All Local 3 Officers Win 2nd Terms

Marr-Kinchloe Sweep Election
With Overwhelming Victories

Members of Operating Engineers Local Union No. 3, representing some 37,000 members of the union have overwhelmingly voted to re-elect Dale Marr, of Pacifica, California as Business Manager of the giant construction union.

Out of the total 13,806 votes cast for the office, Marr received 8,807 votes, against 2,029 for Joe Almodova of Live Oak, California, and 329 for Joe Almodova.

This was the first election in the 3-year history of Local 3 that a business manager has carried the majority of votes in every district.

Marr, who also serves as Ninth Vice President of the International Union of Operating Engineers, AFL-CIO, was elected as Business Manager in 1973 over Norris Casey in a hotly contested race. Before that, he served as Assistant Business Manager, Vice President and Director of Safety.

Also re-elected, as Treasurer, was Don Kinchloe, a resident of Chico, California, who has served the Union as Treasurer for the past 15 years. He received 9,326 votes out of 13,754 total cast for that office. Before he was elected as Treasurer for the first time in 1961, Kinchloe was a business agent and District Representative in the Oakland and San Francisco areas.

Commenting on the results of the election, Marr said, "I am pleased with the confidence the membership of our union has shown us. Leading a union the size of Local 3 is a tough job. I believe that the results of this election show that the members are satisfied with our performance for the past three years and want us to continue. For that confidence, I would like to thank the membership of Local 3."

Looking forward to the next three years, Marr said that the problems facing the construction industry and the labor

S.F. Supervisors Approve Sewer Bond

By JAMES EARP

After years of planning finally culminating in a month of intense debate, the San Francisco Board of Supervisors approved on Aug. 23 a resolution to put a $240 million sewer revenue bond on the November ballot.

If the bond is passed by the San Francisco voters, the funds obtained will tap over $1.5 billion in state and federal funds for the construction and upgrading of a major sewage treatment system in the city—making it the largest public works project in the history of San Francisco.

The unanimous vote by the nine supervisors present at the meeting came only after weeks of agonizing debate among the supervisors and public officials over whether the improvements made in the treatment system would actually meet the present and future water quality requirements imposed on the city by the Regional Water Quality Control Board.

In a special public hearing on Aug. 16, several supervisors stated they would not support the revenue bond unless the city received assurance from the Water Quality Control Board and the state Water Resources Board that the planned system would meet those requirements.

Business Manager Dale Marr, who gave key testimony at the hearing slammed the supervisors for the "do nothing attitude" they had exhibited. He expressed the hope that they would not repeat their past performances on the sewer bond, which was an issue San Francisco could no longer ignore.

The supervisor's initial negative reaction to the revenue bond was interesting, in light of the fact that San Francisco has no legal alternative but to comply with the standards set by the Water Quality Control Board. If San Francisco does not clean up its 120 million gallon a day sewage flow into the Bay and ocean, the Water Control Board can exercise a number of heavy options, such as fining the city $10,000 a day, imposing a complete construction ban on the city, having the state come in and build the treatment system itself and then bill the city for complete expenses, and even jail responsible city officials who fail to do their part in getting the sewer project off the drawing boards.

No doubt, these alternatives, particularly the last one, would require the decision of the Board's final authority.

Quentin Kopp, president of the Board of Supervisors, said that a specific sewer system will meet water treatment standards. The supervisors also received a letter from the Board of Supervisors saying that a specific sewer system will be required to meet state and federal environmental law.

In that hearing, Fred Dierker, executive officer of the Regional Water Quality Control Board said that his agency by law is unable to provide a positive guarantee that a specific sewer system will meet water treatment standards.

He stated that the primary purpose of the Board was to see that the members of the Executive Board in letters they received in the week following the Aug. 16 hearing.

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Sewer Revenue Bond Approved

Looking at Labor
By Dale Marr, Business Manager

Now that the Local Union election is over and is a part of history, I would like to take this opportunity to thank the members of our great union for the support and votes I received throughout the campaign. Of course, take pride in the fact that I received an overwhelming vote of confidence, but I think that the victory should go instead, to all the officers and employees of this union who perform the job of administering the world’s largest construction local.

This union is administered by a team, a team that works very well together to see that the economic well-being of the members and their families is protected in all matters that concern them. We work as a team to see that each member gets a fair shake from their employer, to see that the causes of organized labor receive a hearing in the councils of government, to see that the wage and fringe benefit package of each member is constantly being upgraded and improved.

As we look forward to the next three years and think about the things which will affect members of Local 3, we see both good and programs which do not appear to work well, the construction industry is in the grips of the worst economic slowdown in decades. We have continuing and expanding government intervention in the environmental guidelines which must be met before construction projects can be approved.

We see this in new federal air pollution guidelines which are being proposed for the Bay Area Pollution Control District. These new guidelines, if adopted, will almost certainly mean the rejection of the proposed $700 million Dow Chemical expansion project for Contra Costa and Solano Counties.

We also see in the new tactics used by opponents to the completion of California’s water projects. After the failure of the Teton Dam in Idaho a few months ago, environmental groups have found another delaying maneuver that they can use to stall the construction of the dam in California. These groups call for new studies to determine the margin of safety in the event of an earthquake. Such demands for additional studies threaten the future of the Auburn Dam on the American River and the New Melones Dam on the Stanislaus River.

In the political arena, we see the continuous efforts on the part of the Chamber of Commerce and the National Manufacturing Association and anti-union organizations to destroy the plans that organized labor has taken years to accomplish. We see right-to-work groups increasing their pressure on the Congress and the state legislatures, in an attempt to destroy labor unions.

The year 1976 has another election which must be completed before the political world can settle down after a period of performance and an end to promises. We will, no doubt, have a great deal to say about the two principle candidates vying for the top elected office in the nation. But for now, all I can say is to listen closely to what the proponents of each candidate says. Listen carefully to the promises they make. One candidate will be running against the Democratic controlled Congress, blaming it for all the problems facing this nation. He will accuse the Congress of wild and elaborate spending and of poor management of money.

I work each day, the two are working in the two offices in San Mateo under J. J. Twombly, Secretary-Treasurer of the Western Conference.

Russ Swanson, a 36-year member of the Operating Engineers, worked for the city of San Francisco in 1948 as a dispatcher in San Francisco. He went to work for the city of Oakland and then a district representative for Local 3 in the Santa Rosa office in 1948, where he has worked until the present time.

Local 3 expands a word of thanks to Russ for his many years of service to the union and wishes him the best of luck in his new position with the International organization.

The supervisors were also told by the state that San Francisco is currently receiving one third of the state’s entire budget in the area of water treatment—more than any other city in the state. However, the supervisors were told that if San Francisco showed no initiative to clean up its water supply, then it would probably not receive as much money next year.

The approval of the bond by the supervisors is a major victory towards completion of the project, said Marr, but there are still some very real obstacles to be hurdled.

The bond still has to be passed by the voters in November. There has also been some comment, spurred initially by supervisor John Barbageleti in an Aug. 2 Finance Committee Meeting, that if the project is approved, the work should be done only by citizens of San Francisco.

District Rep. Leaves Local 3
Santa Rosa district representative Russ Swanson has accepted a position with the International Union of Operating Engineers as Labor Relations Officer and will resign his position with Local 3.

Swanson, a 36-year member of the Operating Engineers, worked for the city of San Francisco in 1948 as a dispatcher in San Francisco. He went to work for the city of Oakland and then a district representative for Local 3 in the Santa Rosa office in 1948, where he has worked until the present time.

Local 3 extends a word of thanks to Russ for his many years of service to the union and wishes him the best of luck in his new position with the International organization.

More on Dumbarton
On behalf of the officers, may I take this opportunity to personally thank all the brother engineers working under the East Bay Equipment Dealers Association, and the East Bay Equipment Dealers Association for helping to make one of our principal meetings held at Oakland, Redding, Chico, and Yuba City.

