

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 criticizing 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—"an interesting theoretical exercise" by agency staff. Burns declined to justify how the state could spend \$60 million on a program which he said was "only worth discussion in the academic arena."

After meeting with Burns and Caltrans director Adriana Gianturco 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 bitter pill for Ms. 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 assumed that the driver does not pay for the full costs of using his automobile.

The document was presented to the public in November in a series of six public hearings throughout the state drawing unfavorable response from most of the public, including Local 3, which had fought the program from the outset.

Local 3 Active In Opposing Plan

"This is one instance where we can be assured that Governor Brown gave serious consideration to what Local 3 had to say," said Business Manager Dale Marr. "From the beginning we were in this fight tooth and nail, and the opposition we formed against the program on the grounds that its

academic assumptions were incorrect were the very reasons that the governor rejected the program."

In responding to Burns' statement that the transportation plan was not really Governor Brown's like the public believed, Marr said, "We realize that the governor could not have had a hand in every policy in the plan, but that isn't the issue. Only by placing the responsibility on the governor, where it ultimately belongs, did we have a chance of getting him to act decisively on the program."

"Brown has a constituency that will be voting again for a governor in two years, as well as a vocal building trades that had a lot to do with getting him where he is now," Marr commented. "Sometimes it's the cold hard facts of politics that finally gets a man in office to act."

Marr thanked the members who took the time to attend the public hearings in Oakland, Redding, Fresno and Sacramento and voice their opposition.

"We cannot overestimate the importance of getting involved in the state's transportation policy, if we are to insure the future of the California highway system and the future of our members," Marr emphasized. "In an attempt to broaden our knowledge and influence in the area of transportation we are now in the process of branching out and getting our staff involved in the formation of transportation oriented organizations, such as NORTAC (Northern

International Vice-President. His election marked the first time in the history of the International that a "first term" local union business manager had been elected to such a position.

In other local elections, Marr was reelected to his second term as business manager of Local 3 in August. Also reelected were Treasurer Don Kinchloe, and Trustees Tom Bills, Ken Green and Pat O'Connell.

With the coming of spring, Local 3 geared up for the state primary election approaching in June. The single largest battle to be fought was the "Nuclear Initiative," Proposition 13. Throughout April and May, Local 3 worked constantly, printing and circulating pamphlets and an eight-page special edition in an effort to counteract the myths about "nuclear holocausts" that the "Yes On 13" committee was circulating.

The campaign on Prop. 13 marked one of those occasions

ENGINEERS



NEWS

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January, 1977



DIRT HAS FINALLY BEGUN TO MOVE on the \$147 million sewage treatment facility in Sacramento. Even after funds were approved for the project in a revenue bond

election, the project met flack from environmental groups who finally succeeded in altering the discharge pipes of the treatment plant. (See story on Page 6)

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's transportation study.

(Continued on Page 2, Col. 3)

1976: Year Of Confrontations And Elections

The year 1976 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 are not over. Some we lost, but in most we have succeeded in holding the line in favor of trade unionism and in protecting the jobs of the members.

In the election arena, the year began with the retirement of Hunter P. Wharton, general president of the International Union for 13 years. He was replaced at the top spot by Jay Turner. It was at this time that Local 3 Business Manager Dale Marr was elected as an

International Vice-President. His election marked the first time in the history of the International that a "first term" local union business manager had been elected to such a position.

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when labor and big business had to jump into the same wagon to protect their common interests—a healthy economic and employment climate.

With the heating up of the campaign in May, came shots at the labor movement from other fronts. A move was made to alter traditional union apprenticeship programs when the Associated General Contractors of California tried to apply the open shop concept to construction by creating apprenticeship job training classifications that would work unrestrained across all craft disciplines.

Director of the state Department of Industrial Relations Donald Vial rejected the bid for change, but the bottom line of his response to AGC left room for suspicion when he wrote: "For the sake of innovation, we cannot ignore existing apprenticeship institutions. . . . It is also true that such institutions (unions?) should

not stand in the way of innovations."

His nebulous phrasing became clearer several months later in August when he announced a new state apprenticeship program in the building trade crafts. Local 3 immediately spearheaded an effort to oppose the program and was primarily responsible for getting a resolution in the September California Labor Federation Convention calling for the abolition of the program.

This effort was followed by intensive investigation and sharp attacks by Local 3 on the apprenticeship program, which had been stealthily formed without consultation of the Building Trades.

Local 3's efforts threw a cog in the state machinery, however, this is one battle that has a lot of blows to go before it is resolved satisfactorily.

Through the course of the year, (Continued on Page 16, Col. 3)

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 now 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 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.

MEETING NOTICE

The next semi-annual meeting will be held on Saturday, January 8, 1977, at 1:00 p.m., at the Masonic Auditorium, 1111 California Street near Taylor, in San Francisco.



LOOKING AT LABOR

By DALE MARR, Business Manager

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 foolscap, several hundred years or so of combined experience in transportation techniques, labor economics 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 \$60 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 the whole crazy plot. Reports say he even used some cat-skin 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 Academe we might as well get something else out of our craw.

We recently received a letter from the Center for Labor Research at U.C. Berkeley, who would 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 useful." A long list of such practical and useful projects were enclosed.

Well, Brother Engineers, we think this kind of "junket thinking" on the "behalf of labor unions" is what has just about put us out of business. It seems our learned social engineers keep researching and publishing studies, reports, white papers ad infinitum that tell us what we should be doing, but never how we can do it!

