Brown Cans State Transportation Plan

**Four Years And $60 Million**

**Termed Theoretical Exercise**

**BY JAMES EARP**

An “interesting theoretical exercise” costing $60 million was buried by Governor Brown last week, in a letter to the State Transportation Board critical of the controversial master state transportation plan that was aired to the public in November.

Donald Burns, state Transportation Director, said the letter initiated by Brown was a result of the public’s identification of the plan to the governor rather than what it really was—a “first term” local union health economic and employ clearer several months later in the academic arena.

After meeting with Burns and Caltrans director Adriano Gian- turco for a full week, Governor Brown had them draft a letter to the independent State Transportation Board, expressing “several major concerns” about the plan and calling for “fundamental changes” if the plan is to reflect the policy of the administration.

The action was viewed by many as a test for Mrs. Gianturco, who had backed the plan ardently.

The plan had several controversial elements, advocating such programs as “smog taxes,” “transportation stamps” and other sophisticated pricing mechanisms working under a principle called “full social accounting”—which basically states the driver does not pay for the full costs of using his automobiles.

The document was presented to the public in November in a series of six public hearings throughout the state and was defeated without a response from most of the public, including Local 3, which had bought the program from the outset.

**Local 3 Active**

**In Opposing Plan**

“This is one instance where we can assure you the Governor Brown gave serious consideration to what Local 3 had to say,” said Burns.

“From the beginning we were in opposition to it. We felt that Brown’s eleventh hour re-budgeting of the state transportation plan was the result of political realities. The members of the task force and the Transportation Board were under the impression all along that the governor was aware of the nature of the program, not,” Burns said.

He also pointed out that the $60 million associated with the transportation plan was the amount budgeted over the last four years for the state transportation study.

(Facts WANTED On CalTrans Assembly Transportation Committee Chairman Walter M. Ingalls (D-Riverside) introduced a resolution to get the facts concerning the state’s billion dollar transportation program. His action came after it was clear that the public was strongly opposed to the current proposed plan that was presented to the public in November.

“We cannot make the tough transportation policy decisions that the Legislature is presently faced with without timely and reliable fiscal and operating information,” he said.

The resolution directs the Legislative Analyst, in coordination with the Auditor General to review the budget, cash flow and the financial and management information systems of the Department of Transportation (CalTrans). In the last session, Ingalls’ committee killed $400 million in highway appropriation bills. Ingalls said it will be impossible to do the same thing this year with millions of idle funds on hand.

Another requirement of the resolution is that the Legislature be provided with quarterly budget and cash flow reports until such time that legislative budgeting of the State Highway Account is in effect.

**1976: Year Of Confrontations And Elections**

The year 1975 was a year of elections and tumultuous battles for Local 3. In the midst of this extremely active year the union was able to rack up some impressive victories. Some of the battles were not over. Some we lost, but in most we have succeeded in holding the line in favor of our union interests and in protecting the jobs of the members.

In the transportation arena, the year began with the retirement of Hunter P. Wharton, general president of the International for 33 years. He was replaced at the top spot by his long-time associate, John D. Marr, who had worked with the union for 25 years.

Local 3’s efforts were met with a firm battle from the California Transportation Action Committee.

California Transportation Action Committee.

“In this way we can maximize our influence in forging the state’s transportation policy,” he added.

Marr’s statements were concurred by the State Board’s executive secretary, Bill Weber, who felt that Brown’s eleventh hour response to the plan was the result of political realities.

The members of the task force and the Transportation Board were under the impression all along that the governor was aware of the nature of the program, Weber said.

He also pointed out that the $60 million associated with the transportation plan was the amount budgeted over the last four years for the state transportation study.

(Continued on Page 2, Col. 3)
Today's generation has a saying that "what goes around comes around" and in the case of the Brown Administration's recently surfaced transportation policy, that is exactly what happened.

At the behest of Governor Brown we put together a meeting with Transportation Director, Ms. Gianturco, her boss Don Burns, Secretary of Business & Transportation, and state labor and construction leaders last spring just after Gianturco was named to the position.

During this meeting some of us were impolite enough to question Ms. Gianturco’s qualifications for running what was then the biggest, best and most progressive transportation system in the nation. Although her credentials weren’t all that impressive, we were polite enough to offer our help in solving some of the complex problems facing our state, either in an advisory capacity and/or on a one to one personal basis.

We won’t say our offer and suggestions were summarily rejected. We were verbally patted on the head and more or less given that famous brush off line, “don’t call us, we’ll call you.” True, we could only offer a badly wrinkled fools cap, several hundred years or so of combined experience in transportation techniques, labor economies and community need and acceptance programs, rather than a bright and shiny sheepskin from Harvard, but we thought we knew our turf and its people. We did.

When Ms. Gianturco and a cast of Berkeley professors supported by $80 million taxpayer dollars surfaced their dream production of “How You Shaft the California Automobile Driver Without Really Trying” we were ready with shock troops to do battle.

Although, as in the case of the Coastal Plan and AB 15 (Agriculture Land Use) last year, some of our so-called allies waffled, our troops remained true blue and we are pleased to report (see page one) that our young governor repudiated our offer and suggestions were summarily rejected. We were verbally patted on the head and more or less given that famous brush off line, “don’t call us, we’ll call you.” True, we could only offer a badly wrinkled fools cap, several hundred years or so of combined experience in transportation techniques, labor economies and community need and acceptance programs, rather than a bright and shiny sheepskin from Harvard, but we thought we knew our turf and its people. We did.

We recently received a letter from the Center for Labor Research at U.C. Berkeley, who like our support in obtaining funding for “applied research” in the broad field of “labor relations.” The letter goes on to outline the need for “research interns” and “sabbatical leaves” of six months to a year to work on research projects that are “practical and faceless people standing on the bent heads and shoulders of our dream production of California transportation plan task force makes it reproduce when its being spent and become barren when it is being paid. Why those who have never earned a callus are so sure they know what’s good for the guy who has. Finally, I have this recurrent nightmare that suddenly makes the invisible visible, and I can see clearly an army of faceless people standing on the bent heads and shoulders of every poor dirt still I represent. They are all hollering and shouting and either pointing or have their hands out.

What we really need from our business and tax endowed universities is an identification tag for all those who sow not cannot be funded by the state.

Well, Brother Engineers, we think this kind of “junket language in doing so.

True, we didn’t save your $60 million tax dollars, but maybe next time.

While we are wandering through the Groves of the Academy we might as well get something else out of our crank.

We recently received a letter from the Center for Labor Research at U.C. Berkeley, who like our support in obtaining funding for “applied research” in the broad field of “labor relations.” The letter goes on to outline the need for “research interns” and “sabbatical leaves” of six months to a year to work on research projects that are “practical and faceless people standing on the bent heads and shoulders of our dream production of California transportation plan task force makes it reproduce when its being spent and become barren when it is being paid. Why those who have never earned a callus are so sure they know what’s good for the guy who has. Finally, I have this recurrent nightmare that suddenly makes the invisible visible, and I can see clearly an army of faceless people standing on the bent heads and shoulders of every poor dirt still I represent. They are all hollering and shouting and either pointing or have their hands out.

