

# International Convention Runs Smooth

## Turner Is Reelected General President

### Entire Slate Wins Vote

J. C. "Jay" Turner, General President of the International Union of Operating Engineers, AFL-CIO was reelected 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 1934. He served as business manager of the local, President of the Greater Washington AFL-CIO, President of the Washington Building and Construction Trades Council and a vice-president of the Maryland-D.C. AFL-CIO. He has held virtually every top labor post in the Washington metropolitan area, and has been involved in top leadership positions in community fund raising and social efforts.

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 Russell T. Conlon, of Local 302 in Seattle, Washington. Conlon 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 delegates that "we are very proud and happy to place a man's name into nomination as Ninth Vice President who is known throughout the jurisdiction of our Local Union as "Mr. Labor" and "Mr. Safety."

"He has earned the respect and trust of our members and labor unions by being an outstanding labor leader in negotiating agreements which are considered number one; also having the foresight, knowledge and ability to move in on critical labor problems and make the right decision at just the right time.

"His accomplishments in the field of safety which has been his number one love and goal, would write a volume of books."

Marr's nomination was seconded by Local 3 Treasurer Don Kinchloe and Financial Secretary Harold Lewis.

After being reelected by a unanimous vote, Marr, addressing the convention said that "I view this action, of course, with great pride, but I also view it as an expression of unity towards a team.

"I can only tell you that we in Local 3 are team players. We recognize the value and the importance 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

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## ENGINEERS NEWS

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



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Special Section

SAN FRANCISCO, CALIFORNIA

June, 1976

GENERAL PRESIDENT JAY TURNER introducing AFL-CIO President George Meany prior to his keynote address to the 30th Convention of the International Union of Operating Engineers, AFL-CIO.



## Meany Addresses Convention

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, to hunger, to filling 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 pro-

grams that must be passed, Meany said, is the Humphrey-Hawkins Full Employment Act of 1976. This bill 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, care for the sick and 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. "Industrial production is

still around 10 per cent below capacity. Unemployment stands at 9.9 million workers or 10½ per cent of the work force. Construction is still limping along at depression levels. 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. And 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."

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

(Continued on Page 4-A, Col. 5)

### 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 was held in Miami, Florida in early April.

The 900 delegates, representing over 429,000 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 concelebration of the International Union's 80th Anniversary.

Jay Turner, chairing his first convention since he assumed the office of General President, sounded the theme of the convention in his opening remarks: "... our Union is building for the future on a solid foundation of the past. We are proud of the past and of those who built this organization into a solid piece of effective operating machinery."

From the opening remarks to the final gavel, the convention moved in a smooth, businesslike manner as the union's legislative body heard and considered general resolutions and constitutional amendments.

Highlights of the constitutional amendments included:

- No retired member will be eligible to run for any office in the Local Union.

- In cases where all remedial steps have been exhausted, the Local Union Executive Board be empowered to ratify contracts, subject to approval of the membership assembled at the next regular meeting.

- Increased minimum dues from three dollars a month to five dollars a month.

The delegates also approved resolutions calling for full employment, tax reform, a sound energy policy utilizing nuclear power, and adequate housing for all Americans.

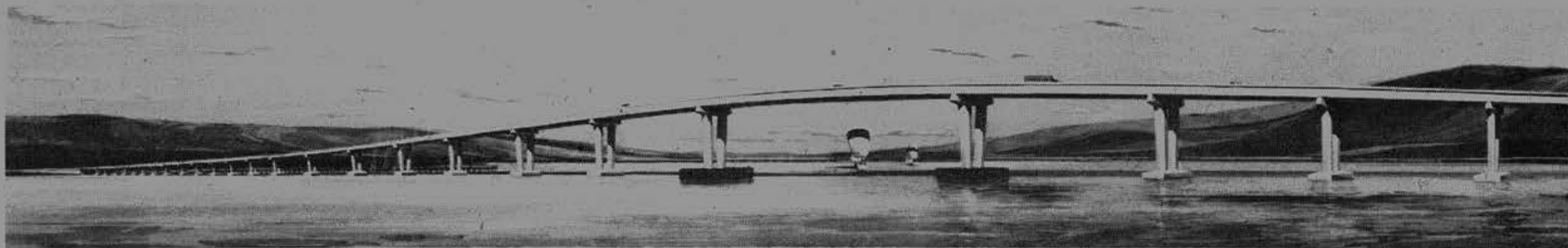
Turner told the convention that "jobs are today's number one target. The jobs challenge overrides any other problem we can consider in this discussion or of this convention. Jobs are needed not only for building tradesmen who are suffering one of the nation's worst work deficits, but jobs are needed for all the unemployed, whether skilled or unskilled.

"The quest for a realistic improvement in the job situation is going to continue, and we will keep going forward on the action line until we get some results."

Turner also made reference to the economic reports coming out of the Ford Administration. "We must not be stopped by optimistic press releases proclaiming the end of the recession and the return of prosperity. The government reported officially in January that unemployment has gone down to 7.8 per cent, but the economists at

(Continued on Page 4-A, Col. 1)





Artists' conception of the proposed high-level Dumbarton Bridge that recently received new Senate approval.

# State Approves Sewer Treatment Jobs

## Dumbarton Bridge Receives Support

### Jerry Brown Releases Funds

Construction workers in California have finally received positive signs that the economic recession that has had a strangle hold 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 \$323 million in sewage treatment construction projects, most of which will be out for bid by October, 1976. The construction program will provide over 8000 man-years of direct on-site employment 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 \$250 million in state funds, to be 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 16-18 months. This admin-

#### 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. 555 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.

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SAN FRANCISCO, CALIFORNIA

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July, 1976



BROTHER KINGFORD ZABLAH is shown operating a Model 500AI Travelift on the Peter Keiwi 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.

istration 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."

Cleaning up California's wastewater began in 1970 with voter approval of a \$250 million bond issue to construct public wastewater treatment facilities. That money ran out in 1974. The \$250 million in state funds approved in June, 1974, which was combined with \$250 million in local funds and \$1.5 billion in federal funds, is also beginning to run out. State officials are making plans to submit another bond issue to go before the voters in 1978.

Business Manager Dale Marr called the approval of the projects "a positive step in the right direc-

tion. We've been working with the Governor's office for quite some time now, urging him to release some work. It has taken longer than we would have liked, but the

#### ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 3 may be found on pages 5 and 12 of this issue of the Engineers News. Sample ballots, extracts of pertinent bylaws and other material have been placed on pages 5 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.

money has been released now and before long, our members will begin to receive paychecks from these projects. I applaud Governor Brown for his commitment to putting people to work and for trying to speed up the process."

The "Clean Water Grants" approved for construction in Northern California for fiscal year 1975 follow. The cost includes estimated eligible expenses with federal funding up to 75 per cent, state funding up to 12.5 per cent and local funding up to 12.5 per cent.

#### NORTH COAST:

Del Norte County, collection system and interceptor—\$1,669,000; City of Tulelake, enlarge and improve treatment plant—\$942,000; Bodega Bay Public Utilities Department, new treatment plant—\$1,586,000; Humboldt County,

(Continued on Page 2, Col. 5)

### 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 action.

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 approaches without obtaining further approvals," provided that certain approach roads are included in the project.

The bill also says that "this act is an urgency 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."

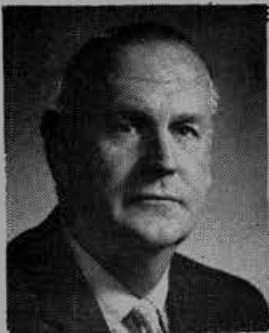
The bridge also received a boost of sorts from Assemblyman John Knox (Dem.-Richmond). Knox has introduced legislation which was sharply criticized in last month's issue of *Engineers News*.

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

(Continued on Page 2, Col. 3)

**Recording - Corresponding Secretary James R. Ivy** has announced that the next semi-annual meeting of the membership will be held on Saturday, July 10, 1976 at 1:00 p.m., at the Masonic Auditorium, 1111 California Street near Taylor, in San Francisco.





## LOOKING AT LABOR

By DALE MARR, Business Manager

A brother engineer recently asked me what must be considered a very valid and very difficult to answer question:

"Why do we continue to spend so much time, effort and money on politics and politicians when they do nothing about unemployment, high taxes and inflation and continue to vote for bills that keep the working man down?"

The brother member asking that question, a top hand, said he had been unemployed for over six months, his first unemployment since he became a member in the early fifties.

To use a current popular term, I could have "copped out" by simply pointing out that I wasn't an economist, and that thousands of such people were involved in trying to answer this complex question and coming up with as many different answers as there were economists.

I could have also "copped out" by saying I was just another hand like he was, and that we would have to leave such problems to the politicians and their staff of experts and hope for the best.

I could have said, truthfully, that, as several stories in this issue of your *Engineers News* attest, as union leaders we were constantly keeping the pressure on our elected leaders to get the economy rolling again by putting people to work in an industry which has been the hardest hit since the first freeze on highway funding in 1969. Which I did.

I also told him that since President Johnson announced the first freeze, we construction trades union leaders had been warning that stopping major construction projects without alternate work sources would bring about a downturn 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.

I did point out that in many cases we found ourselves reacting to bad laws rather than have early 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, given the current anti-labor sentiment in 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 of work, if not on the front burner, at least 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 priorities of spending those sources of operable capital depends on what the public and union member set as their

(Continued in Next Column)

## 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 bridge.

The money saved from not reconstructing the bridge would have been applied to construct 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 nowhere. He then agreed to amend his bill so that, only after sufficient financing was available to pay for the Dumbarton Bridge, could toll bridge revenues be used to build the Hoffman Freeway.

At first glance, Knox's proposed 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 Hoffman. 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 bridge fund to secure the necessary bonds to finance the Dumbarton.

However, when *Eginneers News* contacted Ed Park, Director of Education for the Califor-

nia-Nevada Conference of Operating Engineers in Sacramento, Park said that "Assemblyman Knox has assured us that passage of his bill will have no delaying action on the Dumbarton Bridge. Knox has told us that there is sufficient money in the fund to finance the bridge, even after appropriating \$20 million for the Hoffman Freeway."

Business Manager Dale Marr has said on many occasions that "if the Knox legislation in any way delays the construction of Dumbarton Bridge, Local 3 will oppose the bill. We cannot and will not support any legislation which will further delay the Dumbarton Bridge."

Marr continued to say that "we will keep up the fight for the Dumbarton Bridge and we will step up our efforts to get rapid approval and financing for the Hoffman Freeway. Our members need work and we will go to any effort to see that they get it. I do not believe the stories coming out of Sacramento that the highway fund cannot support necessary construction projects. We have learned that all of a sudden, the highway fund has a surplus of over \$200 million. It appears as though the state's new director of transportation, Adriana Gianturco, is more interested in using the highway fund to earn interest in

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 that never votes. We said we hoped all our members were registered, since we have always provided registrars 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 said that since he had been out of work 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 those he violently disagreed with were honorable 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 that meant higher 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 opinion 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 both.

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

the bank than in turning the money loose to fight unemployment and to finance necessary projects.

"But be that as it may, I would like to repeat that this union will not support any legislation that will further delay the Dumbarton. We will continue to work with the Legislature to investigate all possibilities of obtaining both projects."

## Sewer Work To Bid Soon

(Continued from Page 1)

treatment plant modification — \$1,217,000;

McKinleyville, collection system and treatment plant — \$6,698,000; Sebastopol, disposal system — \$1,062,000; Sonoma County, treatment plant expansion and interceptor — \$1,234,000; Westport Water District, new treatment plant and interceptor — \$906,000.

SAN FRANCISCO BAY  
East Bay District, Hayward, improve present treatment plant — \$1,915,000; East Bay District, San Leandro, improve present treatment plant — \$1,795,000; East Bay Dischargers, improve present treatment plant — \$1,565,000;

East Bay Dischargers Authority, improve present treatment plant — \$362,000; North San Mateo County Sanitation District, enlarge present treatment plant and chemical treatment plant — \$14,881,000; Napa Sanitation District, outfall sewer — \$15,855,000;

Northern Marin County Water District at Tomales, collection and treatment plant — \$341,000; Pacifica, additional secondary treatment facility — \$6,114,000; San Jose, interceptor — \$269,000;

City of San Mateo, enlarge treatment plant and interceptor — \$16,876,000; Santa Clara Valley Water District, reclamation plant and well injector system — \$6,364,000; Sonoma County at Glen Ellen, collection system — \$1,053,000.

CENTRAL COAST  
California Department of Health at Atascadero, sewage treatment disposal facility improvement — \$120,000; Cambria Water District, collection system — \$4,472,000; Santa Cruz County Sanitation District at Aptos, interceptor and pump station — \$10,123,000; Templeton Sanitation District sewage collection system — \$514,000.

CENTRAL VALLEY  
City of Dunsmuir, treatment plant and interceptor — \$957,000; Shasta Dam Area Public Utilities District, new treatment plant and collection system — \$7,593,000; Amador City, new treatment plant and collection system — \$367,000;

City of Lodi, treatment plant expansion — \$4,194,000; City of Stockton, new treatment plant interceptor to Stockton main — \$7,732,000; Celeste Water District, collection system — \$149,000;

Madera County Service Area, interceptor and collection system — \$1,222,000; Snelling Sanitation District, new treatment plant and interceptor — \$442,000; Tuolumne County Water District, Number 2, plant improvement and outfall — \$1,817,000; Armona Sanitary District, improve and expand present treatment plant — \$253,000;

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*A Personal Note  
from  
The President's Pen*

By HAROLD HUSTON  
President

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 overwhelmed, and may be physically unable to respond to each one individually, but 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

*Harold Huston*  
*Loretta L. Huston*  
*Debi L. Huston*



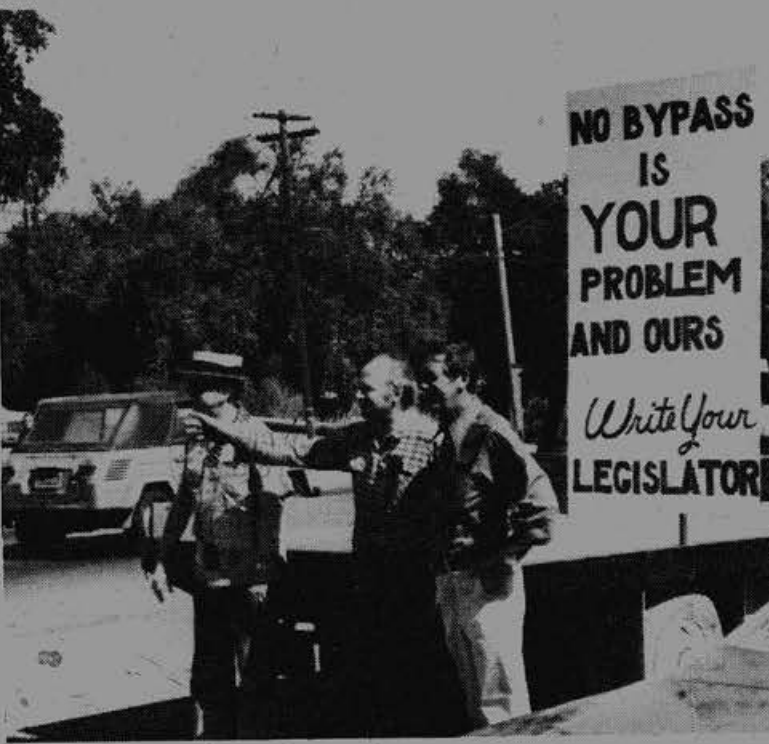
## Memorial Day Traffic Jam Spurs Complaints

At this time, work is badly needed in the Redwood Empire. One project which could provide a sizeable 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.

Chuck Smith, Russ Swanson, and Stan McNulty probably didn't help matters as they stood on the road in Cloverdale handing out pamphlets requesting all the motorists to complain to the legislators. They had a right to gripe and possibly the time spent telling us their gripes may have had a chain reaction effect in slowing down the cars behind them. That was not our intention—we merely wanted to show and tell whoever we could the importance of informing the Governor and legislature—that a by-pass of Cloverdale is a must in order to keep the traffic flowing. Be sure to write.