For instance, no one has given us a positive answer for massive unemployment and how to prevent it from ever happening again. How to offset the peaks and valleys of the construction industry.

How to control inflation.

How to employ 20 million legal and illegal aliens without knocking American-born bread winners out of jobs.

How to regulate massive corporate profits earned at the working man's expense.

How to get real tax reform that is equitable and fair for all.

How to prevent war between nations and blocks of countries.

How to support labor's social programs without destroying unions.

How corporate structures function so smoothly, while government doesn't function at all.

Why a unionist buys non-union products and complains when they function poorly and fail to last.

Why people believe the tax dollar has some magic that

Brown Buries State Transportation Plan

(Continued from Page 1)

Brown Criticizes Basic Assumptions

The Brown letter reflected much of the criticism voiced by Local 3 and others on the transportation plan.

A key concern expressed in the letter was the idea that automobile and freeway users have not been paying the true costs of that method of transportation — that damage to the environment, loss of land to roads and rights of way and other problems were not paid for by users.

"If 'full social accounting' is to be accepted as a principle, it must be defined precisely and take into consideration the full range of benefits, as well as the full range of costs..." the letter said.

"Overall, we are concerned about the generally negative approach of the plan in dealing with various transportation issues. We ask the board to consider greater use of incentives, with correspondingly less use of disincentives, in trying to improve our transportation system."

The letter also criticized the "inadequate public participation" in

the formulative stages of the plan. This had been a major concern of Marr, who had mentioned earlier that "there was hardly enough time to get hold of a copy of the plan to read it before the public hearings were already upon us" (December *Engineers News*).

Thanksgiving Day Upset

The beginnings of the burial of the plan occurred over the Thanksgiving holiday, when Governor Brown took time to read it.

On Thanksgiving Eve Brown gave the plan a quick perusal and became upset over the stated policies. The next day—Thanksgiving—Brown read the plan in detail and called Michael Evanhoe, assistant secretary under Burns, to discuss the program. During the course of the conversation Brown termed it "economic bullshit," according to sources reporting to the *Sacramento Bee*.

At this time, the status of the California Transportation Plan is still up in the air. The State Transportation Board is scheduled to meet on the program and discuss possible changes following the testimony given in the November public hearings. Considering Brown's position on the plan, major changes appear imminent.

california transportation plan task force

draft plan summary

california transportation plan - policy element

October 1976

prepared for the

BUSINESS AND
TRANSPORTATION AGENCY
Office of the
Secretary
and the
STATE TRANSPORTATION
BOARD

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 stiff 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 but manage to live better and longer than the sower.

It seems almost ridiculous to continue to contrive complex answers to simple questions while the real issues of bread and butter are avoided.

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Manteca Job Gets Money

Business Manager Dale Marr announced recently that the Manteca Bypass has finally received the necessary funds to get underway.

The Manteca project was stalled repeatedly in the past because of highway priorities and the lack of funds, according to Department of Transportation officials.

This project is a six-mile long, two-lane expressway connecting Interstate 5 northeast of Tracy with State Route 99 and will remove through traffic from Manteca's city streets.

The total cost of the project will be \$15 million with approximately \$8 million coming from a "special discretionary fund" established by the 1976 Federal Highway Act to help high priority projects on Federal Aid Primary Routes which cannot be funded by the state.

As a result of the \$8 million grant from the federal government, the California Highway Commission will be asked to add the project to its recently adopted 1977-1978 State Highway budget. This project was not included in the commission's adopted budget, but needs to be in order to qualify for the funds. Work would have to begin by October 1, 1977.

ATTEND UNION MEETINGS

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A 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 with your officers and other trustees, at Miami Beach, Florida.

As your President, I served as a Trustee Member on all Trust Funds throughout our jurisdiction. It is my duty and responsibility to have as much information as possible in regards to state and federal laws which govern our plans in order to make the best decision possible for the majority of our members.

The Foundation was organized in 1954 and has grown and developed steadily over the years to become the largest educational organization in the Employee Benefit field. Its purpose is to serve as an educational forum for trustees and others who serve joint labor-management employee benefit trust funds. Today, its membership includes some 3,200 trust funds and firms which provide funds with professional services—a total of 20,000 persons.

Joint labor-management employee benefit trust funds grew out of the Taft-Hartley Act of 1947 and exist to provide employees with pensions, hospital, medical and other types of benefits. They are operated by boards of trustees on which labor and management are equally represented. The boards of trustees must make decisions in accordance with provisions of collective bargaining and trust agreements and the law. As such, the operation of employee benefit trust funds is an area of legal complexities.

On Sunday, December 5, 1976, Thomas R. Donahue, Executive Assistant to AFL-CIO President George Meany, delivered the keynote address at the conference opening session. The subject of the keynote address was "Quality Objectives—No Room for Trade-Offs." He stated solutions can and must be found to the "litany of problems" which have developed under the Employee Retirement Income Security Act (ERISA). Also pledged that the AFL-CIO will work to clear up the difficulties.