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**Personal Note from The President's Pen**

By HAROLD HUSTON

President

May I express my appreciation for having the opportunity of attending the 22nd Annual Educational Conference International Foundation of Employee Benefit Plans, which will be held at Miami Beach, Florida, as your President. As your President, I served on the Trustee Board for several years and have worked closely with the officers and other trustees, young and old, and I have been associated with this organization for many years. I have been able to attend every year and have always been impressed with the quality of the sessions and the level of attendance. I have also been able to meet many of the speakers and guests from the U.S. and Canada, and have been able to network with many of the participants. I look forward to attending the conference and sharing my experiences with the other attendees.

**Good And Bad' Out Of Utah Election**

By JOHN MCMAHON

There was good news and bad news coming out of Utah after the general election on November 2. The good news was the defeat of three-term Senator Frank Moss. A long-time friend of organized labor, he was replaced by new comer Orrin Hiatc. The good news was the election of another political newcomer, Scott Matheson as governor of the state. Not since 1947 has Matheson had to face a serious challenge, for he has been a three-term state senator and mayor of Salt Lake City. He was also elected to the 22nd Annual Educational Conference International Foundation of Employee Benefit Plans with your officers and other trustees, state. Not since 1947 has Matheson had to face a serious challenge, for he has been a three-term state senator and mayor of Salt Lake City. Scott Matheson as governor of the state. Whenever we talk about government programs, they all hinge on qualified persons for appointment. Matheson hopes that his first four years in the governor's office will be beneficial to the people of Utah, especially to organized labor and all the people of the state, I think that we can get things done."

**OFFICE ADDRESS CHANGE**

As of December 1, 1977, the address of the local office in Provo, Utah has been changed to the following:

**1977 ENGINEERS NEWS**

**Report From Marysville**

By JOHN MCMAHON

The list below is a few of the predictions and statements made to us by Dr. Rinfret:

1. ‘Economists do not know how to have full employment without inflation’

2. ‘Inflation is here to stay. It will be compounded by at least 5 per cent a year for the next 40 years’

3. ‘The rate of inflation in 1976 was 198, we have no more buying power with our money today, than in 1965.’

4. ‘Economy in the next five years will grow no more than 2 per cent a year.’

5. ‘The rate of unemployment will continue to rise.’

Alex Cellini, District Representative of the American Federation of State, County and Municipal Employees, has said that "I don't think the '78 election was a real good year for anyone." He says that "we have no more buying power with our money today, than we did in 1965." He also says that "the rate of inflation in 1976 was 198, we have no more buying power with our money today, than in 1965."
Local 3 members who hold membership cards in the Walt Disney Company will find their cards more valuable in the coming months. In addition to expanded BelAir service and car rentals, golfer members can play at the Palm, Magnolia and The Riviera Vista courses at the reduced (to Magic Kingdom Club members) prices of $12.00 fees for a cart and $3.00 for a car. Tennis players have reduced rates at the Contemporary Resort Recreation Center and The Vista Club at $1.00/hour for singles and $3.00/hour for doubles.

We are well on our way into what Hiway 101 north of Stone Lagoon. has a green light from all agencies. In the past couple of months a portion of the state route over the lagoon and the Pacific flower, according to reports only 400 are known to exist, have been straightened for the safety of the motoring public. In addition, the lagoon and the Pacific Ocean looks the lagoon and the Pacific. The application, need- ed by the California Coastal Commission, will be submitted. They are also low bidders on an underground job south of Eleventh Street. A little clean up here and the project will be done. They are also low bidders on an underground job at Cuney Street. Their bid of $1.5 million was very close to the en- gineer's estimate. However, further questioning revealed that the project then on the other side of the roadway part way thru the project then on the other side of the roadway, were also low bidders. The project then on the other side of the roadway, then jumped to her feet and pro- ceeded to get their ditch dug and pipe plans but not enough to substan- tion. Whether or not she should be present at the po-
Conflict Unresolved Over Hunters Point

With the recent increase in activity at Hunters Point, San Francisco, there is hope for operators that the giant shipyard will once again be a major source of employment—if the city and the new operators can end the fight.

The current fight is over who actually has the right to lease the shipyard from the Navy. Last spring, the Navy awarded the lease to Triple A Machine Co., owned by Albert A. Engel, over the closest competing bid by San Francisco. Part of the reason that Engel made the San Francisco proposal was that he would sublease part of the yard including the deep water terminals to the city for $1 a year.

In August, Engel raised his asking rental to $550,000 a year, which is when the fight began. San Francisco Supervisors publicly demanded an explanation of the whole affair from Mayor Moscone and San Francisco port officials.

The six-story building will contain 180,000 square feet of space and will be occupied by the western area headquarters for the Division.

THE FIRST job of the billion dollar San Francisco sewer project is now underway. The contract calls for construction of a large pump station that will pump sewage from the eastern shoreline to the south treatment plant.

Utilize Credit Union In ‘77

Pocketing more of your 1977 income is one New Year’s resolution you should find easy and enjoyable to keep.

By financing your 1977 purchases or refinancing present balances with low-cost Credit Union loans, you may keep more of next year’s income in your own pocket where it belongs. Your savings in interest costs could extend to your 1978 and 1979 income depending on the length of your loan contract.

If you are paying GMAC, Ford Motor Credit, a bank, or a finance company more than 12 per cent ANNUAL PERCENTAGE RATE in interest costs, you will save money by refinancing your car, boat, truck, mobile home, or recreational vehicle with the Credit Union.

You will save $182.88, for example, by refinancing with the Credit Union if you owe $3,510 on a vehicle loan and have 36 months remaining on a 15 per cent ANNUAL PERCENTAGE RATE contract with another creditor. If you owe more or are paying a higher rate of interest, your savings will be even greater.

An added benefit of refinancing is Loan Protection Insurance up to a total of $5,000 per insurable member provided at no direct cost. Refinancing at a lower rate of interest for the same period of time means lower monthly payments, and you can pocket the difference between your new and old payments or take advantage of two other savings options.

You may apply your old loan payment to your refinanced loan and save additional interest costs by paying your new loan off early, or you may send in your old payment, make the new payment, and have the difference deposited in your Credit Union share/savings account.

If you have a loan you want to refinance, just call the Credit Union or mail the “Resolution Coupon.” If you haven’t completed a Phone-A-Loan application, you may use the coupon to request one.
Sewer Treatment Job Finally Starts In Sacramento

By CLEM A. HOOVER, District Representative, and
TOM ECK, Assistant
District Representative,
AL SWAN, BILL MARSHALL,
and GEORGE MORGAN,
Business Representatives

Work has started on the $147 million sewer treatment plant in South Sacramento. J. W. Salid Co. of Concord is the subcontractor for the excavation from Huber, Hunt & Nichols. They have approximately one million yards of dirt to move and are really going full speed ahead trying to take advantage of the good weather. A pre-job conference was held with Huber, Hunt & Nichols on November 18 and in addition to J. W. Salid, the subcontractors included Granite Const. on the pipe and paving and Limbach on the mechanical pipe. In addition to the sewer jobs listed in the last issue, that is part of this sewer project, there were two others that were awarded. Really Tibbitts Const. Co., $1,744,800 and Ernest Festa- tino, Inc., $2,540,000. We have no information as to when these jobs will get underway except the Granite job which will not start until around April 1, 1977, because of the availability of pipe. This is due to the size of the pipe itself.

The information we have in re- gard to the new aggregate plant to be built by Lone Star is that the existing plant is not adequate to meet the demand in the area with the aggregate being hauled to the plant from the mining area.