We felt it was most important to meet with you personally to discuss the arbitration dispute involving pay rates for equipment dealers employees doing on-site repair work for companies bound to the Master Equipment Dealers Association Agreement. That section deals with pay rates associated with the non-warranty work, and also considering travel to the facility will replace 16 smaller into the line that Homer J. Olsen gr0unding utilities. This job will take between 30 to 60 days for the County and the Federal Environmental Protection Agency to approve the bids.

The issue was: "What is the proper application of section 07.01.01 of the Agreement, particularly when warranty work is performed in conjunction with non-warranty work, and also considering travel time?"

Wage rates for warranty and non-warranty work performed on-site and in the yard varied from Employer to Employer. Members of the Association that had the largest number of Field Service Mechanics generally paid the A.G.C. rate only for actual time worked on non-warranty work at the construction site.

There was no question in our minds because this was explained in detail to the Employers in our last negotiations that the Field Service Mechanics were entitled to the A.G.C. rate for the full shift or half-shift, whether warranty on-site or off-site work was performed. Arbitrator Morris Myers finally decided the matter on July 23, 1976. The final Decision and Award states that "Whenever during a half-shift, any work other than warranty work, as defined in the agreement, is performed at a construction site or at the contractor's shop or yard, all work, including times that shift/ship days that shift, except warranty work, as so defined and whenever performed, shall be paid at the A.G.C. rate."

"Warranty work, as defined in the Agreement, shall be paid at "time and a half" regardless of what work is performed at "on-site", construction, in the contractor's shop or yard, or at marine facilities, agricultural sites, etc."

The rejection in retention and employees covered by the agreement shall be paid in accordance with the findings from September 1, 1976, the effective date of the Agreement.

As we stated to you at these meetings, we would appreciate any suggestions you may have as to changes you want incorporated into your present agreement. We appreciate the warm reception given to us and look forward to meeting with you next year prior to commencing negotiations.

Marin County Gets New Jobs; Outline Of Six-Year Projects

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

Work is expected to start on the reconstruction and widening of Novato Creek in November 1976, and the widening of the San Geronimo Creek in September 1977. This work will be performed by the California Department of Transportation, and should be completed within that two-year period. In addition to the work on the creek, the project will also include the construction of a new bridge across the creek at Marin Drive, and the replacement of the existing bridge over the creek at the Walnut Creek senior college.

The project extends from Novato Creek to Marin Drive.

Six-Year Planning Program — Major and additional projects:

- Route 1 — Replace Walker Creek and Sump Creek Bridges near Novato — $1.5 million scheduled for 1977.
- Route 101 — Modify the lighting between Golden Gate Bridge and Waldo Undercrossing — $1.3 million scheduled for 1978.
- Construction of a high occupancy vehicle lane on Route 101 between Gate of the Rockies and N. Fort Worth O.H. in San Rafael — $1.5 million scheduled for 1977.
- Roadway reconstruction from Atheron Ave. to Sooma County Park — $1 million scheduled for 1977.

S.F. Work Picks Up


Work seems to be picking up in the San Francisco district after many depressing months. Several pre-job conferences have been held in the recent weeks. The most recent was with Peter Kriewit & Sons for thirty-three hundred feet of sixty-six inch steel re-inforced concrete pipe which will lie into the line that Horner J. Olsen is just completing in Indiana St. and was mentioned in the last issue of your Engineer News.

H. M. Byars Construction Co. of Reno, Nevada, received a job at Hunters Point Naval Shipyard, sewer and storm drain. The amount of bid was $1,000,000 and will last until about the end of October 1976. Since Hunters Point Shipyard was just mentioned, I would like to pass on to you that the Shipyard has been leased out to a private contractor after being closed for three years. Triple A Machine Shop and Ship Repair was the successful bidder. We will be able to see increased activity there in the coming months and hopefully many jobs.

A pre-job conference was held with De Narde Construction Co., for site improvement ($2,100,000) at Hunters Point Redevelopment. This does not include any housing but is for concrete retaining walls, street reconstruction, sidewalks, curbs and gutters and under- grading utilities. This job will keep several Brothers busy for about one year.

Zapata Diversified Builders have started a $15,700 four story office building at 327 Bay Street, Zapata is finally finishing up the apartment complex on Taylor Street — Weber Builders on the Embarcadero are finishing their office building complex.

Dinwiddie Construction on 11th and Market Streets, have started out of the ground with the steel on the new Bank of America building. Their job at San Jose and California, the Bank of Tokyo, has been topped out.

Rio Algom Forms Mine Rescue Team

A mine rescue team from the Rio Algom Corporation mine at Timmins, Ontario, went on a national mine rescue competition in Salt Lake City, Sept. 5 through Sept. 7. This team recently entered in the Regional Mine Rescue Competition held in Rock Springs, Wyoming, on June 25 and 26, which was the first time an underground mine rescue team from a unit represented by Local 3 has entered into one of these contests.

The team was organized only three months prior to the June contest and had never participated or observed one. Although they did not win the top ranking in the competition, they did make an impressive presentation and received a good deal of recognition.

Each member of the team was presented an award by M.E.S.A. and also an award by the Utah Industrial Com- petitive Meet, following the competition. The brothers who entered the contest have stated that the many hours spent in preparing for the event.

The Rio, Algom Mine Rescue team pictured from left to right are: (Top) Keith Larson, Harold Key, William Davis and Manuel Torres. (Bottom) Jim Richardson, Dean Brady, John Zimmerman and Manuel Barrella.

The Rio, Algom Mine Rescue team pictured from left to right are: (Top) Keith Larson, Harold Key, William Davis and Manuel Torres. (Bottom) Jim Richardson, Dean Brady, John Zimmerman and Manuel Barrella.

Participants in the competition will be held in conjunction with other inspections, mine management, labor organization, and other groups concerned with mine health and safety.

Everyone who can spare the time is encouraged to come and support the Rio Algom team. The skill with which these men learn to perform their rescue procedures may well mean the difference whether miners survive or perish in the event of a mine disaster.
New Jobs Get Started In Fresno

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

Ball, Ball & Brosmer and Gordon H. Ball of Danville were low bidders on the Friant-Kern Canal project in southern Tulare County. The contract calls for approximately 270,000 cubic yards of excavation, including 5,000 cubic yards of embankment, 250,000 cubic yards compacted fill, and 9,000 cubic yards of crushed rock fill for roadway approaches for raised bridges, 175,000 yards of barrow. The contract will be completed in 309 calendar days at a cost of $3,275,500.

A pre-job conference was held with A. J. Construction of San Bernardino regarding work in Eastern Tulare County. This company has worked in the Kennedy Meadows area the last two years and has completed several miles of Forest Service roads. This season they will try to finish the last section between Paloma Meadows and Sherman Pass on the Johnsondale side. Due to the high fire hazard in this area and lack of water, they will probably work long hours to complete the job this year.

Ball, Ball & Brosmer of Danville have been awarded a $3.7 million contract for repair work on the Friant-Kern Canal about five miles South of Porterville. The contract requires excavation of approximately 700,000 yards of dirt, grading and paving. This company should be called for a pre-job conference in the near future.

C. R. Fedrick Inc. has called for a pre-job on their project for the Westlands Water District near the Lemoore Air Base. The contract calls for over 40 miles of pipeline for irrigation of Westlands farmlands.

The California Department of Transportation will be calling for bids soon on a section of four-lane expressway between Oradell and Dinuba at a cost of approximately $500,000. This contract will include 1,366 miles from Dinuba to Oradell.

Work in the City of Fresno is
about average at this time of the season with small jobs throughout the City. The rock piles are all busy for the summer and the Brothers are getting a little over-time after a slow winter.