On Monday, December 6, 1976, the business of the 22nd Annual Educational Conference started with a total of 40 varied sessions. Sessions spanned a 12-hour period with the first regular sessions beginning at 8:00 a.m. and the last round table workshops ending at 8:00 p.m. In addition to the evening round table, discussions on Pension and Welfare issues were held during the conference, and sessions covering the following topic areas:

Fiduciary Responsibility, Delegation and Monitoring; Prohibited Transactions; Fiduciary Liability Insurance and Other Methods of Trustee Protection; Participation, Vesting, Benefit Accrual; Joint and Survivor Option; Plan Qualification; Reporting, Disclosure, Communication; Summary Plan Descriptions;

Department of Labor Compliance; Understanding the Basics; Investment Policy; Actuarial Assumptions and Investment Policy; Asset Mix and Portfolio Diversification; Equity Alternative for the Future; Fixed Income Funding Vehicles; Investment Expenses; Performance Measurement; Economics of Rising Health Care Costs; Impact of Unemployment; Alternatives to Plan Termination;

Legislative Issues; HMOs and PSROs; Preventive Care; Eligibility and Benefits; Second Opinions, Paramedic Services; Claims Control; Administration of Participation, Vesting and Benefit Accrual; Mechanics of Collecting Proper Contributions; Recent Decisions—Developments in Employee Benefit Plan Law;

Reporting Requirements — Form 5500; Generally Accepted Accounting Principles; Auditing Requirements Under ERISA; Ask the Actuaries; Attorneys Professional Session; Pension Discussions; Welfare Discussions; Obligation to Collect Proper Contributions; Maintaining Accurate Fund Records; Understanding Trust Financial Statements; Funding Standard Account and Frequency of Valuation; Changes in Actuarial Practices; Plan Termination Insurance;

Insured Welfare Fund Alternatives; Self Funded Welfare Plans; Federal Pre-emption; The Problem Pension Plan; Health and Welfare Benefit alternatives (including family counseling services); Taft-Hartley Pension Plans: Defined Benefit or Defined Contribution; Legal Odds and Ends.

Internationally known Economist and Financial Consultant Pierre Rinfret, was the principal speaker at the sunrise 6:45 a.m. meeting held on December 7, 1976. Dr. Rinfret is President and Chief Executive Officer of Rinfret Associates Inc., New York, an economic and financial intelligence firm.

He has served as economic counsel to United States Presidents and is known for the independence of his views and the broad scope of his evaluations. It was a most stimulating session, as he discussed the complexities of what he called "Catch 23" Economics.

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 6 per cent a year for the next 40 years."

3—"Between inflation and taxes in 1976, we have no more buying power with our money today, than in 1965."

4—"The American 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."

There were approximately 5,400 attending this conference in addition to the speakers and guests from the U.S. and Canada.

'Good And Bad' Out Of Utah Election

By JOHN McMAHON

There was good news and bad news coming out of the state of Utah after the general election on November 2.

The bad news was the defeat of three-term Senator Frank Moss. A long time friend of organized labor, Moss was ousted by newcomer Orrin Hatch.

The good news was the election of another political newcomer Scott Matheson as governor of the state. Not since 1947 has Matheson campaigned for a political office. Then it was for president of the Young Democrats at the University of Utah. He won.

Although Matheson is new to elective offices, he has extensive experience in government affairs and in management and administrative positions in private industry. He served as deputy county attorney in Salt Lake and Iron Counties and was city attorney for Parowan in the 1950's. He has been employed by the Union Pacific Railroad Company since 1958. His position before taking a leave of absence to run for governor was general solicitor in charge of legal matters in Utah, Idaho, Montana and Colorado.

Matheson was elected with strong support from the ranks of organized labor. Virtually every local union involved in the campaign came out in support of Scott Matheson over his opponent Vern Romney. Local 3's rank-and-file Executive Board endorsed Matheson after a strong recommendation from the District 12 Grievance Committee and from District Representative Tom Bills.

Bills explained that labor really didn't have a choice. "After the primary, we knew that Scott Matheson was our man. There was no way we could support Vern Romney. It's just lucky we had a man like Matheson that we could support enthusiastically."

On the issues, Matheson comes across as a moderate with concerns both for preservation of the environment and continued economic growth in an orderly fashion. Included in future economic growth is the development of Utah's vast energy sources.

Matheson says that he "strongly supports maintenance of the state's park areas intact, but thinks that with careful planning, we can develop our energy sources without endangering the environment. In considering development, we need to determine

how much Colorado River water is available, then formulate a policy for allocating the water. We need more complete studies on future water needs for agriculture, municipal and industrial uses to determine where the most stable contribution to the long-range economic well-being of the state lies."

Matheson would also like to change the tax structure in Utah. "Whenever we talk about government programs, they all hinge on financing. I would like to see the state's inheritance tax repealed. It generates only about \$2.5 to \$3 million a year, but causes many small properties to be sold in order to pay taxes."

He also wants to remove the sales tax on food "but there would have to be careful study of the alternatives to replace lost revenue. It may be more feasible to help persons with low incomes by allowing a sales tax credit against income taxes."

He also offers a ray of hope for organized labor in the right-to-work state. Although he is opposed to a repeal of the Right-To-Work law, saying that it has been "established policy now since 1953" Matheson says that he "does

favor an agency shop procedure which would require non-union members to pay their fair share of bargaining costs."

