

All Local 3 Officers Win 2nd Terms

ENGINEERS NEWS

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Don Kinchloe



Dale Marr

In landslide victories, Business Manager Dale Marr and Treasurer Don Kinchloe each captured approximately two-thirds of the total vote.

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 8,942, Norris Casey, a rank-and-file challenger from Concord, California, scored 3,802, and 633 votes were cast for James Logsdon of Chico, California, and 429 for Joe Almoldova of Live Oak, California.

This was the first election in the 37-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 the Union as Assistant Business Manager, Vice President and Director of Safety.

Also re-elected, as Treasurer, was Don Kinchloe, a resident of Danville, California. Kinchloe 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 1962, Kinchloe was a business agent and District Representative in the Oakland and Sacramento 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

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Dumbarton Gets A Push

A much debated bill designed to speed up the process for widening the Dumbarton Bridge and approaches in the South Bay was passed Aug. 25 in the California State Assembly by a 55 to 11 vote.

The measure has already cleared the State Senate, but, following a few minor technical amendments in the Assembly, will return to the upper house for what is expected to be another vote of approval.

Business Manager Dale Marr who has been actively pushing for the project to get underway, was pleased with the outcome of the vote in the Assembly and confident that the bill will clear its final needed vote.

"I'll be a lot happier though, when I see the project up for bidding and the construction underway," Marr said. "Dumbarton has been in the planning stages for 10 years, and it was under study 10 years before that. It has passed the environmental impact studies, it is undeniably unsafe in its present condition, and it has received the approval of seemingly countless governmental agencies. The only thing I know of holding it up now is the issuing of a permit from the U.S. Coast Guard."

Dumbarton has also received considerable opposition from several communities adjacent to the bridge. However, the bill's author, Senator John

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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 said 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 jailing responsible city officials who neglect to do their part in getting the sewer project off the drawing boards.

No doubt, these alternatives, particularly the last one, as well as the strong support for the project by Marr and the rest of the commercial and public interests in the city were influential in the supervisors' final decision.

Quentin Kopp, president of the Board of Supervisors said, that the sewer bond issue is "the most far reaching" of any item the supervisors have had before them.

Citing San Francisco's history of receiving injunctions and threats from the Water Control Board for its poor sewage treat-

ment facilities, Kopp said that these actions were taken on the "plain and simple fact" that the city has not complied with state and federal environmental law.

The supervisors also received a certain degree of assurance from the state Water Resources Board and the Water Quality Control Board in letters they received in the week following the Aug. 16 hearing.

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 communities meet the water requirements, and not get involved with the specific methods a city proposes to use in meeting those

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AUTOMATIC DUES INCREASE

Article VI of the Local Union By-Laws provides for an automatic increase in dues of fifty cents (\$.50) per month for each One Dollar (\$1.00) per day increase in the total wage package of the top four classifications in the Master Agreement or Unit Agreement unless a temporary suspension of all or part of the amount is approved by the Membership at the July Semi-Annual General Membership Meeting.

The membership at the Semi-Annual meeting held on July 10, 1976, acting on the recommendation of the Executive Board, voted to suspend the automatic dues increase due on October 1, 1976, and all prior temporary suspended dues increases with the exception of Two Dollars (\$2.00) for Locals 3, 3-A, 3-B, 3-C, 3-E and 3-R.

Due to the differences in the wage structure of 3D and Industrial Units the amount of automatic dues increase temporary suspended varies from unit to unit and the members will be notified of the amount applicable to their respective unit.

If there is any question in regard to the above please contact your Business Representative.

Pursuant to Article VI, Section 11, of the Local Union By-Laws: "A Member who before October 1st of any year pays his dues for any quarter not to exceed the fourth quarter in the following calendar year at the rate in effect on that date shall not be required to pay any additional dues for any such quarter that the Member paid through, except as may be required because of his reclassification or area transfer."



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. I could, 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 counsels 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 bad news. As everyone is all too well aware, 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 it 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 stop construction of the dams in California. They 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 gains 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 into 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 on programs which do not appear to work. He will, however, fail to show a program other than vetoes, which will return this nation to the prosperity it so badly needs.

As we approach the stretch run in election year '76, I urge all members to make sure they are registered to vote. With election day on November 2, the deadline for registration is October 1. I realize that many members are reluctant to register to vote in order to avoid jury duty. However, most states have changed their laws for the selection of prospective jurors. They now take the names off the rolls of the Department of Motor Vehicles. This being the case, there is no reason whatsoever for union members not to be registered. All of the Local Union offices have a deputy registrar during business hours for the convenience of the members. I hope you use them.

Sewer Revenue Bond Approved

(Continued from Page 1)

requirements. Edward Dito of the state Water Resources Board in Sacramento said planners and consultants have "every reason to believe water requirements will be met" with the proposed system, but he could give no written assurances they would be.

However, in the week that followed, the supervisors did receive letters from these two agencies, saying that they were "convinced" the system as planned "would meet the city's long term needs," and that there is "impressive evidence" that San Francisco has "the very best plan that is both feasible and ethical."

Another factor that was influential in the supervisor's decision deals with a bill presently up for consideration in Congress. This bill if passed, would reduce the federal government's commitment on local construction projects from the current 75 per cent to only 60 per cent.

The supervisors were warned that if the revenue bond was not approved and passed this fiscal year, there was a high probability that the city would not get the 75 per cent funding from the government, since it is very likely that the bill will meet the approval of U.S. Congressmen.

The result in a 15 per cent reduction in federal funding would more than double San Francisco's share of the money needed to complete the project.

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 act, 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 Barbagelata in an Aug. 2 Finance Committee Meeting, that if the project is approved, the work should be done only by citizens of San Francisco.

Dale Marr, who attended this meeting also, told Barbagelata that preference is usually given to local construction workers, but that by no means would work be restricted only for them.

Taking a moment to educate Barbagelata on the construction industry, Marr told him that construction workers "go where the work is."

"A lot of our people would like to work here in San Francisco if they could," Marr said. "It behooves us to dispatch locally," but because San Francisco's tight-fisted policy on construction

has left many brother engineers out of work, most of the 1,800 Local 3 members that used to live in the city have now left.

Marr noted that with over 80 per cent of the project being covered by state and federal funds, the payment of prevailing construction wages would apply—meaning that union work would be required.

"With that kind of federal money, you can't make it (a local requirement) stick," Marr warned Barbagelata, "and we're going to take you head on if you require local residency for workers."

The sewer project presently planned is known as Phase I and is expected to be completed in 1984, if the bond is passed in November.

The city already has \$60 million in unspent sewer bond money, which has been supplemented with \$200 million in state-federal aid (see August Engineers News).

The first \$260 million is enough to cover expenses of the initial section of the project—a major sewage tunnel along the eastern shoreline of the city. Bids for these projects will be let in September, October and November.

More On Dumbarton

(Continued from Page 1)

Holmdehl (Dem.-Castro Valley) had this opposition in mind when he specified in his legislation that the state "can proceed immediately... without obtaining further approvals" from local governments in the West Bay.

"Passage of this bill," Holmdehl declared, "will hopefully increase the chances of success in defeating the two suits."

Plans for the project, which have been in the formulation stage since 1964, call for widening Marsh road to four lanes. At the present time, the two-lane road is the only existing West Bay link to the bridge.

The plans also call for building a new four-lane University Avenue connection from Palo Alto and a new four-lane Willow road connection from Atherton, the two communities most actively opposing the bridge.

The most serious deficiency in the bridge now is its safety. From 1966 to 1972, 19 people were killed in accidents on the narrow bridge. Since reconstruction was authorized by the State Legislature in 1972, nine more people have been killed and 120 injured.

The fatality rate on the bridge is five times the average for all California freeways.

The U.S. Department of Labor's Bureau of International Labor Affairs provides readjustment allowances, testing, counseling, training, relocation benefits and job search and placement assistance to qualified workers adversely affected by increased foreign imports.

District Rep. Leaves Local 3

Santa Rosa district representative Russ Swanson has accepted a position with the International Union of Operating Engineers as an international representative for the Western Conference, which covers 11 western states.

He will be working in the regional offices in San Mateo under J. J. Twombly, Secretary-Treasurer of the Western Conference.

Swanson, a 36-year member of the Operating Engineers, began working for Local 3 in June 1948 as a dispatcher in San Francisco. He later became a business agent and then a district representative for Local 3 in the Santa Rosa office in 1958, 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.



Russ Swanson

Bob Wagnon, district representative in Eureka will take Swanson's place in Santa Rosa, and Eugene Lake will take over the Eureka office.

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A Personal Note from The President's Pen

By HAROLD HUSTON
President



On behalf of the officers, may I take this opportunity to personally thank all the brother engineers working under the East Bay Equipment Dealers (Independent), and the East Bay Equipment Dealers Agreement (Association) who attended one of the special-called meetings held at Oakland, Redding, Chico, and Yuba City.

We felt it was most important to meet with you personally to discuss the allocation of the \$1.00 increase which became effective on September 1, 1976, and to answer any questions you may have had. Also, to find out if you were having any problems with your agreement. I appreciate the warm reception given to me and the business representatives at these meetings and your kind remarks as to how happy you are with your Agreement.

As we explained to you at these meetings, we are really happy in winning the arbitration dispute involving pay rates for equipment dealers employees doing on-site repair work for companies bound to the Master Construction Agreement.

The dispute stems from a disagreement over Section 07.01.01 of the East Bay Equipment Dealers Association Agreement. That section reads: "07.01.01 Employees performing maintenance and repair work for Employers bound to the Master Construction Agreement, excluding warranty work as described in 07.10.00, off of the Employer's premises, shall receive the following wage rates reckoned by the shift and half-shift. The above includes such work performed in any other Employer's shop or yard. However, travel shall be paid out at the rates set forth in Section 07.01.00."

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 whenever any non-warranty on-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 on-shift travel time, performed during that shift, except for 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 'shop rates' regardless of where that work is performed—at 'on-site' construction, in the contractor's shop or yard, at marine facilities, agricultural sites, wherever."

The decision is retroactive and employees covered by the agreement shall be paid in accordance with the finding from September 1, 1974, the effective date of the Agreement.

Your agreement is open in its entirety next year. 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 will be scheduling special-called Pre-Negotiations meetings 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 Simmons Lane in Novato, and is expected to be completed before Christmas. If rain doesn't interfere with work, it could be finished by mid-November. Ghilotti Brothers was awarded this \$327,000 contract for the project.

The first steps of the project will be installing a 72-inch storm drain on the west side of the street near Novato Creek and widening the road near Leese Lane. The street will be widened to 34 feet plus parking bays. In addition to the two 12-foot travel lanes there will be a five-foot bike lane on each side. There will be a sidewalk on the west side. The project extends

from Novato Creek to San Marin Drive.

Six-Year Planning Program — Marin County Major Projects:

Route 1—Replace Walker Creek and Stemple Creek Bridges near Tomales—\$1.3 million scheduled for 80/81.

Route 101—Modify the lighting between Golden Gate Bridge and Waldo Undercrossing—\$1.3 million scheduled for 78/79.

Construction of a high occupancy vehicle lane on Rte 101 between Greenbrae and N. Forbes O.H. in San Rafael—\$3.1 million scheduled for 77/78 and \$3.4 million scheduled for 82/83.

Roadway reconstruction from Atherton Ave. to Sonoma County line north of Novato—\$1 million scheduled for 77/78.

\$147 Million Sacto. Sewage Job Starts

By CLEM HOOVER, District Representative, TOM ECK, Assistant District Representative, and AL SWAN, BILL MARSHALL, BILL BEST and GEORGE MORGAN

A combine of contractors with bases in Santa Clara, California; Pittsburg, Pennsylvania; and Bethesda, Maryland submitted an apparent low bid of \$147.5 million for the regional sanitation treatment plant project. The combine consisted of Huber, Hunt & Nichols, Inc., Limbach Construction Co., and George Hyman Construction Co.

A related bid for the plant's administration and maintenance complex was apparently won by Continental-Heller Corp. of Sacramento with an offer of \$5,445,000. County Public Works Director Brian Richter stated that it could take between 30 and 60 days for the County and the Federal Environmental Protection Agency to approve the bids.

The treatment plant, to be located south of Sacramento near freepoint, will eventually treat 136 million gallons of sewage per day and up to 240 million gallons per day during peak periods. The facility will replace 16 smaller plants in the county and will occupy 300 acres of a 2,400 acre site.

The contract for the treatment plant is the largest of a series to be awarded for construction of the Regional Wastewater Program. The total price will exceed \$400 million.

Bids for the regional project's pipeline connection system, estimated at \$23.8 million, will be received next month.

Both of these projects have been anxiously awaited for by the Sacramento office, as it will employ many Brothers for the next two or three years.

It might also be mentioned that one of the companies, George Hyman Construction Co., is not a stranger to the Operating Engineers. This was the company which built our International headquarters in Washington D. C.

Negotiations have been completed for the Material Dealers in the Sacramento area. After this has been ratified by the members working in the concrete batch plants, the contract will go into effect retroactive to July 16, 1976. We were able to get a good contract for the members work-

in the batch plants thanks to the help of Brother Don Kinchloe.

Work in El Dorado County is slow but holding its own. Wunschel & Small has several jobs going in Garden Valley, also in Folsom. MCM Construction has a job for San Juan Water District in Folsom, which will last for a while.

Sears Construction of Oroville has started the pipeline job just out of Garden Valley. Brother Bill McHenry is the job steward on this job, which is expected to last until the snow falls.

S.F. Work Picks Up

By RALPH WILSON, Dist. Rep., CHARLES SNYDER, Bus. Rep., and PHIL PRUETT, Bus. Rep.

Work seems to be picking up in the San Francisco district after so many depressing months. Several pre-job conferences have been held in the recent weeks. The most recent was with Peter Kiewit & Sons for thirty-three hundred feet of sixty-six inch steel reinforced concrete pipe which will tie into the line that Homer J. Olsen is just completing on 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 \$1,200,000 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 suc-

cessful bidder. We will be able to see increased activity there in the on-coming months and hopefully many jobs.

A pre-job conference was held with De Narde Construction Co., for site improvement (\$2,106,000) at Hunters Point Redevelopment. This does not include any housing but is for concrete retaining walls, street reconstruction, sidewalks, curbs and gutters and underground utilities. This job will keep several Brothers busy for about one year.