Elks were opened July 7, 1976, constructing "water" distribution system for the City of Fowler. Hurstaker Construction was low bidder at $853,000. Work should start within 30 days and last approximately six months for six to eight Engineers.

Genta Construction was low bidder at 1.9 million dollars for street work in Improvement District No. 82 for the City of Fresno. Completion time is eight months. This project is sponsored by the city at one time operated Eagle Field Airport 12 miles southwest of town but abandoned the former World War II Army training base because it was too far to be of practical value.

Union Label Week — Editorial

It's a fact. Where-unions are strong-people are happy, work under better conditions and enjoy more job security compared to most of their non-union neighbors.

Just as "the price of liberty is eternal vigilance," it's the duty of all union men and women to see that those hard-won rights and privileges we enjoy today are not lost through the sheer apathy of some of us who have it easier today than it was for those dedicated trade unionists who paved the way.

There is a simple way each of us can demonstrate our loyalty to the organization and our Union, and we can do it practically every day. Practice a little of that "vital vigilance" when you're out shopping — be on the lookout for the label on the garment, shoe, Stove and Service Button on all the products you buy and the services you use.

It's a good feeling to know that when you buy union the tax dollars you earn are going to pay wages for other working Americans like you, instead of into the pockets of those who exploit low wage countries at the expense of the wellbeing of the economy of their own country, purposely to avoid having to pay decent wages to union working people like you.

The saying goes, "If you're not part of the solution, you're part of the problem." Each of us can be part of the answer to the unemployment and other economic problems our country faces today by doing your part to keep your fellow American working.

It's not enough to just be union —you've got to buy union, buy union, and buy union. If you want to stay union, It's a fact.
Many negotiations have come and gone and have been ratified by the Brother Engineers in the past. The implications of telling you about the contracts that have been ratified overwhelmingly by the members and thanks for a job well done, I would like to tell you of the problems we have and what is being done by the Brother Engineers and what is done by your Union to protect their economic standard of living.

Two weeks ago, Ken Green, District Representative from Redding, and I went down into the valley and into the Oilfields. With telling you of oil, gas and steam. The oil field Progress's rig No. 18 is also in Thornton, California; Rig No. 2 and less frustrating than the old system, due to less paperwork and

4 New jobs are being bid all over and his brother James, as well as their drilling rigs running. Rig No. over the telephone. Even if members apply for a loan by mail or at

The result: 25 to reject the proposal and only 2 to accept the employer proposal.

We began negotiating again the next morning at 8:00 a.m. and finally came to an agreement which was ratified by the members working for two of the three employers. The three blanks North Morgan-Oaks, which was represented by Wendell Reed and his office managed. After negotiations were completed Morgan-Oaks told us that they were going to sell their gravel plant and would not pay retroactive wages back to July 16, 1976. This move by the employer resulted in a picket line and a protest to the National Labor Relations Board for the right to negotiate in good faith. When we get the results of this protest, we will report them to the members in the paper.

Holt Tractor in Stockton and plants located in Stockton, Modesto and Los Banos was another problem. Walt Talbott, Al McNamara and myself have been negotiating the contract. We took one proposal back to the members that the employer proposed and the Brother Engineers rejected it unanimously. Back into negotiations again and finally we came up with a pretty good first year package but so not good for the second year as what we thought we could get. We explained to the employer that we thought the second and third year package could be a problem with the members. On Saturday, August 21, 1976, the members had the proposal explained to them and they, in turn, voted by secret ballot to reject the proposal by a vote of 40 against to 43 for. The result:

Pickets were in place on August 23 at all three places of business. I would appreciate all the support and help to the striking Brother Engineers and hope to be back in negotiations soon and get the brothers back to work soon.

Oil Field Jobs Out Of 'Famine Stage'

By FRANK TOWNLEY, Oil Field Representative

New jobs are being bid all over California and Nevada, in search of oil, gas and steam. The oil field is sometimes feast or famine. The month of July has produced many new jobs to be drilled. Perryman Drilling Co. has just moved from the Sacramento airport to Mace Boulevard by Dixon. The freshly painted red and white drilling rig has drilled four wells in the last month.

I am happy to report that Progress Drilling Co. has moved another rig (No. 15) into Local No. 3’s jurisdiction. It is located at I-5 and Hwy No. 140. It was a pleasure to see Brother Gordon Cock, and his brother James, as well as Mr. Whitey Long on that rig. Progress's rig No. 18 is also in Local No. 3’s jurisdiction, located at Killen’s Lake.

R. B. Montgomery Drilling, Inc. has rigged up on a new job in the Geysers area, on Wildhorse No. 8. Congratulations to Brother Howard Merrill who was set up to drilling, along with Leif Julger and Brother Norman (Red) Tanner, who was set up to Driller.

Carny Drilling Co. is still above Middletown for Shell Oil Co.

Hoover Drilling Co. is moving to a new location for Union Oil in the Geysers. Work has already started on Unit No. 12 (power plant) in The Geysers, which will make some fine work for our brothers in the Heavy Equipment.

Brothers, while I’m on the subject of The Geysers, you all know as well as I do, the friends of Cobb Mountain, etc., are giving an all trouble up there over new drilling permits. Any time you, your families or friends hear of such meetings being held, get over there for a few hours of meetings in defense of these certain groups who are trying to stop drilling, power generation and work in general. We all saw what happened when we took together in defeating Prop. 15.

Humknitt & Camp Drilling Co, I have happy reports, has all its trucks of those drilling rig's running. Rig No. 1 (Ed Neumann’s rig) is now in Thornton, California; Rig No. 2 (V. E. Sumner’s rig) is in Tracy; Rig No. 3 (Vera Lamb’s rig) is in Napa and Rig No. 4 (Pete Cain’s rig) is drilling west for Don Munger Co. The men on Rig No. 4 are working nine hours a day, as they have to. Things are moving smoothly from the rig, Rig No. 3 (Al McKin-

in closing, Brothers, your Business Representative George Morgan has moved back into Construction, as a Business Representative in the Sacramento District. I know we will miss George, as he has been a very valuable asset to the Business Office and organizing and negotiating all the contracts we now have. I hope you have the opportunity to meet Los Angeles men, Lou La- giles and Bakersfield last winter. Your negotiating Representative. We all wish George the best of luck in Sacramento and will be happy to have him back in time in the Sacramento Office.

Who is Jud Callaghan?

By GIL ANDERSON, Dredge Representative

The following is quoted from Tribune Staff Writer, Fred Gar- reton:

"Huskie's name is Jud." He is the closest thing to a one-man government which has appeared in the world.

In terms of legal power which has been delegated to him, Jud may very well be the most powerful local government officials in the United States.

He is Daniel Judson Callaghan, Jr., 59, the Air Pollution Control Officer of the nine county Bay Area Air Pollution Control Dis- trict. His name normally appears in letters and public print as ‘D. Callaghan.’

It is some measure of his power that in the next two months, a de- cision will be made on whether to allow the Tri-City Oil Co., to build what would be the biggest refinery on Contra Costa County’s northern shoreline.

The board of the Air Pollution Control District has delegated to Jud the 18-member board of directors of the Bay Area Air Pollution Control District, and county officials, who theoret- ically run the air pollution control district, must get the final word from him. The directors haven’t held—nor will hold—any public hearings, nor will they take the vote on the refinery project. By statute, the only requirement is that an application be directed to Jud for his consideration.

The board is held to a statute that even requires Jud to tell the board of directors what decision he has made on oil refinery or any of the other hundreds of permit applications or thousands of violation notices which the air pollution control agency processes each year.

He has absolute authority to hire and fire 212 of the district’s 215 employees who have no civil ser- vices protection.

He controls the district’s $5.6 million budget subject only to a veto by the board.