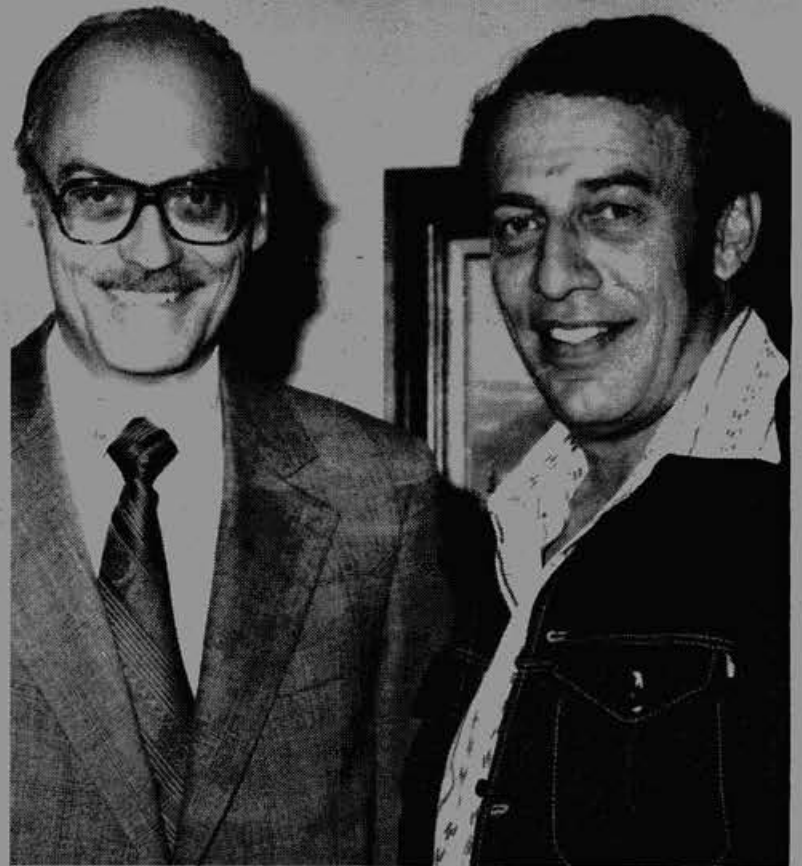
The new governor realizes that as a Democrat in a heavily Republican state could be a problem. But he says that as governor he will "highly encourage citizen participation in government and would publicize vacant appointive positions, solicit suggestions and applications, seeking the most qualified persons for appointments."

Matheson hopes that his first four years in the governor's office will be beneficial to the people of Utah. "With the help of organized labor and all the people of the state, I think that we can get things done."

OFFICE ADDRESS CHANGE

As of Dec. 1, 1976, the address of the Local 3 office in Provo, Utah has been changed to the following:

Carpenters' Hall
605 East 600 South
Provo, Utah
Mailing Address: P.O. Box 727, Provo, Utah 84601



GOVERNOR SCOTT MATHESON of Utah and Local 3 District Representative Tom Bills.

Report From Marysville

ALEX CELLINI,
District Representative
GEORGE HALSTED,
Business Representative

By the time this article is printed, we will be in to another new year.

We are looking forward to the new year with President-Elect Carter in office and sincerely hope that the situation improves for the working people. As we all know, in the past much of the work has been held up for one reason or another — if some of this work could be started, it would certainly help our work "picture."

R & D Watson cleaned up the job they had going at Paradise Dam—it looks real good! By the time this article comes out, Alf Burtleson's job at Magalia should be completed. Ball, Ball & Brosa-

mer has laid off about everyone on the canal job. They are pretty well finished with the work they were doing and will finish it up completely next year. Claude C. Wood is shut down on the levee work.

Triangle Engineering has almost finished the Marysville River front job. Robinson Construction is doing the paving on this job. Tenco Tractor is moving along rather well. Baldwin in Hallwood is presently working on their plant. Hopefully, after the first of the year, work will pick up.

BLOOD BANK

We would like to take this opportunity to thank the following individuals for their donations to the blood bank:

Myrna Loughran (Public Employee)

Thomas Adair

We appreciate these donations as they are badly needed.

If there is anyone who would like to donate to the Blood Bank, you may do so at the following locations (and please remember this is District 60 when you are donating):

CHICO (at the Chico Donor Center, 169 Cohasset Road, Chico): Every Monday - 3:00 to 6:00 p.m.; Every Tuesday - 8:00 to 11:00 a.m. and 1:00 to 4:00 p.m.; Every Friday - 8:00 to 11:00 a.m.

MARYSVILLE (at the Marysville Art Club): 2nd Tuesday of each month - 1:00 to 7:00 p.m.

OROVILLE (new location: Municipal Auditorium, Montgomery & Myers, Oroville): 1st Thursday of each month - 1:00 to 6:00 p.m.



RIGGING LINES

By BOB MAYFIELD
Vice-President

Time has a way of flying away and certainly this year has been no exception as it seems I was just yesterday wishing to all our membership and their families a Merry Christmas and prosperous upcoming New Year and now by the time this article is out and received a new year will be only a week away.

As I had stated last month the (U.B.B.U.) Utah Builders Bargaining Unit I thought might be completed and ratified by this date. I'm most happy to report this is now a fact. This 3 year contract features a sub-contractor clause that we are hopeful will help to organize some of the heretofore non-union sub-contractors who ordinarily do the type and kind of work in preparation for a building such as the builders pad grading, pipelines work and paving. In this state (Utah) this has been a fact for many years (many small non-union grading and paving contractors) have been existing and working on such jobs. This contract states these sub-contractors who perform this type work must sign this agreement or any other bonifide labor agreement with us (Local No. 3 in Utah) that is currently in effect in Utah.

