment dealers are importing new tractors and heavy equipment. Until probably around the end of June on their current levee con- struction project, the Livermore's have been keeping a small crew busy. At the present time, we are negotiating with Hydro-Co and Valley Irrigation in Oakland. Richardson Construction has a paving crew which is busy with various overlay jobs around the area. Ball, Buhl & Broeur is moving along on the Reach 5 of the Tehama-Orooco Canal Project, they expect to open the last of the project by the end of the year. The McLaugh also working on the Meri- dian Bridge finally received their new 38-ton American Crane, which is expected to be sold in the near future.

(Continued on Page 15, Col. 1)
Dredging Job Almost Finished

By RICHARD W. SHUFF, Business Manager

The Rainway-Universal Dredging Corporation is nearing completion of a dredging job that has lasted for nearly three years and has at its peak employed more than 250 men. The job is using three Dredges, the Hydro-Pacific, San Diego and the Allegheny. The San Diego, a 36’ dredge, has pumped a total of 15,400 yards to date. It is currently located in the San Francisco Bay. The San Diego, a 36’ dredge, has cut a total of 4,400,000 cubic yards and is currently located in the San Francisco Bay. The job is being finished by Hawaiian Dredging & Construction Company, Ltd. With its completion, the harbor will be expanded, allowing larger ships to call at the harbor.

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Eisenhower Days?

Carter, Reagan Race Shapes Up

Our flawed Hamlet is home from the hustings and it is now past denying that his belated and poorly timed effort to "stop Jimmy Carter" ran into the "realpolitik" of the land. If there is such a thing as "new politics," and we doubt it, then this country of regional complexities is not quite ready, or able, to make it work. Neither Jimmy Carter nor Ronald Reagan can re-capture the organization or the "new spirit" that projected Senator George McGovern into his disastrous presidential candidacy of '72.

These are Eisenhower Days. A time that when most Americans are tired of causes and experimental programs and have never seem to work. High taxes, inflation and non-productive adven-torily have ruined the"whole"that piled puffers brought to the scene in the mid-sixties. The voters in the conventions want a return to reality.

They want their mail delivered on time. They want their children to be able to read and write before they leave high school. They no longer buy college as an abs-olute for their children and would like Johnny and Jenny to be able to get a job and learn a trade by the time they reach their eighteen-year-old majority. Their protection for their children are reading, writing and arithmetic, not the counter-culture reli-gion that produced the teenage drug users and bomb throwers of the sixties and early seventies.

Although they, the general public, have lost confidence in the ab-so-lutions of many of our institutions, big government, big education, big labor and big business, they still have high and abiding confidence in the checks and balances of a system that was able to bring these surges out of the open and hopefully correct them.

American voters have lived with shades of change for so long that they now have a strong longing for the old blacks and whites of yesterday and they want the positive ethical and moral leadership that will make what has been a headlong rush into un-certainty. These are Eisenhower Days. A time to do nothing but take a hard look at where we have been and where we are going. A time, in the words of an old John-son, "no more the New Frontier to accentuate the positive and eliminate the neg-ative," "and, don't mess with Mr. In-Between!"

These are truly Jimmy Carter and Ronald Reagan days. Predictions here are that they will be the two-party system's nominees for the presidency.

Carter's strength lies in the little noticed, but positive action groups variously called "Jesus Freaks," "New-born Christians," and "Charis-matics." They span the spectrum of orthodox religious institutions and their "new spirit" is the old spirit that neither Herod nor Cal-gula could suppress - the Holy Spirit. They are the dedicated "new Christians" and they are the most active and devoted new constituencies in the land. Brotherhood love is their watch words and sacrifice and sharing of personal goods is their creed. They have penetrated and forced change in most of the old line re-ligions and have gained the tacit blessing of the most chary heir-archy. They are a new army marching to Onward Christian Soldiers rather than The Inter-national. They will be Jimmy Carter's shock troops.

On the other hand, Governor Reagan and his vice-presidential choice, least, the middle class coalition that still feels betrayed by Water- gate and the Nixon fall from their new majority pedestal. They voted for an ideal and the man who they thought best represented that ideal was a hollow man. They do not feel guilty, only betrayed. Rea-gan's strength lies in the little noticed, but positive action groups variously called "Jesus Freaks," "New-born Christians," and "Charis-matics." They span the spectrum of orthodox religious institutions and their "new spirit" is the old spirit that neither Herod nor Cal-gula could suppress - the Holy Spirit. They are the dedicated "new Christians" and they are the most active and devoted new constituencies in the land. Brother-hood love is their watch words and sacrifice and sharing of personal goods is their creed. They have penetrated and forced change in most of the old line re-ligions and have gained the tacit blessing of the most chary heir-archy. They are a new army marching to Onward Christian Soldiers rather than The Inter-national. They will be Jimmy Carter's shock troops.

It will be a horse race!