He has absolute authority to de- termine what a third of a billion dollars and will be in any variance proceeding filed before the district’s quasi-judicial hearing board.

A top district official says, 'Mr. Callaghan has legal authority which can only be described as ‘unique’ not only in California, but probably in the nation."

It’s not the contents of this story to suggest that Callaghan has mis- used his position in any way.

It is simply to note that the way regional government affairs are administered in Bay Area has placed an enormous degree of gov- ernmental power and authority in- to the hands of one man.

By a combination of state law and ordinances of the regional agency, Callaghan has been deleg- ated full authority to grant or deny permits for most kinds of factories and large office and industrial building developments in the nine Bay Area counties.

He also has enormous authority to decide which factories will be required to install expensive moni- toring and pollution control equip- ment, but in this case there is a quasi-judicial body known as the Hearing Board which has authori- ty to modify Callaghan’s orders.

Last December the board of di- rectors passed—and then repealed—a regulation which would have given Callaghan simi- lar one-man authority to enforce federal zoning regulations cover- ing all subdivisions, large apart- ment complexes, shopping cen- ters, factories, large and medium sized highways and streets and similar developments in the nine county metropoli.

Callaghan has been strongly criticized by outsiders from time to time, but, over the years, his power has continued to grow.

Still, there is now con- sidering a bill to consolidate all of the existing single-purpose regional governing bodies into one powerful multi-purpose regional government, using the air pollu- tion control as a straw man.

(Continued on Page 12, Col. 3)
Hope For San Felipe Job Stagnates In Law Suits
By LOU BRADY
Affirmative Action Representative

Two months after San Jose residents expressed their disapproval of Project San Felipe, the City Council turned a deaf ear to the objections raised.

"It wasn't until the City of San Jose and the Sierra Club came to us with their objections," said Mr. Hayes, "that we took any action and that was in the form of a legal suit." Hayes pointed out that the City Council had already rejected the project because of the lack of a proper pollution control system. "The project would have been built without any proper safeguards to prevent the pollution of water supplies," he said.

The project was also opposed by the San Jose Chamber of Commerce, which said it would cost $10 million to $20 million to replace the water supply with a more expensive source. The Chamber also warned that the project could lead to a crisis in water supplies for the region.

The Sierra Club argued that the project would be a "monumental waste of money" and would "create a serious threat to the health of the entire region." The Club cited studies showing that the project would result in the contamination of groundwater and surface water supplies.

In response, Mr. Hayes stated that the City Council had already taken steps to ensure that the project was not built. "We're taking every precaution possible to ensure that the project is not built," he said. "We've already done a feasibility study and we've consulted with experts in the field." He added that the City Council would continue to monitor the project and would take action if necessary.

The project is expected to cost $20 million to $30 million, depending on the final design. The money would be raised through a bond issue, which would be paid back over a 20-year period.

THE NOW INFAMOUS freeway interchange that is supposed to link Hwy 101 and Interstate 280 has finally received the $29.3 million needed to complete its construction. It is scheduled for completion within the next three years.

The City of San Jose should, by all means, consider the possibility that it favors the earliest possible completion of the San Felipe water treatment plant. Too many years have been lost already, and every month that passes is another month of additional costs and water-delivery service contracts that will, in the end, be soonest the legal wrangles over San Felipe can be brought to a conclusion.

The work picture in the west San Jose area is looking good, with some in the last quarter but not enough to help all the men off the out of work list. They are going full bore on the San Jose sewer treatment plant at the same time and this has been a shot in the arm for the area and some of the brothers in the area.

J. R. T. Shaw vows that the project will soon be completed. Vic Flores, his steward, has assumed layout responsibilities at this shop.

The San Jose City Council is expected to allow the project to proceed, and the San Jose Water District is expected to authorize up to $2 million to be spent on the project.

$61 Million In Hwy. Funds Earmarked For San Jose

Business Manager Milt McNeil of C.A.M.P. Inc., a state Department of Transportation contractor, has earmarked $61 million in state funds for highway projects in the San Jose area during the next three years.

The jobs were announced as part of the $5.6 billion which has been allocated for California highways through fiscal year 1976-77 (see Engineers News, August).

Nearly half of the San Jose funds are to be used for the completion of the unfinished freeway interchange that links 101 with Interstate 880-884. The $29.3 million job is scheduled to be completed within the next three years.

Also included in the state's highway plans for the San Jose area are:

- Improvements on Hwy. 101 between Hwy. 237 and the San Mateo County line. The work is expected to cost $22 million and will include signals on southbound ramps.
- Modification of the San Tomas-Montague Expressway interchange on Hwy. 101 in Santa Clara, at $4.9 million.
- Widening of Hwy. 17 at its interchange with Hwy. 237 near Santa Cruz-Santa Clara County line, costing $780,000.
- Construction of a railroad grade separation on Hwy. 237 in Mountain View, at $2.2 million.
- A addition of shoulder improvements and paving on Hwy. 2, between Montague and El Camino Real, near Saratoga, at $1 million.
- Also included in the program are three projects in San Mateo County that are expected to cost $5.7 million.

In total, the $61 million is scheduled for road work on Hwy. 101 between Broadway and the San Francisco Airport.

An additional $300,000 is scheduled for the project along Hwy. 2, between San Ramon Creek and Skyline Boulevard.

Fremont projects included in the program are expected to cost $41 million; most of it will be spent on widening the road, which is currently $10 million--planned for work along an 18-mile section of Hwy. 17, between Fremont and Oakland.

A total of $3.5 million is included for addition of truck lanes on Interstate 880, and $1.6 million is to be spent on widening the Peralta Boulevard between Fremont Boulevard and Mowry Ave.

Reformers on next year's budget begin in October in Sacramento.
Perhaps one of the aspects of retirement that most people have difficulty adjusting to is the new abundance of free time. Most people during their working lives have devoted anywhere from 10 to 12 hours of their day to their jobs. Upon retiring these same hours, for years spent in the pursuit of earning a living, left-filled can create a tremendous void in a person's life unless plans have been made to fill them with some sort of activity.

A simple solution to this problem is to continue to "expand one's horizons"—do something different—try something new—continue to make new friends. Don't let retirement become the end of your life, let it become the beginning of a new way of life!

As easy as this may sound, some retirees still find it difficult to come up with new ways to spend their time. At a recent retiree "get-together," one retiree recounted how one of the new ways that he had found to spend his free time was: "I just enjoy my grandchildren," he said. "I just don't mean spending time with them, but really getting to know them!"

Many retired persons would like to develop close relationships with their young grandchildren, and retirement provides the time to accomplish it.

Special relationships with your grandchildren can give both you and the child great satisfaction and pleasure. There must be a thousand and one things that you could do together, but here are a few tips from retirees who have found enjoying their grandchildren was a wonderful way to spend some of their time:

- Let a child help you around the house. Simple tasks, such as setting the table, pouring water, or washing a window, will provide a child with a feeling of accomplishment.
- Share your knowledge with a child. This may help a child develop some of your own special skills. For example, you might build a birdhouse, repair a clock, make a candy, or bake cookies. Remember to be patient and explain each step so that the child can understand and can learn from you.
- Work on projects you can enjoy together. Starting a collection of anything from stamps to rocks has provided many grandparents and their grandchildren with countless hours of fun and enjoyment.
- Acquaint your grandchildren with their cultural heritage. If you or your parents were not born in another country, a child may find it extremely interesting to learn some of the customs of that country.
- Talk to them about the past. You say that we, as adults, are the best teacher and a child will learn from you through your own experiences.

Active Operating Engineers in Northern California who live within a 30-mile radius of a Kaiser/Permanente medical facility will once again be provided with the option of electing medical and hospital coverage under a separate Kaiser program for Local 3 members and their families. The Trust Fund has announced that enrollment will be allowed until October 15, 1976 for November eligibility. Further information will be published in next month's issue of the Trust Fund Outlook.