Looking down the road into 1977, negotiations for renewal of a great many major contracts will shortly be a fact not only for myself but most of all the officers who are involved in contract negotiations.

For myself as a starter, are the oil and geothermal drilling contracts with some being opened in their entirety and others for wages and fringe benefits only. After that in Utah the fertilizer and phosphate mines, all of the copper industry, the steel industry, and Wheeler Machinery (equipment dealers). In Nevada we represent the employees at 3 major mines in the copper industry plus another mine at Gabbs, Nevada and all of these contracts must be renewed in 1977. Just so as not to get too relaxed in both California and Nevada the AGC and construction contracts will expire and must be renewed and most of this Union's Officers will participate in these most important negotiations.

This month I once again was able to attend the International Foundation of Employee Benefits meeting held this year in Miami, Florida. These work sessions I attended along with most all of the rest of the trustees (both Union and Employer Management trustees) for our trust funds such as the Pension, Health and Welfare, Pensioned Health and Welfare and others. These sessions are conducted by so-called experts in different fields affecting trusts with the panelist also being from both management and labor. Also at these sessions were many attorneys from both sides as well as people from the United States Department of Labor and the Internal Revenue Service. Questions and answer sessions followed each session where anyone could find out from these expert panelists a particular problem that might be affecting his individual trust.

I was most interested in all sessions but ones I was especially interested in were the latest (E.I.R.S.A.) developments, Employees Income and Retirement Security Act, the latest legal decisions, and all matters pertaining to proper collections of delinquent fringe benefits. This is one of the assignments Business Manager Dale Marr has assigned me is looking after this matter in all 4 states that belong to the jurisdiction of Local No. 3. Brother Fran Walker works directly under me on the delinquent fringes accounts and I'm certain that due to his efforts in cooperation with the district representatives and business agents in these 4 states that our accounts are among the lowest as far as delinquencies are concerned in America of any construction union today. Most any suggestion by the panel or questions from the audience in these sessions regarding collections I'm happy to report we have had as a working practice for a long time and are aggressively pursuing such delinquent collections daily.

Before closing I would say to all that in talking to the rest of the officers of this Union, our business agents, businessmen and contractors, the politicians and all others concerned with the construction industry I'm certain 1977 will be one of the best construction years we will have had since the mid 1960's. I base these remarks not on just hopes or some illusion but on some facts which have included many favorable bond issues that passed and especially those in San Francisco and other Northern California areas but also in Nevada. These bonds for the most part are sewer and water improvement projects but also some dams. In Utah during this coming year at least 4 major dams should be in progress which in these times are unusual due to environmental blockages. Three of these will only be just starting which means multiple years of continued good work. Out in Nevada two large project agreements are now under way (Valmy Power Plant, \$360 million and the MGM Hotel, \$115 million) as well as a good balance of heavy highway projects. In California additional projects of major consequence such as the Helms Project (\$110 million) in Fresno will be bid next month and the Auburn and New Melones dams will continue. Additionally for the California Highway Program it now looks as the queen of state highway programs, (against most all New Highway Building).

Adrianna Gianturco has been under heavy pressure from many groups which may have finally forced Governor Brown to take somewhat of stand to change his and therefore her posture about building and continuing our state highway systems.

In closing I would once more like to wish our entire membership and their families a most Merry Christmas and Happy New Year and that the coming year be most prosperous for all.

New Benefit For Disney Cards

Local 3 members who hold membership cards in the Walt Disney Magic Kingdom Club will find their cards more valuable in the coming months. In addition to discounts on rides, motels and car rentals, golfer members can play at the Palm, Magnolia and Lake Buena Vista courses at the reduced (to Magic Kingdom Club members) prices of \$6.00 greens fee and \$5.00 for an electric car. Tennis players have reduced rates at the Contemporary Resort, Golf Resort and Lake Buena Vista Club at \$3.00/hour for singles and \$5.00/hour for doubles.

And, now, Magic Kingdom Club members can experience the convenience and value of a full day at Disneyland with unlimited use of attractions.

Announcing an outstanding new benefit exclusively for all Club members and their families, the new Magic Kingdom Club "Passport to Disneyland" features admission and unlimited use of all 54 Disneyland rides, attractions and shows (except shooting galleries) for an entire day! Available



only from January 5 through May 31, 1977, the "Passport to Disneyland" may be purchased upon presentation of a valid Club membership card at the Disneyland ticket booths during regular operating hours. Prices for this special offer are just \$7.50 for adults, \$7.00 for juniors (12-17) and \$6.50 for children. The value of the Passport is also unlimited,

for it's the only ticket that lets you experience as many attractions when you want, as often as you want, for an entire day!

If you do not have a card, apply to Ken Erwin, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, Ca. 94103 in person or by mail, or telephone him at 415/431-1568. Cards are free of charge.

Weather, Work Remain The Same

By GENE LAKE,
District Representative, and
BILL PARKER,
Business Representative

During the past month there has not been much change in construction activity on the North Coast — this applies also to the weather. Here it is mid-December and virtually no rain has fallen. We are well on our way into what could be another extremely dry winter. As is often heard this could be a blessing in disguise to help start the construction of dams and other water projects.

Here locally the McKinleyville sewer projects are still working. The dry weather we are experiencing is really a blessing as the water table at the present time is as low as it could possibly be. This is prime time for the contractors to get their ditch dug and pipe laid thru the low swampy areas.