Zapata Diversified Builders have started a \$527,500 four story office building at 327 Bay Street. Zapata is finally finishing up the apartment complex on Taylor Street.

Webcor 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 Sansome 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 Lasal, Utah will enter a national mine rescue competition in Salt Lake City Sept. 2 through Sept. 3.

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 ever entered 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 receive top ranking in the competition, they did make an impressive performance 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 Commission at the awards banquet following the competition. The brothers who entered the contest are to be commended for the many hours of time spent in preparing for the event.

Up to 30 teams will be participating in the September event sponsored by M.E.S.A. This will be the first time for such a contest directed exclusively for metal and nonmetal



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 Barrela.

participants.

The two day event will be held in cooperation with state inspection agencies, mine management, labor organizations 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.



RIGGING LINES

By BOB MAYFIELD
Vice-President

Things of interest to the members to write about this month haven't been overly abundant—not that this writer has had any leisure moments or any spare time.

One job of major interest which I'm certain will be reported in depth in the Sacramento District Column is the Sacramento Sewer Treatment & Sanitation Plant. This is just one of the many such projects which are likely to be constructed in the next few years. As has been reported in my column, and others as well, these types of projects in all probability are going to be the makeup of a large portion of the construction work that will be done, as the emphasis on dams and highways becomes less, and the fact that these projects are prime targets of the no-growth and environmentalist groups. It is most interesting to note in the above-mentioned project (the Sacramento Water & Sewer Treatment project) that the successful low bidder (Huber, Hnut, Nichols & Wyman) has been a good signatory Union employer and their low bid was about \$147,500,000. At a very close second bid was a combine headed by the Blount Construction Company of Atlanta, Georgia, with a bid of just over \$149,000,000. We have talked about the open shop and non-Union movement which has grown throughout this country the past few years and how we have been badly hurt by such employers in the State of Utah—not quite as badly in Nevada—and hardly at all yet in California or Hawaii. I'm told from fairly good sources that this combine headed by Blount for the most part works open shop where it can, and therefore can only assume they very well might have attempted to do this job on a partial or totally non-Union basis. This is located in the heart of Northern California and a project as massive as this would have indeed been not only crippling to Local No. 3 but the entire building and construction trades, had it gone to an open shop contractor. This threat is real and we are only kidding ourselves if we think it can't happen. This constant threat to work as we now are used to and are enjoying is the very reason this Local Union has been a large factor in the pushing of certain project agreements which have been completed in recent months (three are now in progress) and other realistic contract changes (Utah and Nevada master agreements) to assure and guarantee construction to be done on a Union basis by signatory employers.

At this time I have been assigned by the Business Manager, Dale Marr, to head up negotiations for several units whose contracts will soon expire and have to be renewed, as well as to attempt to help negotiate an acceptable labor agreement with two firms with whom we have won National Labor Relation elections. The renewals are the Carlin Gold and Cortez Gold Mines, both located in Elko County in the extreme eastern part of Nevada. In Utah the Abbott Diesel Company and the Utah Builders both are in an incomplete stage of negotiations, but hopefully will be completed and near ratification before the issue of Engineers News is published.

In closing, I would mention that the rank-and-file voters of this entire Local Union have spoken and returned to office for another 3-year term the Business Manager (Dale Marr), the Treasurer (Don Kinchloe) and the Trustees (Ken Green, Tom Bills and Pat O'Connell). I think this for the most part tells of the confidence they have in this group and of the best job possible these people have really done these past three years under circumstances which have been very far from ideal. To all of the nearly 14,000 members who took the time and interest to vote for the candidates of their choice, I certainly take off my hat to each for exercising this very important democratic process.

Union Label Week — Editorial

It's a fact. Where unions are strong people are better paid, work under better conditions and enjoy more job security compared to many 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 those of us who have it a lot easier today than it was for those dedicated trade unionists who paved the way for us.

There is a simple way each of us can demonstrate our loyalty to the trade union movement, and we can do it practically every day. Practice a little of that "eternal vigilance" when you're out shopping — be on the lookout for the Union Label, Shop Card, Store Card 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 your union-earned dollars 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 well-being 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." You can be part of the answer to the unemployment and economic problems our country faces today by doing your part to keep your fellow Americans working.

It's not enough to just be union — you've got to buy union, buy American if you want to stay union. It's a fact.

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

Ball, Ball & Broasmer and Gordon H. Ball of Danville were low bidders on the Friant-Kern Canal project in southern Tulare County. The contract calls for approximately 700,000 cubic yards of excavation, including 5,000 yards stripping, 170,000 yards embankment, 320,000 yards compacted embankment, 30,000 yards roadway approaches for raised bridges, 175,000 yards barrow. The contract will be completed in 500 calendar days at a cost of \$3,155,593.

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 have 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 & Broasmer of Danville has 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 calling for a pre-job conference in the near future.

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

The California Department of Transportation will be calling for bids soon on a section of four-lane expressway between Oroshi and Dinuba at a cost of approximately \$500,000. This contract will complete Avenue 416 from Dinuba to Oroshi.

Work in the City of Fresno is

about average at this time of the season with small jobs throughout the City. The rock plants are all busy for the summer and the Brothers are getting a little overtime after a slow winter.

Bids were opened July 7, 1976, constructing water distribution system for the City of Fowler. Hunsaker Construction was low bidder at \$613,000. Work should start within 30 days and last approximately six months for six to eight Engineers.

Gentz Construction was low at 1.9 million dollars for street work in Improvement District 62 for the City of Fresno. Completion time is eight months. This project along with American Paving's one million dollar job in Improvement District 60 should keep quite a few brothers busy for several months.

S. J. Groves & Sons' Wishon job is in full swing with approximately 30 Engineers working at present with talk of going two shifts.

The Pacific Gas & Electric Co. has filed with Merced Superior Court for the right to enter a Snelling area ranch to continue searching for alternative nuclear power plant sites. The property was identified as the old La Paloma Ranch. That is located about 12 miles northeast of Merced. As many as three \$1.1 million kilowatt nuclear generators may be located there. However, the State requires the utility to submit three sites for review. Explorations are continuing in an area 12 miles wide by 25 miles long, some eight to 10 miles north of Madera.

The House has passed a \$9.55 billion public works bill which includes \$234.5 million for construction of California Water Project. Included in the allocations for the Corps of Engineers is \$2,760,000 for Buchanan and \$2.1 million for Hidden Dam, both in Madera County and another \$4.0 million was allocated for the San Luis Drain.

The Dos Palos City Council has instructed its City Engineer to complete plans started a year and a half ago for a new Municipal Airport costing nearly one million dollars. The Airport would be constructed with roughly 89 per cent Federal and State grant

money on 150 acres beyond the end of Blossom Avenue one and one-half miles west of Highway 33, roughly two miles from the city's central business district. The thirty-two hundred foot runway, 60 feet wide, would handle 95 per cent of all aircraft under 12,500 pounds. Local pilots now use a crop dusting field south of town owned by the Spain-Air Company. The city at one time discussed using the field but decided against it because the field is in Fresno County and would entail additional costs, primarily taxes, which the city would not have to pay if it selects property in Merced County and annexes the land to the city. 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.

Business Rep. Retirees

Brother Al Dalton who has been a Business Representative for many years in the Placerville and Pollock Pines area is retiring. Brother Dalton has worked long and hard for the Brothers in the Sacramento area and will be missed by his many friends throughout the area. He had some of the toughest jobs in the area to service over the years, such as Union Valley Dam, Loon Lake Dam, and the many tunnels that were built in the Placerville area. Being an old tunnel stiff himself, he was right at home underground. His jokes will be missed at the District meetings. We all wish him and his wife many happy years of enjoyable retirement.

About 35 per cent of multiple job holders held second jobs in May 1975 to meet regular expenses. This proportion was slightly higher than a year earlier (32 per cent), but below the 40 per cent reported in 1969, according to the U.S. Department of Labor.



At the Semi-annual Membership Meeting held July 10 in San Francisco, 35-year honorary membership cards were awarded to seven Local 3 Operating Engineers. Standing in with the brothers were Local 3 Business Manager Dale Marr and Treasurer

Don Kinchloe. Pictured from left to right are R. C. Whitfield, James Monson, Dale Marr, Robert Edwards, Frank Archibald, Don Kinchloe, Henry Wade, John Gaffney and Frank Medinas.



Negotiator's Notebook

By DON KINCHLOE,
Treasurer

Many negotiations have come and gone and have been ratified by the Brother Engineers in the past two months. Instead 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 request from 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 were negotiating Rock, San and Gravel in Redding with employers Shea, Baker and Morgan-Oaks. We had three meetings with the employers and were negotiating in what I thought was good faith. The employers gave us a proposal to take back to the members, even though we told them we would not recommend it to the membership. 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 third employer, Morgan-Oaks, which was represented by Wendell Reed and his office manager. 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 refusal 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 Talbot, 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 we finally came up with a pretty good first year package but not so good for the second and third years. We tried to explain 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 60 against to 43 for. The result: STRIKE.

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. 145. It was a pleasure to see Brother Gordon Cook, and his brother James, as well as G. D. (Whitey) Long on that rig. Progress's rig No. 18 is also in Local No. 3's jurisdiction, located at Kettleman City.

R. B. Montgomery Drilling, Inc. has rigged up on a new job in The Geysers area, on Wildhorse No. 5. Congratulations to Brother Howard Merrell who was set up to Pushing, along with LeRoy Augler and Brother Norman (Red) Tanner, who was set up to Driller.

Camay Drilling Co. is still above Middletown drilling 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 too well the ecologists (the friends of Cobb Mountain, etc.), are giving us all trouble up there over new drilling permits. Anytime you, your families or friends hear of such meetings being held, get everyone out to those meetings in defiance of these certain groups who are trying to stop drilling, power plants, and work in general. We all saw what happened when we stuck together in defeating Prop. 15.

A One-Man Government

Who Is Jud Callaghan?

By GIL ANDERSON,
Dredge Representative

The following is quoted from Tribune Staff Writer, Fred Garretson:

"His name is Jud."

He is the closest thing to a one-man-government which has appeared in California in our times.

In terms of legal power which has been delegated to him, Jud may be one of 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 District. His name normally appears in letters and public print as "D. J. (Jud) Callaghan."

It is some measure of his power that in the next two months, a decision will be made on whether to allow the Urich Oil Co. to build what would become the sixth oil refinery on Contra Costa County's northern shoreline.

The entire decision has been delegated to Jud.

The 18-member board of directors, made up of local city and county officials, who theoretically run the air pollution control district, delegated full power to him. The directors haven't held—and won't hold—any public hearings, nor will they take one vote on the refinery project. By statute, all of the public comments on the proposal were directed to Jud for his consideration.

There is nothing in the statutes that even requires Jud to tell the board of directors what decision he might make on the 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 service protection.

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

He commands a team of uniformed smog patrol officers who have authority to arrest any motorist in the nine county region.

He has absolute authority to determine what the district's position 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 purpose of this story to suggest that Callaghan has misused his power in any way.

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

By a combination of state law and ordinances of the regional agency, Callaghan has been delegated full authority to grant or

deny permits for most kinds of factories and large office and apartment buildings in the nine Bay Area counties.

He also has enormous authority to decide which factories will be required to install expensive monitoring and pollution control equipment, but in this case there is a quasi-judicial body known as the Hearing Board which has authority to modify Callaghan's orders.

Last December the board of directors passed—and then repealed temporarily—a regulation that would have given Callaghan similar one-man authority to enforce federal zoning regulations covering all subdivisions, large apartment complexes, shopping centers, factories, large and medium sized highways and streets and similar developments in the nine county metropolis.

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

The state legislature is now considering a bill to consolidate all of the existing single-purpose regional government agencies into one powerful multi-purpose regional government, using the air pollution control district's boundaries

(Continued on Page 12, Col. 3)

Phone-A-Loan Now In Operation

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

Phone-A-Loan is now in effect at the Credit Union.

Applications for this speedy loan processing system were mailed with Second Quarter statements, except to members in Hawaii and Guam who may obtain their applications from the Hawaii District Office.

Besides being fast and requiring only one application, Phone-A-Loan opens a new avenue of loan approval to qualified members—the telephone. The old system did not allow for quick approval of a loan over the telephone. Even if members apply for a loan by mail or at the Credit Union office, however, they should find Phone-A-Loan faster and less frustrating than the old system, due to less paperwork and fewer signature requirements.

Phone-A-Loan applications must be completed, returned, and processed before qualified members may obtain loans under the system. Since it is the last loan application most members will have to fill out no matter how many times they borrow from the Credit Union in the future, the master application must be completed in detail and properly signed.

To avoid unnecessary processing delays due to incomplete applications, members now completing their applications may wish to use the following checklist:

1. Complete Spouse's income section if any of the four boxes in Section B is checked. If spouse is not working, mark the income blanks N/A (not-applicable).
2. List all debts and obligations.
3. Check one of the boxes in the Insurance Section.
4. Sign and date the application. If Spouse's Information section is completed, the spouse must also sign the application as co-applicant.
5. Return only the white copy to the Credit Union. The yellow copy is for personal records.
6. Self-employed members should also return copies of their last two years' income tax returns.

Since no blank exists on the application for requesting a loan, members wishing an immediate advance can attach a note to their application stating the amount and purpose of the request.

Married members wishing separate Phone-A-Loan accounts in their own names should complete separate applications, omitting Section B but reporting their combined debts on both applications. Both applicants will have to be full members of the Credit Union with minimum share-savings balances of \$25 in order to have separate loan accounts. In some cases, married applicants will be in a better credit position by applying for a joint account instead of separate accounts.

The Phone-A-Loan application replaces all other Credit Union loan applications. Members needing a loan for any purpose should complete a Phone-A-Loan application; copies are available at District Offices, or from the Credit Union.

ATTEND
UNION
MEETINGS

Hope For San Felipe Job Stagnates In Law Suits

By LOU BRADY
Affirmative Action Representative

On July 5, I attended a C.E.E.I., Inc., (Council for Environmental & Economic Improvement) Board of Directors meeting where Mr. Walter V. Hayes, Attorney, was guest speaker. The subject—"San Felipe Water Project—Reason for the Delay."