At this writing it looks really good for the Sugar Pine dam to be let in February of 1977. Raymond Vail is doing the surveying for the pipeline. Coming in to Folsom along with this job, they are surveying for the widening of Auburn-Colfax Road, which will include a million dollar bridge crossing the north fork.

The Auburn Dam is supposed to be let in July of 1977 according to the meeting I attended with the Bureau of Reclamation about the two projects. If so, they say it is supposed to be completed in 1982, which means putting many people to work.

Boyles Bros. Drilling Co. from Salt Lake City, Utah, is bidding on the contract to do the core bore drilling at the Auburn Dam site, which means they are going to need from eight to twelve drillers working for about five to six months, ten hours a day.

The State started surveying Highway 80 from Auburn to Grass Valley. They are planning on making this a four-lane highway and we certainly do need it. If you have ever traveled on this highway in the morning or afternoon, you would see what we mean.

Granite Const. is doing the construction for the bakery job which is not going to start until end of 1977 and March 1, 1977.

A 36-year member of Local 3, Henry plans to retire this June after he turns 63. He has been a staunch member of the union and it served him well over a period of 25 years.

Thank you so much for the lovely Bible given to me after my husband, Bill Miller passed away in August. Mr. Miller was a staunch member of the union and it served him well over a period of 25 years.

Letters of Recommendation—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application or sent directly by the writers to Local No. 3.

Photographs—A recent photograph, preferably 2 inches by 3 inches, with the Applicant’s name written on the back. (Photo should be clear enough to reproduce in the Engineers News.)

INSTRUCTIONS:

All of the following items must be received by MARCH 1, 1977.

1. The Application—to be filled out and returned by the Applicant.
2. Report on Applicant and Transcript—to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
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SCRAPER OPERATOR Henry Church is currently working on the Sacramento sewer project. A 36-year member of Local 3, Henry plans to retire this June after he turns 63.

GETTERS OF THANKS

Dear Operating Engineers:

I want to thank you so much for the lovely Bible given to me after my husband, Bill Miller passed away in August. Mr. Miller was a staunch member of the union and it served him well over a period of 25 years.

Gratefully yours,

Mrs. William Miller
San Pablo, California

Dear Officers:

I got my gold card today and I wish to thank all my brothers in the Operating Engineers Local 3 Union that made this honorary membership possible. I know my wife and I will cherish the gold card for as long as we live.

Yours Truly,

Everett B. Price
San Pablo, California

Local 3 Scholarship Contest

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

The Local 3 scholarships will impose no restrictions as to the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship funds as a source of income.

Who May Apply

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

Sons and daughters of deceased Members of Local No. 3 are eligible to apply for the scholarships. The parent of the applicant must have been a Member of Local 3 for at least one (1) year immediately preceding the date of death.

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

- December, 1976
- January, 1977
- 1977

Letters of Recommendation—every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application or sent directly by the writers to Local No. 3.

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Answers to Questions On Pension Changes

On behalf of myself and the staff of the Fringe Benefits Service Center, I would like to associate with all the members of Local No. 3 and their families a very Happy New Year. 1976 has been a good year for Local No. 3 and we feel that 1977 will be even better. Again, we hope the holiday season is a joyous one.

In last month's issue of Outlook, we published the Board of Trustees' letter to all covered employees of the Operating Engineers Pension Trust Fund concerning the pension plan changes that were recently adopted. The changes, as explained in that letter, were the result of bringing your pension plan up to date with the Employment Retirement Income Security Act, passed by Congress in 1974. The Trustees feel, as I am sure many of you do, that the new changes will result in a more liberal pension program and will provide greater financial security to you and your family.

As previously stated, a completely new pension plan is the process of being drafted. Following its approval by the Board of Trustees, a new booklet explaining all of the provisions of the new plan will be printed and copies will be sent to all covered employees. The booklet will also be available in all of the district offices as well as in the Fringe Benefits Service Center.

A number of the members and their wives have already sent in questions concerning the change to the pension plan. Not only do we appreciate your concern for your pension program, but we feel that by answering your questions we can best explain how the changes will affect you and others in similar positions. Therefore, in the months to come we will be answering some of these questions in the Outlook. We will also publish a number of articles concerning the changes. Your questions will assure us that we are giving you the information that you feel is important to you.

Q: Since the accumulated pension credit will be changed as of January 1, 1977, will I continue to earn the same dollar value for the hours that I work as I would have under the present plan?

A: Yes, you will earn the same dollar value for the hours that you work. It is important to continue to make the distinction between your pension credit and the dollar value earned for the hours you work.

To determine the amount of pension credit that you will accumulate during a calendar year after January 1, 1977, you simply look to the following schedule:

<table>
<thead>
<tr>
<th>Hours Worked in Calendar Year</th>
<th>Pension Credit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 500 hours</td>
<td>None</td>
</tr>
<tr>
<td>500 to 749</td>
<td>1/4</td>
</tr>
<tr>
<td>750 to 999</td>
<td>1/2</td>
</tr>
<tr>
<td>1,000 or more</td>
<td>3/4</td>
</tr>
</tbody>
</table>

The first step is the determination of the accumulated pension credit during a calendar year. The next step involves calculating the dollar value of the hours worked. The dollar value of the hours worked in a calendar year is equal to 1/4 of 1 per cent for each month he is younger than age 60 (but not younger than age 60). However, unlike the calculation of an Early Retirement benefit, the amount of a Disability Pension will not be reduced to less than 1/4 of 1 per cent of the regular pension earned by the disabled employee.

EXAMPLE:

If Joe were to have worked 1,400 hours in 1977, instead of 1,309 hours, he would have earned the same amount of pension credit, i.e., 1 pension credit, but his benefit would have been worth $58.00 per month instead of $52.00 per month.

Thus, for the 1300 hours that Joe worked in 1977, he has accumulated 1 pension credit, and dollar benefit will be worth $52.00 per month to him upon normal retirement.

If Joe were to have worked 1,400 hours in 1977, instead of 1,300 hours, he would have earned the same amount of pension credit, i.e., 1 pension credit, but his benefit would have been worth $58.00 per month to him upon normal retirement.

Note: The above example shows how pension credit and the dollar value for hours worked is calculated for a single calendar year. Actual eligibility benefit would need to be further reduced in accordance with the ages of the employee and his spouse.

Q: I am currently retired and have been since March 1972. Will my pension be changed as of January 1977?

A: According to the pension plan consultant, the new changes to the Operating Engineers Pension Plan will not affect pension benefits for those retirees or their surviving spouses currently receiving pension benefits. The new changes to the pension plan are to take effect prospectively, and will not affect payments to retirees or beneficiaries currently on the pension rolls.

Q: When I retire, if my wife and I decide not to take the Husband-and-Wife Pension, is the amount of my pension any different?

A: According to the pension plan consultant, the new changes to the Operating Engineers Pension Plan will not affect pension benefits for those retirees or their surviving spouses currently receiving pension benefits. The new changes to the pension plan are to take effect prospectively, and will not be applied retroactively to retirees or beneficiaries currently on the pension rolls.

Q: If a retiree declines to take a Husband-and-Wife Pension when he retires, and dies before receiving 60 monthly payments, monthly payments will continue to such amounts as may be from time to time in effect at the time each payment becomes due, until a total of 60 such payments have been made to the retiree and his beneficiary combined.