David R. Wilkins and J&W Pipeline have completed their underground job south of Eleventh street. A little clean up here and there is all that remains to be done. They are also low bidders on an underground project at Crescent City. Their bid, of \$1.5 million was very close to the engineers estimate, however, a group of Crescent City citizens banded together to protest the cost of this project. The bid has not been awarded yet, but according to a company spokesman it "looks good." We certainly hope so. Incidentally this is phase 1 of two phases of the Crescent City sewer expansion project. Next summer the second phase, amounting to over \$4 million will be let.

Also, in Crescent City harbor, Smith Rice Company has finished their clam shell dredging project. At this time they are returning to the Bay Area. The best way to describe this project is short and sweet—about a month's work with considerable overtime.

The Humboldt Bay Marina project, which was rejected by the State Coastal Commission after unanimous approval here by the regional coastal commission will be re-submitted at the December hearing in Eureka. Some modifications have been made in the plans but not enough to substan-

tially alter the project. We are hoping the State Commission in their "wisdom" will see fit to approve what the local citizens feel is best for themselves.

The Sierra Club is at it again. At the recent Regional Coastal Commission meeting in Fort Bragg, Cal-Trans submitted an application for improvements to Hiway 101 north of Stone Lagoon. Beginning just north of the Little Red Hen to the short section of four-lane highway are several bad curves. Since 1972 over 40 accidents have occurred here. The intent of the application was to straighten the curves for the safety of the motoring public. Included in the plan are provisions for an 8-foot wide bicycle path on either side of the roadway because it is a scenic route which overlooks the lagoon and the Pacific Ocean. The application, needless to say was approved by local commission. The Sierra Club representative thought for a moment, then jumped to her feet and protested the project because it would require too much real estate. On questioning she felt that the bicycle path should be on one side of the roadway part way thru the project then on the other side for the remainder of the project, further questioning revealed that she had not given any thought to

how the bicyclist would cross the highway!

Another project which has been temporarily stalemated is a dredging project in Humboldt Bay. It is also scheduled for rehearing at the December CCZCC hearing. It would involve dredging in excess of 2,000,000 yards at a cost of \$6.6 million. The project has a green light from all agencies except you know who. In the past couple of months an endangered species of plant was discovered to be present at the potential dump site. These plants, are commonly known as a "Wall flower," according to reports only about 400 are known to exist. Transplanting was suggested as a solution but it would take possibly years to determine whether or not this would be successful. In the meantime, once again, a vital and necessary project goes undone. Brothers there certainly seems to be a plot or pattern to these protests and appeals that are all coming from one direction—the environmentalists.

Looking toward the future five Humboldt County small cities hope to cash in soon on proposed \$5 million federal grant to fund long-needed capital works projects that would help cut the county's unemployment rate.

(Continued on Page 12, Col. 1)

By BOB WAGNON, District Representative
STAN McNULTY and PAT O'CONNELL,
Business Representatives

Although it is sometimes risky to anticipate a judge's decision, the task force opposing the Warm Springs Dam will not submit new evidence and a one- or two-day trial is expected.

The major concern now is funding for the dam. We are asking each member who belongs to an organization or club to request a letter from the organization to either Don Clausen or "Bizz" Johnson asking that funds be appropriated to complete the project. We are asking for support from clubs in districts outside District No. 10 in order to show broad based support for this project.

Fishing, horse riding, camping, CBers, Rotary, Kiwanis and similar type organizations expressing support for this project will help assure immediate construction and no further delays. Letters should be addressed to either of the above noted to the Senate Office Building, Washington, D.C. 20510.

S.F. Sewer Ban Lifted

By RALPH WILSON,
District Representative;
CHARLES SNYDER and
PHIL PRUETT,
Business Representatives

The ban on new sewer hook-ups in San Francisco has been eased again allowing the City to issue building permits for \$138 million in new construction. For the fifth month in a row the Regional Water Quality Control Board agreed to relax the ban on sewer connections after receiving renewed assurances that the City is continuing its strides towards getting its \$1.4 billion waste water clean up program underway.

The Board's action effects some 85 construction projects in the eastern two-thirds of the City, the area covered by the connection ban which was imposed in May. The projects for which building permits were released include a \$39 million office tower at Market and Fourth Streets and another \$35 million office high rise at Market and Fourth Streets, and also a \$35 million parking garage near Third and Mission. The \$7 million A.T. & T. long line, departments office building at Fourth and Folsom has started with O. C. Jones and Sons doing the excavation. The six story building will contain 180,000 square feet of space and will be occupied by the western area headquarters for the Division.

Conflict Unresolved Over Hunters Point

With the recent increase in activity at Hunters Point, San Francisco, there is hope for operating engineers 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 bargain that Engel made with San Francisco 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 \$850,000 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.

After a few preliminary queries, the city launched a full FBI investigation, to look into alleged conflicts of interest between Navy officials involved with the bid, Triple A Company and Congressman Phil Burton, who was accused by a port official of helping Engel win the bid over San Francisco.

The results of the whole affair have yet to be reached, however, to most operating engineers the important thing is that the shipyard start putting men to work.