Hayes' opening statement made it very clear that he was against the project. He gave several reasons for his opposition. One reason was that he felt the project, if given final approval, would stimulate the growth of the County. Mr. Leo Ruth, a Board of Director member, said he found that statement to be very ironic—controlling the growth of the County could not be accomplished merely by controlling the water. Hayes also indicated that he felt Santa Clara County was not equipped with the proper facilities to receive this water, should the project be approved. Ruth countered, saying these facilities could be constructed in time for completion of the project.

Hayes further stated that he would be willing to support a drive to use re-claimed water for all purposes, even for human consumption. He said re-claimed water is presently being used for swimming pools, watering golf courses and for farm use as well as for laundry. He added that perhaps, for psychological reasons, people might object to drinking, re-claimed water, however, if the water supply continues to drop, this might well be our only source of water for all uses.

Ron Jones, also a member of the Board, disagreed with Hayes.

He said, although it is conceivable that several very dry years might eventually leave us with such a small amount of water we would have to resort to using reclaimed water for human consumption, the human body does require fresh water periodically and it is quite possible that the filtering processes might prove to be inadequate and that many people could become quite ill, maybe even fatally, as a result.

Tom Carter, Business Agent, San Jose, made a very good point. He said that unless we see to it that our water supply is sufficient to meet our needs, should nature fail to supply the necessary rainfall, we are not making progress. He also said that unless we replenish our water supply for times of need, rather than just sitting and waiting for an adequate rainfall, (which might not come for one or two years) we might find ourselves with no water at all.

Don Incardona, Coordinator for San Jose (and resident of the South Valley) pointed out to Hayes that, since the project had been passed and the appropriate funds had been allocated, Hayes and the Sierra Club, were costing the taxpayer over \$1,000 for every hour this project remained dormant.

Tom Carter also reassured Hayes that no scarring of the landscape would result from the project since its tunnel would go through the mountains.

As it stands now, the San Felipe Water Project is heading for a court hearing within the next few weeks and hopefully the decision will be in favor of construction of the project.

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

While our big hope for starting the San Felipe project continues to slip away, the City Council has given it's stamp of approval to \$56.2 million in capital expenditures for 1976-77. The biggest chunk, \$13.7 million, will go to the municipal airport for widening taxiways, widening Airport Boulevard, and runway reinforcement to accommodate wide-bodied aircraft. \$11.3 million will go for a new sewage treatment plant and \$10.9 million for roads.

By far the largest park project is the East Valley's regional Lake Cunningham Park, slated for \$4.5 million in land purchase funds. In addition, Santa Clara Valley Water District will authorize up to \$2 million for construction of the dam and earth works. This money would be added to the \$600,000 already committed by the district for construction work and required earth moving. The lake would cover about sixty-five acres. Channels to carry water from Silver Creek and from Flint and Ruby Creeks would be built around the lake.

Late last month, San Jose City Council imposed a one per cent tax on all new construction in San Jose including remodeling. The tax will go into effect August 1st. This was on the recommendation of the Citizen's Task Force on street financing. On the same recommendation the council approved the concept of the controversial ten dollar city vehicle tax to be levied on all motor vehicles

in San Jose. This vehicle tax would generate \$4.8 million in the next five years to be used for street construction and improvements.

Another tempting offer comes from Melvin Swig to build a \$2.2 million sports arena in San Jose to house his hockey franchise. Maybe that will be a reality by next fall.

San Jose's Stake in San Felipe

The San Jose City Council most probably should intervene in the lawsuits brought by environmentalists against the San Felipe water project.

San Jose's municipal interests are very much at stake in the San Felipe controversy, and the city should lose no opportunity to make it's point.

San Jose as well as every other community in the Central Coast region is dependent on an adequate supply of imported water. Were it not for deliveries being made now through the state's South Bay Aqueduct, San Jose and all of Santa Clara County would be facing severe water rationing this summer. The crunch may come next summer anyway, unless winter's rainfall is normal, or better yet above normal.

The point, simply, is that San Jose needs the water that the San Felipe project will bring here through it's projected system of tunnels and surface canals. San Jose will need the water regardless of it's future growth, and those who see opposition to water development as a means to a no-growth end are doubly foolish.

First, they will halt growth so long as individuals are free to travel, get married and raise families. Second, unless adequate water supplies can be assured, those already resident here will suffer

in subsequent dry years.

The City of San Jose should, by all means, let the courts know that it favors the earliest possible completion of the San Felipe water importation project.

Too many years have been lost already, and every month that goes by in which no construction and water-delivery contracts are signed, will see the ultimate costs pushed higher by inflation. The sooner the legal wrangles over San Felipe can be brought to a conclusion the better.

The work picture in the west Santa Clara Valley has picked up some in the last quarter but not enough to help get all the men off the out of work list.

They are going full bore on the San Jose sewer treatment plant at this time and this has been a shot in the arm for the area and some of the brothers in the area.

J. J. Steel negotiations will soon be completed. Vic Flores, his steward, has assumed layout responsibilities at this shop.

It appears Dwight Moggle fought off cancer successfully. He's Fab shop steward at Gabilan Iron. Dwight is as big as a house but he fought this battle as any other man does. It's good to know his courage is as big as he is. Ed Mayhew is steward at Quinn Tractor. He had a bad bout with the flu. He put off going to bed with it until it really hurt him badly. Glad he's better.

Ed Buttler finally got off the ground with the Jack's Peak Project. Lots of problems, such as access after the job was let, also shut down four days for lack of water during the peak shortage in the Monterey Peninsula. Son Dale Buttler is foreman. Dale Cheek is there and Lyle and Joe Housley run blade and scraper. Waldo Simons is lube man. Griff Bowles runs the tamper cat. Jerry Schmidt sets grade too. He was a regular with Freeman Sondgroth until they folded. Chuck Inman has been there through the entire project. I call him Chuck because he'd just as soon I don't call him by his real name, Elijah.

There is some work in the Monterey County area but not much. Ray Anderson of Rubicon Const. was low bidder with \$126,000 for Gonzales Slough. It consists of pipeline, ditches and pumping plant. Also at Gonzales is McGranahan from Santa Cruz who got Casa de Oro, a twenty unit housing project, cost: \$470,000. Hilfiker Pipe Co. has thirty days to install reinforced concrete cribbing on Highway One at Point Sur, \$75,000 price tag. Granite Salinas Branch got San Benancio Road Project. The price was \$290,000. Central Coast Pipe is doing the pipe work on Buttler's Jack's Peak job. They also got Carmel Arroyo Pipe Project at \$137,000.

Santa Cruz, Northern Monterey and San Benito Counties

The work picture in these areas hasn't changed much, however, there have been a few new jobs let.

In Capitola, Bogard Const. Co. has been awarded a contract to construct a relocatable building at Santa Cruz Garden Elementary School in the amount of \$373,000. Granite Const. was awarded a \$314,101 job in Santa Cruz to construct Drainage Facilities in the Northern part of Highway 9 from Felton to Los Gatos. Shoreline Const. was awarded a \$556,734 job

(Continued on Page 10, Col. 4)

\$61 Million In Hwy. Funds Earmarked For San Jose

Business Manager Dale Marr reports that the State Department of Transportation has earmarked \$61.2 million for highway construction in the San Jose area during the next six years.

The jobs were announced as part of the \$5.6 billion which has been allocated for California highways through fiscal year 1983-84 (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 280-680. 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. 17 and the San Mateo County line. The work is expected to cost \$2.2 million and will include signals on south-bound 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. 101, at a cost of \$830,000.

- Construction of center dividers on Hwy. 17 near Santa Cruz-Santa Clara County line, costing \$710,000.

- Installation of a railroad grade separation on Hwy. 237 in

Mountain View, at \$2.2 million.

- Addition of shoulder improvements and paving on Hwy. 9, between Hwy. 35 and Pierce Road, near Saratoga, \$1 million.

- Also included in the program are three projects in San Mateo County that are expected to cost \$5.7 million.

A total of \$2.9 million is scheduled for road work on Hwy. 101

between Broadway and the San Francisco Airport.

An additional \$800,000 is scheduled to be spent on road work along Hwy. 84 between La Honda Creek bridge and Skyline Boulevard.

Fremont projects included in the program are expected to cost \$15.1 million. Most of the money—\$10 million—is 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 680, and \$1.6 million is to be spent on widening Peralta Boulevard between Fremont Boulevard and Mowry Ave.

Hearings on next year's budget begin in October in Sacramento.



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.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 3—No. 9

SAN FRANCISCO, CALIFORNIA

September, 1976

Retirement Isn't The End Of Life

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 unfilled 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 was overheard explaining to another one of the new ways that he had found to spend his free time. "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 that have found enjoying their grandchildren is a good way to spend some of their time:

• Let a child help you around the house. Simple tasks, such as

setting the table, pulling weeds, 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 bird house, repair a clock, make a candle, or bake some cookies. Remember to be patient and explain each step so that the child understands 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 came from another country, a child may find it extremely interesting to learn some of the customs of that country.

• Talk to them about the past. They say that experience is the best teacher and a child will learn from you through your own experiences.

• Take your grandchildren places. It isn't necessary to take costly trips. Walk a few blocks with the child. Take a bus ride together. Go to the park or to the library. Take a free tour of a local factory or newspaper.

• Compliment your grandchildren. A kind word to praise their skills encourages children to develop their talents and abilities.

• Play with your grandchildren. Teach them games that you played as a child, learn of theirs and invent special games that only the two of you play when you're together.

If you live a long distance from your grandchildren, there is no reason you can't still keep in touch and develop a closer relationship. Write a letter addressed to them personally. Send clippings, pictures, and items which you feel that they might be interested in. Phone them on special occasions, and sometimes, for no occasion at all.

Enjoying your grandchildren is but one of the many ways you can make use of your free time, but according to many retired persons it is one of the most satisfying.

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 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.

The Kaiser option is in lieu 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 for the first time 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 has cured diabetes 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 nested there

and started turning out insulin.

In a normal pancreas the islets produce insulin, which helps a person convert sugar to energy. In diabetes the insulin-producing 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 much "drawing board" work remains before the tissue 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 GAROFALO, 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 bringing families a little closer together what with vacations and the extra time it provides to do things as a family. But it does take its toll on good old mom. As hot and dusty as it gets operating a rig, I think many of us would be surprised to find that our wives would be willing to change places with us on occasions.

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

Many operating engineers will of course be concerned about their health and welfare coverage during the winter months.



Art Garofalo

Currently, it takes 90 hours work for a contributing employer in one month to provide coverage for you and your family in the following month under the rules and regulations of the Operating Engineers Health & Welfare Trust Fund—California. Every additional hour that you have worked in excess of this 90 hour requirement has been set aside in a reserve "bank of hours" to be used in any month where you have been unable to work at least 90 hours. You are allowed to accumulate excess hours up to a maximum of 1080 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 in September. This is ten hours less than is required to provide health and welfare coverage for October.

At this point the Trust Fund Office will take 10 hours from his bank to make up the 90 hours necessary for health and welfare coverage for October. Thus the operator and his family will continue to be covered in October and he will be left with 440 in his bank.

This same procedure will continue until his bank of hours has been depleted or the sum of the hours that he is able to work and the remaining hours in his bank total less than the 90 hour eligibility requirement.

If an operating engineer has less hours than is necessary to continue eligibility for health and welfare coverage, coverage can still be maintained by self-payments for a total of twelve additional months. Information in this regard can be obtained from the Trust Fund Office, Fringe Benefit Service Center or any of the Union's district offices.

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

Q: We know it is possible to continue our health and welfare coverage by making self-payments, but when should we make our first self-payment and to whom should we send the check?

A: Self-payments should be remitted to the Trust Fund Office by the 15th day of the month following the date that your eligibility would otherwise terminate. Checks should be made out to the Operating Engineers Health & Welfare Trust Fund and include the notation "self-payment." Also, to avoid any problems, please be sure to place your social security number on your check.

Q: Can we make self-payment for health and welfare payments for more than one month?

A: It is possible to make self-payments for a twelve month period under the current rules and regulations of the Operating Engineers Health and Welfare Trust Fund—California. But you may only make payments on a month to month basis. This means that if you are going to make self-payments for say 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:

Hours Worked for Individual Employers in Calendar Year	Future Service Credit
Less than 350 hours	None
350 to 699 hours	One quarter
700 to 1049 hours	Two quarters
1050 to 1399 hours	Three quarters
1400 to 1749 hours	Four quarters
1750 hours and over	Five quarters

In any calendar year in which a covered employee is or becomes 60 or more years of age, he will earn Future Service Credit for hours worked for individual employers in accordance with the following schedule:

Hours Worked for Individual Employers in Calendar Year	Future Service Credit
Less than 350 hours	None
300 to 599 hours	One quarter
600 to 899 hours	Two quarters
900 to 1199 hours	Three quarters
1200 to 1499 hours	Four quarters
1500 hours and over	Five quarters

Fringe Benefits Service Center

Phone: 415/431-1568

474 Valencia Street

San Francisco, Ca 94103

Trust Fund

Administration Office

Phone: 415/391-4440

50 Francisco Street

San Francisco, Ca 94133

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.