D.C. Najarian is in charge of the comprehensive hospital, medical, surgical and maternity benefits available through the Operating Engineers Health and Welfare Plan—Northern California.

Diabetes Treatment Gets New Advance

A remarkable new advance in the treatment of diabetes was announced at the 6th International Congress of the Transplantation Society. Cells that make insulin in the pancreas have been successfully transplanted into a diabetic human, reducing by two-thirds the need for injected insulin.

The development that opens yet another door to a possible cure for diabetes was reported last week in New York by Dr. John S. Najarian, head of the department of surgery at the University of Minnesota Medical School in Minneapolis.

Dr. Najarian said that seven patients had participated in the first clinical trial of the new form of therapy that had proven successful in four kinds of animals over the last nine years. He said the therapy, which was pioneered by Dr. Najarian in rats, rabbits, mice and dogs.

Tiny islets of langerhans cells were mixed with about two teaspoons of salt water and injected into the portal vein, a liver pipeline. Then the cells resisted here and started turning out insulin. In normal pancreas the islets produce insulin, which helps a person convert sugar to energy. In diabetes the insulin that your capacity is impaired, usually a genetic fault, and diabetes results.

The injected material was extracted from a donated pancreas. The mature pancreas is shaped like a cow's horn and about seven inches long.

The current research is supported by the National Institute of Arthritis and Metabolic Diseases and the American Diabetes Association.

Although Dr. Najarian spoke of the new technique as a significant breakthrough, he concluded his remarks by saying that a "drawing board work" remains before the disease transplant therapy can be applied on a large scale. He estimated that it will take four or five more years to perfect the technique.

Fringe Benefits Forum

Work Hours Can Be 'Banked' For Health Welfare Coverage

BY ART GAREFALO, Director of Fringe Benefits

September means many things to many people, but to most mothers it means that the kids will finally be back to school. Summer has its own special way of keeping families away from the workaday world. Family vacations and the extra time it provides to do things as a family. But it does take its toll on good old mom. She has to be plucky and as it goes for a pig, I think many of us would be surprised to find that our wives would be willing to change places with us on occasion.

September also means that winter is just around the corner. Winter means rain. And rain means many areas of Local No. 3 and that the hours many operating engineers work will be fewer and further between.

Many operating engineers will of course be concerned about their health and welfare coverage during the winter. They may also be worrying about their retirement benefits. As the saying goes: "You don't have to take the money when the time comes."

Current, it takes 90 hours work for a contributing employer in one month to provide coverage for you and your family in the following month. This coverage is also available in the subsequent months. The first 90 hours of work are considered "banked" and can be used in any month. You are allowed to accumulate excess hours up to a maximum of 100 in your bank. Perhaps this can be illustrated by giving you an example. Let's say that an operator has built up a 450 hour bank. He has had continuous coverage all year, but because of rain he is only able to work 80 hours this month. It is less than 100 hours, hence is provided with health and welfare coverage for October.

At this point the Trust Fund Office will take 10 hours from his bank for his contribution to his benefit. This leaves 350 hours available to be used in the month of October. The operator and his family will continue to be covered in october and he will be left with 446 in his bank. This same procedure will continue until his bank of hours has been depleted or the operator is able to work 105 hours a month for 105 or more consecutive days.

Questions concerning the various programs and benefits available through the Operating Engineers Fund. Funds continue to come in to us. Here are a few of these that we received this past month:

Q: We know it is possible to continue our health and welfare coverage, can it be self-funded for a total of twelve additional months?

A: Yes, it is possible to self-Fund for a total of twelve additional months. Information in regard to this topic can be obtained from the Trust Fund Office. Fringe Benefit Service Center or any of the UL's district offices.

Q: Can we make self-payment for health and welfare payments for the month of July?

A: Yes, it is possible to make self-payments for the month of July. This means that if you are going to make self-payments for any three months that you must make individual payments for each month that you desire coverage.

Q: I have worked 1300 hours this year. I understand that once you reach age 60, the number of hours required for pension credit is less than when you are less than age 60. Could you please explain this?

A: As of January 1, 1966, a covered employee less than 60 years of age will earn Future Service Credit for hours worked for individual employers in accordance with the following schedule:

<table>
<thead>
<tr>
<th>Hours Worked</th>
<th>Future Service Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 350 hours</td>
<td>None</td>
</tr>
<tr>
<td>350 to 599 hours</td>
<td>One quarter</td>
</tr>
<tr>
<td>600 to 1049 hours</td>
<td>Two quarters</td>
</tr>
<tr>
<td>1050 to 1499 hours</td>
<td>Three quarters</td>
</tr>
<tr>
<td>1500 hours and over</td>
<td>Four quarters</td>
</tr>
</tbody>
</table>

In any calendar year in which a covered employee earns 40 or more years of credit, he will be credited with 5 years of credit for each additional 150 hours of work for individual employers in accordance with the following schedule:

<table>
<thead>
<tr>
<th>Hours Worked</th>
<th>Future Service Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 550 hours</td>
<td>None</td>
</tr>
<tr>
<td>550 to 749 hours</td>
<td>One quarter</td>
</tr>
<tr>
<td>750 to 1199 hours</td>
<td>Two quarters</td>
</tr>
<tr>
<td>1200 hours and over</td>
<td>Three quarters</td>
</tr>
</tbody>
</table>
Ballot Counting An Involved Process

The ballots arrive in the mail and are sorted in trays according to numbers on the outside of each envelope.

After the mail has been sorted, each return envelope containing the ballot envelope is checked for the voter's address, social security number and registration number against computer printouts of the Local 3 membership, to determine the validity of each entry.

The envelopes containing the ballots are then taken out of the return address envelopes.

The envelopes containing the ballots are then sent to another table where the ballots are taken out of the ballot envelopes (below). Up until this time, the ballots have been sealed.
Processing the thousands of ballots takes a long time. Late into the night many observers of the election (below), are still waiting for the results of the final ballot count, which have been posted periodically on the bulletin board (left) in computer printouts.

Are Certified

vell of Santa Rosa, California, to the offices of Trustee.

In unopposed contests, Harold Huston of Yuba City, Calif., was returned as President, Robert Mayfield of Redwood City, Calif., as Vice President, James “Red” Ivy of Walnut Creek, Calif., as Recording-Corresponding Secretary and Harold Lewis of Honolulu, Hawaii, as Financial Secretary.

Also elected on a White Ballot (unopposed) were Dick Bell of Pacifica, Calif., Walter Talbot of Stockton, Calif., and Dennis Wright of Salt Lake City, Utah, as Auditors. Ray Cooper of Pacifica, Calif., was re-elected as Conductor and Mike Kraynick of San Jose, Calif., as Guard.

Rank-and-file District Executive Board members were elected in the following areas: Ray Helmick in the San Francisco, San Mateo, San Rafael and Vallejo area; Tee Zhee Sanders in the Oakland area; Charles “Chuck” Smith in the Santa Rosa area; John Fredrickson in the Eureka area; Joseph Ames in the Redding area; Robert Christy in Marysville; James Brown inSacramento; Bill Dalton in San Jose; John Dorton in Stockton Norby Flanagan in Fresno; Ed Jones in the State of Nevada; Lynn Barlow for the State of Utah, and Shoichi Tamashiro in the State of Hawaii.

Are Certified

... are then sent to keypunch terminals, where the results of the voting on each ballot is punched onto an IBM card and sent to the computer for tallying (below).