Employment in the shipyard has already soared from a handful to 1,500 since Engel took over, with

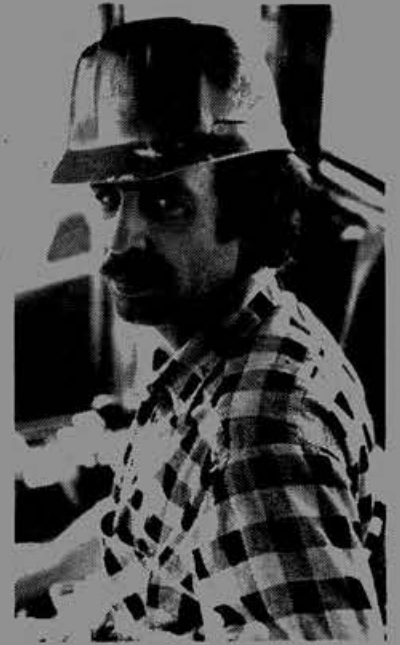
14 Local 3 members operating the world's largest cranes. Engel said the shipyard has the capacity to employ up to 4,500 within the next couple of years, because the business is there.

"I've already got every deep water terminal filled," said Engel. The shipyard is known for its 200-acre water terminals capable of holding the largest aircraft carriers built in the United States.

One ship of interest now being

dry docked at the shipyard is the Glomar Explorer, owned by the late Howard Hughes. The highly sophisticated ship gained world attention last year when it was linked with CIA efforts to lift a sunken Russian submarine from the bottom of the ocean.

Engel hopes to have the capability to expand in the future to actual shipbuilding operations in addition to the dry dock repair projects he is now involved with.



THE FAMOUS Hughes Glomar Explorer that was used to salvage a sunken Russian submarine by the CIA is currently dry

docked at Hunters Point. Operator Bill Eisensee (top right) is one of the 14 Local 3 members working for Triple A.

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 credit 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, motor home, 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 \$3,500 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. Then, when your refinanced loan is paid off, you will have the title to your vehicle, plus what you saved in interest costs by refinancing, plus the dividends you earned on your saved interest costs.

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.

RESOLUTION COUPON

NAME _____ SOC. SEC. NO. _____
ADDRESS _____ CITY/STATE/ZIP _____
PHONE _____ YEAR VEHICLE _____ MAKE _____
MODEL _____ ACCESSORIES _____
CREDITOR _____ ADDRESS _____
CITY/STATE/ZIP _____ PHONE _____
APPROXIMATE LOAN BALANCE _____

Please send me a Phone-A-Loan application. I want to save credit costs in 1977.

Your Board of Directors, staff, and management thank members for their continuing support in 1976 and wish all Operating Engineers a happy and healthy 1977.



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.

Fate Of Hamilton AFB In Limbo

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

We hope that everybody had a very Happy and Safe Holiday Season, and may this year of 1977 be a most prosperous one.

Although it is a little too early at this writing to inform you how much work there will be in 1977, we are optimistic. Like last winter, due to the good weather we had in the month of December, many jobs were completed, and it found us without a lot of backlog of work.

The Larkspur Ferry Terminal is completed, with the first Ferry to run on December 11th.

Rubicon Construction Inc. has started their Tomales Waste Water Project; amount of contract:

\$504,762. Approximately 120 calendar days to be worked on this project.

Phases III and IV of Indian Valley Colleges in Novato are underway, with Robert G. Fisher Co. Inc. as Prime Contractor. This contract is for \$3.1 million. W. R. Forde Construction Company, Inc. is doing the clearing, paving and excavating on this project.

Application by Marin County and the City of Novato to take over Hamilton Air Force Base is unacceptable. The Federal General Services Administration announced this. The application to turn the base into a small airport and industrial park development would have to be changed. Technically, the federal government

would sell Hamilton to Marin for \$1 only if all of it is used for aviation.

Since many North Marin residents fear the abandoned Air Force base could be developed into a major regional airport, the county and Novato decided to make much of an industrial park to develop income for a small county airfield. The GSA does not like the industrial park proposal.

A further condition of sale suggested by local officials would be for the federal government to pay 75 per cent of the costs of refurbishing major public works facilities at the base.

The GSA's rejection of the application puts the fate of Hamilton in limbo for a while.

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. Sabad 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. Sabad, 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. Healy Tibbits Const. Co., \$1,744,800 and Ernest Pestana, 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 regard to the new aggregate plant to be built by Lone Star is that the Ground Breaking Ceremonies will be held the week of November 8, 1976, and work is due to start shortly thereafter. This plant is

located in the Rancho Cordova area on property formerly owned by Aerojet Corp. This will be one of the most modern plants in the area with the aggregate being belted 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 Foresthill along with this job, they are surveying for the widening of Auburn-Colfax Road, which will include a six 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 two weeks ago. 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 49 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. The traffic is terrible.

Hansen Bros. is going great in Nevada City and in the Grass Valley area. Electrical Contr. of



AFTER A LONG WAIT, dirt is finally being moved on the giant \$147 million sewer treatment facility in Sacramento. Part of

the job includes moving one million yards of dirt to clear a 60-foot deep hole. Sabad Co. of Concord is doing the excavation.

Yuba City is plowing a transmission line for Pacific Telephone from Auburn to Grass Valley. Campbell Const. Co. will be doing the new addition on the Nevada-Grass Valley High School. R. C. Collet is doing the construction and extensions on Cirby Way, from Riverside Street to Vernon Street. This was a nice contract for the company of one hundred and sixty-nine million dollars.

Douglass-Seaburg, at this writing (Continued on Page 13, Col. 4)

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 of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

Who May Apply

Sons and daughters of Members of Local No. 3 may apply for 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.