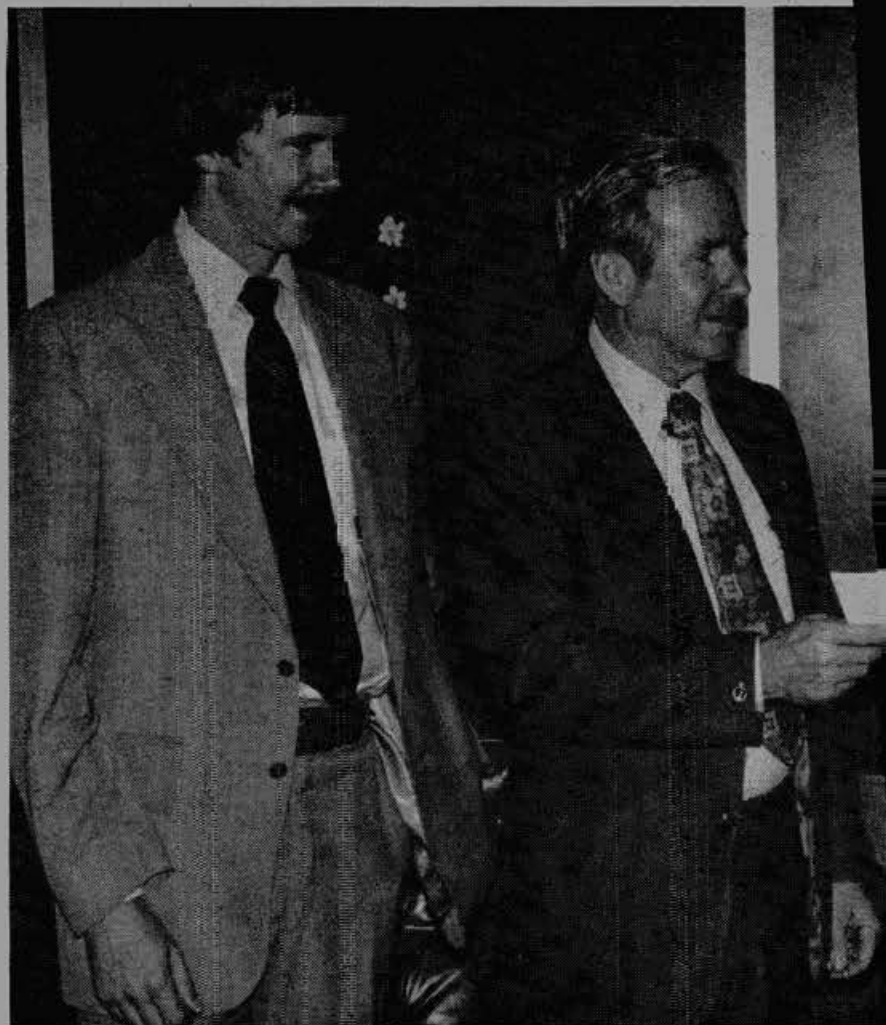
After the mail has been sorted, each return envelope containing the ballot envelope is checked for the voter's address, social security number and registration number against computer printouts of the Local 3 membership, to determine the validity of each entry.



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.



PRICE WATERHOUSE CERTIFIES ELECTION. Accompanied by a Price Waterhouse official (far left), James "Red" Ivy, Recording-Corresponding Secretary, receives certification of the Local 3

Election Results

(Continued from Page 1)

movement are enormous.

"We in the construction industry are in the midst of the worst economic slowdown in the past several decades," he said. We have seen over the past few years, a general lack of concern for the economic well-being of construction workers by our elected representatives in government. We have been hampered by environmental restraints and harassment. We have been subjected to the most intense anti-union lobbying on the part of management that we have seen since the Right-to-Work initiative appeared on the California ballot in 1958.

"All I can say to the membership of Local 3 is that our team will continue the efforts we have made in the past three years to see that government officials show the leadership required to improve the employment situation in our trade. We will continue to fight the anti-labor sentiment that is spreading across the nation. We will continue to represent our membership in the finest tradition of organized labor. That is what we are elected to do, that is what the members expect of us and that is what we will do."

Local 3 members also re-elected Tom Bills of Midvale, Utah, Ken Green of Cottonwood, California, and Pat O'Con-

Price
Waterhouse & Co

555 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94104
415-392-1032

August 27, 1976

To the Election Committee of
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

Dear Sirs:

We have completed our count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the August 1976 election of Officers and District Executive Board Members of Operating Engineers Local Union No. 3. The procedures followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions of Article XII Section 3 of the By-Laws of Operating Engineers Local Union No. 3.

Pursuant to Article XII Section 7 of the By-Laws of Operating Engineers Local Union No. 3, James R. Ivy, Recording-Corresponding Secretary, cast one (1) ballot for each unopposed candidate in the election of Officers and District Executive Board Members.

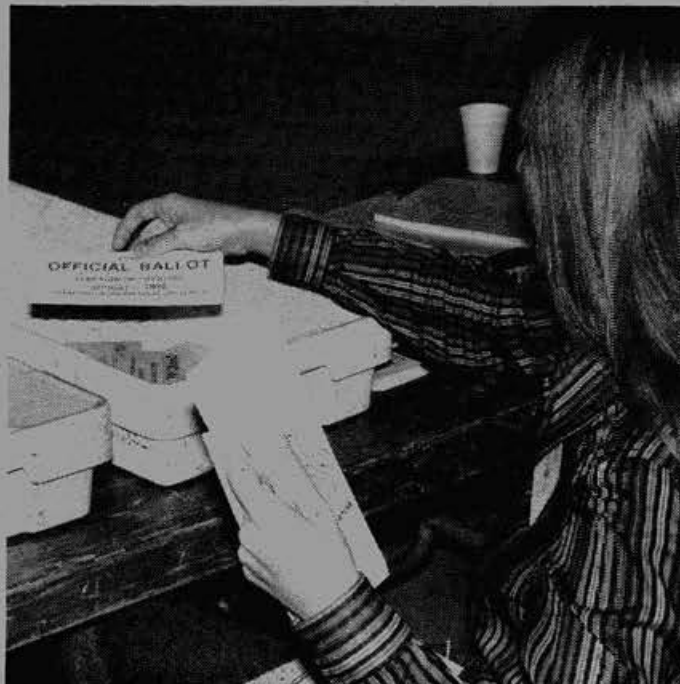
The total number of ballots received and those ballots determined to be invalid because of the absence of the member's signature on return envelope, or because the ballot was otherwise irregular are indicated on the accompanying tabulation.

In our opinion, the accompanying tabulation accurately presents the results of the election.

Yours very truly,

Price Waterhouse Co.

Enclosures -
As above



As ballots are being processed, ballots which are improperly marked or where there is some question of valid-



election results from H. L. "Curly" Spence and Earny Nelson of the election committee.



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

nell 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 in Sacramento; 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.

The ballots 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).



ty, are taken to the election committee, who confer on the ballots and either accept or reject them.



OPERATING ENGINEERS LOCAL UNION NO. 3 RESULTS OF ELECTION OF OFFICERS AND DISTRICT EXECUTIVE BOARD MEMBERS—AUGUST 1976 ELECTION OF OFFICERS OPPOSED CANDIDATES

Office/Candidate	Number of Votes
Business Manager	
Dale Marr (Incumbent)	8,942
Joe "Chief" Almodova	429
Norris A. Casey	3,802
James (Jim) Logsdon	633
Treasurer	
Don Kinchloe (Incumbent)	9,326
Joe Ansbro	1,624
Lake Austin	2,804
Trustees (Elect 3)	
Tom Bills (Incumbent)	9,801
Kenneth M. Green (Incumbent)	10,594
Pat O'Connell (Incumbent)	10,613
Lou Barnes	5,647

OPPOSED CANDIDATES

District Candidates	
District No. 1:	
Ray Helmick (Incumbent)	589
Willis Bennett	81
Jim O'Brien	250
District No. 2:	
Tee Zhee Sanders (Incumbent)	1,019
Bill Rogers	918
District No. 7:	
Joseph C. Ames (Incumbent)	285
Charles Dale Blackburn	170
District No. 9:	
Bill L. Dalton (Incumbent)	717
B. D. Miller	489
District No. 10:	
Charles (Chuck) Smith (Incumbent)	466
Garth A. Patterson	326
District No. 12:	
Kay Leishman (Incumbent)	650
Lynn Barlow	765

UNOPPOSED CANDIDATES

Office/Candidate	
President	Harold Huston (Incumbent)
Vice President	Bob Mayfield (Incumbent)
Recording-Corresponding Secretary	James "Red" Ivy (Incumbent)
Financial Secretary	Harold J. Lewis (Incumbent)
Auditors	Dick Bell (Incumbent)
	Walter Talbot (Incumbent)
	Dennis Wright (Incumbent)
Conductor	Ray Cooper (Incumbent)
Guard	Mike Kraynick (Incumbent)
District Executive Board	
District No. 3—	John R. Dorton (Incumbent)
District No. 4—	John R. Frederickson (Incumbent)
District No. 5—	Norby Flanagan (Incumbent)
District No. 6—	Robert L. (Bob) Christy (Incumbent)
District No. 8—	Jim Brown (Incumbent)
District No. 11—	Ed Jones (Incumbent)
District No. 17—	Shoichi Tamashiro (Incumbent)

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 dozer operators added to the work 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 \$2.1 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 \$306,000 for street improvements in the McKinley Urban Renewal Area. Teichert was also low bidder to San Joaquin County to furnish and lay plant mix material on several county roads.

McGaw Co. bid of \$333,000 was low on Phase 11, paving of Mathews Road south of Stockton and they were also the successful bidder to construct the boat launching and automobile parking facilities for the City of Stockton at the Channel for \$278,000.

M.C.M. Const. of Sacramento was low bidder at \$497,000 to replace the Mackville Road Bridge over the Mokelumne River north of Clements. The old bridge was

used by Claude Wood Co. to haul materials to and from their rock, sand and gravel plant that is located half a mile downstream from the bridge.

Stanfield & Moody of Tracy have the contract to reconstruct the Clifton Court Road on Union Island for \$118,000 and to construct under freeway parking lots in Stockton for \$219,000.

Other projects, soon to be advertised, that will require engineers are: El Pinal Industrial Park, streets, curb and gutters, sidewalks, sanitary sewers (\$1 million) Naval Communications site preparation \$100,000 to \$500,000 plus several schools to be replaced, hospital additions and street improvements in Lodi and Stockton.



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.

Bidding On McKinleyville Sewer Job Reopens By Order Of County Board

By BOB WAGNON,
District Representative
and EUGENE LAKE,
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 a 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 pro-

test with the Environmental Protection Agency (EPA) on the low bid by Thibodo Construction Company.

McGuire and Hester claimed Thibodo'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 it could take for the EPA to rule on the appeal, it would be in the county's best interest to reject the litigation and start the bidding process over.

According to the proposed time

schedule, the supervisors will receive the bond bids by August 30 and award them August 31. The bond proceeds should be received by September 14, when the construction bids will be awarded.

Construction on the project is expected to begin by the end of September.

In Del Norte County the Ladd & McConnel job is being paved at the present time. The C.T.B. is being furnished by the Anrak 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 Idelwild 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. Maurer & 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 project that was being considered earlier this year.

David R. Wilkins & J & W Pipeline Inc. (JV) have started their Fields Landing to Eureka sewer line. They have 15 Brother Engineers employed at the present time. The price tag on this one is just under a million dollars.

In Arcata Guy 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 was 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 on record for this firm. They just picked up a \$412,000 U. S. Forest Service paving 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.

S & A Development is going
(Continued on Page 15, Col. 3)

More From San Jose

(Continued from Page 6)

to construct Farm Labor Housing in Watsonville off of Amesti Rd. near Corvohitos. Rosewall and Sons Const. was awarded a \$57,785 contract to demolish and reconstruct a relocateable building at Pajaro Elementary School, near Watsonville.

Maggiara Bros. Drilling was awarded a contract to punch a water well at Sunset State Beach for \$50,371.75.

Eilert and Smith was awarded the contract to realign and overlay Highway 183 from Castroville to Salinas in the amount of \$2.3 million. A pre-job conference will be held sometime this month. This will be the largest dirt job in the area since Duback's job has almost been completed. The second phase of that portion of Highway 1 between Castroville and Marina should be let for public bid sometime this month.

Floyd Ramey, who I'm sure a lot of you members know, had a heart attack and is presently recuperating at home. Floyd has been a grade checker for a good many years and we all hope he gets better and comes back to work. If you know Floyd write him. He would love to hear from you.

(Continued on Page 14, Col. 1)

With Some New Jobs

Work In Contra Costa Steady

BOB SKIDGEL,
District Representative
RON BUTLER,
Assistant District Representative,
BUFORD BARKS, BILL
DORRESTEYN, CHUCK IVIE,
JIM JOHNSTON, DEWITT
MARKHAM, BOB MARR 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 starting around the 18th of August. W. G. McCullough is the contractor that will be doing the dirt work on the Pittsburg Hospital. McCullough also is going to do the new parking lot at the college 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 come if and when the sewer line is put in across the hill to tie in at Castro Valley.

The 1580 Project is down to a slow crawl while the paving runs are being done. The scraper spread is due to move back from the Dam around October. Meanwhile, a few dirt hands and a few mechanics keep plugging along pretty steady.

The Fremont, Newark and Union City areas are picking up at a fairly good rate, mostly in the housing areas. All three cities are looking for money to develop industrial areas.

In talking to various people, Dumbarton Bridge is still waiting for funding, and the Super Sewer Project is targeted for August-September, 1977. The two most critical areas of the Super Sewer are going to be the bond issues in Hayward and Fremont. If either one of those bonds fail the whole project is down the tubes. So please vote for the sewer bond, it means work!

The quarries and gravel plants have now ratified a new three-year contract, and we are getting a good feedback from the members, and it's nice to report that business has picked up.

Lone Star, Elliot Plant and

Rhodes & Jamieson, Pleasanton Plant are now trying the new 3000 conveyor systems from the pits, eliminating some of the rubber tired rigs, however, the maintenance will increase somewhat absorbing these members into repair gangs.

(Continued on Page 14, Col. 1)



BROTHER ENGINEERS 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 Madonna Construction.

Sonoma Co. Disposal Workers Ratify Offer—Get New Benefits

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

One down and five more to go; Sonoma County Disposal Workers recently ratified the final offer submitted for their approval. The package was highlighted by the offer to air condition all enclosed equipment and the addition of Labor Day as an additional holiday. Currently negotiations are in progress or scheduled with Lake-Mendocino County Bldg. Material Dealers, Remco Hydraulics, Inc. and Dresser Industries, Compressor Division. While these are in progress, Berglund Tractor and Petaluma Poultry Processors will commence. It shapes up as a busy year for District 10's negotiating team—your help in every way possible will be appreciated.

The final public hearing (WE HOPE) on the Warm Springs Dam EIR was held recently in Santa Rosa. Environmental complaints ranged from valid concerns asking for comparisons with Idaho's Teton Dam to radiation pollution occurring when and if the Warm Springs Dam should be destroyed by a nuclear bomb. The Teton comparison showed that both dams are approximately the same height and length, but Warm Springs is three times as wide at the base and has 22 million yards of fill compared to 9 million yards in the Idaho structure. One resident of the Teton area testified the landscape was honeycombed with caves due to the volcanic nature of the terrain and he felt the collapse was due to an unfilled cave. He also stated the Teton should be rebuilt, as it will do a lot more good than harm. Approximately ten Operating Engineers appeared to show their support for the dam; our grateful thanks to the ten.