A: If a retiree declines to take a Husband-and-Wife Pension when he retires, and dies before receiving 60 monthly payments, monthly payments will continue to such amounts as may be from time to time in effect at the time each payment becomes due, until a total of 60 such payments have been made to the retiree and his beneficiary combined.

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Note: The above example shows how pension credit and the dollar value for hours worked is calculated for a single calendar year. Actual eligibility benefit would need to be further reduced in accordance with the ages of the employee and his spouse.

Q: Could you please explain how Disability Pensions will be calculated after the new changes to the Pension Plan take effect?

A: The Disability Pension was the subject of one of the recent changes adopted by the Board of Trustees of the Operating Engineers Pension Trust Fund. If an employee eligible for a disability pension becomes totally disabled after January 1, 1977, the monthly amount of his pension will be calculated in a similar manner to that of the so-called Ellerby Pension.

As before, the criteria for determination of total disability will be based on qualification for total disability benefits from the Social Security Administration or its equivalent in connection with Old Age Survivors and Disability Benefits.

If an eligible member is deemed totally disabled, his disability benefit will be calculated by taking the regular pension amount that he has earned and reducing it by 1/4 of 1 per cent for each month
Rancho Murieta Hosts Steer Roping

The life of a cowboy is a common element among operating engineers in the valley, and assistant district representative Jay Victor in Modesto is no exception. Having been around horses and cattle most of his life, Victor likes to spend what free time he can doing what he likes best—roping.

In an effort to help young men continue in the tradition of roping competition, Victor set up the first annual Non-Winners Roping Dec. 4 and 5 at the Barbara Worth Stables leased from Local 3's Rancho Murieta Training Center.

One of the main reasons for having the contest, said Victor, was to donate part of the proceeds to the District 5 High School Rodeo Association, so that young roping winners in the area could be assisted financially for the national roping held every year in Oklahoma City, Oklahoma.

In the “jackpot roping,” each competitor paid $37.50 to enter, which entitled him to eight ropings. Those with the best times won part of the pot. Prize money was allocated according to the best average in the first four ropings, the second four ropings and the best average for all eight ropings.

Prize money was also given to the team that had the best time in each “go around” of the 63 teams that entered.

Victor felt the contest was a “tremendous success,” considering it was the first year. Many of the ropers came from Nevada and the southern end of the San Joaquin Valley to compete. In the coming years Victor hopes to get over a hundred teams entered.

Right now Victor is busy working on the Winners Classic Roping to be held on January 15 and 16 at the Barbara Worth Stables. The Classic has been held for several years, and according to Victor, has been very successful, drawing ropers from all over the west.

QUICK HANDS, SHARP EYES AND A GOOD HORSE are needed for roping. Jay Victor, assistant district representative in Modesto, seems to have all three (lower left) as he makes a clean catch around the horns. Darrell Seymour comes in behind as the heeler to rope the back legs. Victor and Local 3 member Bill Kilgore (lower right) put in long shifts as flagmen officiating the contest. Timekeepers (above from front to back) are Carol Victor, Vivian Kilgore and Pat Hunnicutt. Packed like sardines, the calves (upper left) wait—reluctantly—for their turns.
San Jose Ranks At Top For Development

By MIKE KRAVICK, District Representative, JIM CURTIS, District Representative, JACK BULLARD and HARVEY PAHEL, Business Representatives

The potential for San Jose to be the top-ranking city in the nation during 1977 in terms of building permits issued for commercial and industrial developments is now being predicted. It is estimated that $100 million in building permits could be issued topping the previous local record of $82 million in 1975. Among the new projects to the 1977 total are plants for Hewlett-Packard and Watkins-Johnson, both electronics firms in the North San Jose area. It is also expected that the San Antonio redevelopment area will be under construction sometime in 1977. In addition, more buildings will be added to the foreign trade zone. Could this be a big year for District 10— including San Benito, Santa Cruz, Monterey Counties?

Our big “Blood Alley” freeway project is still doubtful. Our Mayor has confronted the Governor on funding, legislation that would make two cents the state gasoline tax for the next six years and raise money to eliminate this and other gaps in the highway system has been introduced in the State Legislature. Will the legislature be able to override the Governor’s veto?

State officials are still studying an Alviso site for a power plant big enough to meet the electrical energy needs of 400,000 people. A 400-megawatt $100 million project that P.G.&E. wants to build by 1979 is being considered at a site a few hundred yards south of San Jose’s sprawling sewage treatment plant. More information has been requested from the utility on its air pollution load as forecasts things that just can’t wait. One of daylighting through the hill to the Steel drive from Johnsondale through the curve. We just want to see the end of Blood Alley and the completion of the 181 bypass which has been on the drawing board for decades. The people of this area demand highway safety and deserve to travel without congested roads. Planning for this project has been going on for years, and in the process, costs have spiraled drastically.

The Governor’s no tax program is a good one, but there are some things that just can’t wait. One of the new projects is Blood Alley and the 181 bypass.

Santa Cruz, Monterey Counties. This will be under construction sometime in 1978. It is believed that Adriana Giantranco, the Cal Trans Director, is shuffling figures in order to sabotage the program as part of the state’s no growth policy. It is unfortunate that the state will use any means to circumvent the construction of the 181 bypass along with other necessary road improvements. A gas tax would remain permanent, as most taxes do.

This is not our idea of government in action, but rather government subterfuge. If the moneys are not available then why do the Commissioners believe that they are?

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

A J. Construction Co. is finishing up their Project in the Sherman Pass area. This has been a good money job for the Engineers who worked on it. This project had a few drawbacks due to the high elevation. 6500 to 9000 feet without any Facilities until they punched through to the Johnsdale side. It is now possible to drive from Johnsdale through Sherman Pass and Kennedy Meadows on down to highway 395 in Inyo County.

The Bureau of Reclamation is calling for bids later this year for approximately 30 miles of San Luis Master Drain from just south of M. Whitney Avenue to the Kettleman City area in southern Kings County. This will be the last section on the south end of Master Drain. J&J estimate of $10 million dollars.

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Ball, Ball & Broosner has started their Friant-Kern Project in Southern Tulare County. The job starts approximately three miles south of Highway 190 and runs south to Avenue 8, two miles from the Keeney County line. The Contract calls for approximately 700,000 yards of excavation and import with a concrete liner raising the canal from 6 inches to 9 feet at a cost of approximately $4 million dollars.

Kaweah Construction Company of Visalia is the apparent low bidder on the Stone Carol Irrigation District Project at a cost of $1 million. It is not known at this time who will do the excavation on this job as Kaweah Construction is primarily a structural contractor.

$900 MILLION P.G & E UNDERGROUND PLANT:

Plans to build a $100 million underground hydroelectric power plant on the San Joaquin River in the Los Banos area were announced today by the Pacific Gas and Electric Co. The plant would generate 140,000 kilowatts of electricity, nearly four times the power now generated by the 30,000 kilowatt Kerekkoff Powerhouse.

P.G & E officials said the underground facility would be built in a tunnel driven along the Kerekkoff and Millerton Reservoirs, about eight miles northeast of Friant Dam. No new dams would be built.

P.G & E officials said the field explorations are planned to start within a month. Early core drilling is planned to determine the best location of a second tunnel to bring water from Kerekkoff to the powerhouse. The water would be dischaged into the river from the tunnel. The Bureau of Reclamation operated reservoir behind Friant Dam.

P.G & E officials said the electricitry generated by the underground plant would supplement power now begun at Kerekhoff.