## Santa Rosa Office Fights County Board

By RUSS SWANSON,  
District Representative, and  
STAN McNULTY and  
BILL PARKER,  
Business Representatives  
The election is over in Sonoma County and it appears as though the pendulum is starting to swing

in a direction that will not put the extremist environmentalists in control of the Sonoma County Board of Supervisors. To explain—we have spent many hours working towards the recall of two supervisors whose basic psychology is "no growth" and we

have been in opposition to them for the past eighteen months. We are happy to report the recall was a success and two new supervisors were elected. We support the new supervisors and hope we will now have a good deal more consideration than we had in the past. Considerable amount of time was spent towards the defeat of Proposition 15. Thanks for your support and your vote, we were victorious in this important issue.

A recent political cartoon displayed two back to back traffic signs informing motorists "Entering California, Lower Expectations" and "Leaving California, Resume Expectations." An appropriate sign for District No. 10 might say "Resume Expectations—But Slowly." Bouying optimism are a series of events that are bound to affect the work picture at a pace a little faster than its recent slow recovery.

The Sonoma - Lake - Mendocino Building Trades recently concluded negotiations on a project agreement for four (4) power plants in The Geysers area. Copies of the project agreement have been forwarded to the International and Local Executive Board for approval. P.G. & E. representative Chuck Sudan stated "Bid advertisements will commence June 1st for two of the units. We estimate we are three months behind schedule and splitting the bid into two phases will help expedite the project." The project agreement differs from the Master Agreement in some respects due to the nature of a contract covering all crafts equally in all respects, excluding wages and fringes.

Another event bound to have an effect on the work picture is the

(Continued Page —, Column —)

## Get Ready For More Inflation

By SIDNEY MARGOLIS  
Consumer Expert for  
Engineers News

Get ready for a new upsurge in inflation, and still higher living costs. From now through September, you can expect higher prices for food and many other needs. Two policies you can follow to help defend your family against these new onslaughts:

1—Take advantage of summer sales on home furnishings and clothing to anticipate needs.

2—Be flexible in your eating patterns, and be prepared to switch rather than fight, especially on meats. New increases on food will be your biggest problem this summer. The Dunn & Bradstreet wholesale food price index, a reliable harbinger of retail prices to come, has gone up 8 per cent in nine weeks, and now is 18 per cent higher than a year ago.

Here are tips that may help you dodge some of the coming price hikes:

**SHOPPING THE SALES:** Important money-saving opportunities include clearances to TV sets, washer and dryers, shirts, and piece goods. Note that TV sets with "instant-on" or "quick-warmup" features have come under question. Not only do they consume several dollars more a year in current but also pose the hazard of an additional circuit on constantly.

**MODERNIZATION LOANS:**

With high prices of new homes forcing many families to rehabilitate and add space to present dwellings, the government has increased amounts available on Title 1 property-improvement loans. You now can borrow up to \$7,500 with up to 10 years to repay. (Previous limit was \$5,000 and seven years.)

But there's a kicker. The rate has been raised to 12 per cent per annum compared to the previous 9. We don't think you need to pay even 12 per cent if you shop carefully among banks, savings associations and your credit union. In one Eastern metropolitan area we found ranges of 9 to 13 per cent.

Moreover, don't borrow the maximum or even large amounts if you won't use the money right away; for example, if you pay the contractor piecemeal or do some of the work yourself. Families sometimes borrow all at once and then leave much of the money lying in same bank earning 5 per cent or so while they may pay the bank 10 per cent.

You even can finance some of the project out of current income to further reduce costs. Even at a moderate 10.5 per cent rate, you'll pay back \$4,132 for a \$3,500 36-month loan. The \$632 finance charge represents over half the cost of a new roof or other needed improvements.

**FOOD BUYING CALENDAR:** With rising food prices your main

problem this summer, be especially wary of heavy meat consumption. Beef is still not as expensive as pork but beef prices, too, have gone up.

What's to eat? Broilers, turkey and eggs are among the more reasonable food buys this month. Best buys in broilers are the whole bird and mixed parts.

If you do buy pork you may find some relatively better values among semi-boneless hams and smoked "picnic hams." The picnics are from the front shoulder.

In buying a picnic, choose a smaller one; it is likely to be leaner, advises the Michigan State Cooperative Extension Service. Lean picnics feel solid, not spongy. In buying hams note that price differences are usually due to differences in curing. Higher-priced hams often are cured and smoked for a longer time.

One good value that has appeared recently is so-called "chicken franks" and "chicken bologna" made from chicken. They taste like regular franks but are a much better value. We've found them from 69 cents to \$1.09 a pound, about 20 to 40 per cent less than regular franks made from beef and pork.

But as important, the chicken franks and bologna are lower in fat and higher in protein value than regular franks. Franks made from turkey also are appearing on the market with similar price and nutritional advantages.





## RIGGING LINES

By BOB MAYFIELD  
Vice-President

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, Kaibab Industries was completed for the balance of the 2 years left on that agreement as all wages and fringe benefits were the only portions of that agreement open for negotiations. Highlights of the settlements included wages over the 2 years to be increased 18 per cent plus substantial medical benefits to be increased and a dental plan to be installed in one year for all members and their families. Regarding many such mentioned benefits, most of us who have had these benefits for many years more or less by now might tend to say, "So what?" To those families in Panguitch, Utah, who until 4 years ago never even knew what a union was all about, much less what negotiations and strong benefits are all about, this you can believe is a first time happening and a major support to their continued well being. Without a doubt, at the end of this 2-year agreement these brothers working in this lumber and logging operation will be the highest paid workers of this kind for several states surrounding them. Pension contributions will be increased to 40 cents an hour by the last year and this has grown to be an important phase to this group of men. As of this early date, 3 brothers have now retired and this has opened the eyes of everyone as to what unionism is all about. I would extend my appreciation to the Business Agents involved and a special thanks to the 2 head stewards Mac Julander and Ellis Lynn Allen who were very helpful throughout all sessions.

Also, by the time this article reaches the press a ratification meeting and hopefully an overwhelming "Yes" vote will have been given the Negotiation Committee (Business Manager Dale Marr, Vice President Bob Mayfield, District Representative Tom Bills and Business Agent Les Lassiter) on a new 2-year proposal for the Utah A. G. C. construction contract (excludes the Building Contractors) by our rank and file. Many big problems face our fair employers in that state and therefore our members who work for these contractors are directly affected also. The big problem (even bigger than environmental blocks) has been the fact that at least \$30 million worth of highway projects have been successfully low bid by the open shop and non union contractors in this past year. All of the basic crafts (carpenters, laborers, cement masons, teamsters & ourselves) are aware of the hard cold facts of life of the non union contractors recent success in this state and we are painfully aware that we must do something to make our fair employers competitive or in short order there will be little or no work being done by union contractors. We, together with the other crafts, have this answer, but I will hold for now this reply until after the rank and file have a chance to vote on such important changes that must be forthcoming.

In Utah and Nevada respectively Proler Steel and National Lead employees had to be withdrawn and pickets placed due to contract differences with the employers. However, these pickets were up to both instances for a period of a month or so and since that time contract differences have been ironed out, contracts have been ratified, and the withdrawn employees are back at work once again.

In the state of Utah also, Tom Bills (Utah District Representative) and myself have met twice with U. B. B. U. (Utah Builders Bargaining Unit). This group has withdrawn from the A. G. C. (primarily the heavy and highway and dam builders, etc.) and formed their own Employer Association which deals with the construction of buildings almost exclusively and some housing. This group felt their interests and those of the A. G. C. were substantially different and therefore wanted to have an agreement that fit their industry and not someone else's. I can't argue too much with that reasoning and therefore have high hopes of reaching agreement with that association at the earliest date possible. At this writing, 3 other basic crafts already have done so and a pattern that is completely new to this state has certainly been reached.

In concluding I will mention that during the month of July I will be attending the State Federation of Labor meeting in San Diego in mid July. All of us are very much aware of work shortage for not only ourselves, but all crafts in the state of California. The problems of all of us are varied and many, but that we must "Put Our People in Jobs and Now" has to be the priority theme of this important conference.

Also I would urge everyone to mark their calendar for July 10, 1 pm, as this is the date of the midyear semi-annual meeting and wherever possible we should make a major effort to attend this most important meeting.

**Attend Your Union Meetings**

## Friend Of Labor Shoo-in For November

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

The Primary Elections are behind us. Senator Randolph Collier is now gearing up for the General Election to be held this November.

Senator Collier carried the First Senatorial District by a large margin, beating out his rival Angelo Pizelo in all but two counties.

Randy has been a friend of labor for many years, carrying labor's fight through the Senate. It was the Collier-Burns Bill enacted many years ago that gives us our formula for the gas tax for our highway construction.

As of the middle of June—Senator Collier proposed legislation to have more frequent inspection of buses that carry our children either to school or outside school functions. Only a man with foresight and power could possibly get this very valuable piece of Legislation passed in only one year.

The Redding Searchlight, a local paper worked very hard against the Senator, but the people have come to know that the local paper is very biased.

Come November with your continued help—we of labor can defeat a republican who ran against Pauline Davis and was defeated and is now running against Senator Collier—we will defeat him again.

O'Hair Construction has started operations on a two shift basis at their Edgewood crushing site

in an effort to produce enough material for the two Piombo Construction jobs on Hiway I-5 and Hiway 97 at Deer Mountain Lodge. O'Hair is planning to move their crusher to another location as soon as sufficient material is stock-piled.

Piombo's Hiway I-5 Project Manager Bob Brody has assumed the Project Manager duties on the Hiway 97 realignment job also, since the transfer of Buz Parker to a Piombo subsidiary company in Eureka. Brody is very ably assisted by Brothers Bill Phillips and Jack Standard on the I-5 and 97 jobs respectively.

Contri Construction is coming along very nicely on the City of Mt. Shasta sewage project and should finish sometime in early September or late August. Contri used Hammond Brothers Construction scrapers and operators to accomplish the excavation of the ponds and laying of the filter material in the final treatment basins. Once the effluent has been treated it will be either pumped up to the leach fields on the slopes of Mt. Shasta or allowed to flow into the Sacramento River just below the Box Canyon Dam.

John M. Frank Construction is currently at work on the Duns-muir water project. J. F. Shea Company was the original low bidder in this job, but because of an error in their bidding John M. Frank was awarded the job.

This is a tough job. Bad ground will require the use of a shield in

the areas near the Sacramento River and may very well require blasting in the downtown district. Brother Bob Frank is heading-up the project with the help of Brothers Vern Schuette and Paul Favour.

Geo Reed Construction has recently completed the over-lay on Hiway 395 in Lassen and Modoc counties and was hoping to get an over-lay job on Hiway 36 near Chester—but was beat out by Baldwin Construction of Marysville. Geo Reed still has the Rodoni Brothers Hiway 395 job near Hallelujah Junction to pave and are hoping other work will be let in the area.

Jaeger Construction has just about wound-up their City of Montague water-main job with a few tie-ins and the main connection to the surge tank remaining to be completed.

C. L. Fogle Construction has completed their portion of this project, the filtration facilities, and has moved back to their sewage job in Yosemite National Park where they must contend with countless ecologists as well as the normal problems associated with the project.

The Redding office has been in negotiations with the County of Siskiyou, County of Tehama and Cities of Weed, Mt. Shasta, Duns-muir, Red Bluff, Corning and the City of Susanville for the past few weeks and should have ratified Memorandums of Understanding with most of these agencies in the near future.

## More Santa Rosa Construction

(Continued from Page 3)

expiration of the Petaluma Five Year Plan. This controversial plan has limited growth to 500 units per year within the Petaluma city limits. Petaluma planners still intend to limit growth to 500 units per year, but are excluding projects of four units or less from the total; there will be a further limitation of 100 units per project.

C. R. Fedrick is awaiting award of the Leveroni Rd. project near Sonoma. Although Fedrick was apparent low bidder, budget difficulties within the Sonoma County road department have delayed award. Fedrick is also proceeding nicely on their projects, one east of Santa Rosa and one in Willits. Project Supt. Ed VanMeter expects to pave out the Porter Creek Rd. job by the 4th of July weekend.

Sid Shah smiling again as Piombo was low bidder on the South Fitch Mtn. Road widening. Piombo also preparing to complete the Covelo project and keeping small crews busy at Sebastopol, Bloomfield and Geyserville. The Stephen Tyler Corp. is winding up Bodega Bay and making plans to head for the Fresno area after the Memorial Day weekend. Ray N. Bertelsen Co. also winding up in the same area.

Don Dowd Co. keeping ten to twelve Brothers busy on site work and hoping the P.G. & E. will get out of the way on the Occidental Rd. rebuild.

Parnum Paving was low bidder on the overlays in various locations in Mendocino and Lake Counties. This job did not turn out to be as large as expected,

but at least it wasn't cut entirely. Parnum is already busy hauling in material for processing. Lange Bros. will pave the Lake County portion of the project; we need a few more jobs like this one that gets two companies to work.

Lin Ford was seen at Westport in anticipation of the awarding and starting of the underground work having to do with the new sewage facility. The only problem so far is finding a place to stay as it's the tourist season and no rooms available at a reasonable price. Camp out, Lin—you've done it before.

Gale Easley, "Foreman" at the W. Jaxon Baker road job near Piercy, said that he will be leaving shortly for Vancouver, Washington, where the Baker Co. has a sizeable job and hopes to take a crew with him. The Job Steward at Piercy is Haun and the Safety Committeeman is Messenger, with all running well but coming to an end too fast.

Work in the Santa Rosa area is moving fairly well. A. B. Siri Const. has most of the old hands called back to work; three subdivisions going in Santa Rosa and two in the Rohnert Park area, with Soiland Co. doing the underground on them.

Bay Cities Excav. has started on the Brush Creek Rd. job in Santa Rosa. Sonoma Engineering is working in the Rohnert Park area and M. G. Palmer is still working on the housing project in Rohnert Park. Talbott Bros. are working on a housing project just north of Napa and Slinsen Const. is doing another project just west of Talbott's job. Harold

Smith & Son were the low bidders on the site work for the Spring Mountain Winery in St. Helena; Collinsworth Const. is the General Contractor.

The Clearlake area is still very slow—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 plant is stock piling.

There have been very few new jobs let lately, the best being the water main improvements in Petaluma. Valley Engineers, out of Fresno, were the low bidders at \$589,617.00. They will be starting anyday now and will be employing about seven or eight operating engineers on the project.

Wymore Miller was the successful bidder on the First St. improvements in Sonoma at \$53,227.00. Argonaut Constructors picked up the job of widening Hwy. No. 12 and Madrone Rd. in Sonoma for \$29,321.00. Triangle Engineering, of Marysville, was low bidder for the bridge on Mark West Creek for \$174,340.00.

The Age Discrimination in Employment Act, enforced by the Wage and Hour Division of the U.S. Department of Labor, prohibits employers, employment agencies and labor unions from discriminating on the basis of age against any person between the ages of 40 and 65 in hiring, firing, promotion, or other aspect of employment.



# Official Union Notice

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 3

### Elections

#### (a) The election of Officers and

### SPECIAL ELECTION NOTICE Unopposed Candidates

Pursuant to Article XII, Section 7, 1st sentence, "When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective offices."

The Election Committee has found that the following Officer and Executive Board candidates have been duly nominated for their respective Office or Position, and by virtue of Article XII, Section 7, said candidates' names and the Office or Position they are seeking will not appear on the Official Ballot.

### OFFICERS

#### President

Harold Huston

#### Vice President

Bob Mayfield

#### Recording-Corres. Secretary

James "Red" Ivy

#### Financial Secretary

Harold K. Lewis

#### Auditors

Dick Bell

Walter Talbot

Dennis Wright

#### Conductor

Ray Cooper

#### Guard

Mike Kraynick

### DISTRICT EXECUTIVE BOARD MEMBERS

#### District No. 3

John R. Dorton

#### District No. 4

John R. Frederickson

#### District No. 5

Norby Flanagan

#### District No. 6

Robert L. (Bob) Christy

#### District No. 8

Jim Brown

#### District No. 11

Ed Jones

#### District No. 17

Shoichi Tamashiro

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

### SPECIAL NOTICE

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

In a white envelope marked "OFFICIAL BALLOT" you will receive your ballot envelope, business reply envelope and ballots. Watch for the envelope. When you receive your Official Ballot envelope, open it, mark the ballots and enclose them 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 ballots 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 August 15, 1976, or your ballot is destroyed or lost, you should contact Price Waterhouse & Co., 555 California Street, San Francisco, California. Phone: 415/392-1032 and ask for the person in charge of the Operating Engineers Local Union No. 3 election.

## OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 12

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

KAY LEISHMAN (Incumbent) ☐

LYNN BARLOW (Rubber Tired Scraper Operator) ☐

## OFFICIAL BALLOT

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

### BUSINESS MANAGER

(Vote for One)

DALE MARR (Incumbent) ☐

JOE "CHIEF" ALMODOVA (Scraper Operator) ☐

NORRIS A. CASEY ☐

JAMES (JIM) LOGSDON (Dozer Oper.) ☐

### TREASURER

(Vote for One)

DON KINCHLOE (Incumbent) ☐

JOE ANSBRO (Certified Chief of Party) ☐

LAKE AUSTIN (Crane Operator) ☐

### TRUSTEES

(Vote for Not More Than Three)

TOM BILLS (Incumbent) ☐

KENNETH M. GREEN (Incumbent) ☐

PAT O'CONNOR (Incumbent) ☐

LOU BARNES (Blade Oper.) ☐

## 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.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

TEE ZHEE SANDERS (Incumbent) ☐

BILL ROGERS (Crane Oper.) ☐

## 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.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

CHARLES (CHUCK) SMITH (Incumbent) ☐

GARTH A. PATTERSON (Dragline Operator) ☐

## OFFICIAL BALLOT

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.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

RAY HELMICH (Incumbent) ☐

WILLIS BENNETT (Gradall Operator) ☐

JIM O'BRIEN (Crane Operator) ☐

## OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 7

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

JOSEPH C. AMES (Incumbent) ☐

CHARLES DALE BLACKBURN (Scraper Operator) ☐

## 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.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

BILL L. DALTON (Incumbent) ☐

B. D. MILLER (Plant Engineer) ☐

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.

(Continued on Page 12, Col. 4)

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,  
**TOM CARTER**,  
Assistant District Representative,  
and **JACK BULLARD**,  
**BOB FLECKENSTEIN**, and  
**NATHAN DAVIDSON**,  
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 \$200 million plus San Felipe Water importation project. Judge Stanley Weigel of San Francisco ruled in May that the Bureau of Reclamation would likely have to start over on its environmental impact reports on the project. Environmentalists are seeking an order that would force the bureau to use state canals to divert water from the Sacramento-San Joaquin Delta to San Luis Reservoir and to have a vote on the Santa Clara Valley part of the system. Pacific Legal Foundation became interested and involved to protect the interests of San Benito County Water Conservation District and the cities of Hollister and Gilroy. Santa Clara Valley Water District has hired the same PLF to intervene in the U.S. District Court case against the federal Bureau of Reclamation, it will also represent their clients in a local lawsuit against the project being heard in Santa Clara Valley Superior Court.

In Santa Clara County West of Highway 17, the Palo Alto, Stanford and Sunnyvale areas are about the busiest areas at present. Rudolph & Sletten just started a \$20 million job at the Stanford Shopping Center. The same contractor is quite busy over at Lawrence Expressway and Kieffer Rd. in Sunnyvale. Both of these projects will keep several brother engineers besides several subcontractors busy for at least 8 months.

In Santa Clara ground has just been broken on a 365-acre site for a new recreation park to be built

right across from the Great America Marriot 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-job conferences with various contractors recently, which will result in a good amount of work for quite a few brother engineers. This is about all to report in the matter of new projects or jobs, but as 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 90 within Local No. 3 have had a very poor turn out. It is very disappointing and frustrating to see the apathy that the membership is showing lately. I think that each and everyone of you should try to attend as many 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 too 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 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. In-

formation 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. Swenson Co. of San Jose has exercised its option to buy a 12 acre parcel on Rio del Mar Blvd. in Aptos off of Highway 1 as a site for a \$4 million, 80,000 square foot Deer Park Shopping Center.

Plans for this project call for seven buildings from 3,000 to 30,000 square foot size 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 Big Basin State Park road repairs and parking area. Johnson & Mapes has started the \$2.4 million new Mervyn's store on 41st Avenue next to the existing Sears store in Capitola.

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 Fort Ord at the present time. Quiller Const. Co.'s job at Fritzi Airfield is well under way. Bill Gatun from Fairfield has been keeping 8 brother engineers busy on the concrete slip form operation on the Quiller Co.'s job. Eilert & Smith Co. has approximately \$5 million worth of jobs going on between Santa Cruz County and Monterey County, most of which is right at Fort Ord, for Fickman Const. Co. on the Tactical Shop Facilities, E. M. Barracks, and Post Main Exchange.

It looks like Arnold & CCC, the joint venture at Fort Ord will go union. This job was approximately \$17 million to remodel the older EM Barracks at Fort Ord. To date Fort Ord is still being worked by UNION contractors and this will continue with the support of you, brother engineers!!! Thank you.



## Anyone Need a 727 Moved?



Moving a 727 appears to be no problem for Brother Tony Rutkowski of District 90, San Jose. The 727 jet on its approach to the San Jose Airport seems to have been hooked in mid-flight by the American Pecco Tower Crane 2000. Actually, the remarkable photograph was snapped by Rex Tophigh, vice president of Raiser 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 Raiser 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 16 per cent last year.

In 1973, the county's union members earned an average 14 per cent more than non-union workers in the same occupation. The gap between the two groups in 1967 was about 11 per cent.

Ashenfelter's highly technical analysis, titled "Union Relative Wage Effects: New Evidence and 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 1.2 per cent increase in the nation's aggregate wage level between 1967 and 1973 over what would otherwise have been the case.

"Since the aggregate wage increased by nearly 44 per cent over this 1967-73 period, the effect of unionism on wage inflation during 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 category, Ashenfelter notes in his study.

"The proportionate wage advantage of black male union workers relative to black male non-union workers was approximately 22 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 tended to narrow the black/white wage differential by perhaps 3.5 per cent."

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

"Although the union/non-union wage differential had increased in virtually every industry group from 1967 to 1975," the report said, "this increase was approximately 13 percentage points in the construction industry and larger than 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 dollar value of 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.



## OPERATING ENGINEERS TRUST FUNDS: OUTLOOK

Vol. 3—No. 7

SAN FRANCISCO, CALIFORNIA

July, 1976

### Can Retirees Draw Unemployment?

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 161,000 pensioners got jobless pay totaling \$187 million in 1974. With the rise in unemployment, these figures 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 even from a voluntary plan 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.

Although 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 practice abuses the original purpose of unemployment insurance, which is estimated to be \$8.5 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 expensive and time consuming.

However, the Associated Press based their figures on the same census 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 pensioners 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 benefits.

All the unemployment checks paid to pensioners add up. The Associated Press analysis of the survey estimates \$116.5 million in jobless pay for government retirees in 1974, and \$71.1 million for private pensioners for a total of \$187.6 million.

Part of this \$187.6 million 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 45,000 households asked whether a person received welfare, unemployment, government pension, private pension, or veterans payments in 1974. Only those who indicated that they received both jobless pay and a pension in 1974 were counted.

The number of pensioners getting unemployment is relatively small when compared with the national population of more than 200 million. This means the actual national total could lie within a relatively wide range. The error margin for this survey means there is a slim statistical chance the total could be as low as 116,000 or as high as 206,000. The more statistically probable total is 161,000 using Census Bureau methods in analyzing the same according to Associated Press.

dollar and percentage increases in the pension benefits that retirees receive from their union or private pension plans and the increases in social security benefits have not been able to keep pace with inflation and higher taxes.

In answer to this serious problem, a number of trustees, administrators and consultants of negotiated pension plans have been promoting the idea that all or at least a portion of retirement income be freed from federal and local personal income tax. They feel that this would have an immediate and direct effect of providing greater income to that segment of the country's population who can least afford the expense of inflation and higher taxes.



MANY OF THE "OLD TIMERS" in Local 3 got together recently at a Retirees' Association meeting held at Rancho Murieta. On display for the first time, was an exhibit prepared by the PENSIONED OPERATING ENGINEERS HEALTH AND WELFARE TRUST FUND outlining the various medical benefits available to retirees and their spouses. The exhibit will be on display at all of the Retirees' Association meetings to be held in the coming months.

### Inflation, Taxes Eat Up Savings

Retirees living on fixed incomes suffer markedly during periods of economic inflation and likewise from any increase in personal income taxes. Many have worked all their lives looking to the time that they would be able to comfortably retire. They have conscientiously put aside what money they could into savings, and built up retirement credits in their pension plans and Social Security. Tragically, retirement income for many retirees that would have been more than sufficient a few years ago is now barely enough to pay the monthly bills.

The PENSION TRUST FUND FOR OPERATING ENGINEERS has been aware of this situation for some time. The Board of Trustees has historically granted

## Some Answers For Pension Questions

**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.



Art Garofalo

**A:** You are quite correct. As of January 1, 1975, an operating engineer may vest his pension benefits provided he has accumulated 10 pension credits in accordance with the rules and regulations of the pension plan. Prior to that time it was necessary that 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 federal standard imposed by the Employee Retirement Income Security Act and will generally allow vesting at an earlier age than under the older requirement.

**Q:** Under what circumstances may an operating engineer qualify for an indefinite grace period under the rules and regulations of the Pension Trust Fund for Operating Engineers?

**A:** The classifications for which an operating engineer will be granted an indefinite grace period are currently covered by Article D, Section 5c of the rules and regulations and are as follows:

- (1) Full-time paid employment with the International Union of Operating Engineers;
- (2) Employment with a public agency on the type or kind of craft work covered by a Collective Bargaining Agreement performed in the geographical jurisdiction of Local No. 3;
- (3) Employment in a supervisory capacity above the rank of foreman with a contributing employer;
- (4) Employment under contract initially with a contributing employer, or with a joint venture in which a contributing employer participates on a project located outside of the United States and continued employment under contract thereafter on such project by a contributing employer participates whether or not with such initial contributing employer or joint venture;
- (5) Employment with an employer (i) not obligated to the Pension Trust Fund, but (ii) who is signatory to a Collective Bargaining Agreement with Local No. 3 and (iii) who has a recognized company pension plan in which the employee will participate;
- (6) Employment covered by a Collective Bargaining Agreement with the International Union of Operating Engineers, or any of its affiliates, on a project located outside of the United States.

**Q:** Do the rules and regulations of the Pension Trust Fund provide for a grace period in the event of disability?

**A:** Yes, under Article D, Section 5b an operating engineer may qualify for a grace period of up to two consecutive years if his failure to earn pension credit is due to total disability for work as a covered employee. Application for disability grace periods may be obtained from the Trust Fund Office, Fringe Benefits Service Center, or any district office of the Union.

**Q:** What is the effect of a grace period on an operating engineer's pension credit?

**A:** Grace periods, whether for disability or due to inclusion of a covered employee in a classification as outlined in Article D, Section 5c of the rules and regulations, will not add to the pension credit of an operating engineer. It is simply a period that will be disregarded in determining whether there has been a period of three consecutive calendar years during which an operating engineer had failed to earn one quarter of a pension credit prior to obtaining vested status.

**Q:** What are the filing requirements for obtaining a grace period?

**A:** In order to secure a grace period for disability, an application must be filed within one year from the beginning of the time for which the grace period is desired. A renewal application must be filed the following year. Application for other grace periods must be filed within two years from the beginning of the time from which the grace period is desired. Renewal application must be filed every two years. It is important to note that grace periods are not granted prospectively, but upon qualification due to disability or performance of employment in a covered classification.

### Go On A Crash Diet?—You Lose More Than Pounds

If you suffer from a tendency to be overweight and are also worried about losing your hair, don't multiply your troubles by going on a crash diet.

According to a couple of Army doctors, the loss of a lot of weight quickly may hasten the disappearance of the hair you have left.

Dr. Detlef Goette and Dr. Richard Odom, of the dermatology department at Letterman Army Medical Center in San Francisco,

have discovered nearly a dozen cases of patients who suffered "profuse hair loss" during rapid weight loss.

Doctors have known for a long time that telogen effluvium, loss of dead hair, often goes along with high fever, severe emotional trauma, certain acute psychiatric illnesses and sometimes by oral contraceptives and some anticancer drugs.



## Credit Union Begins Phone-Loan Program

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

Fast loan approval by telephone and less paperwork to hassle are two convenient features of the Credit Union's new open-end Phone-A-Loan system going into effect August 1.

Recognizing that most of us borrow more than once during 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 the new system.

Members with open Phone-A-Loan accounts can secure approval 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 ratify a loan agreement.

Applications for the new system will be mailed to all members with their Second Quarter statement on July 20. The Credit Union suggests completing and returning this one-time application even if a loan is not presently needed. The Phone-A-Loan account will then be open and ready for use. Applications must be processed by the Credit Union before loans can be secured 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 can call from Salt 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 as much. The ANNUAL 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 18% rate is applied to the card's balance. Shopping with a Phone-A-Loan and obtaining a cash discount is 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 before a Phone-A-Loan application could be processed.

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

## New Project In Dist. 50

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

A pre-job conference was held June 21 with S. J. Groves and Sons of El Cajon for construction of access roads for Pacific Gas and Electric on the Helms Pumped Storage Plant located near Wishon Reservoir at the cost of \$4 million.

This project will start immediately and run two nine hour shifts employing 30 engineers. The completion date is set for June 30, 1977.

A contract for reconstruction of the McKinley Grove Road between Dinkey Creek and Wishon Reservoir, a distance of 17 miles is expected to be let by July 1.

A license was issued May 12 by the Federal Power Commission to Pacific Gas and Electric for their multimillion-dollar Helms pumped storage hydroelectric plant in the Sierras.

Although a certificate of public convenience and necessity is still required, officials expect to make an initial start on road clearing and construction camps this summer. Approximately 1,000 workers will be employed at the peak of construction and the 1973 estimated cost of the project was set at \$235 million. The plant is scheduled to become operational in June 1981.

Three reversible pump-turbines in a powerhouse more than 1,000 feet underground between Wishon Reservoir and Courtright Lake will have a total generating capacity of 1,125,000 kilowatts during peak electrical demand periods.

Three tunnel sections about four miles long will link the power plant chamber with Courtright Lake and Wishon Reservoir. Two of the tunnel sections which will be connected with a 150-foot pipe crossing will be upstream and the other downstream from the plant chamber.

Water will be released from Courtright, the upper reservoir, flow through a tunnel to the vertical penstock and drop more than 1,500 feet to the power plant, spinning the turbines which will turn the generators. The water will then flow into Wishon. During off-peak hours the process will be reversed, the turbines becoming pumps and the generators becoming motors and water from Wishon will be pumped back to Courtright.

Power generated at the plant would be transmitted to a substation in Madera County about 12 miles northwest of Fresno and a mile north of the company's existing Herndon Substation.

Lon Canyon will be the site of a proposed construction camp, roads, pipe crossing and spoil areas. The vegetation and pond of Lost Canyon would be covered by some 700,000 cubic yards of spoil from tunnel excavations. Another spoil area would be the Wishon Dam quarry which would receive around 900,000 cubic yards of excavated material. 80,000 cubic yards would be deposited in a 109-

acre area in Courtright Lake near the dam.

The clearing required for roads, communication facilities and transmission line corridors would require the removal of about 275 acres of commercial forest from timber production. The Forest Service has proposed an exchange of recreational or timber land owned by PG&E to make up for the loss.

About 90 miles of canals put into use in 1870 and still used by the Madera Irrigation District may be brought up to date. The old canals were built with teams of horses and Fresno Scrapers, the scraper invented in Fresno.

Improvement of the canals is necessary because the District will be required to annex between 10,000 and 15,000 acres and present canals are inadequate to serve the needs of the expanded area. The annexation requirement is brought about by a Federal contract the District has for Hidden Dam water.