Recent bidding activity included Argonaut Constructors on three

jobs: Graton Sewer, Jordan Winery and Oakmont Units 12, A, B and C. Ghilotti Bros. were low on the Sonoma Avenue improvements at \$241,563. Vic Henry, of Mendocino Paving, was low on the \$40,000 Laytonville job; Stephen Tyler Corp. and Ray Bertelsen both were awarded \$300,000 jobs in northern Mendocino County. Sam Parnum was successful bidder on the 101 modifications north of Willits at \$220,000 plus. Pete Barretta was low on the Mtn. View Road slipouts near Boonville.

Blasi Construction keeping fourteen brothers busy on the Potter Valley Road re-build. A. B. Siri, Inc. working small crews in Rohnert Park and clearing on the Hewlett-Packard expansion. Don Dowd Co. winding up on Occidental Rd. and also busy in Rohnert Park. Soiland Co. also in Rohnert Park and northern Santa Rosa. Piombo Construction keeping their fingers crossed on The Geysers, Unit No. 12, just as are many others in the area, and also the Tomales job; crews at Covelo, Llano Rd., Petaluma Hill Rd., and Fitch Mtn. Rd.

Work around Santa Rosa is looking up—Siri is working on four housing projects in Santa Rosa and Rohnert Park. Argonaut was low bidder on another unit in Oakmont for \$294,975. Fellenz Const. was the successful bidder on a doctors' complex at \$220,700.

Ghilotti Bros. paved out on the job on Chanate Rd. and were low bidders on Sonoma Avenue repairs at \$241,563. Reichhold & Jurkovich picked up some overlay in Santa Rosa, to the tune of \$51,000.

Paul V. Wright, Inc. was low on the Liberal Arts Bldg. at Santa Rosa JC for \$4,330,000. Hess Const. just got started on the job at Montgomery Village in Santa Rosa. They will be putting in bumper blocks, planters and repaving the parking lot, plus they have some 30-inch sewer line to

install, which has been a big problem to start with. The Water Quality Control Board and Cal OSHA both have been on them the very first day. It appears they neglected to shore their banks and also they broke some sewer line, letting raw sewage into the creek. Well, that's the way some jobs get started, unfortunately.

C. R. Fedrick is just about to pave the Porter Creek job. It's figured they will be completely finished by September 1st and they are about to get started on their job in Sonoma.

Triangle Engineering, who is putting in the bridge on Porter Creek Rd. at Mark West Springs Lodge, drove the piling the other day and will start the concrete any day.

Valley Engineers are working away on a job in Petaluma. They are replacing water lines and putting in new service connections, with eight brothers working on the job.

De Brito is just getting started on the sewer plant job in Glen Ellen, a \$762,000 job.

Napa Valley area is moving along slowly but doing fair. Slinson is keeping the regular hands going—they just picked up a \$32,486 job on Route 128, plus they have some housing projects and some agricultural work going.

Fostmeier, from Rohnert Park, just picked up a warehouse in Napa for \$730,000. Harold Smith & Son have some agricultural work and some other small jobs going 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 Pestana's equipment group. A Koehring 1266 with a seven yard bucket and eighty-one foot reach. The big hoe is excavating a twenty-five foot deep trench for a sewer improvement project in Santa Rosa. Supt. Dan Antovich and Foreman Frank Gomes are attempting to reach a goal of 1,500 feet per day. Laying the six foot diameter pipe with a Bucyrus Erie 38B is Brother John Sausedo. Each section of pipe has to be set within 1/100th tolerance; Bro. Carlos Talamantez is the instrument man responsible for maintaining the tolerance. Also pictured are Bros. John Presley and Jess DeWitt backfilling and Bro. Bill Caufield, oiler.

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

PAUL WISE, Business Representative

On July 22nd, Jack B Parsons of Utah was the low bidder at 6.4 million dollars on the largest highway project bid this year in Nevada. LaGrande Johnson was last in a long list of bidders at \$7.5 million. He is an Open Shop contractor from Utah.

DuBach, from California, also on July 22nd picked up a 1.9 million dollar job on I-80 near Verdi.

Robt. L. Helms is due to start the new storm drain job on Mount Rose they were awarded on July 20th for 700 thousand dollars and should be getting underway before long on the Montgomery Pass road job which is right on the border of Local 12's area. Work in and around Hawthorne is in fairly good shape at this time with Walker Boudwin Construction picking up the Phase IV of the De-Mil for \$4 million plus. This job is scheduled for approximately one year duration.

Sierra Paving will be the sub for Walker Boudwin on all site preparation, roads, underground, paving, railroad grading, etc. Lummus Inc. will be the sub for the railroad and Martin Iron will have all structural. Sierra Paving still has many miles of paving to be done on Phase III as well as Lummus Inc. with miles of railroad left to finish on the same. Boecon is still working full bore on their project at the Navy Base. Porter Engineering is supplying the material to Boecon.

A 4 million dollar shopping center complex at Incline Village has been approved and will be built on a nine-acre parcel next to Tahoe Blvd. Gerhardt & Berry were the successful bidders for the Hot Springs Road water line in Carson City. Savage Construc-

tion has many small to medium size jobs going in the Carson City area. Helms hot plant has been making material for their Highway 50 job and other paving work in Carson City. August 1st, bids will be open for the 11 miles of Highway 50, just east of Dayton. This will be approximately 3 million dollars and will be a good job through the winter because of the sandy material that can be worked rain or shine. Holcomb has picked up the two miles of highway and bridge on U.S. 395 at Big Ditch and West Fork, south of Carson City. Helms street program for the City of Reno has been a good job for a number of our Brothers. Games Construction has a number of small jobs going now. Gerhardt and Berry are getting their share of the underground in the west side and Harker-Harker is keeping fairly busy.

We held a pre-job with J. C. Compton on the \$600,000 job on the McDermitt Indian Reservation. This job should go well into the fall.

Max Riggs was awarded engineering and construction of the Humboldt River crossing on Route 602 at Palisades. Their job at Carlin is going slow because they're having difficulty crushing due to the material clogging the screens. July 22nd, bids were opened on the next section of I-80 at Silver Zone. This job should keep many hands busy through next year.

Around Reno, Nevada paving is very busy. They're working at the Edward C. Pine Middle School, the parking lot for Sierra Sage Golf Course and the Barker Homes subdivision. They were just awarded the City of Reno heater-remix program at \$665,549.



PICTURED AT A TEMPORARY STANDSTILL is W. M. Lyles Co. Jetco trencher. The huge wheel trencher measures twenty-two and a half feet from top to bottom and the overhead telephone cables are at eighteen feet. Operator Bud Roach and oiler George Thomsen are hoping a crane can stretch the cable enough to enable the trencher to cross Sebastopol Rd. and resume their 600

to 800 foot per hour excavation rate. The trencher is an all hydraulic, self-fueling, automatic grade, and is powered by a 600 HP diesel. The latest in trencher technology, the rig can simultaneously dig the trench, slope to OSHA specifications, lay a base pad for the pipe and wear out a pair of track shoes a week for the oiler.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

The criteria and method of rating and evaluating applicants for Certified Chief of Party are being designed by a special Sub Committee of the N.C.S.J.A.C.

The Committee is made up of a representative cross-section of Field and Construction survey employers. Size and geographical locations of the firms, as well as special expertise of the representatives, were considered by the Employer Association while manning the Committee.

Several formal meetings and many hours of homework by all concerned have gone into the project so far. The greatest difficulty encountered is to somehow draw that magic line that lies somewhere between an L.S. or R.E. who is a professional and a workman or mechanic who the employer must trust to accomplish the work in his name.

Once that line is described, then a logical method of evaluating a person who has worked at least 4500 hours as a Chief of Party must be developed.

The Committee members who are seriously attempting to cope with the difficult assignment are: Howard Curry of Brian-Kangas-Foulk & Assoc. in Redwood City; Bob Bryan of Murray-McCormick in Oakland and Sacramento; Fred Browne of Frederick L. Browne in Santa Rosa; Don Bunce of Creegan & D'Angelo in Dublin and Zephyr Cove; Ed Norris of Raymond Vail & Assoc. in Sacramento and Antioch.

When the Committee is satisfied with their product, it will be sent forward to the full Joint Apprenticeship Committee where both Union and Management representatives will consider its adoption.

We hope to report in the next issue of the *Engineers News* that the certification procedure is ready for action. In any event, we will describe the process in detail as soon as it exists.

The J.A.C. will be carrying out its periodic weeding out process during the Months of September and October. Special attention will be given to Related Training Class absenteeism and rate of progress as well as successful completion of the American Red Cross Multimedia First Aid course.

A few weeks ago the Democratic Party chose its candidate for the Presidency of the United States of America. The Republican Party has now named their candidate.

Learning jobs skills, excelling at work, earning a fair wage are all serious concerns of a working man trying to succeed and better his economic place in life. Unfortunately, that is not enough. The price of bread, the amount of taxes, unemployment overtly imposed by the Government, well intentioned but disastrous environmental laws, etc. are all politically caused by politicians.

From now until election day in November, listen to, read about and think about the candidates as they will affect your life.

Because the individual voter has not insisted on directing Government, the politicians are making the decisions for the individual voter. Government is imposing on the individual rather than the citizen mandating the Government. It is all happening by default because the voter refuses to be an educated voter.

Every Apprentice and every Journeyman should be educating himself in the practicalities of politics and the effect of politicians on the number of dollar bills in the wallet.

Learning job skills and political reality cannot be separated. The skills are useless if there is no job. The number of jobs is decided by politicians elected by voters.

Your employer is actively engaged in politics. Your union is constantly involved in the political process. Neither can vote your ballot. That is something the individual must do for himself.

If you are not registered, you cannot vote. Every County Court House, many fire stations, every Local Union No. 3 Job Placement Center has a registrar of voters for your convenience.

In a short couple of months, it will be all over. Whether it be a little or a lot, do what you can do. It is hopeless only when you do nothing.

REGISTER — VOTE

Answer 'Blowin' In The Wind?'

Fate Of Chemical Plant Up In The Air

HUGH E. BODAM,
Assistant District
Representative

Since the last issue of the *Operating Engineers News* there has been two more meetings of Dow Chemical and the Air Resources Board, and labor was well represented in both meetings. Although the cities and counties all wanted the plant built the Air Resources Board denied the permit.

Dow Chemical has not given up, for they intend to appeal and file again. Also, ARCO is watching from the sidelines and will take advantage of any progress Dow makes in obtaining permits to build its plant.

Once again all of us are interested in 'clean' air, 'clean' water

and a healthy environment in which to raise our families, but we need jobs also so that we can provide a healthy place to live.

We can talk to our elected officials and exercise our right to vote and put people in office that will still maintain our clean environment, but will also consider industry coming into an area to provide jobs for people.

As for the work in the Vallejo area, there have been some projects started for the Navy Yard at Mare Island, but not many Operating Engineers are required.

Other jobs in the area: Independent Construction has started a job with Silva Pipeline doing the Underground. The Off-Shore

Jud Callaghan A One-Man Government

(Continued from Page 5)

as the boundaries for the new agency. There are some proposals that Callaghan's agency be the nucleus into which all the other agencies are merged.

Jud Callaghan has never held elective office but has served in various politically sensitive positions. After World War II Gov. Earl Warren named him to the California Veterans Board and then state director of veteran's affairs. From 1954 to 1958 he was a vice president of Crocker-Anglo National Bank in charge of real estate loans in the Sacramento area.

In 1958 he became vice president and director of industrial development for the San Francisco Bay Area Council, an influential business and industrial group which frequently acts as the spokesman for industry in the nine Bay Area counties.

The regional air pollution control district, created in 1956, was first headed by Benjamin Linksky, a crusader who had led the battle to form the agency, but who was criticized for lack of administrative experience. In 1961 Callaghan was named chief administrative officer of the district. Ultimately Linksky left. Other staff members have been forced out over the years in policy battles with Cal-

laghan.

One of Callaghan's strongest critics, Mountain View Councilman William Jelavich, the vice president of the smog board, claims that only those staff members who "click their heels" can survive and prosper in Callaghan's organization.

Callaghan's power has continued to grow over the years partly because his board of directors frequently can't make a definitive decision on critical questions. It takes 10 votes of the 18 members to make certain major decisions, but the votes frequently come out 9-8, or 8-7 and tired directors refer the matters back to Callaghan.

The board consists of one county supervisor and one appointee of the conference of mayors in each county. Each county has the same number of voters regardless of population size. Few board members stay on long enough to gain insight into the technical issues the board deals with.

There are sometimes staff disputes on policy questions, but these seldom reach the board.

Thus, it was considered a major event this Spring when Nathaniel Flynn, one of the district's senior engineers, filed formal charges alleging that the district management had given preferential treat-

ment to certain major industries, including the Standard Oil, Union Oil and Phillips refineries in Contra Costa.

Starting on May 7 and continuing through last Friday the board held 17 full days of public hearings on the charges. The hearings have been adjourned until June 30.

The outcome of those hearings could determine the future of the man called Jud."

The Dow Chemical meeting of July 19, 1976 points out that Jud is still very much the boss.

The purpose of this statement is to express my concern as a Bay Area citizen, as well as a representative of Operating Engineers Local Union No. 3. This concern is regarding not only the restoration of economic health to the Bay Area, but of the continuing economic growth of the Bay Area.

It is no news that the Bay Area has been, and is, sick economically. Our unemployment stands at 10-1/2 percent and has been at this level for over a year. We are higher than the state average with respect to unemployment and California, as a whole, is nearly 25 percent higher than the national average of 7-1/2 percent. Operating Engineers is 35 to 40 percent.

In California, we have to develop.
(Continued on Page 13, Col. 3)

Twin Dams Get Go Ahead

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

The best news to hit the Redding District became known last month with the announcement that President Ford had signed a public works appropriation bill containing \$370,000 for design work on the twin dams on Cottonwood Creek. Supporters of the Cottonwood Dam project have been fighting for five years to get monies released for the project.

The current estimated cost of the project according to Shasta County Water Resources Director Bob Dietz, will be around \$262 million.

Other projects in our area that will receive funding as a result of the signing of this bill are: Trinity
(Continued on Page 15, Col. 1)

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

The first thing we would like to do in this article is welcome into the Tech Department five new firms and 36 new members. These new members are happy to have Local Union No. 3 representing them at last. For most of them, it has been a long wait. It has taken over six months negotiations with Peabody Testing of San Mateo alone to get a contract ratified and the members there are happy that it has been settled.