OPERATING ENGINEERS LOCAL UNION NO. 2
RESULTS OF ELECTION OF OFFICERS AND DISTRICT EXECUTIVE BOARD MEMBERS—AUGUST 1976

ELECTION OF OFFICERS

OPPOSED CANDIDATES

<table>
<thead>
<tr>
<th>Office/Candidate</th>
<th>Number of Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dale Marr (Incumbent)</td>
<td>8,942</td>
</tr>
<tr>
<td>Joe “Chief” Almodova</td>
<td>459</td>
</tr>
<tr>
<td>Norris A. Casey</td>
<td>3,602</td>
</tr>
<tr>
<td>James (Jim) Logston</td>
<td>1,634</td>
</tr>
<tr>
<td>Joe Almodova</td>
<td>429</td>
</tr>
<tr>
<td>Dale Marr (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Joe “Chief” Almodova</td>
<td></td>
</tr>
<tr>
<td>Norris A. Casey</td>
<td></td>
</tr>
<tr>
<td>James (Jim) Logston</td>
<td></td>
</tr>
<tr>
<td>Treasurers (Elect 3)</td>
<td></td>
</tr>
<tr>
<td>Tom Bills (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Kenneth M. Green (Incumbent)</td>
<td>10,594</td>
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<tr>
<td>Pat O’Connell (Incumbent)</td>
<td>10,603</td>
</tr>
<tr>
<td>Bill L. Dalton (Incumbent)</td>
<td>9,801</td>
</tr>
<tr>
<td>Joe Anbrow</td>
<td>1,624</td>
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<tr>
<td>Lake Austin</td>
<td>2,104</td>
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<tr>
<td>Joe Almodova</td>
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<tr>
<td>Norris A. Casey</td>
<td></td>
</tr>
<tr>
<td>James (Jim) Logston</td>
<td></td>
</tr>
<tr>
<td>Treasurers (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Mike Kraynick (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Harold Huston (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Jim O’Brien</td>
<td></td>
</tr>
<tr>
<td>Tee Zhee Sanders (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Tee Zhee Sanders (Incumbent)</td>
<td>1,019</td>
</tr>
<tr>
<td>Harold J. Lewis (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Charles Dale Blackburn</td>
<td></td>
</tr>
<tr>
<td>Bill L. Dalton (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>B. D. Miller</td>
<td></td>
</tr>
<tr>
<td>Charles (Chuck) Smith (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>Garth A. Patterson</td>
<td></td>
</tr>
<tr>
<td>Kay Leishman (Incumbent)</td>
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</tr>
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District Candidates

<table>
<thead>
<tr>
<th>District No.</th>
<th>Office/Candidate</th>
<th>Number of Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ray Helmick (Incumbent)</td>
<td>589</td>
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<tr>
<td>2</td>
<td>Willis Bennett</td>
<td>81</td>
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<tr>
<td>3</td>
<td>Tee Zhee Sanders (Incumbent)</td>
<td>1,019</td>
</tr>
<tr>
<td>4</td>
<td>Bill Rogers</td>
<td>918</td>
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<tr>
<td>5</td>
<td>Joseph C. Ames (Incumbent)</td>
<td>285</td>
</tr>
<tr>
<td>6</td>
<td>Charles Dale Blackburn</td>
<td>170</td>
</tr>
<tr>
<td>7</td>
<td>Joseph C. Ames (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Bill L. Dalton (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>B. D. Miller</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Charles (Chuck) Smith (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Garth A. Patterson</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Kay Leishman (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Lynn Barlow</td>
<td></td>
</tr>
</tbody>
</table>

UNOPPOSED CANDIDATES

<table>
<thead>
<tr>
<th>Office/Candidate</th>
<th>Number of Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Harold Huston (incumbent)</td>
</tr>
<tr>
<td>Vice President</td>
<td>Bob Mayfield (incumbent)</td>
</tr>
<tr>
<td>Recording-Corresponding Secretary</td>
<td>James “Red” Ivy (incumbent)</td>
</tr>
<tr>
<td>Financial Secretary</td>
<td>Harold J. Lewis (incumbent)</td>
</tr>
<tr>
<td>Auditors</td>
<td>Dick Bell (incumbent)</td>
</tr>
<tr>
<td>Conductor</td>
<td>Ray Cooper (incumbent)</td>
</tr>
<tr>
<td>Guard</td>
<td>Mike Kraynick (incumbent)</td>
</tr>
</tbody>
</table>

District Executive Board

<table>
<thead>
<tr>
<th>District No.</th>
<th>Office/Candidate</th>
<th>Number of Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>John R. Dorton (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>John R. Frederikson (incumbent)</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Norby Flanagan (incumbent)</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Robert L. (Bob) Christy (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Jim Brews (incumbent)</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Ed Jones (Incumbent)</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Shoichi Tamashiro (incumbent)</td>
<td></td>
</tr>
</tbody>
</table>
New Melones Adds Workers

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

The prospects for employment in this district remain unchanged from our last report with any improvements not expected until the completion of Interstate 5 and other projects are forthcoming.

Melones Contractors, constructors of the New Melones Dam and powerhouse have added engineers to their payroll during the past month. These new hires were mostly in the mechanic-welding field with some done operators added to the force.

Roy E. Ladd, Inc. of Redding was the successful bidder of the Camp Nine Road re-location and bridge job in Calaveras County for $21 million. The U.S. Army Corp. of Engineers had delayed awarding this project for some time.

Teichert Const. submitted the low bid to the redevelopment agency of Stockton at $380,000 for street improvements in the McKinley Urban Renewal Area. Teichert was also the low bidder to their payroll during the past month.

McGaw Co. bid of $333,000 was low on Phase 11, paving of Matthes Road south of Stockton and they were also the successful bidder to construct the boat landing and auxiliary parking facilities for the City of Stockton at the Channel for $277,000.

M. M. Contr. Co., Sacramento was low bidder at $497,000 to replace the Mackville Road Bridge over the Mokelumne River north of Clements. The old bridge was added to the work force.

With Some New Jobs

HAVE YOU ever seen a Cat D-10 before? Probably not since they are not yet on the market. However, Melones Contractors has one working on the Melones Dam on an experimental basis. The cat, as pictured above, weighs 97 tons, has an 18-foot dozer and is powered by a Cat V-12 engine that equals 750 drawbar horsepower.

In Contra Costa Steady

BOB SKIDGEL, District Representative

Attn: District Representative, BURFORD BARKS, BILL DORST, CHUCK IVIE, JOHN MONGAN, DEWITT MARRAM, BOB MAUR and HANK MUNROE, Business Representatives

The work picture in Eastern Contra Costa is about the same as the last news report except for a few new jobs that are breaking.

The pre-job on the Antioch Bridge was held and we have a few hands on the job now. At the peak of employment Kiewit expects to have 16 Operating Engineers on their payroll. The remainder of Engineers will be with the subcontractors. Kiewit expects to peak out in September 1977.

The dirt work on the Pittsburg Hospital should be started soon and the 18th of August, W. C. McCullough is going to do the new parking lot at the hospital in Pittsburg.

Work is still moving slow although the contractors say that a lot of bids are going across their desks. It should be picking up before long, we hope.

Work in Southern Alameda County has been on the increase lately. Hopefully it will remain that way. Pleasanton has approximately five housing units under construction at this writing. The City of Livermore even has a little activity with more in the offing.

The big boost in the Valley will be the last news report except for a few dirt hands and a 16 Operating Engineers on a fairly good rate, mostly in the East County areas are picking up at a pretty steady pace. Work is still slow over in Contra Costa County which will be at least temporary help. In fact last week they were finally able to re-call their last regular employee.

BOB WAGNON, District Representative

EUGENE LACE, Business Representative

Bidding for construction of the proposed McKinleyville sewer project was reopened Wednesday by order of the Humboldt County Board of Supervisors.

The supervisors, acting on the advice of county staff, agreed at special meeting in the county courthouse to reject all previous bids and call for new ones.

The bids were rejected because one of the bidders, McGuire and Hester, had filed a protest with the Environmental Protection Agency (EPA) on the low bid by Tibbudo Construction Company.