They said the new project will be constructed more economically than an oil-fired plant and would increase the natural resource utilization of the San Joaquin River.

P.G & E has started contacting federal, state, county and other interested agencies about the project. It will require a lease from the Federal Power Commission and a certificate of convenience and necessity from the state Public Utilities Commission before construction can begin.

P.G & E earlier this year was granted permits from the state and federal agencies to build a pumped-storage hydroelectric project on Hells Creek between Courtright and Wiscon Reservoirs higher up in the Sierra Nevada. That plant will generate 90,000 kilowatts of electricity during peak periods.
East Bay Reports
New Jobs In Offing

BOB SKIDGEL,
District Representative,
RON BUTLER,
Assistant District Representative,
GIL ANDERSON,
BUFORD BARKS,
BILL DORESTEN,
CHUCK IVIE,
JIM JOHNSTON,
DEWITT MARKHAM,
BOB MARR and
HANK MUNROE,

Business Representatives

Truck crane work is still slow and fair to good. It depends on where you are working and at what time. Have had a little work at Standard Oil and also at Exxon. Also, a short job at Pt. Arena again. Crane work is always good, but spotty at times. Sheedy Crane is good at this writing and also they received go.

part of being a good competitor
help in the rigging in and out,
but is far from being a good

rental rig, as it needs a lot of

where you are working and at

They had a little refinery work,

big news now, as Chuck Ivie house pads and finished streets. gerous Hoffman Blvd. The big
associated highways, it seems
to P&H and Linkbelt as a rental

the winter-just in case heavy

muir. About the only weather the

Sacramento-Stockton bypass posed but nothing definite has

monies the Dignitaries had a billion and a half expansion in

to speak of. Most of the jobs that

earch hands are some of the best,

May, 1977. This will make for

fifty beds hospital, The facilities
another one. Granite Construction
ings with a little frost.

thus far-has been a few morn-

problem they have had to face

exceptions of John M. Frank Con-

into Canadian border.

Sheedy on the first go, but looks

as though Bigge got the second

g. San Jose Crane is fair. They

a very little elusive, but are doing

cranes are good and are a very

and has arranged for Gal-

work is slated to start about the

for these and several other jobs
seasonal rainfall for this time of

r-91,- sn,ow start to,erode »r , i thia spring. This As tbe section  
administration date for the “Out-of- 

ENGINEERS NEWS
January, 1977

ROUGHNESS TOLERANCES

the base. The Contract Administra-

would like to express our most

The California Toll

Highway 4 at Hercules, and this

of the Centex job. Centex is the

Granite Construction


More From San Jose—
‘101’ Paving Job Coming

(Continued from Page 9)

William, Ernest Perez, Vernon

A lot of the companies have

Central Coast Pipelines has

This project should be let the

as he and a few more

at Fort Ord. There will be a

M and M Crane is or have begun,

M & M Crane is fair. They

Reliable is doing good to fair. They are doing a lot of panel

work, and a few girdler and truss

jobs

Valley is fair also, in and out

at plants in the valley.

M & M Crane is or have begun
to move 2.8 million yards this

year. Center

work is to start about the

middle of December.

The State of California has re-

and had a bit of heavy work in

and dangerous

Hoffman Blvd. The big

over-lay early in 1977. They could

in one another or
two million and bring that section
to freeway standards too. Also, some

some of the more serious hazards

were found to be insufficient in cool-
ing ponds to the left of the crane (not pic-
tured) were found to be insufficient in cool-

ing the hot water coming out of the plant.

WORKMEN BUILD THE SUPERSTRUCTURE
of the second of two cooling towers at
PG&E’s power plant in Pittsburg. The cool-

be great to see dirt moving again. Pending the last clear-
ancents from the City of Hercules, work is slated to start about

the middle of December.

More From San Jose—

‘101’ Paving Job Coming

(Continued from Page 9)

dad Quarry receive an additional
14 cents per hour because this ma-

terial is used as construction road

base. The Contract Administration
Committee meets December 9, 1976
to resolve a holiday schedul-

problem

be a great job.

would be a small rise above the

that portion of road

otherwise damage that portion of
the job where they don’t have a

release of maintenance as yet.

This job was the last segment
of four-lane needed to make I-8
four-lane all the way from Sac-
ramento to Canadian border.

As soon as the state releases
the monies to do the Tollways to
Pollard Flat and the Pollard Flat
to Shogun Creek sections (ap-
proximately 11 miles total) and
the Sacramento-Stockton bypass is
completed-15 will be a free
way standards from the Mexican
to the Canadian borders, a dis-

rate that runs from Callahan
to Trinity Center. It also appears
the state is going to spend in
excess of two million dollars on
the Lakehead to Shotgun Creek
I-5 overlay early in 1977. They

in I-5 over-lay early in 1977. They
could throw in another one or
two million and bring that section
to freeway standards too. Also, some

some of the more serious hazards

on Hwy 99 and 299 are pro-
pus but nothing definite has
been decided at this time. The
same is true of Hwy 44, Hwy
36 and Hwy 97; we can only
hope the monies will be released
for these and several other jobs
that need to be done for safety
reasons.

Be sure to check your re-

January, 1977

(Continued on Page 13, Col. 2)

Dry Season Puts Jobs Ahead Of Schedule

By KEN GREEN,
District Representative

BOB HAVENHILL,
Business Representative

Here we are mid-December at
time of writing and still no rain
to speak of. Most of the jobs that
would have shut down because of
rain and snow have just about
wound up completely with the
exceptions of John M. Frank Con-
struction Company’s job in Dan-
smuir. About the only weather
problem they have had to face
thus far—has been a few morn-
ings with a little frost.

Plombo Construction has

finished their 1st job in Danmsuir—
but will have Brother Joe Grif-

th standing by for the rest of
the winter—just in case heavy
rain or snow, start, to erode or

(Continued on Page 16, Col. 3)
BY PAUL WISE, Business Representative

Here we are in the year 1977 and the work picture in Nevada is improving all the time with new jobs being let as we still have old jobs to finish. It’s about time as you Brothers know it’s been the slow last couple of years.

The “Hawthorne Bunch” are still keeping busy at the Navy base keeping a number of engineers working. We are speaking of Bococo, Sienna, Paving, Boudwin Const., Port Engineer ing, Sierra Rock, Sand & Gravel, West-Sierra. Looks like Arco Construction is finally going to do something with the 11 miles of Highway 95 at Dayton. All indications are Sierra Rock will do the job for the project which will go through the winter and this should keep the Brothers happy. Nevada now has stakes everywhere you look but I guess Helms is going to wait for the order before any action. J & J Construction still has a small crew at Rancho Estates in Gardnerville. Holcomb are finally putting the final touches to their two projects in Minden. MacSwan Construction is down to a small’s pace with not too much on hand for this company. The Sierra Rock expansion in the final stages on the Harrah project at Stateline. Del Webb is in full gear on the Sahara expansion at the Stateline also. Perara Excavation will be working through the winter at Incline Village on the Otto proj ect Dubach, Inc. Helms Structure and Construction Co. are doing a fine job on the Highway 80 job too.

I mentioned earlier that the work picture has improved, well some of our, perhaps some provinces of the country and states. To the $6 million development of Lakefedge by Connolly Develop ment Corp. World’s largest mobile home development 925 units north of Reno which will eventually entail 2,000 new homes, U. S. 40 -28 mile Highway 27 over Mt. Rose, The Colony Inn in Reno, The Floran- dian in Carson City, Donner Village, Paradise Valley in South Lake Tahoe and a $45 million development of $74 million.