We also would like to welcome On Site Engineering in Modesto (Dave Ichord), Sweeney Troughten in Diamond Springs, Hamann Engineers in Rohnert Park, and Pat Peoples, Licensed Land Surveyor in Concord.

All of these firms are now paying their employees wages, fringes and benefits that all of us Techs have come to take for granted and tend to forget that a lot of Techs are working in our field in our area without the benefits that we enjoy.

We were looking at some old notes of surveys done in the 1800's and came across an old pledge which seems to come across as ridiculous today. Is it ridiculous?

"We Joseph Scott and Aronia Rameres, do solemnly swear that I will faithfully execute the duties of chain carriers; that I will level the chain upon uneven ground and plumb the tally pins whether by sticking or dropping the same; that we will report the true distance to all notable objects and the true length of all lines I assist in measuring to the best of my skill and ability."

JOSEPH SCOTT

his
ARONIA X RAMERES
mark

"I Emmet Scott, do solemnly swear that I will well and truly perform the duties of axeman according to instructions given me and to the best of my skill and ability."

EMMET SCOTT

"Sworn and subscribed by the above persons this 12th day of January, 1857. Alameda County, State of California."

H. A. HIGLEY
Deputy Surveyor

"I, H. A. Higley, Deputy Surveyor, having been appointed to survey the Rancho del Agua Caliente, the property of Fulgencio Higurera, do solemnly swear that I will well and faithfully and to the best of my skill and ability and according to the laws of the United States, and the instructions of the Surveyor-General perform the duties so confided to me as I shall answer to God at the great day."

H. A. HIGLEY

"Sworn and subscribed to before me at San Francisco, County of San Francisco, State of California this 8th day of January, 1857."

Wm. L. HIGGINS
Notary Public

We don't swear an oath, but we expect just that of all our Techs. There is training available to all of you that need it, if you want information on this, contact the Tech Center or your local agent, Mike, Art, Paul or Gene and we will help you.

With Safety In Mind

Rig Safety Rules Gain Final OK

During the years that Dale Marr served as the Director of Safety for Local 3 he initiated a campaign to obtain tighter standards requiring roll over protective structures on heavy equipment. After Brother Marr was elected Business Manager and I was appointed Director of Safety, we continued to work for a new ROPS standard and now our efforts have paid off. The best roll over protective structure standard in the country was recently adopted by the California Occupational Safety and Health Administration Standards Board and went into effect as of August 20, 1976.

Laws regarding safety aren't put together overnight, no matter how obvious the need for them might be. A law that covers all citizens in the State of California must be thoroughly investigated. First of all the need must be established through personal testimony and research. The solution to the problem, in this case ROPS, must be shown to be the most effective in protecting equipment operators. There are legal considerations and of course the long term effect on both employers and employees must be taken into account. These are just a few of the many aspects that must be waded through to obtain a safety law.

The ROPS standard represents years of work, study and testimony from many people and organizations all over California who are concerned with occupational safety. The federal Occupational Health and Safety Administration watched the proceedings favorably and the California Division of Industrial Safety went to great lengths to provide this protection for employees. Those of us in the Safety Department of Local 3, of course, made a concerted effort to support the new standard since it directly affects Operating Engineers. Jerry Trent from Local 12 in Southern California and Jack Short, Safety Representative from Local No. 3 attended meetings and personally testified before myself and the other 6 OSHA Board members to support the ROPS regulation.

A standard has been in effect that requires 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 age—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 exempt from the old regulation. Now, they all will be covered and that's good news for us!

Specifically the new regulation requires seat belts **IN USE** and overhead protective canopies to be installed:

- On any construction equipment regardless of age if the equipment is operated in a 'hazardous' location. A hazardous location is defined as one that is parallel to and within three feet of a vertical or nearly vertical drop off exceeding a height of one foot, or on any grade exceeding 15 per cent.

- On all rollers and compactors having a mass greater than 5,950 pounds with segmented or sheepsfoot-type wheels or drums or on any rollers or compactors used in hazardous locations.

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

Construction equipment that will not require ROPS include the following: smooth steel wheel rollers where the operator stands at the extreme rear of the vehicle, side-boom pips-laying tractors, non-rider equipment and rollers and compactors with a mass less than 2700 kilograms (5,940 lbs.).

Local 3 Safety Rep. Gets Board Positions

Local No. 3 Safety Representative, James R. Rowland, has been appointed a member of two important posts in Hawaii; the Occupational Safety and Health Standards Advisory Committee and the Hawaii Federal Safety Council.

The State of Hawaii Occupational Safety and Health Standards Advisory Committee is an organization which works closely with the Division of Occupational Safety and Health in the composition and administration of the State of Hawaii OSHA standards.

The Hawaii Federal Council has the responsibility to the federal employers to provide a safe and healthy working environment to all employees.

Brother Roland 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.

More On Callaghan And Dow Chemical

(Continued from Page 12)
op 250,000 new jobs each and every year just to keep even with unemployment. In a recent study done by the chief economist of the Security Pacific Bank, it was noted that in the next five years, if we retain a zero economic growth in California, our unemployment would jump 10 to 20 percent by 1981. This is caused by the number of young people reaching maturity and entering the labor force.

One might ask what do economics and jobs have to do with an air quality permit for Dow Chemical. The answer is that there are many problems in the Bay Area and among them are air pollution and jobs. The Bay Area, as a whole, is going to have to balance the environmental concerns with social and economic concerns.

To this effect, a comprehensive plan is being developed, as most of you know, under Section 208 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 "interfere" 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.

It should be noted that the emissions on the Dow Plant is 170 pounds per hour as compared to the General Motors Plant at Fremont that emits 6.2 tons per day.

If our understanding of this is correct, and since the E.P.A. is currently at the cutting edge on this "go or no-go" project, then we think one of the major policy questions for the Bay Area would be **W H E T H E R T H I S L O N G NEEDED ECONOMIC VITAMIN PILL FOR THE BAY AREA SHOULD BE REJECTED.**

The above is to bring home the need to protest this system of government without representation, and believe me everyone is suffering.

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.

I-215 Gets Concrete Shoulders

By TOM BILLS,
District Representative, and
REX DAUGHERTY,
WAYNE LASSITER and
DON STRATE,
Business Representatives

Concrete-paved highways have been around for a long time. These highways have stood up admirably under heavy traffic conditions, cost less to maintain compared to asphalt surfaces and have the added advantage of sparing the traveler periodic traffic interruptions for maintenance work.

But concrete pavement for the shoulders of these roads is a new innovation for Utah's highways. Full-width, shoulder to shoulder concrete pavement projects are now under way on I-215 in the Salt Lake Valley, on the Wall Avenue access to I-15 in Ogden and on I-15 from south of Beaver to Fremont Wash.

In the past, high initial concrete construction costs dictated using asphalt shoulders with concrete travel lanes. These asphalt shoulders, built in the 60's, are now showing much deterioration and require costly and constant maintenance. The problems stem from the nearly impossible task of keeping the concrete/asphalt seam sealed. There is no sure-fire sealant. The flexible asphalt surface tends to heave and recede with the seasons, opening cracks which allow water to penetrate and weaken the pavement. Also, depressions, and sometimes ridges, form at the edge of the concrete pavement, caused by the expanding and contracting adjacent softer asphalt surface. As a result, a motorist swerving onto the shoulder during a moment's inattention may suffer added loss of control of his vehicle.

Concrete shoulders, poured in a continuous slab together with the travel lanes, are expected to lessen the maintenance problems and improve safety conditions for the motorist.

A quirk of the energy/inflation crisis has become the catalyst for change. It has narrowed the gap between asphalt and concrete prices. When cost of concrete was no longer the primary financial consideration, the combined advantages of simplified construction procedures and longer main-

tenance-free life expectancy of concrete shoulders made them the better investment.

Shoulder to shoulder application of concrete saves steps in preparing the base of the roadway for separate types of surfaces. It eliminates entirely the need for additional equipment to compact the fill and to apply the asphalt. A significant savings in project completion time is also achieved. It takes anywhere from 12 to 28

days to cure the concrete slab for the travel lanes before an asphalt shoulder can be added.

Al Luckart, project engineer on the 1800 South to 4700 South I-215 section, expects to have his project completed by fall instead of the following spring. Contractor Acme-Vickrey's paving equipment has laid down as much as 7,000 continuous feet of 34-foot wide slab in one day.

(Continued on Page 14, Col. 4)

SAFETY COMMITTEEMEN ACTIVATED

Dist. Name	Agent	Dist. Name	Agent
Week Ending August 17, 1976		Week Ending August 17, 1976	
01 Carl Condon	G. Morgan	80 Lawrence Caselli	A. Swan
01 Larry Frazier	G. Morgan	90 Chuck Evans	N. Davidson
01 Frank Madden	R. Wilson	11 Casper Keller	P. Wise
04 Ralph Brizze	H. Bodam	12 John Edman	V. Abbott
26 Lowell Diggs	J. Johnston	12 Richard Evans	V. Abbott
31 David Fraser	J. Victor	12 Dennis Glines	V. Abbott
50 Robert Martinez	D. Smith	12 Paul Pecoraro	V. Abbott
50 Johnnie Woods	B. Merriott	13 William Crane	V. Abbott

SAFETY COMMITTEEMEN INACTIVATED

Dist. Name	Agent	Dist. Name	Agent
Week Ending August 17, 1976		Week Ending August 17, 1976	
10 Max Huckabee	K. Parker	30 Robt. Mendoza	W. Talbot
11 David Gartrell	L. Fagie	30 Stanley Stacher	W. Talbot
20 Jim Cavitt	C. Ivie	30 Arthur Chrisman	W. Talbot
20 Billy Graham	J. Johnston	31 Robert Cress	J. Victor

1776-1976
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BUY UNION
BUY AMERICAN

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Union Label Week
September 6-12

More From East Bay Counties

(Continued from Page 10)

The Forge and Steel Mill are still on an up and down basis, but vacations are the word and fishing is the game.

Some of the Brothers and families attended an old fashioned picnic in Milpitas; barbecue and games for all. This event is annually put on by the San Jose Engineers rank and file members. They reported about 500 attended. Remember this event for South County members of Alameda County.

An important note to remember—the new address of the Oakland Office is 675 Hegenberger Road—phone 638-7273.

Central Contra Costa County is having the weird summer rain, but the work has not been affected.

Martin Bros. picked up one above Lovorna Wal. Hal Nield and the boys will put this away quick. Martin seems to be bidding more dirt now.

Bay Cities Excavators shut the dirt spread down on Lovorna for the underground, but will be moving it soon.

Joe Foster is moving back to Stone Valley Road for finish work on their two spreads here.

McDonald is in the finishing stage on Alcosta. Bud Lampley won't see this operation for old Bud is going to Europe to see the good things. Imagine an old dirt stiff in France stumbling from house to house trying to find some intellectual entertainment.

Gallagher & Burke has three jobs in the Round Hill area in the finishing stage. We just had a (where's the water can type) safety meeting with Dave Faria and the boys, rapping about rolling scrapers and the man on the ground. This hand on the ground must think safety more than any hand. He has no roll cage, no seat belt, no retarder, and no bit to put down if he gets in trouble. With the new automatics he can't hear the gear change, so he might get goosed or squashed like an egg if he doesn't think about

those yellow monsters every minute of the day.

This takes us back to something our Business Manager, Dale Marr, told us not long ago, speaking of the Agents and Safety Representatives. Dale said, you're a tool for the hands in the field, make them use you, use this tool safety. In view of the fact that we lost a man checking grade about a week later, we might look at this tool a little harder. Safety is very close to Dale Marr, as you all know. He has literally kicked ass to put legislative weight behind the safety words. Use us fellas, use your Agent and Safety Representative. When it's not right, PHONE!

Work in the shops remains slow at this writing, with the exception of the R. H. Gorman Company in Hayward and the Williams and Lane Production Department in San Leandro.

We are starting negotiations with Peterson Lift Truck and Pacific Resins & Chemicals.

Well, back to the work we do have—Winton Jones is slow with lots of rigs in the yard. They've only been getting a little work. Mr. Winton Jones had a heart attack and we heard he is doing better. Good luck Winton to you and your wife.

Rosendahl is now out of the crane rental business and are only bare leasing their small center-mounts and their 4100 and 4000 Manitowocs. They also have a new 4100 coming and are going to buy it. They are only keeping one or two men on the payroll for now. Reinholm is slow to busy at times. He is almost finished with his Modesto span deck job, and is doing some work at the Port of Redwood City for Levin Metals. He had a job at Downieville on Highway 49.

Bigge at Santa Clara has been busy. They even brought in crews and cranes from the San Leandro yard. They have a rig up at United Tech. which will be there a few weeks. Also, they have jobs at the San Francisco Airport Treatment Plant, Kaiser, and a

lot of tilt up panel work. Bigge in San Leandro is fair to slow with mostly small jobs. They have a new 4100 at Exxon for Brooks Erection out of St. Louis, Mo. This work will go for a few weeks with a few heavy lifts. Mr. James Sutherland is the superintendent on this project. Bigge has a new dispatcher at the Santa Clara office. He's Wes Middleton, former owner of M & M Crane and Rigging in the Valley.

Sheedy Crane has been slow with a little port work and some city work. They have a job up at Pt. Arena on the radar site. They had two 82-ton Linkbelts up there. The crews did a fine job, as this is a real steep area and the road in and out is real steep.

San Jose Crane is slow, but I run into them most everywhere in Northern California. Their owner is Charlie Chigera and he has his shop modifying the P & H 140, different power down set up and some frame work—should work well. Their 125-ton linkbelt is really a nice rig and it's working all over the place.

Sheedy is selling their old Ensley and are getting a new rig in September. It may be a 150-ton American or a 140 P & H. I'm betting on an American.

Had a safety problem up at Meridian, California, on a bridge job. Jack Short, the Safety Representative in that area and myself went up to see. The rig in question is a 50-ton American Crawler with a guy derrick set up. This rig is a horse for picking, it will take 44 tons out 130 feet from center pin. Jack Short is now in the process of getting some safety standards built for this machine, as it did not even have a load indicator or angle indicator boom kick-out. All this is now going on, plus it will be a standard. On new equipment like this and handling such loads is where our fine crane operators and oilers really shine.