The California Highway Commission has decided to give up

(Continued on Page 14, Col. 3)

## Stewards' NEWS

by Ray Cooper, Job Steward Director

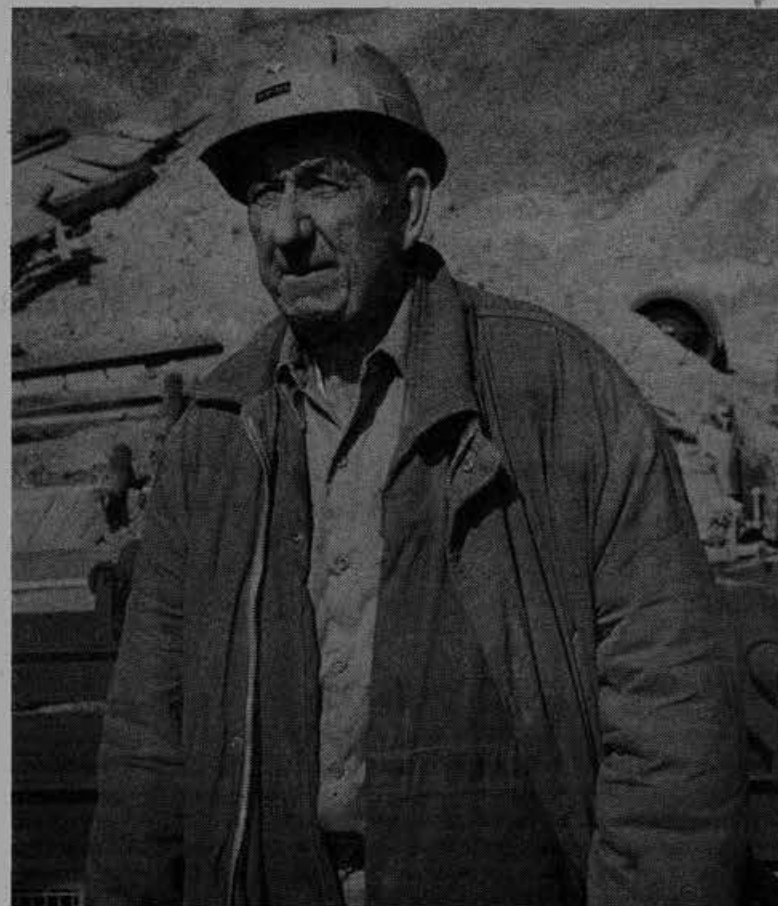
The Pacifica Rockaway Quarry is having a bicentennial celebration of its own 200th birthday this year. Whitewash from the lime pits of Rockaway was used as early as 1776 to coat the newly built Presidio in San Francisco.



Ray Cooper

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 dozers, 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 rebuilding 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 put more years into working at Rockaway 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.



Bill Mayfield

## Summer Spurs New Oil Drilling

By GEORGE MORGAN and  
FRANK TOWNLEY,  
Oilfield Representatives

Summer 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.

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

Hoover Drilling Company has spudding in for Union Oil in the Geysers, with many new repairs and a new paint job on their rig No. E-2. Charlie Silva is the job steward on that rig.

Last month I sent our best wishes for Brother Larry Damran who was injured on a rig move in the Geysers. Larry who is still in the Healdsburg Hospital is improving steadily, I'm happy to report.

For the R. B. Montgomery and Camay Drilling hands with Local No. 3 insurance if there are any questions you might have, feel free to call.

As most of you know, Proposition 13 was defeated by almost a 2-1 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 Murieta Training Center.

Dear Operating Engineers,

Recently I was temporarily laid off and with the help of Frank Townley and George Morgan I was introduced to the Rancho Murieta Training School. I attended this school for three weeks. They have a very well organized program with very well trained instructors.

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

Thanks again,

Walt Lopes

2717 Lopes Lane

Loomis, CA 95650

### 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 amembership card in Local 3's chapter of the Club, or for more information.



# Fed. Hwy. Change To Provide More Jobs Coast Commission Ok's Pipeline

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

Following a change in the Federal-aid Highway Act, the Utah Transportation Commission has revised Utah's Federal-aid Highway system and added many roads previously on the Federal-aid Secondary system to the Federal-aid Primary system. This change in the law should provide additional work for our members.

Federal law now requires that all roads in the state be "functionally classified," labeled to indicate the type of service the road provides. An "arterial" road serves inter-state traffic or intra-state traffic moving between major population centers and is used by people from a large geographic area. On the other end of the scale is the "local" road which is used primarily to provide access to various land use activities (such as homes) and is used mainly by local traffic.

Normally any road serving an arterial function would belong on the Primary system. But in the past there was a limit to how many miles the state could place on the Federal-aid Primary system, so many Utah roads which served arterial functions had to be left off the Primary system. The new change in the Federal law removes the mileage restriction and requires that all arterial roads be on the Primary system.

In the past Utah has been apportioned more federal funds for primary roads than it has for secondary roads. However, the state's Federal-aid Primary funds do not stretch as far because primary roads are more expensive to build. They are intended to carry more traffic at higher speeds and therefore are designed to higher standards than secondary roads. The transfer of secondary arterial routes to the Primary system will make Federal-aid Secondary funds more available for other secondary routes which did not merit the priority the arterial routes received.

## Routes Added to the Primary System

U-83—from I-15 through Corrine to I-80 N;  
U-39—from Ogden through Ogden Canyon to Woodruff;  
US-189A—from Wanship to Hailstone Junction with US-40;  
U-224—from Kimball's junction to Park City;  
U-152—from 9th East (Cottonwood Diagonal) through Big Cottonwood Canyon to Brighton;  
U-210—from the mouth of Big Cottonwood Canyon through Little Cottonwood Canyon;  
U-48—from Midvale to Bingham (Bingham Highway);  
U-111—from Magna to U-48 (Bacchus Highway);  
U-36—from I-80 through Tooele to US-50 & 6;  
U-73—from American Fork to U-36;  
U-33—from Castle Gate to Duchesne (Indian Canyon);  
U-44—from Vernal to Manila;  
U-132—from Lynndyl through Nephi to US-89;  
U-130—from Cedar City to Minersville;  
U-57—from Delta to Milford;  
U-21—from Milford to Minersville;

U-24—from US-89 through Capitol Reef National Park to I-70;  
U-95—from Hanksville to Blanding;

US-163—from Crescent Junction through Moab to the Arizona line;  
U-263—from U-95 to Hall's Crossing;

U-276—from U-95 to Bullfrog Basin;

U-262—from US-163 through Aneth to the Colorado line;

U-12—from US-89 through Bryce Canyon to Boulder;

U-14—from Cedar City through Cedar Canyon to US-89;

U-143—from Parowan through Cedar Breaks National Monument to U-14;

U-20—from I-15 to US-89.

The amount of work in Southern Utah has picked up considerably this past month.

W. W. Clyde Company has two shifts working on I-70 in Salina Canyon. There are about 40 operators working on this project at present. Johanson and Sons Company are putting in the culverts and fencing. They are keeping about three members busy.

W. W. Clyde is also keeping a good size crew going at the Emery Power Plant and are working two shifts. This job at Holden on I-15 is near completion with the sub grade and cleanup about finished.

Peter Kiewit Sons Company is getting a good start on the gravel and asphalt on this project and are working two shifts on the crusher. Peter Kiewit's 30 miles of overlay on I-15 at Pintura is about completed with a little cleanup left.

Industrial Construction has moved back to the job on I-15, south of Beaver, and hope to have that subgrade completed shortly. The gravel and asphalt contract on this job is still to be advertised.

W. W. Clyde Company is apparent low bidder on the Koosharem Junction job on Highway No. 24 east of Richfield. This project consists of seven and one-half miles of excavation, base material and asphalt as well as rest areas. The cost is a little over \$2.5 million. The project calls for 2,405 tons of asphalt, 12,600 tons of base gravel and 1,192,600 cu. yds. of excavation.

Enoch Smith & Sons Company was awarded the contract on the water supply line to the Emery Power Plant. The contract calls for 11 miles of fiberglass line with dimensions ranging from 20 to 26 inches, along with pumping stations. The project is expected to start about mid June.

The \$17 million sewage treatment plant in Provo has been awarded to Centric Corporation of Denver, Colorado. The contract calls for 21,000 yards of concrete so it looks like this job may last a couple of years.

## First Scrap-Yard Agreement Ever Negotiated in the State of Utah

The newly organized Learner-Pepper Company Scrap-Yard Agreement has been ratified by a 100 per cent vote by the members. Tom Bills, Dennis Wright and Job Steward Steve Gunderson headed up the negotiations. The Learner-Pepper Company employs 24 members at present but plan to expand their operations in the near future. The one year contract calls for a 21 per cent increase in wages and fringes.

American Bridge at U. S. Steel is in full swing with 26 members working around the clock rebuilding furnaces. Ray Lewis is Job Steward and Buss Peterson is Safety Committeeman.

(Continued Page —, Column —)

By GENE LAKE,  
Coastal Commissioner

A permit for a sewage transmission pipeline from Arcata south to Eureka along Highway 101 was approved by an 8-4 vote of the North Coast Regional Coastal Commission.

Decision on the pipeline, part of the planned \$40 million sewage disposal project by the Humboldt Bay Wastewater Authority (HBWA), had been postponed for more than a month.

The dispute had arisen over the proposed connector valves on the pipeline for future use at the major road intersections. Coastal Commission staff, as well as the City of Arcata, feared this would be an incentive to future development of the agricultural wetlands between Old Arcata Road and Highway 101.

Staff had recommended either eliminating the line altogether or having the area rezoned to agriculture exclusively, a lengthy process.

But the HBWA, a joint powers agreement with representatives from Eureka, Arcata, McKirleyville Community Services District, Humboldt Community Services District and the County of Humboldt, had objected to both alternatives.

Members of the HBWA Governing Board feared if the permit were denied the entire project would have to be redrawn to re-route the Arcata sewage line down the Samoa peninsula.

According to board chairman Charles Goodwin, this could have caused a delay of up to two years, as well as a considerable waste of money. (The authority had already spent \$1 million on designing.)

Once the necessary permits and

grants are obtained, the project will be ready to move into the planning phase.

The entire project involves construction of a sewage treatment facility on the Samoa peninsula, an outflow 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 College of the Redwoods 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.

Incidentally 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 gang" is still at it.

The California Department of Transportation was also permitted to add an extra 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 Wages Creek and 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 VICTOR, Assistant Representative

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

Work is due to begin on the New Melones Power House any time now and is believed to be finished by June, 1979. American Bridge, one of the subcontractors will employ approximately 40 Brother Engineers at peak load in 1976.

In the south Modesto area at the CVC Plant we will have a few brother engineers working two shifts on the manlift. The job will probably be finished late this season.

The Kasler Hwy. 99 job is temporarily down awaiting completion of some structures on the overcrosses. Should be starting up again around July 1st.

The Hahn, Vintage Faire Mall Project is using approximately 10 brother engineers sporadically working in conjunction with the ironworkers. It appears that there will be a good deal of Grading and Paving for a huge parking area in the complex.

Madonna Construction project, Hwy. 120 east of Oakdale, is in the final stages of grading and paving and has employed a few more engineers for this phase of the work covering approximately 12 miles.

The ground has been broken for the beginning of a large recreational project in Tuolumne City. One of the contractors involved in this project is Al 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 as of this writing employs approximately 10 Brother Engineers. They are running two shifts on the clearing and are anticipating putting some rubber tired scrapers on soon. 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 108 to Beardsley Dam.

The underground job at Pinecrest has been let and the low bidder was C.B.D. of Sacramento. The job will not be awarded until some time in July.



ENGINEERS WORKING scrapers on the Hwy. 120 relocation job near Groveland seem to be racing up the hill for their next load. The project, which consists of ap-

proximately two miles of clearing and structural work will last at least through the summer, according to Jay Victor, Assistant District Representative.

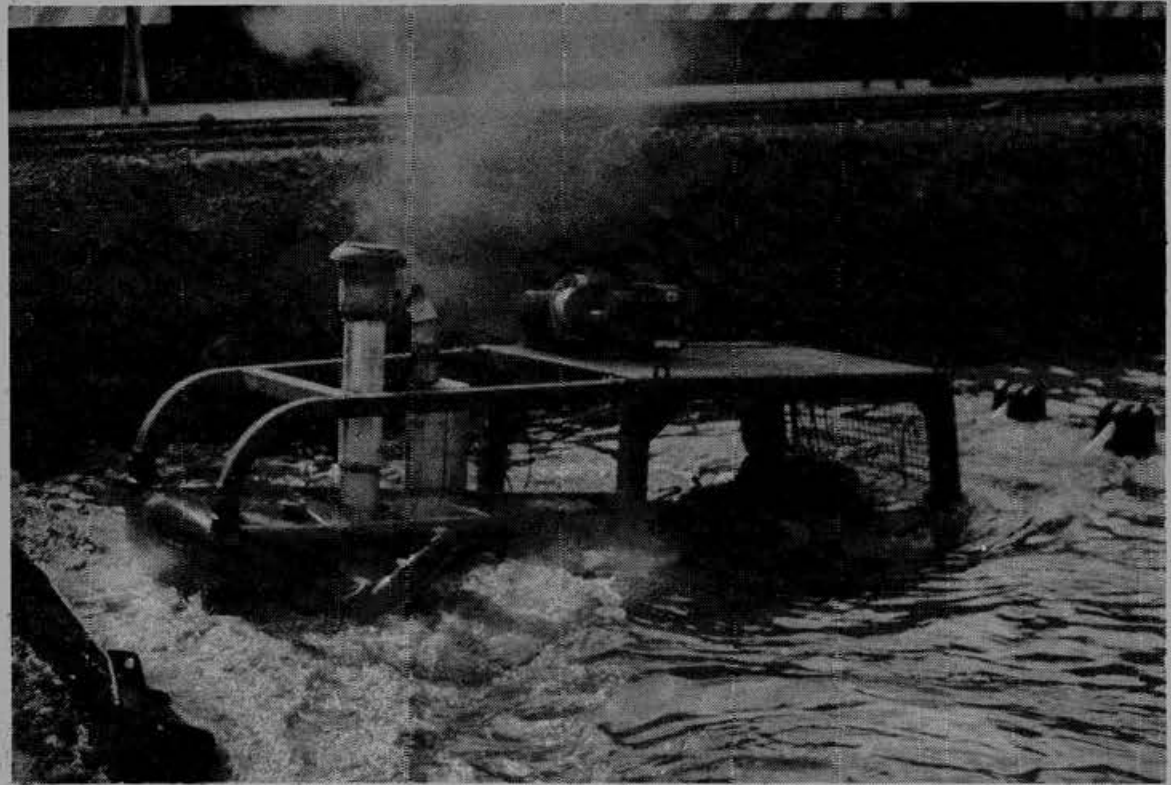


## Catskinners Still Wet Behind Ears

Pictured is a D-9 Dozer operated by Brother Anthony DeSa on the Hilo Kanoiehua Road widening and storm drainage project. This D-9 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. The alternator was also removed. A compressor was mounted on top of the cab and the air was used to keep about a two pound pressure inside of the engine so that in the event there was any leak it would be leaking oil 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 Pacleb and Thomas Sonomura.

Just about all of the excavation for this storm drain project was done with this D-9. Using this modified Dozer they were able to get the job done much faster than anticipated and in fact it was estimated that it would have out-performed a Poclain HC 300 Backhoe by about 5 to 1 because of the tremendous amount of rock that had to be ripped out. Not only was the excavation done way ahead of schedule, but the dozer was able to grade the trench under water which again saved much time in preparing the bed for the large 96 inch pipes.

Brother Anthony DeSa has once again proved to our industry 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 wet suit 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.



## Urges District Rep.

## 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 Dow Chemical's proposed 500 million dollar plant to be constructed in the area serviced by the Vallejo office, we had an attendance of about 30 Local 3 members of which 20 came from Oakland (we thank the Oakland office for the support) that is not a very good turn out to help promote jobs which we need badly and have so many members on our out of work list.

At our last area meeting on May 20, we 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 and 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 beer by October, 1976.

Siventeron and Wallberg water treatment plant is coming to an end as is the C. Norman Petersen job at the Vallejo water treatment plant.

Titan Pacific's job of constructing the water treatment plant in Napa is well under way with Slinson Construction almost finished on the dirt work. Teichert is laying the pipe between the Feter Keiwei 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 80 percent of the exemption if they file by December 1.