McGuire and Hester claimed that Tibbudo's bid was not properly executed by a corporation officer or director, as required under the contract.

San Francisco attorney Carlo Fowler said, because of the time the supervisors can't consider the protest and start the bidding process over.

According to the proposed time schedule, the supervisors will receive the bond bids by August 30, and ask that the bid opening be held on September 14, when the bond proceeds should be received. The project is expected to begin by the end of September.

In Del Norte County the Ladd & McDonald job is being paved at the present time. The C.T.B. is being furnished by the Antrak Corp. Redwood Empire Aggregates is laying it down. They will also do the paving out of their Smith River plant.

Roy E. Ladd is going full bore on the Del-Mal job—the dirt is on a two shift basis at present time. Their goal is to get the dirt moved this season.

Crescent City has no work to speak of this year. Fred J. Murrer & Sons have finished an $80,000 dock repair job on the water front. Some small paving jobs are being done around town, including an overlay on Highway 101 through town. We are looking forward to the large underground job that started earlier this year.

David R. Wilkins & J. W. Pipe have started their fields Landing to Eureka road line. They have 15 Brother En- gineers employed at the present time. The price tag on this one is just under a million dollars.

In Arcata Gary F. Atkinson is rapidly finishing up their freeway project. At this time the dirt is just about moved. Redwood Empire Aggregate is hard at it putting down the black-top. The south bound lanes and some of the on and off ramps have been completed. This one wins our largest dirt job in the area and is finishing about a year ahead of schedule.

Mercer Fraser Company is scratching hard for work. This is perhaps the poorest year ever for record for this firm. They just picked up a $1,000,000 U. S. Forest Serv- ice contract in Trinity County which will be at least temporary help. In fact last week they were finally able to re-call their last regular employee.

BROTHER ENGINES continue to move dirt on the big Highway 4 job in east Contra Costa County near Concord, which also has considerable bridge construction going on. Bridge work is being done by Ma- donna Construction.
Sonoma Co. Disposal Workers Ratify Offer—Get New Benefits

By RUSS SWANSON, Business Representative, BILL PARKER and STAN MCLNTY, Business Representatives

One down and five more to go; Sonoma County Disposal Workers recently ratified the final offer put forth to them by DeMeo Corp. of Santa Rosa, Supt. Don Antovich and Foreman Frank Games are attempting to reach a goal of 1,500 feet per day. Laying the six foot diameter pipe with a Burycus Erie 38 is Brother John Sousado. Each section of pipe has to be set within 1/100th tolerance. Bro. Carlos Talamantes is the instrument man responsible for maintaining the tolerance. Also pictured are Bros. John Presley and Jess DeWitt backfilling and Bro. Bill Cautfield, oiler.

Bidding Completed In Nevada
On Year's Largest Hwy. Job

By RUSS SWANSON, Business Representative

Paul Wise, Business Representative

On July 22nd, Jack B Parsons of Utah was the low bidder on 4.4 million dollars on the largest highway project bid this year in Nevada. LaGrande Johnson was last in a long list of bidders at 73.5 million dollars. Fellenz Construction was the successful bidder on the new storm drain job on Montgomery Village in Santa Rosa. They are about to get started on the Porter Creek job. It's just picked up a warehouse in the upper Napa Valley. Christensen & Foster are coming right along with the winery they are building in Yountville.

Well, as you can see, the work situation has improved slightly over what it has been for the past year and a half. Let's hope it continues on the upswing.

BROTHER BOBBY CARROL is operating the pride of Pesto's equipment group. A Koehring 1266 with a seven yard bucket and eighty-one foot reach. The big hole is excavating a twenty-five foot deep trench for a sewer improvement project in Santa Rosa. Supt. Don Antovich and Foreman Frank Games are attempting to reach a goal of 1,500 feet per day. Laying the six foot diameter pipe with a Burycus Erie 38 is Brother John Sousado. Each section of pipe has to be set within 1/100th tolerance. Bro. Carlos Talamantes is the instrument man responsible for maintaining the tolerance. Also pictured are Bros. John Presley and Jess DeWitt backfilling and Bro. Bill Cautfield, oiler.

Bidding Completed In Nevada

On Year's Largest Hwy. Job

By RUSS SWANSON, Business Representative

At a Koenig 1266 with a seven yard bucket and eighty-one foot reach the big hole is excavating a twenty-five foot deep trench for a sewer improvement project in Santa Rosa. Supt. Don Antovich and Foreman Frank Games are attempting to reach a goal of 1,500 feet per day. Laying the six foot diameter pipe with a Burycus Erie 38 is Brother John Sousado. Each section of pipe has to be set within 1/100th tolerance. Bro. Carlos Talamantes is the instrument man responsible for maintaining the tolerance. Also pictured are Bros. John Presley and Jess DeWitt backfilling and Bro. Bill Cautfield, oiler.

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Go outside, take a walk, find a quiet place, and think about the subject at hand. This can help you clear your mind and focus on the problem at hand. Remember to take breaks and give yourself time to rest and recharge. Good luck with your project!
More On Callaghan And Dow Chemical

(Continued from Page 15) of the Clean Water Act. The Association of Bay Area Governments has organized an Environmental Management Task Force, which is responsible for the study and completion of this plan, which is financed by a $4.3 million grant from the EPA.

As we understand the situation, the plant will not exceed air pollution standards from the smoke stacks, from the property line; or from the direct pollution sources from the plant. As we further understand it, the major concern is the air quality impact of these emissions and that they would interfere with the attainment and maintenance of Federal and State standards. The term "interferes" means that with the existing pollution in the Bay Area, this added amount may either tip the scales or make it more difficult for the air basin as a whole to achieve and maintain Federal and State air quality standards.

By TOM BILLS, District Representative, and REX DAUGHERTY, West Coast District, and DON STRATE, Business Representatives

Concrete Pavement Projects in Utah

As we understand the situation, this "go or no-go" project, then we SHOULD BE REJECTED. As we further understand it, the项目 should be rejected, project engineers, the EPA, and the contractors, the Bay Area should be rejected.

What can you, the member, do? Register to vote and vote. Write to your representative in the Senate and the Assembly-State and Federal.

We are showing improvements with the work picture, but we have to keep fighting.

1211 Gets Concrete Shoulders

For Local 3 he initiated a campaign to obtain tighter standards regarding roll over protective structures on most types of construction vehicles manufactured after April 1, 1971. The new regulation is stronger and requires construction equipment-regardless of type-to have ROPS and seat belts installed by July 1, 1977. Construction equipment is too expensive to be replaced on a whim, so there are numerous machines in the field manufactured before 1971 which have been exempted from this old regulation. Now, they will all be covered and that's good news for us!

Specifically the new regulation requires that belts IN USE and overhead protective structures be installed:

- On any construction equipment regardless of age if the equipment is operated in a 'hazardous' location. A hazardous location is the extreme rear of the vehicle, the side-boom pipes-laying tractors, non-rider equipment and rollers and compactors with a mass less than 5,960 kilograms (5,940 lbs.).

Construction equipment that will not require ROPS includes the following: smooth steel wheel rollers, those operating the operator is on the nearside and not placed in hazardous locations.

On all scrapers, tractors, front end loaders, bulldozers, motor graders and water wagon prime movers with brakes horsepower ratings above 20.

The State of Hawaii Occupational Safety and Health Standards Advisory Committee has an organizational structure that is consistent with the federal law. The role of the committee is the establishment and administration of the Division of Occupational Safety and Health in the construction industry.

The Hawaii OSHA standards are consistent with the federal law. The role of the committee is to provide a safe and healthful working environment to all employees.

The committee has an extensive background in occupational safety and is well qualified to contribute as a member to each of these committees.