Marin Van and Storage is doing well and have opened a new yard in Vallejo at the West Trucking yard. I hope they do better than the last outfit, Economy Crane, at the same yard, as they are now out of business.

The cranes in the Valley are doing fair. Reliable is doing some work up north in Redding and Valley is still doing fair. They have some rigs on a dam project. The cranes in the valley are working all over the place.

Well Brothers, I hope you all voted in this very important election and by all means work safe.

There is lots of work going on in Western Contra Costa County, what with Gallagher & Burk finishing lots and streets in the Centex Development at Hercules. Gallagher & Burk also has a crew finishing at Singer Housing's View Point development across the street in Rodeo. Both D. D. Jones and Jerry White have crews working on the underground on both these developments.

Santa Fe Pomeroy has finished the first phase of the Point Molate Navy Refueling Pier with the second phase due next month.

Branagh Construction is finishing a nice paving job on the Arlington in Kensington. Father and Son, Bob and Randy Branagh with expert help from Bill Staak, Merle Frank and Sam Haley. Even the competition has commented on the job.

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.

Benton, Thomas (Mabel, Wife)	8- 8-76
1200 El Camino Ave., No. 39, Sacramento, Calif.	
Blain, Robert (Josephine, Wife)	7-22-76
2402 Carver Rd., Modesto, Calif.	
Brady, John (Betty, Wife)	7-26-76
35 County, No. 104, Daly City, Calif.	
Carter, John (Katie, Wife)	7-23-76
Rt. 2 Box 2482, No. 2, Oroville, Calif.	
Duncan, Charles (Grace, Wife)	8- 3-76
19925 Stevens Crk. Blvd., Cupertino, Calif.	
Eagan, David C. (Theresa, Wife)	7-30-76
1134 Coronado Way, Livermore, Calif.	
Elkins, H. A. (Judy, Wife)	7-15-76
Box 454, Anderson, Calif.	
Elliott, Charles (Willa, Wife)	8-10-76
5505 Sky Pkway, No. 112, Sacramento, Calif.	
Hendricks, Dave (Virginia, Wife)	7-22-76
8625 Aquifer Way, Lemmon Valley, Nevada	
Jensen, Melvin (Dorothy, Wife)	8- 2-76
1235 Oleander, Chico, Calif.	
Kanda, M.	7-17-76
1351 Hele St., Kailua, Hawaii	
Klingonsmith, Philip (Connie, Wife)	7-22-76
P.O. Box 207, Logandale, Nevada	
Leigh, Fred (Berla, Wife)	7-20-76
370 N. 1400 West, Cedar City, Utah	
Lindsay, Irving (Marguerite, Wife)	8-10-76
3651-39th Ave., Oakland, Calif.	
Luken, John W. (Carol Baker, Daughter)	7-25-76
6731 E. Lewis Ave., Scottsdale, Arizona	
Martin, Eberhard (Mary, Wife)	8- 3-76
1535 Dakota Ave., San Mateo, Calif.	
McCutcheon, Paul (Jane, Wife)	7-25-76
4922 E. Kerckhoff, Fresno, Calif.	
McGraw, Ed (Violet, Wife)	8-12-76
8665 Florin Rd., No. 113, Sacramento, Calif.	
McKown, Harry (Winnie, Wife)	7-12-76
2189 E. Taylor, Stockton, Calif.	
Naeole, George (Dorothy, Wife)	7-19-76
P.O. Box 97, Hoolehua Molokai, Hawaii	
Nahmens, Daniel (Nellie, Wife)	8-12-76
Star Rt., No. 1, Clearlake Oaks, Calif.	
Neumann, Donald J. (Audrey, Wife)	8- 3-76
406 Deodora, Los Altos, Calif.	
Prather, John (Marjorie, Wife)	7-31-76
484 Camino Cortez, Yuba City, Calif.	
Readhead, Wesley (Dorothy, Wife)	7-31-76
564 Hans Avenue, Mountain View, Calif.	
Seidner, Clyde (Nadene, Wife)	8- 2-76
808 W. Yosemite, Manteca, Calif.	
Smith, J. S. (Clara Smith, Mother)	7-14-76
P.O. Box 634, Linden, Calif.	
Sturtevant, Thurman (Mildred, Wife)	7-25-76
78 Arcade Blvd., Sacramento, Calif.	
Taylor, James (Connie, Wife)	7-14-76
P.O. Box 72, Levan, Utah	
Whited, James (Hazel, Wife)	7-27-76
P.O. Box 92, Wallace, Calif.	

DECEASED DEPENDENTS

Larson, Ruth—Deceased August 2, 1976
Deceased wife of Lloyd E. Larson
McKay, Olive—Deceased July 18, 1976
Deceased wife of Charles A. McKay
Smith, Elizabeth—Deceased July 19, 1976
Deceased wife of Lewis Smith

More From Utah

(Continued from Page 13)

Right behind the paving machine, at carefully measured intervals, a mechanical float machine and a spreader for the curing and sealing compound finish the slab. Saw cuts to prevent random cracking of the concrete are made in a subsequent operation, from four to 12 hours later.

The 34-foot "pass," or run, of the machine provides for two 12-foot travel lanes and a 10-foot shoulder. A second, 22-foot wide pass will add another lane and shoulder to complete one side of the freeway, leaving only one construction joint, or seam.

Understandably, the most outspoken proponents of concrete shoulder construction are the maintenance engineers. As inheritors of the repair problems on the asphalt shoulders, their sense of relief is obvious. They are also paying the new practice the ultimate compliment by working toward increasing its usefulness.

Peter Kiewit Sons' Company will be moving in the last of August to do the concrete on the project between Plymouth and the Idaho line. This project should provide long hours for approximately two months.

Acme Vickery Company was awarded the 20th Street project at Ogden. Gibbons and Reed Company has the sub-contract for finishing the grade, making the C.T.B. and aggregate for the concrete service. Acme Vickery will do the paving.

S. J. Grove Construction laid off part of the night shift at the Currant Creek Dam. The company has the fill going up on both ends of the dam, but the center is still at river bottom. There is still a lot of work to be done on this job.

J. F. Shea Company, who has the contract for the construction of the Vat Tunnel, will have delivery on the tunnel mole by August.

(Continued on Page 16, Col. 3)

Local 3 Receives Letters Of Thanks

Operating Engineers Local Union 3:

I wish to express my heart felt 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 me. I will cherish it always in his memory.

I am also thankful for the words and kind deeds extended to me in the loss of my beloved husband, Paul W. Florey.

Sincerely,
Mrs. Paul W. Florey
Box 404
Clear Lake Park, CA 95424

Operating Engineers Local Union 3:

I wish to thank the Union and everyone in it for your kindness and help in the passing of my beloved husband Dewey Clendenin.

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

Yours Truly,
Mrs. Gladys Clendenin

Operating Engineers Local Union 3:

Thank you so much for the Engineers News. John and I enjoyed it very much, and the get well wishes you printed. John was heart broken when the doctor told him he couldn't work anymore. His family and work and the Operating Engineers came first.

I thank you for the beautiful Bible presented to me. The union is good for its members. Our thanks to you and the rest of the Operating Engineers.

Most Sincerely,
Mrs. Corry VanDrunen,
Martin and Joann

Personal Notes

STOCKTON

We wish a speedy recovery to James Azevedo, who has been put under medical care at this time.

Our deepest sympathy is extended to the family and friends of our departed brother Clyde Seidner.

MARYSVILLE

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

Best wishes for a speedy recovery to Brother Bill Parks and Brother Joe McMillan. Also, congratulations to Brother Bill Parks on becoming a Grandfather!

OAKLAND

Congratulations to Don Baldwin, a 35-year member. He has been in Operating Engineers since August, 1941. He is presently a Master Mechanic with Guy F. Atkinson. Don is an upstanding union man who runs a union shop. Again, Don, congratulations.

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 job gets 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 Block Plant, Batch Plant, Pre-Fab. The dirt is all import with all new equipment. Most important of all "Airconditioned Chev. Pickups."

We received a nice letter from Brother Larry Meyers, who is now retired and lives in Vallejo, California. Larry was Foreman for Ghilotti Brothers for many years. He says that retired business is fine, and he has been fishing quite a lot with good luck. There is plenty of water there, so he has quite a garden.

Brother Bill Johnson is out of the hospital and recuperating at home. Brother Johnson was Blade Operator for Ghilotti Brothers for many years. We wish him a fast recovery.

EUREKA

It is with great sorrow we report the passing of Erma G. Meyer on June 19, 1976. She was the wife of the late Arthur W. Meyer who passed away in March of this year.

We would like to extend our condolences to Brother William Grother on the passing of his wife, Ethel on May 27, 1976 after a very long illness.

SACRAMENTO

Our deep sympathies are extended to the families and friends of deceased members Austin Field, Wright Towery, Charles Elliott, Thomas Benton, Thurman Sturtevant.

We are sad to report that retired Brother Ed McGraw lost his battle against cancer on August 12, 1976. Deep sympathies are extended to his wife Violet and friends.

More From Redding

(Continued from Page 12)

River Action Program—\$1.5 million. Generators at Shasta Dam—\$650,000. Keswick Recreation facilities—\$53,000. It is estimated the design work will take approximately five years to complete and the actual construction of the twin dam facility will take an additional five years.

Contri Construction Company is winding up on their Mt. Shasta City sewage job and should be just about completed by the time this goes to press.

Piombo Construction is progressing very nicely on both their jobs in Siskiyou County (I-5 and Hiway 97).

Trico Construction is still plugging away at the rock pile on Heart Failure Hill in Lassen

County at Eaglelake. This is a rough job, on both men and machine—but is being very ably supervised by Brother Lyle Turpin with the assistance of Brother Harry Orton.

Lloyd Rodoni has reached the clean-up stages on the Hiway 395 job near Hallelujah Junction and should wind up sometime in September.

Eastco Construction Company has begun work on their Toad Lake Road job up behind Lake Siskiyou out of Mt. Shasta City.

Brother Bill Wiebelhaus will be handling the shifting on this one and it looks like they will be there all summer.

Work doesn't look too bad for the rest of the year—but it certainly could be better.

At its meeting on August 15th, 1976, the Executive Board approved Honorary Memberships for the following Retirees:

Name	Reg. No.	Initiated by	Local	District No.
Emmett Bishop	313307	7/41	3A	2
James Brown	316701	8/41	3	10
Howard Harris	262886	5/38	59A	2
W. W. Hodges	310685	7/41	3	12
Wilfrid James	289253	8/40	3C	3
Louis Lively	314282	8/41	3A	04
Adelbert A. Lopus	260411	2/38	842B	7
Glenn G. Parish	302214	4/41	3A	2
William A. Pierce	314251	8/41	3	10
Everett B. Price	316764	8/41	3B	3
Thomas S. Rich	317663	8/41	3	10
Ernest Webster	250514	8/37	571	12
		1/41 transferred to Local 3)		
Ray Weesner	316728	8/41	3	3

SWAP SHOP CORNER: Free Want Ads for Engineers

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 Heli hoist. New brakes, 10.00 x 20 tires. Bud wheels. Hvy. duty axle, power steering. VG cond. H. Sand, 8669 E. Sedan Ave., Manteca, CA 95336. Ph. 209/239-2242. Reg. No. 1101983. 7-1.

FOR SALE: LIKE NEW LINCOLN 300/300 AMP 230/440V 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 LOADER 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 "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, 89 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 & Ganon 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 REG. APALOOSA GELDING 9 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. 1225564. 7-1.

FOR SALE: GRADALL 600 USED PARTS: swing & boom cylinder complete, valve bank, turntable rollers, oil tank & 4" bucket. 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: 50 LAKE TAHOE HOME, 4 bdrm., 2 ba., 2 story, built-ins, w/w cpl., nat. gas, carport, 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. Waugh, 1147 Santa Catalina Wy, Santa Rosa, CA 95404. Ph. 707/527-9033. Reg. No. 0702414. 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: DRY CLEANING ESTABLISHMENT—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: 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/I 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. LeRo 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. 0696364. 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. Tepas, 504 Doyle Rd., San Jose, CA 95129. Ph. 408/252-0540. Reg. No. 0538780. 7-1.

FOR SALE: 14 A CAT & DOZER No. 25 double drum on back, No. 30 low profile unit on front, motor overhauled. \$15,000. Woolridge carryall 28-30 yds. \$1,500. Le Tourneau Carryall 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 VILLAGE, TAHOE. All utilities underground, almost level, trees. D. Barnard, P.O. Box 1447, Mt. View, CA 94041. Ph. 415/961-2909 after 6 weeks. Reg. No. 0557446. 7-1.

FOR SALE: 1960 FORD F-600 PIGGY-BACK TRUCK. Hauls MF-50 tractor and backhoe. Professionally-built bed. Gd. cond. throughout. \$2295.00. Jim Tempton, 875 Lily Ave., Cupertino, CA 95014. Ph. 408/255-8885. Reg. No. 1163210. 8-1.

FOR SALE: TWO BEAUTIFUL LOTS in Shelter Cove, Mo. Ca. All utilities, paved sts., & terrific salmon grounds. Dexter Smith, 535 Pauku St., Kailua, Hawaii, Ph. 808/261-2217. Reg. No. 1369361. 8-1.

FOR SALE: OREGON LAND, 8 acres studded pine trees, low taxes. Mobile homes permitted. Nr. lakes & ski area. A real place to get away from it all. Priced at a low \$5000.00. William Rosamond, P.O. Box 837, Truckee, CA 95734. Ph. 916/587-2408. Reg. No. 0994102. 8-1.

FOR SALE: HEATHKIT GW14A CB TRANSCEIVER w/antennas base power supply & extras base or mobile. \$150.00. N. Weaver, 6685 Singletree, Pleasanton, CA 94566. Ph. 415/846-7019. Reg. No. 1651958. 8-1.

FOR SALE: 74 CASE 580-B EXTENDER w/18-24-30-36 ft. buckets w/1300 hrs. New 12 ton Miller Tilt Trailer. 73 Ford 7600—\$26,000.00. Gay Weir, Rio Linda, CA 95673. Ph. 916/991-6019. Reg. No. 0773001. 8-1.

FOR SALE: 5 m/1 acres, beautiful view, reasonable. Clearlake Highlands, Lake County. Also, lakefront lot, 50 x 120, close in. D. O. Catter, Ph. 707/994-6581. Reg. No. 1025224. 8-1.