Recent legislation, which was supported by Local 3, provides that an exemption of \$800 or 80 percent of the assessed value of their homes (whichever is lower) shall be granted by county assessors to qualifying veterans who file their claims by December 1.

For further information, veterans may contact their county assessor.

## 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 in the past 10 years.

The 58 members at Heckett Engineering at Geneva are working a two-shift operation recycling steel and crushing rock. Everett Middleden is Job Steward at Heckett.

Christiansen 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 plant, Geneva Rock Products is working two shifts crushing gravel. Paul Gottfredson is Job Steward.

Mr. Morrin 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 in 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 mole is expected to arrive. This will be a

three-year project, 12 working months each year, at a cost of \$26,000,000. At the peak of the project between 30 and 40 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.

L. A. Young Sons' Company has moved their scraper spread out of Green River to the highway job at Antelope Flats, located near the Flaming Gorge Dam. The Company is planning to go two shifts and should employ approximately 30 Operating Engineers.

A \$28.7 million contract for construction of the Jensen Unit of the General Utah Project was signed by the Uintah Water Conservancy District and the Bureau of Reclamation. Work on the project's main features, the Tyzack 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 Steinaker Reservoir and Ashley Creek for city and indus-

trial use. Planned new recreational facilities around Tyzack Reservoir include permit camping, hiking, fishing, boating and sightseeing.

Local No. 3 and Kaibab Industries, Panguitch, Utah, opened negotiations in May for the first go around on wages and fringes. The next meeting is set for the latter part of June. The lumber industry is still operating below normal production ratios but due to the gradual increase in demand for marketable wood products, Kaibab's Panguitch Division is once again making money.

All the Brother Operating Engineers at Kennecott Copper Corporation have finally been called to work at the mine after a 13 month long reduction in force. Needless to say, the Brothers are glad to be working and earning a paycheck again. Let's hope that the Company can continue to be productive and prosperous in the competitive copper market. If Kennecott's Utah mine is to continue operating they will need all the help they can get and it behooves us, as Operating Engineers, to be as productive as possible.

We have some long-awaited good news from Utah International in Cedar City. They have informed Local No. 3 representatives they expect to have all employees back on the job by August 1st and indications are, the Brothers will have all the work they can stand.

By HAROLD LEWIS, Financial Secretary, WALLACE LEAN, District Representative and GORDON MACDONALD RICHARD SHUFF, WILLIAM CROZIER and HAROLD LEWIS, JR., Business Representatives

Test boring will begin soon for development of a \$55.9 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 off shore test boring by the U.S. Corps of Engineers.

It is contemplated that the Barbers Point Harbor will grow in consonance 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 since relocated their repair facilities, storage yards and offices in this area, which is five minutes off the freeway.

Some of the contractors already there are S & M Sakamoto, Inc. Swinerton Walberg, Inc., Hawaiian Dredging and Construction Co., Oahu Construction Co., Ltd. E. E. Black, Ltd., and Nordic Construction Co., Ltd. Also, Hawaii Independent Refinery, Inc. and Hawaii Western Steel, Ltd., producers of Concrete Reinforcing Iron.

The Harbor, itself, will have water basin of 130 acres or more backed by some initial 225 acres of land area with a proposed growth of 450 acres in the year 2000.

The job is scheduled to start 1978 barring complications.



## With Safety In Mind

# 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.



Jerry Martin

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 wears contact lenses had to go see his optometrist and have his eye irrigated for irritation. The other incident was a wrenched 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 boggling. 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 52 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 24 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.

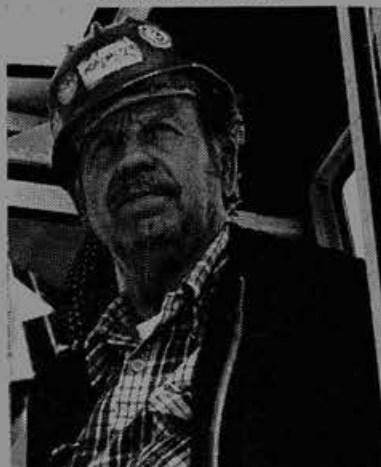
The bottom section, 450 feet long, was the first to be loaded out onto a 400 foot J. Ray McDermott barge at the Kaiser yard's water edge. As it was being eased onto the barge, telemetry systems and Tech Engineers monitored the tide and barge movements. Land anchored hydraulic jacks with tension rods 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 168' x 232' end over the barge edge first, until the whole section was in 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 in the water, tugs 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 two sections. Locking lugs were then hydraulically forced against flanges opposite them to form a seal. For the first time, welder-divers 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 4½ foot diameter legs. With one gigantic tower now floating on its side, the tugs towed it to its final resting site. Carefully scheduled and remotely controlled flooding of the interior compartments first upended the giant into a floating vertical position and then into its resting place on the ocean floor. From a derrick barge, 48 inch steel piling was driven through the legs, just like casing to 350 feet below the bottom! An extra twelve 54 inch skirt piles driven 250 ft. down into the bottom were also added. The design and construction of the platform took into consideration the most extreme historical limit of Santa Barbara Channel weather; conditions of 100 mph wind and 44 ft. waves. The platform is also designed for ocean floor earthquake movement equal to the 1971 San Fernando Valley earthquake. Later, by Dec. 15, a 90 foot tall superstructure of three deck levels for a helipad, crew, and production equipment will be finished at J. Ray McDermott's Morgan City yard and installed, crowning the tower.

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.



Stan Holthouser



Bill Brown



Aerial view of Kaiser Steel's Oakland assembly yard.



(Left to right), Jerry Martin, Rex Richardson, Bill Mulcrevy and Chuck Sampson.



"Olie" Cordeniz



Oiler Mike Best and operator "Big Daddy" Leo Wendt.



Bill Wheeler



Operator "Whitey" Kinslow



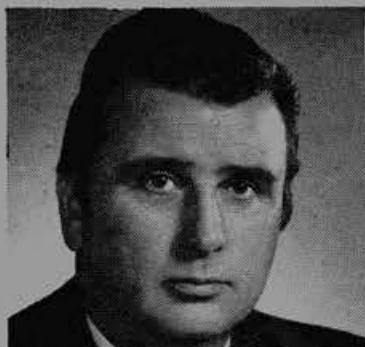
Operator Jim Nugent



LeRoy Blalock (left) and Jack Paro (right) operate one of the yard's Maniotowocs (far right).







## Negotiator's Notebook

By DON KINCHLOE,  
Treasurer

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 June 9, 1976, and ratified the agreement with the membership on June 9, 1976 at 5:30 p.m.

The contract that was negotiated for the members was for three years and ran from 32 per cent low to a 42 per cent high in increases in their wages and fringes. This is one of the highest percentage increases ever negotiated. The members had a secret ballot referendum vote on the proposed contract and accepted it by a vote of 49 to 32.

I want to thank the Employer, all of the members of Local 3 working for Tenco Tractor and the negotiating committee which consisted of Alex Cellini, District Representative from Marysville, Clem Hoover, District Representative from Sacramento, Bill Marshall, Sacramento Business agent, and Eldon Fowler, Job Steward for Tenco Tractor.

Building Material (Concrete Batch Plants) negotiations have been continuing. The last meeting was held on June 15, 1976 and the employer postponed the next meeting which was to be held on June 22. We are not scheduled to meet again until June 29. The contract expires on July 1, 1976. I was beginning to think that maybe the employer forgot how close we are to July 1, so I reminded him that it is only a few weeks away.

Many of the employer's proposals, I feel, are unacceptable to the union and that the members expect more from us in negotiations. The Union's thinking is to move ahead, and not take the members backward.

Rock, Sand and Gravel negotiations have started on June 10, 1976. We have had two meetings so far and the employer postponed the June 17 meeting. We have a long series of meetings scheduled for June 23, 30, July 1, 7, 8, 12 and 13, provided that the employer does not cancel any of them.

We are hoping to get an agreement before all of these scheduled meetings are over, but if not, we will argue until an agreement can be reached that can be brought back to the members for their approval. In my opinion, we are not asking for anything that is not coming to the members working in the Rock, Sand and Gravel industry.

I will report to you as other things on negotiations come up and will keep you advised on any progress we make.

## For Nevada Miners

# Rising Copper Prices Improve Outlook

By DAVE YOUNG,  
Business Representative

On May 25th, the expansion of the Reno-Sparks joint sewer plant was defeated by 600 votes cutting our labor economy by approximately 40 million Federal dollars. As a direct result, the State of Nevada Health Division placed an immediate ban on all new subdivision construction, probably including the 80 million dollar MGM Grand Hotel project.

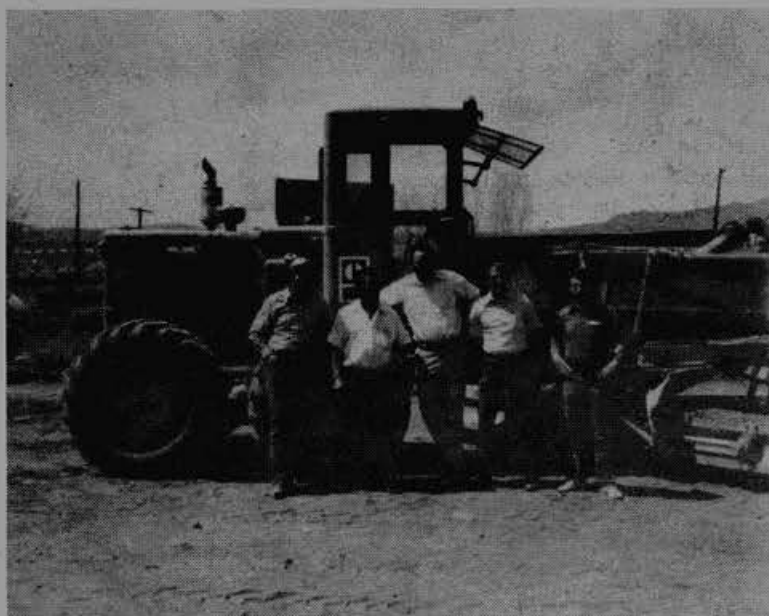
At a recent public meeting attended by approximately 600 persons the environmental impact study regarding the Interstate 395 south freeway was released. The estimated cost of construction is 70 million dollars and will be on a five-year program.

At the north Lake Tahoe area, R. H. C. Construction is working at the Incline Village sewer project. Mid Mountain Construction is working at several locations around the Tahoe area on underground utilities for Southwest Gas. Even with the present water shortages, the Local 3 members employed by Incline Golf are doing a fine job of keeping the greens in condition. Nevada Paving has wrapped up their paving job at Crystal Bay. Contri Construction is moving ahead on the Kelly project at Glenbrook. Huber, Hunt & Nichols are shut down but hope to be back to normal soon. Schultz Construction is

working at several jobs at the Lake and Q & D Construction has a few operators at Harrah's South Lake Tahoe location. Del Webb Corporation should begin construction by July 1st.

Boecon is still located at the

Hawthorne Naval Base with Porter Engineering and Del Laveya as sub-contractors. Kinkaid is nearing completion with their work in the area but Sierra Paving is still working a sizeable crew.



Recently Brothers volunteered a Saturday to build a road for Gemini House, a drug rehabilitation center located in Mogal, Nevada. This project has been a joint volunteer effort on the part of the Building Trades for over a year and, with the completion of the structure, we did our part by building the road. Our thanks to Robert L. Helms Const. Co., Seaberry-Depauli Landscaping and A. Teichert & Son for furnishing the necessary equipment and materials, and Brothers Mac McIntosh, Cliff Luzier, Craig Canepa and Business Representative Dave Young for their time. Our special thanks go to the Teamster's Representative Bill Montgomery and the six Teamsters who voluntarily contributed their time and effort to this cause.

## Stockton Work Slows

By WALT TALBOT,  
District Representative and  
AL McNAMARA,  
Business Representative

The job placement of engineers to various contractors in the district has slowed considerably from last month. This situation will prevail for the summer months as no new projects are scheduled to be let until November when contracts to complete Interstate 5 in San Joaquin County will be let.

New Melones Dam and Powerhouse could alleviate the situation somewhat this summer by adding to their current work force; however, not many new hires are contemplated.

McGaw Co. was low bidder on the Quail Lakes curbs, gutters and sidewalks Schedule No. 1 subdivision job at \$233,000. Teichert Const. was low on Schedule No. 2 at \$100,000. Teichert also was low bidder on the same type of construction in the Lincoln Village West for \$165,000.

McGuire & Hester of Oakland was the successful bidder at \$138,000 to construct a storm drain on Stockton St. in Lodi. F. P. Lathrop Const. of Emeryville at \$6.5 million is low bidder on the new Tokay High School Administration building, home economics building, library, cafeteria, performing arts and gymnasium buildings.

Teichert Const. was low bidder on a roadway widening job in Calaveras County five miles south of San Andreas for \$200,000 and \$180,000 for the Shelton Road bridge.

# Official Union Notice

(Continued from Page 5)

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.

(d) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the Nominees for Business Manager first and the Constitutional Officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for Nominees for District Member, listing the incumbent for each office or position first and the other Nominees for the same office or position in alphabetical order by their last name (the candidate's name and one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee form) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

(e) The Certified Public Accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box for the first and last time on the August 26th next following, at 10 o'clock a.m. of that day. In the event August 26th should be a Sunday or a holiday, the post office box shall be opened by the Certified Public Accountants on the following day at the same time.

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

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

The Election Committee shall

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

(f) The Election Committee shall declare the candidate for each office and position receiving a plurality of the votes elected, except that the three (3) candidates receiving the highest number of votes for the office of Trustee and the position of Auditor shall be declared elected. The certificate of the Certified Public Accountant shall be published in the September edition of the *Engineers News* following the election.

(g) The newly elected Officers shall be installed, at a specially called District Meeting in District No. 1, not later than September 15th.

(h) Every Member who is not suspended for nonpayment of dues as of August 11th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Eligibility to vote for District Member shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on August 1st prior to the mailing of the ballots, and each Member shall be eligible to vote only for the Nominees for District Member for the District in which such address is located.

## Section 6

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

No such request shall be honored if made on or after 5:00 p.m., Local Time, the 5th day of August next preceding the mailing of the ballots.

## Work Picture In Marin Improves

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

The work picture in Marin is looking up, however, we do have an out-of-work list. Most of the work consists of small jobs.

Seventeen and a half billion two-year extension of the Federal Aid Highway Act was signed by President Ford, saying it will provide "many, many thousands of jobs." The bill was a compromise measure that extends major highway programs until the next Congress can deal more fully with

some of the pending proposals. The bill will provide key links in the interstate highway system, improve existing highways and develop public facilities. Primary responsibility for selecting projects and administering them will continue to rest with state and local authorities.

The measures allows states and cities to use funds from canceled segments of interstate highway projects for other road or mass transit projects. It also insures states the use of federal aid funds for resurfacing and restoring existing roads.