Our training program for Certified Chief of Party has received a new impetus this year. The JAC has discovered no magic way to instill knowledge into the apprenticeship program now so that a job opportunity won’t pass by. Anyone in the training program. In the past, chiefs were the only ones to make necessary calculations. Let’s compare this with surveyors and make it more difficult to compete for the jobs. The employer historically will keep his nucleus of chiefs.

A Red Cross Multimedia First Aid Course will be given in the San Jose Area on Saturday, January 16th in the Labor Temple on Almaden Road in San Jose. This is an eight-hour course which will take all day to complete. Be prepared to stay the entire eight hours. The time will be very well spent.

The First Aid Course is offered to members who either do not have a card or who need to renew their present card (cards are good for three years) and also to their families. The course covers many subjects such as burns, eye injuries and bruises, first aid in the car and mouth-to-mouth resuscitation. Knowledge of how to handle these and other types of injuries and accidents could help save the lives of your family, friends and co-workers, so we urge all of you to bring your family and participate on January 16, 1977.

In order to better prepare for the class we would appreciate your calling the Nevada Bureau of the Grievance Committee before January 16, 1977 and let us know how many of you family will be attending. It has been brought to our attention that some Tech Engineers are not making keynote speeches are required to make presentations just like they are called back to work. When you don’t do this a lot of time is wasted needlessly when an order is received and the dispatcher has to call all the brothers out only to those appearing on the order who are in town and many of them are not home because they have been called back to a job they did not have to be redispaced. Therefore, we refer to the Job Placement Rules and Regulations. If you have worked for a firm, been laid off and signed on the out-of-work list and then been called back to work, you must sign back on the list until you have been a part of three different firms. The job placement office is keeping the owner secret. Local 3 contacted the Stable Construction (let’s be in the dark as to who the owner or owners are.

We urge every Chief and aspiring Chairman to make use of the available training provided by the JAC. Even a quick brush-up can be helpful.

January, February and March are historically the lowest months of employment. With one classroom session a week and utilizing some of the extra time at home a great deal of progress could be made.

ATTEND THE MEETINGS

BY MIKE WOMACK, Dir.

TALKING TO TECHS

Mike Womack

By MIKE WOMACK, Dir.

PAUL SCHILLER

GENE MACHADO

Technology! Let’s take a look at the surveyors and equipment that surveyed back in the early 1900’s. Cross ranged from six crew members to twenty plus. Back then there was one job: one minute; tunneling, gunter chains, compass, brush hogs, axes and people. The Final Chief was required to carry several volumes of books to make necessary calculations. Let’s compare this with the surveying and measuring devices in use today.

Today’s crews consist of two and sometimes three surveyors. The equipment is very complex. Technicians are capable of measuring in two or three dimensions at the same time. The equipment is so accurate that one to one hundred thousand. A compass is rarely used! Brushhogs and axes are in many cases being replaced by chainmen. Pack animals have been replaced by four-wheel-drive vehicles and in remote areas with helicopters! The compact hand calculators available today have replaced the volumes of books carried by the Party Chief of yesteryear.

Today’s surveyor is required not only to be able to do simple lot surveys but able to make calculations of up to 1000 feet or more. The final Chief is required to carry several volumes of books to make necessary calculations. Let’s compare this with the surveying and measuring devices in use today.

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It's Time To 'Shape Up Your Safety Act' In '77

It comes as a surprise that 1976 is gone and a new year is upon us. It's said when you're busy, time passes swiftly, and 1976 was a busy year in the field of safety.

In California, one of the safety highlights this past year was the passage of a new roll over procedure standard for the construction industry. All of us who operate heavy equipment have seen accidents where injuries or fatalities could have been avoided by ROPES. It's a milestone in our protection on the job and many lives are going to be saved because of this standard in the years to come.

Nationally, the safety highlight for Local No. 3 was winning the Harry Read Award of Honor from the National Safety Council for having the best safety program.

To those of us in the Safety Department, the most important concern during 1976 was the safety record of the members in Local Union No. 3. Most of us are enjoying the results of good health and well being that comes from taking the practices on the job to avoid accidents.

You may get tired of all the Harper we do in the Safety Department, but believe me, we hear about safety less than we hear about accidents . . . and that's our goal. Laws and safety standards only go so far. Beyond that, we must individually follow safe work practices on the job to avoid accidents.

In this regard, we are extremely concerned about employers who are not holding on-the-job safety meetings. These meetings are one of the most successful ways to make employees aware of the safe work practices necessary on each particular job site. A Safety Representative is right there on the site with the people who do the jobs, to answer any questions, evaluate work procedures and spot hazards that may be present.

All members—public employees, surveyors, the men in the oil fields, gold mines, rock, sand and gravel, drudges, apprentices, heavy equipment operators, mechanics, truck crane operators—everyone in Local 3 should attend all job safety meetings. If there is a problem where you work and no meetings are being held, let your business representative know about the situation.

We've tried to stress over the years that safety is no accident and in 1977 you can expect more persuasion from our department to "shape up your safety act." Our objective is not to flood you with slogans, but to get across the message that your individual commitment to using safe work practices is the best possible resolution for 1977—not only to benefit yourself, but all of Local Union No. 3. Remember, nothing affects your future more than safety.

Think Safety—Work And Play Safely

More From Eureka Office

(Continued from Page 4)

The cities—Blue Lake, Fernadale, Fortuna, Rio Del and Trinidad—will apply for the grant from Congressional passage to the public works appropriation bill, expected before Congress' election campaign recess. The bill would make $250 million available in California for such projects.

The grants were authorized under the Public Works Employment Act of 1972, passed by Congress this spring, but vetoed by President Ford.

The Congress, however, overrode Ford's veto, and the authorizing act for the grants went into effect following the veto override in July.

According to Bob Davis, circuit city manager for the five cities, the bill would provide 100 percent grants for public works projects.

"The basic thrust of the bill is to put people to work, through construction of new projects," he said.

Davis said that within the last three weeks the city councils of each of the towns agreed to request the funds. The grant application for the five cities will be submitted as soon as applications are acceptable, Davis said, apparently immediately after passage of the public works appropriation measure.

What full funding for each of the five cities' projects would mean, Davis said, includes:

BLUE LAKE—Contraction of a major portion of a new sewer collection system. Grant request: $1,570,000.

FERNADELE—Reconstruction of the descent of Wild Cat Road, the route from Petrolia into Ferndale. Grant request: $150,000.

PORTUGAL—Contraction of a storm drain system to take care of storm and flood waters from Hiltshole and Bohmer creeks. Request: $75,000.

RIO DEL—Reconstruction of the city water system, plagued recently with rainwater breaks, some times three to four weekly. Grant requested: $1,500,000.

TRINIDAD—Reconstruction of city streets, with special attention to Trinity Street to eliminate low spots and drainage problems. Grant request: $800,000.

The Parrotts Ferry Road reclamation project has finished the Diversion Dam and have cut down on the hours. They have three shifts working on excavation and two shifts of heavy duty repairman in the shop. Some of the work left on this project will be back in the Spring.

The Parrotts Ferry Road rehabilitation project has finished the Bridge job and will be left January 9, 1977. This job will be over $10 million.