FOR SALE: 1974 STATION WAGON. Excellent condition, radio and heater, new tires, luggage rack. \$2500. call after 5:00 p.m. 415/882-4895. Reg. No. 0531652.

FOR SALE: APFX 1/2 ACRE corner lot in Redding, CA. Wooded area, paved streets, sewer, gas, water & elect. Can divide into parcels, well & sm oak trees. Two other sm bldg. sites available. J. Paulazzo, 275 - 41st St., Apt. 115, Oakland, CA 94610. Ph. 415/558-6539 or 658-3048 after 5 p.m. Reg. No. 865537.

FOR SALE: 1975 MF-30 TRACTOR-BACKHOE (500 hrs) w/Danuser Drill & 8 buckets. \$15,000 or trade for Towner Trencher. W. McCroskey, 1225 Vienna Dr. Sp. 429, Sunnyvale, CA 94086. Ph. 408/734-4090 after 5 P.M. Reg. No. 0362840. 9-1.

FOR SALE: APPROX 5 1/2 ACRES, fenced w/60x80 dance floor, nice bank stand. 40' beer bar. Many cocktail tables, chairs & stools. Huge fireplace.

Vacant country store & gas pump. 3 bdrm living quarters in rear. 2 cabins. lrg parking & space for over-nite parking or picnics. Write Property, 223 MacArthur, Pittsburg, CA 94565. Reg. No. 0413422. 9-1.

FOR SALE: BENNETT BREATHING MACHINE, model TV2B — complete with nebulizer. \$150. Also, regulator & litter flow gage w/nasal canula & humidifier. \$50 complete. E. Conklin, 519 Linden Ave., San Bruno, CA 94066. Ph. 415/589-4237. Reg. No. 0529120. 9-1.

FOR SALE: LET-W MODEL C SCRAP-ER & 5x5 SHEEPSFOOT. Many C Scraper prts. \$6500. J. McGeheon, 2460 Warren Rd., Walnut Creek, CA 94595. Ph. 415/934-4772. Reg. No. 0535760. 9-1.

FOR SALE: 212 CAT. BLADE, \$3600. W. D. Davis, 1773 W. Campbell Ave., Campbell, CA 95008. Ph. 408/379-6829. Reg. No. 0732151. 9-1.

FOR SALE: 1959 ESSEX to be restored. \$700. 1957 Chev. 2 dr. \$650. 1935 Pontiac Coupe to be restored. \$550. Wm. F. Watt, Rt. 1—Bx 685, Libby, Mt. 59923. Ph. 406/293-5078. Reg. No. 0827535. 9-1.

FOR SALE: TRANSFER UNIT (slam bang) 1966 Kenworth. 318 Detroit Engine. Gd. cond. \$13,500. B. Kinney, Rt. 1—Bx 438 T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 0878591. 9-1.

FOR SALE: 35' YELLOWCOACH DIESEL BUS converted to housecar. \$3000 or will trade for tractor. H. Pence, 4144 Cheeney St., Santa Clara, CA 95054. Ph. 408/248-1780. Reg. No. 1001665. 9-1.

FOR SALE: MASSEY FERGERSON BACKHOE. Model 2200 diesel tractor. Model 232 backhoe. Plus landscape scraper 3 point hitch, hyd. controls, rippers. B. Porter, 159 F St., Redwood City, CA 94063. Ph. 415/369-0896 after 6 PM wkdays. Reg. No. 1027853. 9-1.

FOR SALE: BEAUTIFUL LOT IN SHELTER COVE, Humboldt County. Ca. All utilities & paved sts. Gd. retirement or vacation home site. Owner will finance or will consider trade. Wm. Yoshida, 47-197 Iulu St., Kaneohe, Hawaii 96744. Ph. 808/239-9512. Reg. No. 1175218. 9-1.

FOR SALE: 4 LOTS, FALLS CITY, ORE. Newly fenced. 3 bdrm older Mobile Home on cement. 3 car garage. Berries & fruit. Owner will finance. \$28,500. City Water. J. Meyer, Bx 23, Petrolia, CA 95558. Reg. No. 1203463. 9-1.

FOR SALE: 2 310 MICHIGAN SCRAP-ERS w/33 yd. buckets. In gd running cond & gd rubber. J. Bryant, Rt. 2—Bx 716B, Bakerfield. Ph. 805/833-0937. Reg. No. 1238551. 9-1.

FOR SALE: '73 INT'L 1/2 ton. P.S., P.B., positraction, deluxe 36" insulated shell. \$3,600 or offer. R. Greenwell, 1215 East 4th St., Benicia, CA 94510. Ph. 707/745-4117. Reg. No. 1382881. 9-1.

FOR SALE: BOB TAIL 1959 Int'l truck. 220 ser. 549 eng. 8 spd R.R. trans. 7 1/2 dump bx. 10x20 rubber. \$2000. B. Williford, 140 Angelita Ave., Pacifica, CA 94044. Ph. 415/355-4364. Reg. No. 1514711. 9-1.

FOR SALE: 73 MAZDA R2x Rotary 4 spd. Excel. cond. Radio; heater, reclining buckets, tinted glass. \$1800 cash. B. Simmons, 1737 Solano Ave. No. 304, Berkeley, CA 94707. Ph. 415/526-5725. Reg. No. 1682290. 9-1.

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.

Work Looking Better In Eureka

(Continued from Page 10)

great guns on their crushing project on the G. O. Road at Orleans. The crusher is now on a three shift basis, however, the duration is only for two or three more weeks. We hope they pick up some more work in the near future.

Tonkin Construction has finished their Forest Service job at Slate Creek. This was the first job to be started last spring in this district. Tonkin was recently low bidder on a project in Siskiyou County in the amount of approximately \$160,000.

Eastco Construction Company,

Inc. at Onion Mountain has just about finished the dirt on their job. This is another Forest Service job that is being completed in north-eastern Humboldt County. Their bid was just over \$800,000.

Nally Enterprises are just getting started on their Forest Service job in Del Norte County. The project is located on the Little Jones Creek Road about seven miles off Highway 199.

At the Humboldt Bay Water Diversion project on the Mad River S & Q Construction have three engineers busy at the pres-

ent time. This job has been going on for about a year now. Even though not a large employer of Brother Engineers it has been fairly steady employment for a few since its beginning.

In the south part of the area, John Burman & Son is busy on his slide job at Blocksburg, they thought everything was fine until the side of the mountain slid in, now they have lots more to do, also, Anderson Drilling Company is drilling horizontal weep holes in the side of the mountain to help stabilize the ground.

DISTRICT & SUB-DISTRICT MEETINGS

SEPTEMBER

2 Santa Rosa, Thurs., 8 p.m.
10 Salt Lake City, Fri., 8 p.m.
11 Reno, Sat., 8 p.m.
16 San Jose, Thurs., 8 p.m.

OCTOBER

5 Eureka, Tues., 8 p.m.
6 Redding, Wed., 8 p.m.
7 Marysville, Thurs., 8 p.m.
20 Honolulu, Wed., 7 p.m.
21 Hilo, Thurs., 7:30 p.m.

27 San Francisco, Wed., 8 p.m.

NOVEMBER

4 Oakland, Thurs., 8 p.m.
9 Stockton, Tues., 8 p.m.
16 Fresno, Tues., 8 p.m.
23 Sacramento, Tues., 8 p.m.

DECEMBER

2 Ukiah, Thurs., 8 p.m.
10 Ogden, Fri., 8 p.m.
11 Reno, Sat., 8 p.m.
16 Watsonville, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

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

Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Salt Lake City, 1958 W. No. Temple.
Reno, Musicians Hall, 124 W. Taylor Street.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Provo, Carpenters Hall, 600 South, 600 East.
Ogden, Ramada Inn, 2433 Adams Ave.

JOB STEWARDS ACTIVATED

Week Ending August 13, 1976	Dist. Name	Agent	Dist. Name	Agent
01 Dale R. Hull	C. Snyder	12 Kelly R. Laier	D. Strate	
11 Derlin Proctor	P. Wise	30 Mario Dumlaio	J. Victor	
11 John McFarlane	D. Young	31 Jack Countryman	J. Victor	
11 Mickey Kauzlarich	L. Fagg	50 Rufus Walton	C. Odom	
11 Sharlene Bateman		70 Robert W. Hart	R. Havenhill	
		80 Ivan Dill	W. Marshall	

JOB STEWARDS INACTIVATED

Week Ending August 13, 1976	Dist. Name	Agent	Dist. Name	Agent
03 J. Gerhart	D. Bell	30 James Williams	W. Talbot	
03 Art Johnson	H. Pahel	30 Harvey Ferrill	A. McNamara	
12 Fred Tatum	D. Strate	31 Robert Sheppard	J. Victor	
12 Brigg J. Young	D. Strate	31 Lloyd Phillips	J. Victor	
12 Leland Millett	D. Strate	31 James Hayes	J. Victor	

CREDIT UNION
OPERATING ENGINEERS LOCAL UNION NO. 3
6300 Village Parkway
Dublin, California 94566
Telephone: 415/829-4400

Please send me information as indicated below:

- ☐ Membership.
- ☐ Dividends.
- ☐ 7% Investment Certificates.
- ☐ Signature Loan.
- ☐ Share Secured Loan.
- ☐ New/Used Automobile Loan.
- ☐ New/Used Motor Home Loan.
- ☐ New/Used Mobile Home Loan.
- ☐ New/Used Boat/Motor/Trailer Loan.
- ☐ Travel Trailer/Camper Loan.
- ☐ First Mortgage Loan.
- ☐ Second Mortgage Loan.
- ☐ Assistance in refinancing Automobile Loan.
- ☐ Temporary Disability Insurance on Loans.
- ☐ Life Savings Insurance on Share Deposits.
- ☐ Loan Protection Insurance on Loans.
- ☐ Share Insurance Protection on Share Deposits.

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ADDRESS _____

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SOC. SEC. NO. _____ TELEPHONE _____/_____

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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Incomplete forms will not be processed.



Work In Marysville Up & Down

By ALEX CELLINI,
District Representative and
GEORGE HALSTED,
Business Representative

Work on the West Side is also slow at this time. As most of you Brothers know, Ball, Ball and Brosamer is quickly approaching the end of Reach 5, Tehama-Colusa Canal. I would guess that by the time this article comes out their work force probably will be cut in half. We have finished negotiations with Valley Irrigation in Orland and with Hydro Conduit in Orland. Kaiser Sand and Gravel is still running with their usual crew. Peterson Tractor 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 plant operation this year. R & D Watson is moving along on the Paradise Dam job at Magalia with about eight (8) operators. Alf Burtleson 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 to bid until probably September 1976. The Meridian Bridge job has been up and down it seems with one problem or another. Claude C. Wood started work on the levee for Sutter and Colusa County. This job should keep some of the members working for the next year.

Work has picked up somewhat on the East Side. Robinson Construction has a job going in Quincy. Kelly Ridge went back to work after being shut down for some time. Comconex is clearing up their underground job with the telephone company around the Nicolaus-Wheatland area. R & D Watson has another month-and-a-half to go before they finish up the finish grade and rip rap on the banks. Smaller jobs are cropping up throughout the area.

We would like to take this op-

portunity to thank the following individuals for their donations to the blood bank:

Kenneth Bettis, H. O. Blackwelder, Mary Cochran, 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 donate, you may go to the following locations — and please remember this is District 60 when you are donating:

Chico: Every Monday—3:00 to 6 p.m.

Every Tuesday—8:00 to 11:00 a.m. and 1:00-4:00 p.m.

Every Friday—8:00 to 11:00 a.m. a.m. (At the Chico Donor Center, 169 Cohasset, Road, Chico)

Marysville: 2nd Tuesday of each month; 1:00-7:00 p.m.

(At the Marysville Art Club)

Oroville: 1st Thursday of each month; 1:00-6:00 p.m.

New Location: Municipal Auditorium, Montgomery Myers, Oroville)



North To Alaska

Pictured above is an Arctic service truck built by Operating Engineers who work for Diamond Steel, Inc., a fabricating shop located in Yuba City, California. This shop builds products such as water tanks, end-dump trailers, rock trailers for the construction industry and also service trucks.

This Diamond-Built Arctic service truck was built strictly for cold weather. Some of the twenty-seven features are as follows: Two thousand gallon oval diesel tank, four 125 gallon side-mounted product tanks, hydraulic pump, driven continuously from front of engine crank shaft, hot water

heated hydraulic reservoir (coils internal in tank), hydraulic driven ten horse compressor, vapor proof night lights and many more features too numerous to mention. As an added feature all compartments are insulated.

This service body was built for Lee F. Teich, owner of TCP Construction, Inc., Anchorage, Alaska, also a member of the Operating Engineers. After five months in the field, Brother Teich reports his service truck is working out very well and he is also servicing equipment for other contractors.

... Job Scene Good In Utah

(Continued from Page 14)
gust 23rd. The portal has been drilled underground sixty feet so the mole will be able to get started immediately upon arrival. This project will cost \$26 million and take three years to build—working on a 24-hour basis.

Gibbons and Reed Company has started work on their project located two miles out of Roosevelt. The contract calls for a half million yards to move for the Bureau of Land Management.

National Lead industries has awarded Fluor Corporation a contract to rebuild and alter their plant at Rowley, Utah. Jacobs Construction, from Pasadena, California, has the contract for the engineering and design. The contract is to build in the existing plant a better and more efficient process to extract magnesium and other minerals from the Great Salt Lake. The new process will more than double the former efficiency. Present plans are to go ahead full speed, with a two-shift operation, and complete by October, 1976.

Arthur G. McKee Company is

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 I-215 Interstate is nearing completion on the sections that have been awarded. Gibbons and Reed Company is putting final touches on the grade and Acme-Vickery 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 7200 West to Magna. This \$1,996,000 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 1¼ 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 it will be a while before there is much other work on the job. Brother Dewey Lund is the Job Steward and Brother Lionell Everett is the Safety Committeeman.

W. W. Clyde is getting the Koo-sharem job started and moving in equipment. Their job at Fairview Canyon, that Brother Jim Street is pushing, is about complete. Most of these operators will probably be moving to the I-70 job.

L. A. Young Sons Company has moved their crusher on the I-70 job at Westwater 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.