## 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:

Aina, John K. (Elizabeth, Wife)	5-9-76
608 N. Vineyard Blvd., Honolulu, Hawaii	
Akina, Joseph (Godfrey, Son)	5-28-76
145 Auhana Rd., Kihei, Hawaii	
Barstow, William (William R., Son)	5-24-76
378 Hawley Rd., Redding, California	
Chong, Robert C. T. (Beatrice, Wife)	6-2-76
1428 Halekoa Dr., Honolulu, Hawaii	
Fasano, Vince (Odessa, Wife)	5-23-76
2227 Greeley Dr., Marysville, California	
Fernandez, Manuel (Beverly, Wife)	6-1-76
40216 Davis St., Fremont, California	
Gomez, Albert (Elana, Wife)	5-26-76
7150 Church, Apt. A, Gilroy, California	
Hammock, Daniel (Venda, Wife)	6-2-76
P. O. Box 868, Grass Valley, California	
Henningsgard, J. M. (Ann, Wife)	6-7-76
P. O. Box 826, Penn Valley, California	
Hinks, Harlan (Helen, Wife)	6-5-76
504 Forrest Ave., Lodi, California	
Holmes, Daniel (Mary, Wife)	5-11-76
706 N. Oak, Ukiah, California	
Jackson, Robt. P. (Sally Wilson, Daughter)	5-30-76
2300 Prater Way, Sparks, Nevada	
Jasper, David (Edna, Wife)	5-21-76
Box 194, Eureka, Utah	
Kaper, Peter (Cecilia, Sister)	4-22-76
P. O. Box 574, Kaneohe, Hawaii	
Lee, John R. (Beverly, Wife)	5-22-76
444 Phelps St., Oakland, California	
Miller, Douglas (Lewis, Father)	6-12-76
P. O. Box 762, Meadow Vista, California	
Moulding, Don L. (Darlene, Wife)	5-28-76
5715 So. 2550 West, Ray, Utah	
Reynolds, George (Eulalia, Wife)	5-25-76
1524 Tulip Circle, Auburn, California	
Sedgwick, Ralph (Jimmy L. Brown, Grandson)	6-8-76
1544 E. Fedora No. 102, Fresno, California	
Sequeiro, Manuel (Mary, Wife)	5-17-76
193 88 S Von Glahn, Escalon, California	
Sorensen, Norman (Rosalie, Wife)	5-25-76
1508 5th St., Susanville, California	
Williams, Earl (Cora, Wife)	6-5-76
1043 33rd St., Sacramento, California	
Yasutake, Hitoshi (Clara, Wife)	5-12-76
745 Luawai St., Honolulu, Hawaii	

### DECEASED DEPENDENTS

Bellah, Mary—Deceased: June 7, 1976  
Deceased Wife of Loie Bellah  
Criddle, Rhea—Deceased: June 1, 1976  
Deceased Wife of George Criddle  
Hannum, Marjorie—Deceased: June 1, 1976  
Deceased Wife of Kenneth Hannum  
Haynie, Adell—Deceased: May 9, 1976  
Deceased Wife of Marvin Haynie  
Phelps, Betty Jo—Deceased: June 4, 1976  
Deceased Wife of Fred Phelps  
Reynolds, Dotti—Deceased: June 13, 1976  
Deceased Wife of Art Reynolds  
Wynn, Bernice A.—Deceased: May 21, 1976  
Deceased Wife of Gordon A. Wynn

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

The work is still slow in Eastern Contra Costa County as far as any new big jobs are concerned. The work going on out in the field has not required the contractors to call all of their men back yet.

Guy F. Atkinson on Highway 4 is finishing up with the main push on the dirt. The finish crew has some work lined up for them though. The shop is going to go through the Dart Loaders and trucks and get them ready for another job so that should help the members out there.

Madonna Construction on the other section of Highway 4 has not moved any dirt for some time now. They are busy building structures and putting the base and blacktop down on the temporary roads. This crew has been cut down also.

## Jobs Slow But Not On Decline In E. Bay

Joe Foster has a job at Turtle Creek Sub Division in Concord and is making great time with it. Last week Joe's crew moved 140 thousand yards. That is a hell of a lot of dirt for a small spread. Joe is very proud of his crew and so is the Union.

We had a pre-job with the Austin Company last month. The bid was approximately \$6 million. They are going to build a warehouse and office building for Safeway in Concord. O. C. Jones has the contract on dirt and blacktop. This job will be all subcontractors.

A. Teichert & Son out of Stockton got the Marsh Creek job in Brentwood and should start moving in around the end of June. This job went for around \$650 thousand.

There's several small jobs going in the area. The Antioch Bridge that was bid last month was postponed for approximately 3 months before the award is to be let. Peter Kiewit got the job. Western Contra Costa has some

## Sacramento: Small Jobs Holding, But More Large Jobs Needed

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

Construction work is really hurting in the Sacramento area. All the contractors are running below normal in the number of engineers employed. The small jobs are holding up fairly well, but we are in need of some large jobs to take up the slack. We are in hopes that nothing happens to the treatment plant job that is scheduled for bid opening on August 1. They have already delayed this project one month, so hope we don't have any more delays. This will be a good job for several brothers through the winter if they can get started on it on schedule.

Granite Const. is really having problems on their underground and canal job in the Pocket area, which is part of the sewer project. In that area the water table is only inches below the surface in some places. They are able to get their pipe in the ground without too much trouble, but trying to slope the canal in that mud is proving to be very interesting. According to Al Vercruyssen, General Superintendent, this job is the only good job that Granite has in the area. Brother Al stated that he only had 50 per cent of his crew working.

Negotiations were completed with Tenco Tractor Co., which included Tenco Towmotor in Sacramento. Negotiations were started by Brother Alex Cellini, District Representative in Marysville; Brother Clem Hoover, District Representative in Sacramento; and Bill Marshall, Business Representative in Sacramento. Brother Don Kinchloe entered the negotiations when things seemed to bog down and was able to negotiate a very good agreement for the next three years for the Brothers in the Cat shop as well as the Towmotor shop. We extend our thanks

to Brother Kinchloe for lending a helping hand in these very difficult negotiations. It is a real pleasure to work with someone with Don's experience. We also extend our thanks to Business Manager Dale Marr for pulling Don off other work and assisting us.

Two important facets of the huge Auburn Dam project on the American River were approved by the Placer County Board of Supervisors.

The related matters, which together will prompt the expenditure of \$30 million, involve the upstream crossing on the middle fork of the American River and pivotal road work which must be done in the vicinity of the upcoming Sugar Pine Dam and Reservoir north of Foresthill.

Briefly, the U.S. Bureau of Reclamation will spend approximately \$20 million to erect a major crossing over the middle fork at a point 1,000 feet above the site of the old Rick-a-Chucky bridge, which fell victim to the Hell Hole Dam washout in December of 1964.

The bridge will provide the nucleus of a scenic route across the middle fork to the Forresthill Peninsula and north and west to the American's north fork where yet another span will be erected in the vicinity of the Colfax-Iowa Hill bridge.

For the umpteenth time in recent months, officials of the U.S. Bureau of Reclamation have stated that the Auburn Dam will not be constructed until all the questions regarding its safety have been answered.

Opposition to further congressional funding of Auburn Dam until earthquake safety is established has caused great local concern at a time when a large percentage of the foundation for the \$631 million project has been finished.

Unnecessary delay in construction of the dam would be both unfortunate and costly in this inflationary period. Its proposed 2.4

million acre-feet capacity would provide welcome irrigation water for more than 410,000 acres in the eastern San Joaquin Valley and generate more than 750,000 kilowatts of hydroelectric power.

There should be no doubts about ultimately going ahead with this essential unit, revised as need be to comply with the best judgment of the experts on its safety.

Levin Metals of San Jose has purchased a 50-acre parcel in West Sacramento that will initially serve as a scrap metal plant.

Construction is expected to start immediately and about 100 persons will be employed in the firm's first phase, according to an environmental impact report (EIR).

The parcel fronts 2,000 feet on the deep water channel at the Port of Sacramento.

"The first phase representing an investment of \$4 million will consist of a large metal shredder for recycling scrap metal and a docking facility to ship shredded metal to steel mills on the West Coast and the Far East," said Richard E. Levin, president of the firm.

The second phase will be a mini steel mill to recycle processed scrap metal into steel ingots. This will include a pollution-free electric furnace. The EIR projects a total workforce at the mill of 231, including 60 in management levels.

"A rolling mill will be built in the third phase for the processing of the steel ingots into new finished products such as structural steel shapes and reinforcing bars," Levin said. The EIR calls for an additional 263 persons to be employed including 11 in management, 213 in production and 39 in maintenance.

The total investment is estimated to be \$85 million.

The 50-acre parcel was purchased from the Continental Port Industrial Park which consists of 600 acres with 7,000 feet of frontage at the port.

ioned work pay rule still holds. Which tells us something about how to stay in business for over 27 years.

**SHOPS**—Work in the shops has not yet enjoyed a seasonal pickup as the construction seems to be doing.

The work in the shops follows the ups and downs of the outside construction, but seems to lag behind it.

Most of the shops were busy last fall and early winter even though construction had slackened off.

Now, even though construction is starting to pick up, the work hasn't started coming into the shops.

### CREDIT UNION ANNUAL MEETING

Secretary-Treasurer James "Red" Ivy has announced that the Credit Union Annual Meeting will be on **SATURDAY, JULY 19, 1976**, following the end of the Local 3 Semi-Annual Meeting at the Masonic Auditorium, 1111 California Street between Taylor & Jones Streets, San Francisco.

These two fine union companies share the same yard in North Richmond and work together on many different projects. They keep the same crews busy year around with hardly any turnover.

Dick Brogden is 72 years old and Bob Brogden is 68, and good hands half their age have a hell of a time keeping up with these two fine Engineers.

Around the Brogden yard you get the idea that the old fash-

dirt moving, namely Gallagher & Burk at Centex is going full speed ahead. Also lots of small underground jobs such as Mission Pipeline, D. D. Jones Company and Jerry White. Gallagher & Burk picked up the overpass and approaches at Hilltop Avenue, Richmond. R. M. Price, Concord, will be doing the concrete work.

In 1948 out in North Richmond the Brogden Brothers got a couple of war surplus cranes which they overhauled and then started a crane rental business. Dick and Bob Brogden have been going strong ever since. Now they have 1 Lorain 45 ton, 21 Lorain 35 tons, 1 Lorain 30 ton, and 1 Lorain 25 ton truck cranes. Also Brogden Brothers have a L-50 Lorain 1 yard crawler crane.

Bob Brogden is in charge of the crane rental business and Bill McDonald and Junior McKinney run the rigs with the help of Oilers Bob Lang, John Mory, and Chuck McKinney.





## TEACHING TECHS

By ART PENNEBAKER  
Administrator, Surveyors' JAC

We recently sent a letter to each aspiring Surveyor Apprentice Applicant. The message appears to fit not only Applicants, but also Registered Apprentices and Journeymen earning their living in the occupation of field and construction surveying.

A portion of that letters follows:

"TO ALL APPLICANTS: Pursuant to Permanent Injunction in Partial Resolution of Lawsuit Civil No. C 71-1277 RFP, the Northern California Surveyors Joint Apprenticeship Committee must maintain its ongoing Applicant's list by regularly requesting Applicants to reaffirm their desire to enter the Northern California Surveyors Joint Apprenticeship Committee Training Program.

"Because of the generally depressed economy, the active interest of ecologists on construction programs and the effect of electronic technology on the occupation of surveying, NOT ONE person from the Applicant's List has been indentured by the Northern California Surveyors Joint Apprenticeship Committee from the time of the last inquiry. Only eleven (11) Applicants have been indentured in the 46 Counties of Northern California since the end of 1974.

"We are not attempting to discourage your interest in the occupation of surveying, but having shown your interest, the only honest approach is to make you aware of the facts."

In addition, public entities have increased the amount of surveying, testing and inspection performed by taxpayer paid employees.

Electronics are with us and in this day and age it would be foolhardy to attempt to push back that computerized progress, but it is even more foolhardy to NOT do battle on the other issues that affect earning power, job opportunities and personal enterprise of individuals.

For some time the Employer and Union, both singularly and collectively, have been expending an inordinate amount of time, money and energy fighting the many faceted complexities that ultimately affect the economic position of the working man, the Employer, the Union Member and the Trainee.

Frivolous lawsuits, brought by a small minority of self-righteous activists, have consumed an enormous amount of the Union and Employer resources activity. The defeat of well intentioned but devastating legislation is eating up otherwise productive energies. Vacillation and unpredictability of legislators is requiring more and more expenditure of valuable time. Even the very small and insignificant Surveyor Apprenticeship Program is expected to somehow solve the social-economic problems facing America during this Bi-Centennial year of no growth, no jobs and no real concern for the middle class worker who pays the biggest share of the tax bill. It goes on and on!

A bit overwhelming? You bet it is! In these kind of times, everyone looks for a knight in shining armor, riding a white horse and waving a banner to descend into the apparent chaos and by "a flick of a Bic" save the world from itself. The reality of the world is somewhat different.

It takes personal integrity, energy, time, guts, dedication and yes, MONEY, to make things move. The singular and joint efforts that Union and Management have expended over the last year or two on the many successful projects that have produced jobs in these adverse times would require many pages to explain and enumerate.

A recent letter from California's Governor Brown's office in response to Union and Management pressures is indicative of the bureaucratic attitude of self interest:

October 29, 1975

I have read with great interest and understanding your letter expressing your concerns with CALTRANS' involvement in engineering work for other agencies.

Certainly the CALTRANS' package sent to the City of Half Moon Bay and other cities in the San Francisco area has the appearance of an advertisement to perform geotechnical engineering services. I have called upon the Department of Transportation (CALTRANS) for an explanation of their policy regarding consulting services to other public agencies. The following is the reply that I received:

"The policy of CALTRANS is to maintain a level of staffing which does not exceed that necessary to perform CALTRANS' regularly-assigned work load. At the same time, in the interest of reducing public expenditures and promoting the efficient use of public resources, governmental agencies have been encouraged to assist each other by utilizing available expertise and avoiding duplication of staff. It is, therefore, CALTRANS' policy to consider requests for engineering assistance from other State and local governmental agencies.

"However, proposals to do work for others must meet 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.

"4. Performing the function will not cause delays or reduce CALTRANS' effectiveness in the performance of our normal responsibilities.

"5. CALTRANS' costs are fully reimbursed.

"6. State law permits our involvement.

"To date, CALTRANS has undertaken only a small number of minor projects for other agencies. As indicated above, it has no intention of maintaining the staff to enable it to solicit work ordinarily done by private consultants. This is evident from the fact that CALTRANS is in the process of a substantial work force reduction, mostly in the engineering and right of way areas, in order to bring our staffing into proper alignment with projected revenues."

CALTRANS' response to my inquiry also included the following statement:

"Instructions have been issued to all of our offices that transmittal of statements of CALTRANS' capabilities may be made only upon request by the other agency, and then must also include a statement of our policy regarding this type of work."

Again, I will stress that it is neither the Department of Transportation's policy nor that of the current administration to expand its efforts in competition with private engineering consultants.

Thank you for your most effective letter, and please be assured that the District offices of the Department of Transportation will again be reminded of department policy regarding work for other agencies.

Sincerely,

Marc Poche

Assistant to the Governor for

Programs and Policy

The bureaucratic gobbledygook seems to say that additional State Employees will not be hired, but those already on the State payroll may be utilized at the county, city and agency level. That, of course, means to hell with private enterprise, your employers profits and your earning capacity.

After the letter was received, more pressure was applied, time expended and energy consumed. As a result, 350 State Employees were eliminated from their usual place at the public trough.

While this sort of battle rages on, the regular order of business must proceed.

On Saturday, June 19, 1976, another successful Red Cross First Aid Class was conducted at the Santa Rosa Job Placement Center for Tech Engineers and their wives.

Bert Ferrarini, Local No. 3 member and Certified Red Cross Instructor again conducted the class, assisted by Paul Schissler, your friendly Tech Rep.

Besides the obvious "good sense" as motivation for the classes, Federal and State laws mandate First Aid availability for workmen. In compliance with the law, the N.C.S.J.A.C. requires each Trainee to hold a current certificate before advancing from period to period or completion. As its part of the Program, the joint Labor-Management Committee provides for the cost of instructors and equipment.

The same Federal and State laws require the industry to provide other safety instruction for workmen.

Because the subject is a concern of both Labor and Management, the N.C.S.J.A.C. is preparing for training sessions for both Apprentices and Journeymen Tech Engineers in the Local No. 3 work pool.

## More On Jobs From Fresno

(Continued from Page 8)

plans for making Highway 49 between Oakhurst and a point just south of the Mariposa County line, an expressway. They decided the project would be too expensive. As a result they have cancelled plans for the nine-mile, two-lane road which was to be improved at a cost of \$6 million. Only a portion of 49 in Madera County was involved in the action. The road goes through Ahwahnee and Nippinawasse in Madera.

The California Department of Transportation is calling for bids in June and July for several projects in Fresno, Kings and Tulare County.

In Tulare 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 \$400,000. This project starts where Great Valleys project ended approximately 12 miles south of Corcoran.

The state is also calling for bids on Avenue 416 from the City of Dinuba to Sultana 2.3 miles at an estimated cost of \$1.2 million. This project will complete a four-lane expressway between Dinuba and Orosi.

In western Fresno County bids will be opened on Highway 33 construction from Interstate 5 north of Mt. View a distance of 9.5 miles of grading and paving at a cost of over one half million dollars.

In Kings and Kern County the state is asking bids on 15 miles of reconstruction on Highway 41 from inside Kern County to 1.9 miles north of Reef City at a cost of one-half million dollars.