The Rock Plants in the area have been working fairly steadily the last few months and have filled their stock piles for the winter. One of these plants will supply the aggregate for the job. The mountain area in district 33 and 31 have been rather slow this summer with nothing but small jobs. The biggest job is L. D. Folsom at Groveland.

At its meeting on November 14, 1976, the Executive Board approved the following recommendations:

WALT TALBOT

Stewards NEWS

by Ray Cooper, Job Steward Director

REFLECTIONS ON 1976

This year, the number of Job Stewards representing Operating Engineers at the workplace has increased considerably. On behalf of the other officers and the Executive Board, I extend my sincerest thanks and appreciation to all of you for your willingness to assume these responsibilities.

Management as well as the other members of your Union, appreciate a steward that does a good job. The Steward can contribute greatly towards creating a harmonious working situation where there is no little friction as possible among the workers or between employers and employees.

The contract specifies the working rules and conditions on each job which the employer and employees have agreed to follow. The Steward's job is to see that both sides uphold their part of the bargain as its written. This system of following up the contract has proven to be successful over many years and on thousands of jobs. Each of you is in a unique situation, but the steward system itself, is a long standing tradition.

All in all, the last few years, 1976 included, have not been easy on organized labor. High unemployment always forces many people to work for less than the fair wages a union demands for its members. People standing in line for low paying jobs present an opportunity for some employers to push for open shops and further weaken our strength. In this respect, 1976 wasn't a good year but at least in the long run it did prevent a huge voter turnout on November 2nd to get rid of the Nixon/Ford years of inflation and unemployment in hopes that a change in Washington would turn the tide nationally.

Here at home, these national problems heavily underscored the high vote of confidence that the officers of Local No. 3 received in our own Union election year of 1976. The leadership that carried us through the lean years received a strong sanction from the membership to continue for the next term as well.

While 1976 was not the brightest year in the history of Local 3, 1977 promises to be a good one. With a new group in Washington, the pace for our organization set for the next three years through the recent election, and more members in the field who are willing to take an active part in the Union, we can definitely expect this combination to produce some new and exciting achievements for Local Union No. 3 in the year to come.

At its meeting on November 14, 1976, the Executive Board approved the following recommendations:

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<thead>
<tr>
<th>Name</th>
<th>Reg. No.</th>
<th>Initiated by Local/District No.</th>
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<tbody>
<tr>
<td>A. C. Blair</td>
<td>239160</td>
<td>11/4/1 3 11</td>
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<tr>
<td>William A. Conn</td>
<td>239750</td>
<td>2/21 3 3</td>
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<tr>
<td>Raymond Dece</td>
<td>360696</td>
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<td>Frank P. Goyon</td>
<td>215271</td>
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<td>Turner Hayes</td>
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<td>Henry Johnson</td>
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<td>Maurice E. Jones</td>
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<tr>
<td>Edmond E. McRae</td>
<td>225152</td>
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<td>Ralph Miller</td>
<td>210685</td>
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<td>Reuben F. O'Neil</td>
<td>233127</td>
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<td>Rex C. Richardson</td>
<td>239102</td>
<td>11/4/1 3 2</td>
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<tr>
<td>Edward P. Squire</td>
<td>319164</td>
<td>6/28 45 2</td>
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ENGINEERS NEWS
January, 1977
More From Sacramento

(Continued from Page 6)

More From The East Bay

(Continued from Page 10)

for improvement of highway facilities.

The nightmare that is called the state's master transportation plan with increases in the price of gasoline for starters of over $0.50 per gallon, plus a freeway use tax of $1000 or more per year. This, of course, is intended to make everyone use public transportation, mainly BART. The futility of this was shown by Southern Pacific Railways offer to buy mini-buses for its commuters as S.P. could drop its passenger service south of South Francisco. S.P. claimed it was losing 9 million dollars a year doing that.
The report in these shops is somewhat brighter than last month, with the Ball Department having received a large order of grinding balls for some Canadian company, but we're told also that this is a new area for American made products. It will be gratifying if there are more orders forthcoming.

With the economy in a state of up and down and jobs for many of you Brother Engineers, take care of your job, especially in manufacturing.

To the Rock, Sand and Steel employees, a prosperous new year.

Peterson Tractor Company is enjoying a little year end surge in business, with some scrapers ready for Super Sewer. This line as it's made products. It will be gratifying to provide for the future needs of our children.

It's a good deal for Kaiser, because this dolomite is only a by-product of its mining of dolomite for the Moss Landing operation. Some of our Operator-Ranchers are staunch "no growthers" in the only area in Southern Alameda County that can handle it, open to the growth that we need to provide for the future needs of our children.

Coachmen, James (Arlene, Wife)

Archbold, James (Muriel, Wife)

Duncan, C. F. (Lulu, Wife)

Baker, Roy Alsop & Son, are interested in these negotiations.

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The Rt. H. Gorman Company's shop in Hayward had everything it is doing in a mini-Cooper-35 tractor yard dump truck and a few tractors in between the other day. We wish to thank you all for your kindness and services offered towards your family. We also thank you for the monetary assistance and benefits to help our family. Again I thank you, Aloha Nui Loa.

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Although rock producers are still moving along at a slow but steady pace, with the concrete aggregate producers, grain head dust and the asphalt materials companies. It looks like the summer has again ended into another cold, dry winter. What about the rains? Some of our Operator-Ranchers say we need rain for pasture and hay production.

For the report in these shops is somewhat brighter than last month, with the Ball Department having received a large order of grinding balls for some Canadian company, but we're told also that this is a new area for American made products. It will be gratifying if there are more orders forthcoming.

With the economy in a state of up and down and jobs for many of you Brother Engineers, take care of your job, especially in manufacturing.

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MARYSVILLE

Our deepest sympathy to the family and friends of Ann Popovich, deceased, wife of brother October 1, 1976.

SACRAMENTO

We would like to extend our deepest sympathy to the families and friends of brothers Roger Toomey and Simon Frazo.

We extend our sympathy to the family and friends of deceased Brother Don Colson. Brother Colson was working for Nono-Radon on their 1500 job.

SAN JOSE

We would like to express our deepest sympathy to the families of the following brothers: Carmen C. Washaaugh, Edmund E. Nissen and Dee B. Nevis.

STOCKTON

Brothers Frank Joaquin, Jack R. Fereva, Atanasio Aguilera, Arthur De San Martino, and Mrs. Jeanne Fosso, wife of retired member Harold, have either been hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

Our deepest sympathy is extended to the family and friends of departed Brother Cleve Wichman.

Brother Isaac Tabor who was employed on Moleres Dam has been sent to Venezuela to work on the Guy F. Atkinson job there. Brothers Freem Frasier, William Phillips, Jr., Pat Arey, Fred Hecht and George sightings, have either been hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

All our deepest sympathy are extended to the families and friends of departed Brothers Allen and Eugene Declane.

SANTA ROSA

We received a note from the widow of our deceased Brother "William" for the lovely Bible and cedar container. It was very thoughtful of you and your family and we all truly admire it, and will use it in memory of Vince." Signed, Janet Kelly.

Congratulations to Brother John Hickey for becoming the proud grandparents of a baby girl born on October 26th, "Christy Jean."

REDDING

Best wishes for a speedy recovery to Gerry McDonald and Jim Gross. Both of these Brothers had open heart surgery and are recovering well.