Congratulations on your appointment, Jim, and thanks for your continuing efforts on behalf of all Operating Engineers in Local 3.
Letters Of Thanks

Operating Engineers Local Union 3
I wish to express my heartfelt gratitude to the Operating Engineers Local 3, of which my husband was a member for many years before his retirement. I would also like to thank you for the beautiful Bible that was given to me. I will cherish it always in my memory and keep it as a bond of love and friendship.

Mrs. Mary Brown

Operating Engineers Local Union 3
Thank you and God bless everyone in it for your kindness and help in the passing of my beloved husband Dewey Clemenin.

Dewey was so proud of his union and I want to thank everyone for the beautiful Bible. God bless everyone.

Yours Truly,
Mrs. Gladys Clemenin

More From East Bay Counties

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:

Beaton, Thomas (Muriel), 8-15-76
Bernal, Ridgely, 7-7-76
Borsa, Albert (Josephine), 8-4-76
Bruno, Lawrence (Dorothy), 7-22-76
Brady, John (Betty), 8-26-76
Carter, John (Katie), 8-26-76
Duncan, Charles (Grace), 7-22-76
Eagan, David C. (Theresa), 7-26-76
Elkins, Frank, 7-15-76
Box 454, Anderson, Calif.
Elliott, Charles (Willa), 7-26-76
Hendricks, Dave, 7-26-76
Jensen, Melvin (Dorothy), 7-26-76
Kilgore, Jerry (Alice), 8-26-76
Kilgore, Harry (Winnie), 7-26-76
Kilgore, Mary Lee (William), 7-26-76
Kimball, Donald (Marie), 7-26-76
Klingonsmith, Philip (Connie), 8-26-76
Lindenburg, C. H. (Eva), 7-19-76
Long, Nora, 8-26-76
Marr, John, 8-15-76
Mathews, Joe (Dorothy), 7-22-76
McClellan, John (Katherine), 7-22-76
McKown, Harry, 8-15-76
McKown, Harry, 7-26-76
McKown, Henry, 7-26-76
P.O. Box 97, Modesto, Calif.
P.O. Box 72, Levan, Utah
P.O. Box 72, Levan, Utah
P.O. Box 22, Wallace, Calif.
P.O. Box 87, Sutherland, Calif.
Smith, J. S. (Clara Smith, Mother)
Sneddon, Clyde (Nelie), 8-26-76
Taylor, James (Connie), 7-26-76
Taylor, James (Connie), 8-15-76
Acme Vickery Co., who has
Dear Mr. Brass, the concrete for this project was


""
STOCKTON
We wish a speedy recovery to James Avedco, who has been put under medical care at this time.
Our sympathy is extended to the family and friends of our departed brother Clyde Seidner.

MARYSVILLE
Our deepest sympathies to the family and friends of deceased retiree Melvin Jensen and also to deceased Brother John Prather. Also to the family and friends of retiree John Carter.

SACRAMENTO
Congratulations to Bill Parks and Brother Joe McMullen. Also, congratulations to Brother Bill Parks on becoming a Grandfather!

OAKLAND
Congratulations to Don Baldwin, a 35-year member. He has been

SAN RAFAEL
We received a most welcome letter from Brother Bill "Red" Evans from the land of the Sand—Saudi Arabia. Red says the living quarters are nice, and the food is excellent. When this letter goes in full swing, there will be about 100 Americans, 1600 Filipinos, and just a few Arabs. There is very little unemployment over there, Red says. They have their own Black Plant, Black Plant, Plant, Plant, with the best General Manager. Most important of all—"Airconditioned Chev. Pickups."

We received a nice letter from Brother Larry Meyers, who is now这点内容缺失，无法提供完整的帮助。
by ALEX CELLINI, 
Representative and 
SECRETARY 
Business Representative

Work on the West Side is also slow at this time. As most of you know, John Donahue and Brossmer is quickly approaching the completion of the Southland Canal. I would guess that by the time this article comes out the job will be about 75% cut in half. We have finished negotiations with Valley Irrigation in Orland and with Hydro-Consolid in Orland. Kaiser Sand and Gravel is still running with their usual crew.

Ron Watson has picked up just a little in the shop at Chico — they have been up and down. Butte Creek Rock in Chico also has been up and down with their production operation this year. R & D Watson is moving along on the Paradise Dam job at Magalia with about eight (8) operators. All Bridge Construction Company has started work on the Magalia tunnel job at Magalia Dam. This job will have quite a pumping operation as they have to keep water going for Paradise while they do the tunnel.

The Ready-Mix Plants have been keeping fairly busy. The shops have slowed down somewhat. The next Reach of Canal (Reach No. 6) looks like it won’t be put out bid until probably September 1976. The Meridian Bridge job has been up and down with one problem or another. Claude C. Wood started work on the Butter Valley job in Colusa County. This job should keep some of the members working for the next year.

We have picked up somewhat on the East Side. Robinson Company has another job going in Quincy. Kelly Ridge went back to work after being shut down for some time. They are clearing up their underground job with the telephone company. The Nicasio-Wheatland area. R & D Watson has another month-and-a-half on the job. The finish up the finish grade and rip rap on the banks. Smallers crews are cropping up throughout the area. They would like to take this opportunity to thank the following individuals for their donations to the blood bank:

Kenneth Bettis, H. O. Blackwelder, Mary Cochrane, Gerald P. Davern, Kenneth D. Mikelson, Jerry Tolbert, Nathaniel Tolbert.

We certainly appreciate the generosity of the donors as we are in need of blood for the blood bank. If there is anyone else who would like to give, you may go to the following locations — and please remember this is District 60 when you are donating:

Chico: Every Monday—3 to 8 p.m.

Every Friday—4 to 11 a.m. and 1:00-4:00 p.m.

Every Friday—8 to 11 a.m. a.m. (At the Chico Olive Cen-
ter, 169 Oohashel, Road, Chico)

Marysville: 2nd Tuesday of each month at 7:30 p.m.

(OH the Marysville Art Club)

Oroville: 1st Thursday of each month at 7:30 p.m.

New Location: Municipal Auditorium

Montgomery Myers, Oroville

In full swing on the new smelter for Kennecott Copper Corporation at Magna, Utah. For the most part, the “dirt” work is completed and the “red” iron is falling into place at a rapid pace. We have been informed that very little alterations will be necessary to “connect” due to the fine job the Survey Crews have done.

The Salt Lake Valley 125 Inter- state is nearing completion on the sections that have been awarded. Gilbane and Reed Company is putting final touches on the grade and Acme-Vicker Company is following behind with the concrete. Peter Kiewit Sons’ is also progressing on their section at 3300 South. Peter Kiewit has the interchange, two bridges and approaches.

W. W. Clyde Company is approximately 60% per cent complete on their four-lane divided highway from 7300 West to Magna. This $10,000,000 project should be finished this fall.

Construction is moving along in Southern Utah and most of the in-

area men are working:

W. W. Clyde Company was low bidder on the Clear Creek job on I-70. It is a $3,250,000 job, four miles long, with about 1 million yards of excavation. A definite starting time has not yet been established.

W. W. Clyde Company has started on the I-70 overlay job at Harley’s Dome. They have just put the crusher in operation and are preparing sand and gravel for much other work on the job. Brother Dewey Land is the Job Steward and Brother Linold Everett is the Safety Committeeman.

W. W. Clyde is getting the Koo-

skrion started and moving in equipment. Their job at Fair-

view Canyon, that Brother Jim

Street is pushing, is about com-

plete. Most of these operators will probably be moving to the I-70 job.

1. A Young Sons Company has moved their crusher on the I-70 job to Fairview Canyon and they have approximately eight operators working at this time.

Corn Construction has finished their resurfacing job on Soldier Summit and has moved out.

Pictured above is an Arctic service truck built by Opera-

W. W. Clyde and Reed Construction.

(Continued from Page 14)