C. R. Fedrick Inc. is the low bidder on the last Westlands Water District Irrigation project to be let at cost of \$6.3 million.

The contract calls for extensions of Laterals 27, 28, 29, 30 and 31 to be constructed near the Le-moore Air Base.

## Jobs Slow On West Side

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

Work on the West side is still slow at this writing. The Manufacturing Shops are holding real good. The equipment dealers are slow. Luhr Brothers have work until probably around the end of June on their current levee contract. Kaiser Sand and Gravel at Hamilton City have been keeping a small crew busy. At the present time, we are in negotiations with Hydro-Conduit and Valley Irrigation in Orland. Robinson Construction paving crew has been busy with various overlay jobs around the area. Ball, Ball & Brosamer is moving along on the Reach 5 of the Tehama-Colusa Canal Project, they expect to have most of the dirt moved by July and probably have it lined by September. It still looks like Reach 6 will be put to bid in June. Hensel & Phelps are coming along on the Meridian Bridge Job. Cooney & McHugh also working on the Meridian Bridge finally received their new 50 ton American Crane, which

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## TALKING TO TECHS

MIKE WOMACK, Dir.  
PAUL SCHISSLER  
GENE MACHADO

For the past two and a half years, your union has been ACTIVELY involved in curtailing engineering and construction work now being performed by CAL-TRANS for various cities, counties, agencies, etc.

This, coupled with the ENVIRONMENTAL groups no-growth mentality has greatly reduced job opportunities within private industry.

For example: in San Rafael, CAL-TRANS submitted a proposal to perform the construction staking on the Miracle Mile widening project. As a result of Business Manager Dale Marr's immediate action, the work was successfully brought back to the skilled "hands" of private industry. This is only one example of many situations your local union is involved in daily.

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 not normally be performed with the regular work force, that the Davis-Bacon Act does apply:

"Although the Davis-Bacon standards mentioned refer to a 'contractor or subcontractor,' the Secretary of Labor has determined that where a recipient of a grant, such as a municipality or some other subdivision of the state, that if such grantee (1) performs construction work including alteration or repair, pursuant to the contract; (2) hires additional employees on a temporary basis for the purpose of performing construction work, including alteration or repair, which historically has not been performed by its regular work force; (3) performs new building construction including an addition to an existing structure, or initial highway construction, that the provisions of Davis-Bacon are applicable."

"Although this Department is concerned that the intent of Congress to provide jobs for unemployed workers should be fully carried out, it is also concerned that a grant recipient which hires additional employees to perform construction without requiring the payment of the prevailing wages in the locality, as determined under the Davis-Bacon Act, is participating in the depression of local wage conditions—in contravention of the purpose of the Davis-Bacon Act and those related statutes which require payment of prevailing wages on federally assisted construction."

Another example with labor and management working together is the following quote from the Telescope, which is published by the Bay Counties Civil Engineers and Land Surveyors Association, Inc.:

"Cal Trans Survey Work: It is essential that any member firm with knowledge of any type of work involving surveyors that is engaged in by Cal Trans for agencies other than Cal Trans should be reported to the Association office. Any work for cities, districts of any type of which you may have knowledge should be noted as to the type of work, scope of the work, estimated cost of the work, and its physical location—if at all possible—so that additional arguments may be made as to the need to have Cal Trans activities curtailed."

In essence, private industry is not allowed to compete with CAL-TRANS, cities, counties, etc. on the work they normally perform.



Mike Womack



# Personal Notes

## OAKLAND

Frank Molina, long time Steward at Kaiser is in Valley Memorial Hospital.

Gene Bettencourt is recovering from open heart surgery, and will return in a few days to the Hough 500 Dozer.

Curtis Law, a recent retiree has some slight problems, and should be home by the time you read the paper.

Bob Livermore, an old timer is in the Veteran's Hospital in Livermore.

Drop in and see some of these shut-ins.

## RENO

It is with deep regret we report the passing of Brother Bob Jackson on May 30th. Bob was an active, interested member of Local 3 and had recently retired. He will be sorely missed by his many friends in District 11. We extend our deepest sympathies to his family.

Vern Larsen, roller operator for Nevada Paving is in Washoe Medical Center. We wish him a speedy recovery.

## SACRAMENTO

We would like to extend our deepest sympathies to the families and friends of deceased retired Brothers Daniel Hammock, George Reynolds, and Earl Williams.

Heartfelt sympathies to the families and friends of deceased Brothers Douglas Miller and J. M. Henningsgard.

## SAN JOSE

We would like to express our deepest sympathy to the families of the following deceased members: Robert M. Elking, Albert Gomez, Bernice A. Wynn (Mrs.), George Reynolds, Michael Szenasi, Robert L. Perfect, Marjorie Hannum (Mrs.), Dotti Reynolds (Mrs.).

We would like to express our sincere appreciation to the following members who have donated blood recently: Edwin R. Kirby and Gerald H. Gunter.

The San Jose office staff would like to express their sincere appreciation to the following members who generously donated blood during our recent blood drive held June 10.

Apprentices: Kerry Endicott, Rod Soder, Willie McCaskill, Myron Lambert, Vern East, Rudy Rodriguez, Albert Tamez, Jess Duran, Chas. Fisher, Jess Blunt, Doug Williams.

Journeymen: Fred Scatina, Ken Wilson, John Graham, Jim Wisler, Bob McCully, Tom Blair, Jim Atkinson, Max Spurgeon, Bill Dalton, Al Erickson, Armand Herrera.

Also many, many thanks to Arthur Alger and Tom Vigil for their blood donation.

## SANTA ROSA

We regret having to report the passing of Mike Pritchard and wish to extend our sincere condolences to his family and friends. To Bro. George Criddle our sincere sympathy on the death of his wife, Rhea and also to Bro. Fred Phelps on the death of his wife, Betty Jo.

## STOCKTON

Our deepest sympathies are extended to the families and friends of departed Brothers Arthur Shook, Charlie Whitman, Lester Nedrow, Harlan Hinks, Sequeria, Noah Board and John Rathjin and to Brother Marvin Haynie on the loss of his wife, Adell.

Brothers Albert O. Price, Bill Minatre, C. J. Phillips, Jack Fereva, Curtiss and Cecil Hash were either hospitalized or under a doctor's care the past month. A speedy recovery is wished for all.

## UTAH

Brother Donald Lee Moulding died of injuries from an industrial accident while employed by L. A. Young Sons' Company near Green River, Utah. Brother Moulding made his home at 5745 South 2550 West, Roy, Utah. We wish to extend our deepest sympathy to his widow, Darlene Moulding.

## VALLEJO

Our deepest sympathy is extended to Brother James Ireland and family on the loss of his brother, Carl, resulting from a car accident approximately three weeks ago. He passed away June 11th.

A note of appreciation to Brother Bill Thomas who recently donated blood to the Irwin Memorial Blood Bank. Brothers, our blood supply is dangerously low, and in need of support. For information on donating contact the blood bank directly or your Vallejo Dispatch office.

Pleased to hear that Brother Marvin Clark's wife, Katherine, is doing well after her recent major surgery. Hope you are home soon Mrs. Clark.

Brother Owen Parker is back on the job after several days in the hospital and a minor operation. Glad you are back Owen.

## More From Marysville

(Continued from Page 14)

they have set up with a 100' Derrick—this will boost it to a 90 ton with 130' of boom. Kemen & Son has been doing the clearing for Butte Creek Rock on Clark Road Project. Their plant in Chico has been slow so far this year. They are also working on Midway Overpass Job at Durham. Baldwin has been working in various sites around Yuba City on Water Lines for the City. We have just learned that R & D Watson was low bidder on the Paradise Dam and spillway

at \$2,539,000 (approximately) and Alf Burtleson was low bidder on the 300' tunnel and intake structures at the Magalia Dam at \$899,782 (they want to get this job going as soon as possible and this should help get some Operators to work. When this comes to print we should know who the low bidder is on the levee job coming up on the Sacramento River in Sutter and Colusa Counties. I wish everyone a good year.

Our sincere thanks to the following individuals for their donation to the blood bank—it is sincerely appreciated. The blood bank is in very bad need of these donations: Kenneth D. Mickelson.

## SWAP SHOP CORNER: Free Want Ads for Engineers

**WANTED: AUGER HEADS** for Williams drill, 2 1/4 sq. inch drive. Six inch to 32 inch needed, single or long flight. State size and price. J. Pawson, 1109 Dix St., San Mateo, CA 94401. Ph. 415/345-3193 after 8 p.m. Reg. No. 0660993. 5-1.

**FOR SALE: 5 or 10 ACRE** parcels, 30 miles east of Fresno, Calif. nr Kings Canyon Nat. Park on Deer Creek. Owner will finance all or part. P. Tessa, 504 Doyle Rd., San Jose, CA 95129. Ph. 408/252-0540. Reg. No. 0538760. 5-1.

**WANTED: FOREIGN COINS** and postcards pre 1930, war medals, badges and pistols, match boxes, snuff boxes. Fair prices paid. L. Reeve 302 East 39 Ave., San Mateo, CA 94403. Ph. 415/345-0868. Reg. No. 1051351. 5-1.

**FOR SALE: VIBRATORY SHEEPS-**FOOT, 72" Essix Duetz diesel; engine, pull type, exc. cond., \$5500. 6" Barnes trailer mounted pump, diesel engine with 20" suction hose \$3,500. Parking lot lights—30' pole, double 15' arms, 400 watt mercury vapor light fixtures, 220 volt with photo electric cell. \$1,200 each. 1963 Dodge 4x4 power wagon, V-8 3/4T, good shape. \$1,400. 1970 Chevrolet Blisqayne, \$1,000. 1960 GMC bobtail dump truck, V-6 engine 5 spd trans, good cond., \$2,600. 1966 Mack 10-wheel dump truck, 335 Cummins engine, lake brake, new dump box, radial front tires, exc. cond., \$18,500. V30 ditch witch only 30 hrs., 4 wheel drive, dozer blade, like new cond., \$6,200. Ph. 702/782-3530. Reg. No. 1115311. 5-1.

**FOR SALE: 1958 EDSEL RANGER**, no motor or radiator, but in good shape, \$300. 7 pc. his 'n' hers bedroom set, two dressers, over 70 yrs. old, in good shape, \$750. P. A. Lachney, P.O. Box 612, Project City, CA 96079. Ph. 916/275-1395. Reg. No. 0628190. 5-1.

**FOR SALE: 1974 HARLEY DAVIDSON** SPORTSTER 10,000 miles, fully custom & chrome, \$2,300. Ask for Jeff Blumenthal, 2339 - 46th Ave., San Francisco, CA 94116. Ph. 415/661-3326. Reg. No. 1627864. 5-1.

**FOR SALE: 1974 SUZUKI MOTORCY-**CLE 185 trial & street, 5 speed, 1,500 miles. 80 mpg. \$550. exc. cond. 21" front wheel, one owner, R. Crowell, 2810 Corabel Ln. No. 35, Sacramento, CA 95821. Ph. 916/488-4200. Reg. No. 1301535. 5-1.

**WANTED: AGRI CAT** complete or parts. also need tracks, sprockets and any other drive train parts for Agri Cat. R. Marks, P.O. Box 458, Concord, CA 94522. Ph. 415/825-9147. Reg. No. 1175074. 5-1.

**FOR SALE: 1972-22' PROWLER TRAIL-**ER will sleep 6, fully self-cont. very clean/one owner. Asking \$3,200. R. Fleckenstein, 1153 Johnson Ave., San Jose, CA 95129. Ph. 408/255-2532 or 408/295-8788. Reg. No. 1001691. 5-1.

**FOR SALE: 12'x60' MOBILE HOME** w/ expando, 2 lots, 3 sheds, 1ge trees—30 mi. E. Red Bluff. Above valley heat, below deep snow—fishing—hunting. T. J. Cecil, P.O. Box 282, Los Molinos, CA 96055. Ph. 916/597-2712. Reg. No. 0307920. 5-1.

**FOR SALE: 1966-450 CASE TRACK** LAYER, backhoe-loader combination. Good cond. Also, 20 acres in Lassen County. A. C. Bryce Jr., P.O. Box 294, Lower Lake, CA 95457. Ph. 707/994-5216. Reg. No. 1597726. 5-1.

**FOR SALE: 1972 ALJO TRAVEL** TRAILER, 26 ft. self-cont. Eye-level oven, freezer-top refrig., forced air heat, fully carpeted other extras, exc. cond. \$3,700. Ph. 415/676-8860 or 209/552-5640. Reg. No. 0682624. 5-1.

**FOR SALE: GENERAL ELECTRIC** WILL PUMP Model-5K254XA71A, HP-5, Tuccuzi Bros. Inc., Serial No. NCD-1096. 300. 4170 Rose Ave., Marysville, CA 95901. Ph. 916/742-0949. Reg. No. 0779761. 5-1.

**FOR SALE: Approx. 5 1/2 acres** near Stockton, ideal family setup. Close to lakes, gas pump, store. 3 bedroom living quarters in rear. 60x80 dance floor, 40 ft. bar license, 2 cabins—fenced. May take part trade in farming land. Write: Property, 223 MacArthur Ave., Pittsburg, CA 94565. Reg. No. 0413422. 5-1.

**WANTED: MOTOR HOME** or Camper van in trade for 10 acres w/ 10'x50' mobile home. Good well, fenced & cleared, fruit trees, garden, no equity on vehicle trade. R. Pounds, P. O.

Box 246, Garden Valley, CA 95633. Reg. No. 0367255. 6-1.

**FOR SALE: 17' SILVERLINE DOL-**PHIN OPEN 17 SAILBOAT, 22' anodized aluminum mast, 163 sq. ft. 575 lbs. Dacron sails. Brand new. Ph. 415/757-5914 after 5 p.m. Reg. No. 1637625. 6-1.

**FOR SALE: 3 TRANSFERS** (slam bangs): '66 Mac Cummings 335, \$9,500. '66 K.W. Detroit 318, \$15,500. '65 Peterbilt Cummings 335, \$17,000. B. Kinney, Rt. 1, Box 438-T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 0879591. 6-1.

**FOR SALE: HEATHKIT GW14A CB** transceiver w/antennas, base power supply & extras Base or mobile \$200. N. Weaver, 6665 Singletree, Pleasanton, CA 94566. Ph. 415/846-7019. Reg. No. 1651958. 6-1.

**FOR SALE: CHOICE PLOTS**, spaces 1 & 2 Lot 12, Section C Lakeview Sky Lawn Memorial Cemetery Call collect 209/239-9497. Register No. 0649453. 6-1.

**FOR SALE: GARWOOD DUMP BOX &** HOIST 8-10 yards size \$350. Cummins crankshaft, elec. motors 1/2 and 1/4 h.p. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 6-1.

**FOR SALE: 1976 F-350 RANGER FORD** SERVICE TRUCK complete w/utility box, air compressor, 225 amp. Lincoln welder, vise, bench grinder, and a 150 model Malsbary steam cleaner. H. Kerr, 1704 Greer Ave., Concord, CA 94521. Ph. 415/689-7734. Reg. No. 1229864. 6-1.

**FOR SALE: 1953 FORD F 800**, 3 axle 10 yd. dump truck, dual dr. Late model 391 cu. in. eng. 5 spd. main, 4 spd. Brownie, telescopic Hell hoist. New brakes, 10.00 x 20 tires. Bud wheels. Hvy. duty axle, power steering. VG cond. H. Sand, 9669 E. Sedan Ave., Manteca, CA 95336. Ph. 209/239-2242. Reg. No. 1101963. 7-1.

**FOR SALE: LIKE NEW LINCOLN 300/** 300 AMP 220/440V SHOP WELDER, cable & leads complete. McCulloch chain saw. H.D. 24x32 in. bar. Case 580 B Backhoe 300 hrs. 9 ton trailer, 4 yd. dump truck. D. Barnard, P.O. Box 1447, Mt. View, CA. Ph. 415/961-2909 after 5:30 PM. Reg. No. 0557446. 7-1.