Best wishes also to the following Brothers who have been in the hospital or at home ill:

- Howard Thomas, from the hospital recovering nicely—just can't keep a good man down.
- Henry Eason—Up and fighting. It's just hard to lick these old boys.
- Lewis Everett—Home recovering, and we hope it won't be long and his illness will be under control.

Arlie Pratt—Is home recovering—he has had a long illness which we know gets him down at times—but Arlie is one of our Retirees who just has a lot of fight in him.

Henry Eason is up and fighting. It just has to keep these old boys down.

Jack Reibrich—Is home recovering. The Golden Umbrella needs your help Jack—just can't get sick.

NOTICE

Our Blood Bank is getting very low. We have many of our members who are ill or some member of their family is in dire need of blood—so do your thing for Christmas and join us in giving or get a friend to contribute a unit of blood. Giving of yourself will be greatly appreciated.

EUREKA

It is with great sorrow we note the passing of Retired Brother David Aldridge who passed away on November 22, 1976 after a lengthy illness. Our deepest sympathy to his family and friends.

(Continued from Page 9)

(c) The Carpenters 73

City of Pacific Western Construction, McKinley Grove Road job is nearing completion. This has been a good job for about twenty Engineers.

Gentz Construction was lowest on seven bids on the Highway 91 Bollinger job in Fresno. Work will begin immediately and should last for six months.

We would like to extend our deepest sympathy to the families of the following brothers: Carmen C. Washaaugh, Edmund E. Nissen and Dee B. Nevis.

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In 1976

Local 3 Racks Up Achievements

(Continued from Page 1) the staff and members of Local 3 worked hard to get major con- struction projects underway.

January started dimly as when the three-year battle to approve the San Bruno Mountain develop- ment project ended in defeat. The long awaited Dumbarton Bridge would be up on the shelf for another year. In June another attempt at killing the project was defeated in the state legislature and in July a bill mandating construction of the bridge was passed. The future of the project, unless the suit filed by a few of the local communities places another stall. 1976 might also be called the year of "sewage projects," with San Francisco, the East Bay, Sac-ramento, San Jose and Reno all either approving in bond elections or actually starting waste water treatment facilities of their own. The prices ranged from $40 mil- lion to $100 million. Other accomplishments attained during the year included the Harry Reid Memorial safety award from the National Safety Congress and the appointment of Dale Marr to repre- sent AFL-CIO President George Meany in the International Labor

Members Congratulated For Help On Sewer Bond

Editor's Note: The Engineers News received the following letter from Rowland Oosh of the Asso- ciated General Contractors of America, Nevada Division, thank- ing Local 3 for its participation in the major construction bond issue. Those members who took the time to get involved and who we would also like to thank are listed as follows: Jack Blum, Steve Bodie, Phil Busch, Charles Couchman, Rudy Depaoli, Patty Schaef- fer, Ed Biggins, Gerald Gess, Bill McMasters, Keith Gra- sini, Randy Sandberg, Larry Lebow, Fred Depaoli, Patty Schaef- fer and Gary Murray.

More From Redding

Shasta Lake is at the present 136 feet from the top with a sea- sonal all time low of 159 feet in September. The Sacramento River is very low due to a 1,900 C.F. release from Shasta Dam. There are many small jobs around the Redding area that are finishing up. Esato Construction has completed their Bowman Road project and have moved most of their hands to the Fresno area for a winter project. Many of the local jobs in the area are doing well. They are pouring the rails and all L------

Robert Oosh

ENGINEERS NEWS

NEVADA CHAPTER
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
P.O. Box 7175 • Reno, Nevada 89502 • 702-329-416
November 17, 1976

Mr. Dale Marr

Boulevard, Minden

Operating Engineers Local No. 3
474 Valencia St.
San Francisco, CA 94103

Dear Dale:

On Tuesday, November 2, 1976, the voters of Reno overwhelmingly approved a bond issue to provide funding for a much needed sewer treatment plant. Without the expansion of these bonds, sewer construction in the Reno area would have virtually ceased, and the adverse effect would have been felt throughout our community.

The major feature of this bond issue passed on the November ballot after its defeat in the May general elections was the indications that the member of the local building trades in getting the word out to Reno voters.

I have enclosed a list of thirty-five members of your union, the public relations director of the Associated General Contractors of America, Nevada Division, thanking Local 3 for its participation in the bond issue. Those members who took the time to get involved and who we would also like to thank are listed as follows: Jack Blum, Steve Bodie, Phil Busch, Charles Couchman, Rudy Depaoli, Patty Schaef- fer, Ed Biggins, Gerald Gess, Bill McMasters, Keith Gra- sini, Randy Sandberg, Larry Lebow, Fred Depaoli, Patty Schaef- fer and Gary Murray.

Please convey our sincere gratitude to each and every one of them.

C.-AL4 C.*,r##

PENSI N E E E N T M E E T I N G NOTICE

Informational meetings on the new pension plan change will be held for members living in the Fresno district at the following locations:

1/4/77 7 p.m. Teamster's Hall 740 W. 19th, Merced
1/8/77 7 p.m. Engineers Hall, 321 E. Olive, Fresno
1/11/77 7 p.m. Convention Center, Visalia
1/15/77 7 p.m. Lacey's Cafe, 5th and Elm, Coalinga

Page 16

January, 1977

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1977 SCHEDULE OF SEMI-ANNUAL MEETINGS

Location: Masonic Auditorium, 1111 California St., San Francisco, Ca.

DAYS: Sunday, Jan. 8th (1 p.m.); Saturday, July 8th (11 a.m.)

DIREC T ON S A N D DISTRICT-MEETING DIREC T ON S

JANUARY

11 Eureka, Tues., 8:30 p.m.
12 Redding, Wed., 8:00 p.m.
13 Oroville, Thurs., 8:00 p.m.
15 Chico, Thurs., 8:00 p.m.
16 Hollister, Thurs., 7:30 p.m.
26 San Francisco, Wed., 8:00 p.m.

FEBRUARY

5 Stockton, Tues., 8:00 p.m.
10 Oakland, Thurs., 8:00 p.m.
15 Fresno, Thurs., 8:00 p.m.
22 Sacramento, Tues., 8:00 p.m.

MARCH

4 Salt Lake City, Fri., 8:00 p.m.
5 Reno, Sat., 8:00 p.m.
10 Santa Rosa, Thurs., 8:00 p.m.
17 San Jose, Thurs., 8:00 p.m.
20 Honolulu, Thurs., 7:30 p.m.
22 Honolulu, Wed., 8:00 p.m.
27 San Francisco, Wed., 8:00 p.m.

APRIL

2 Eureka, Tues., 8:00 p.m.
13 Redding, Wed., 8:00 p.m.
14 Marysville, Thurs., 8:00 p.m.
20 Honolulu, Wed., 8:00 p.m.
21 Hollister, Thurs., 7:30 p.m.
27 San Francisco, Wed., 8:00 p.m.

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.
- % Investment Certificates.
- Signature Loan.
- Share Secured Loan.
- New/Used Automobile Loan.
- New/Used Motor Home Loan.
- New/Used Mobile Home Loan.
- Travel Trailer/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 Protection Insurance on Share Deposits.

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Subscription to Engineers News will not only ensure you of receiving your ENGINEERS NEWS each month, it will also ensure you of getting other im- portant mail from your Local Union. Please fill out carefully and check stub before mailing.}

REG. NO.

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