**FOR SALE: CASE DIESEL UNI LOAD-**ER w/4 & 1 Bucket w/fork attachment. Case 580 Swing Crane w/Tac-Boom 12-20 ft. Grt for any crane wrk. Diesel, w/3 point hitch backhoe hook up & loader. D. Barnard, P.O. Box 1447, Mt. View, CA. Ph. 415/961-2909 after 5:30 PM. Reg. No. 0557446. 7-1.

**FOR SALE: 2 MOBILE HOMES** on 1/2 acre in city limits. Landscaped, fenced, sprinklers, garage, shed, sun porch. \$23,500. \$7,000 down. E. Stevens, 2280 Poole Way, Carson City, Nev. Ph. 702/883-6303. Reg. No. 1212581. 7-1.

**FOR SALE: WHITE FIBERGLASS** GEM TOP for '71 El Camino pickup, like new. \$125.00. R. Anderson, P.O. Box 1333, Palo Alto, CA 94302. Ph. 408/733-9067. Reg. No. 0645493. 7-1.

**FOR SALE: SF BASED TOWING** SERVICE. Hvy duty truck & bus, & auto towing. Contract for SF Tow-Away. 3 hvy duty trucks, 8 small trucks. All 2-way radio equipped. Gross business over \$200,000/yr. Owner retiring due to illness. \$150,000 or offer. Terms available. J. Elkin, 69 Keystone Way, San Francisco, CA 94124. Ph. 415/333-9278. Reg. No. 250258. 7-1.

**FOR SALE: 1974 CHEV C-60-2 TON** TRUCK w/14 ft. steel flat bed w/ double boom-triple stage hoist, trailer hitch & vacuum brake set up. 12 ton miller tilt bed trailer new in '75. M/F-30 const tractor w/frnt end loader & Gannon scraper w/hydraulic rippers. 81" hvy duty roto tiller power take off. \$25,000 firm. J. Haslouer, 12964 E. Tokay Colony Rd., Lodi, CA 95240. Ph. 209/931-0781. Reg. No. 0921408. 7-1.

**FOR SALE: 1 yr. old. \$750. Will make** gd. competitive trail horse. J. Sudori, 1839 Circle Dr., Eureka, CA 95501. Ph. 707/443-2528. Reg. No. 1431724. 7-1.

**FOR SALE: 1973 EL DORADO 5th** wheel 33ft fully self-cont., converter for lights, like new. \$8,000. O. Parker, P.O. Box 374, Benicia, CA 94510. Ph. 707/745-5986. Reg. No. 1142826. 7-1.

**WANTED: U.S. & FOREIGN COINS &**

world paper currency. G. Lambert, P.O. Box 21427, San Jose, CA 95151. Ph. 408/226-0729. Reg. No. 1225664. 7-1.

**FOR SALE: GRADALL 600 USED** PARTS: swing & boom cylinder complete, valve bank, turntable rollers, oil tank & 4' bucked. Tanks-used metal gasoline 2,000-10,000 capacity. G. Blair, 6111 Panama Ave., Richmond, CA 94804. Ph. 415/525-2165. Reg. No. 0291501. 7-1.

**FOR SALE: SO. LAKE TAHOE HOME**, 4 bdrm., 2 ba., 2 story, built-ins, w/w cpt., nat. gas, carpet, nr. hi-shl., shopping, fix to suit. \$31,800. Negotiable, will consider sm. van or house in San Jose. F. Etchison, P.O. Box 9148, So. Lake Tahoe, CA 95703. Ph. 702/882-8219 or 883-1902. Reg. No. 1181919. 7-1.

**FOR SALE: BAR & RESTAURANT**, Hwy No. 49 nr. Angels Camp, CA. Lrg. din. rm & kit, nice bar rm. w/ fp, well equipped, living quarters, sm office & lrg separate rm., view sm. lake, grt potential, bargain. F. Etchison, P.O. Box 9148, So. Lake Tahoe, CA 95703. Ph. 702/882-8219 or 883-1902. Reg. No. 1181919. 7-1.

**FOR SALE: TOOLS: open end-box end** —1/5/16", 1-7/16", 1 1/2", 1 3/4", 3/4" snap-on, 15/16"-2", some deep sockets. 1/2" ratchets, sockets, cat bars, chisels, hammers, etc., pipe wrenches 18". P. Campbell, Ph. 415/686-2147. Reg. No. 0484671. 7-1.

**FOR SALE: 7+ ACRES, Lake Co. 600** ft. frwy frontage + 600 ft. Co. hwy, unimproved, fenced, power on prop. Zoned-MH 1-HA 1. Can be split. \$11,750 or offer. Will carry 2nd. M. Vaughn, 1147 Santa Catalina Wy, Santa Rosa, CA 95404. Ph. 707/527-9033. Reg. No. 0702414. 7-1.

**FOR SALE: DRY CLEANING ESTAB-**LISHMENT—Complete shop equipment. Sell, cash, terms, swap. Low price—\$3500. List available. Swap for pick-up, trailer house, mobile home, 24" Diamond Rock saw. A. Paulazzo, RFD 2, Box 171, Yreka, CA 96097. Ph. 916/842-3689. Reg. No. 0603448. 7-1.

**FOR SALE: 2 PARCELS, Christmas** Valley, Ore. Sell, cash or terms at county assessed valuation. 5 acres \$1,130; 80x160 lot \$1,590 or trade for house trailer, boat, motorcycle, scuba air compressor well drill water truck, lapidary equip. A. Paulazzo, RFD 2, Box 171, Yreka, CA 96097. Ph. 916/842-3689. Reg. No. 0603448. 7-1.

**FOR SALE: RETIREMENT CONDO.** 1 bdrm., drapes & rugs. Sun City, Arizona. \$22,500. Have \$7,000 equity. Will trade for land or mobile home. G. French, P.O. Box 7, Nevada City, CA 95959. Ph. 916/273-4238. Reg. No. 0269256. 7-1.

**FOR SALE: 1959 INTERN. 220 TRUCK** TRAC w/549 C/1 Eng. w/new H.D. clutch, etc. \$3,750. Lock up Utility Trailer for tools, spare parts, etc., \$495. 2 90 lb. Pavement Breakers. \$250 ea. 1 Air Tamper \$150. LeROI Air Compressor \$1,295. N. Sardo, Ph. 707/642-2362. Reg. No. 1036021. 7-1.

**FOR SALE: REBUILT TD24 ROLLERS.** \$80 ea.; 1 1955 Cad. eng. complete w/ starter, gen., compressor, trans. Exc. \$150. L. Goltz, 3624 Haven Ave, Redwood City, CA 94063. Ph. 415/369-3453. Reg. No. 0698364. 7-1.

**FOR SALE: 5 OR 10 ACRE PARCELS** 30 mi. east of Fresno. Owner will finance & will take late model Travel Trailer, S.C. as down payment or part down. P. Tessa, 504 Doyle Rd., San Jose, CA 95129. Ph. 408/252-0540. Reg. No. 0538760. 7-1.

**FOR SALE: 14 CAT & DOZER** No. 25 double drum on back, No. 30 low profile unit on front, motor overhauled. \$15,000. Woolridge carvill 28-30 yds. \$1,500. Le Tournear, Carvill 15-18 yds. \$1,300. J. Bassi, P.O. Box 732, Placerville, CA 95667. Ph. 916/622-0723. Reg. No. 0346951. 7-1.

**FOR SALE: 1955 K.W. 3 axle dual dr.** 262 Cummings/20 ton-26 ft. tilt bed trailer. \$9,500. D. Venturini, 1717 Lake St., San Mateo, CA 94403. Ph. 415/349-3979. Reg. No. 1506929. 7-1.

**FOR SALE: COLLECTORS ANTIQUE** DUMP-STICKS 1948 KB 7 Int'l, original miles under 40,000. \$1500 ea. D. Venturini, 1717 Lake St., San Mateo, CA 94403. Ph. 415/349-3979. Reg. No. 1506929. 7-1.

**FOR SALE: LOT AT INCLINE VIL-**LAGE, TAHOE. All utilities underground, almost level, trees. D. Barnard, P.O. Box 1447, Mt. View, CA 94041. Ph. 415/961-2909 after 6 weeks. No. 0537446. 7-1.

## RULES FOR SUBMITTING ADS

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

## Dredging Job Almost Finished

By RICHARD W. SHUFF, Business Representative

The Reef Runway-Universal Dredging Corporation is nearing completion of this Project. The job has lasted for nearly three years and has at its peak employed 150 men. At the present the job is using three Dredges, the Hydro-Pacific, San Diego and the Exploper. The Hydro-Pacific a 36" dredge, has pumped a total of 15,440,000 yards to date. It currently employs a crew of 40 men. The San Diego, a 30" dredge has cut a total of 4,650,000 yards and has approximately 200,000 additional yards to cut. This dredge employs 35 men including Job Steward "Keeka" Alo. The Exploper, a 16" dredge employs 20 men and has pumped 2,330,000 yards to date. The Exploper is now being phased out of the job, it has completed it's job. On the levee and the land crew we have a total of 40 men employed with

our job Steward "Hitler" Ray Miyasato with the welding crew.

The Hydro-Pacific and San Diego have a total of 400,000 additional yards to cut before the job is completed. This job will be completed in approximately one month and a crew will be left to stand watch. This will leave us with a total of 140 men to find jobs.

The Paving Section base course is being finished by Hawaiian Dredging & Construction Company, Ltd. We have Brother Joe Galindo running the CMI, he is being fed by 14 Semi's. The ATB portion is being handled by Hawaiian Bitmuls. Brother William Ko is the Foreman on the job. So far to date 150,000 tons of ATB have been laid down, a daily total of 3,000 tons is being set each day. A total of 270,000 tons is to be completed by July 4, 1976. The runway is a total of 12,000 feet with two taxiways. It was built especially for the Boeing 747 aircraft



## 1976 SCHEDULE OF SEMI-ANNUAL MEETING

JULY held at the Masonic Auditorium,  
10 San Francisco, Saturday, 1:00 1111 California Street, near Tay-  
p.m. Semi-annual meeting will be lor, in San Francisco.

## DISTRICT &amp; SUB-DISTRICT MEETINGS

<b>JULY</b>	<b>SEPTEMBER</b>
27 Eureka, Tues., 8 p.m.	2 Santa Rosa, Thurs., 8 p.m.
28 Redding, Wed., 8 p.m.	3 Salt Lake City, Fri., 8 p.m.
29 Oroville, Thurs., 8 p.m.	4 Reno, Sat., 8 p.m.
21 Honolulu, Wed., 7 p.m.	16 San Jose, Thurs., 8 p.m.
22 Hilo, Thurs., 7:30 p.m.	<b>OCTOBER</b>
<b>AUGUST</b>	5 Eureka, Tues., 8 p.m.
4 San Francisco, Wed., 8 p.m.	6 Redding, Wed., 8 p.m.
5 Oakland, Thurs., 8 p.m.	7 Marysville, Thurs., 8 p.m.
10 Stockton, Tues., 8 p.m.	20 Honolulu, Wed., 7 p.m.
17 Fresno, Tues., 8 p.m.	21 Hilo, Thurs., 7:30 p.m.
24 Sacramento, Tues., 8 p.m.	27 San Francisco, Wed., 8 p.m.

## DISTRICT AND SUB-DISTRICT MEETING PLACES

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

## 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 Jerry Brown nor Tom Hayden could recapture the organization or the "new spirit" that projected Senator George McGovern into his disastrous presidential candidacy of '72.

These are Eisenhower Days, that time when most Americans are tired of causes and experimental programs that never seem to work. High taxes, inflation and non-productive adventures have eroded any mystique that pied pipers brought to the scene in the mid-sixties. The voters of the mid-seventies 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 absolute for their children and would like Johnny and Jeany to be able to find a job and learn a trade by the time they reach their eighteen-year-old majority. Their priorities for their young children are reading, writing and arithmetic, not the counter-culture rhetoric that produced the teenybopper drug users and bomb throwers of the sixties and early seventies.

Although they, the general public, have lost confidence in the absolutes of many of our institutions, big government, big education, big labor and big business, they still have deep and abiding confidence in the checks and balances of a system that was able to bring these serious flaws out into the open and hopefully correct them.

American voters have lived with shades of changing grays 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 brake what has been a headlong rush into uncertainty. 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 Johnny Mercer lyric, to "accentuate the positive and eliminate the negative" 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 "Charismatics." They span the spectrum of orthodox religious institutions and their "new spirit" is the old spirit that neither Herod nor Caligula 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 and love are their watchwords and sacrifice and sharing of

## A POLITICAL ANALYSIS

ART OF THE POSSIBLE  
by  
KEN ERWIN

personal goods is their creed. They have penetrated and forced change in most of the old line religions and have gained the tacit blessing of the most chary hierarchy. They are a new army marching to *Onward Christian Soldiers* rather than *The Internationale*. They will be Jimmy Carter's shock troops.

On the other hand, Governor Reagan can count on, to some extent, the middle class coalition that still feels betrayed by Watergate 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. Reagan offers them a chance to correct that betrayal and to reaffirm middle class values of less government, less taxes, less welfare and above all, a new hero, who, like Caesar's wife is without moral reproach. His will be a coalition of Middle America, Old South, New Conservatives, and Anti-Laborites, along with the wealth and party hard-liners.

It will be a horse race!

## Jobs Moving Well In District 4

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

An unusually dry spring has helped the holdover projects in District 4 get off to an early start. On Highway 199 Ladd Construction is moving dirt again. At the present time the dirt is being hauled to a disposal site with trucks. The concrete pours on the viaducts are just about completed now. With the slides and the concrete work this past winter this has been a good job for a few of the brothers.

Further up the Smith River canyon at Idlewild bids will be opened next week on a passing lane, approximate price of this job will be two million dollars. We are sure there will be quite a bit of competition on this one. At the "Bar O" location on Highway 199 a realignment project is being given serious consideration. The staking has been completed and the priority has to be determined. This project is certainly needed as this is an extremely dangerous section of Highway 199. The narrow roadway snakes along sheer rock bluffs and has been the scene of numerous accidents.

The Redwood Empire Aggregate plant and yard at Crescent City is busy gearing up for a busy season. Hopefully they will do the paving on the Ladd job, the Idlewild job and the proposed overlay on Highway 101 in Crescent City.

In Crescent City a sewer project

is being planned for late this summer. This one could go as high as \$4,000,000. Let's hope no obstacles block this one as it will lead to more work, the expansion of the Crescent City sewage treatment plant.

At Crescent City harbor funding is being sought to install an elevator in the boat repair facility. This project would be in the neighborhood of \$1,000,000.

A last minute news item reflects the bid opening on the McKinleyville sewer system. The project was bid in six schedules with low bidders as follows:

Schedule No. 1—R. L. Thibodo Const Co., \$1,322,264.00;  
Schedule No. 2—R. L. Thibodo Const Co., \$1,072,728.00;  
Schedule No. 3—Christeve Corp., \$2,092,683.00;  
Schedule No. 4—Jaeger Const., \$1,263,043.00;  
Schedule No. 5—All bids thrown

out to be rebid;

Schedule No. 6—L. J. Duarte, \$114,550.00.

As of this time no awards have been announced but are expected in the near future.

Also the bid opening on 23,000 feet of sewer line from Fields Landing into Eureka will be held on June 26, 1976.

SPECIAL NOTICE  
TO RETIREES

It has been brought to our attention that some of the retired members of Local 3 are not receiving the Pensioner's Progress and notification of the Retirees meetings dates and places. If any retired member is receiving Engineers News, but not Pensioners' Progress, please notify the Public Relations Department for processing.

## MEETING DATE CHANGES—

## REGULAR QUARTERLY MEMBERSHIP MEETINGS

On the 20th the Executive Board approved changing the following regular quarterly membership meetings as indicated. These changes were necessitated by conflict of dates with the State Building & Construction Trades Convention.

Dist. No.	Changed to	Meeting Place	Changed From
4—Eureka	Tues., July 27	Engineers Bldg. 2806 Broadway, Eureka	July 13, 1976
7—Redding	Weds., July 28	Engineers Bldg., 100 Lake Blvd., Redding	July 14, 1976
6—Oroville	Thurs., July 29	Prospectors Village Oroville Dam Blvd., Oroville	July 15, 1976
1—San Francisco	Weds., Aug. 4	Engineers Bldg., 474 Valencia St.	July 28, 1976

## IMPORTANT

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



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