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

- either: (1) the Fall Semester (beginning in 1976),
- or: (2) the Spring Semester (beginning in 1977),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between January 1, 1977, and March 1, 1977.

Awarding Scholarships:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the ap-

plicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and a check for \$500.00 will be deposited in each winning student's name at the college or university he plans to attend.

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.

3. **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.

4. **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*.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

James R. Ivy
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103

or to College Scholarships at the above address.



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.

LETTERS OF THANKS

Dear Operating Engineers:

I want to thank you so much for the lovely Bible given to me after my husband, William R. 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
Mi-Wuk Village, California

Answers To Questions On Pension Changes

On behalf of myself and the staff of the Fringe Benefits Service Center, I would like to wish 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 that you have a joyous holiday season.



Art Garofalo

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 was explained in that letter, were the result of bringing your pension plan into compliance 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 in 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 booklets 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 this column and 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 schedule for accumulating 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 continue to 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:

Hours Worked in Calendar Year	Pension Credit
Less than 500 hours	None
500 to 749	1/2
750 to 999	3/4
1,000 or more	1

The first step is the determination of the accumulation of 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 2 per cent of the total contributions reported in your behalf provided you work at least 500 hours.

Example:
Joe Engineer worked 1300 hours for XYZ Construction Co. during the calendar year 1977. XYZ Construction Co., in accordance with the collective bargaining agreement, contributed \$2.00 per hour to the Pension Trust Fund in Joe's behalf. According to the above schedule, Joe's 1300 hours will entitle him to 1 pension credit. The dollar value of the hours worked is then computed as follows:

$1300 \text{ hours} \times \$2.00 = \$2,600$ (This is the total amount contributed by XYZ Construction Co. to the Pension Trust Fund in Joe's behalf.)

$\$2,600 \times 2\% = \52.00 (This is 2 per cent of the total contributions reported to the Pension Trust Fund in Joe's behalf.)

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 1400 hours in 1977, instead of 1300 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 for pension benefits upon retirement will be based on an employee meeting the requirements as outlined in the rules and regulations of the pension plan, i.e., meeting minimum age and pension credit requirements.

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 December 1, 1976, the monthly amount of his retirement benefit will be calculated in a similar manner to an Early Retirement 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 Insurance Coverage.

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

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 4—No. 1

SAN FRANCISCO, CALIFORNIA

January, 1977

Health Care Costs Increasing

Even without national health insurance, the costs of health care will increase by more than \$83 billion between now and 1980, a Department of Health, Education and Welfare study recently estimated.

Primarily because of inflation, national health costs will increase from \$140.4 billion this year to \$233.5 in 1980, HEW said. Hospital and physician services are expected to remain among the most inflationary items.

The study projects the costs of six health insurance proposals found, as past HEW studies have,

that the most costly may not necessarily be the cradle-to-grave plan favored by some Democrats. President-elect Jimmy Carter only partially endorses the plan.

If any of the six insurance reform plans were enacted, the national health care bill could increase more from the added demand for covered services, HEW said.

It estimated that under various types of health insurance plans, the 1980 cost of health care would range from \$233.5 billion to \$248.6 billion.

Health Habits Really Help

According to an Alameda County study, men and women who observe seven relatively simple habits are significantly healthier than their counterparts who do not.

They live healthier lives and longer ones, reported Dr. Robert Tranquada, an associate dean at the medical school of the University of California at Los Angeles.

The results of the study were reported at the Science and Technology Policy Conference and Exposition held recently in Sacramento.

The Alameda County findings came out of a study at the Human Population Laboratory, which is in its 15th year of conducting studies of this nature.

What researches discovered, said Dr. Tranquada, is that for men and women of all ages, good physical health is associated with eating moderately, eating regularly (that is not snacking), eating breakfast, using alcohol moderately or not at all, not smoking cigarettes, exercising regularly and sleeping seven or eight hours a day.

People between 65 and 70 who followed all seven habits had about the same health status as those 35 to 45 who followed fewer than three, said Dr. Tranquada.

In addition, mortality was eight times higher among men who followed fewer than four of the habits than among men following all seven. It was four times higher for women.

Dr. Tranquada warned there is not direct evidence that switching lifestyle would improve one's health and future prospects.

But Dr. Tranquada did say that the evidence "is consistent with the indication that people who follow the seven habits are in better health."

he is younger than age 65 (but not younger than age 60) plus 1/2 of 1 per cent for each month he is 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 60 per cent of the regular pension earned by the disabled employee.

EXAMPLE:

If the employee is age 59 at the time he become totally disabled and his regular pension amount was \$400, his disability pension benefit would be computed as follows:

a. Regular pension amount	\$400
b. Reduction for age	—84
(1/4 × .01 × 60 × \$400 +	—
1/2 × .01 × 12 × \$400 =	
\$84	
c. Amount of Disability Benefit	\$316

If the employee then desired to have his disability pension paid in the form of a Husband-and-Wife Pension, the amount of his disability 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 1975. Will any of the new changes to the pension plan affect me and my wife?

A: According to the pension plan consultant, the new changes to the Operating Engineers Pension Plan will not affect pension benefits or the manner of payment of pension benefits of 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: When I retire, if my wife and I decide not to take the Husband-and-Wife Pension, what type of beneficiary guarantee will be available?

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 in 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.

ASK YOUR TRUSTEES:

Name _____		Mail to: FRINGE BENEFITS SERVICE CENTER 476 Valencia Street San Francisco, Ca. 94103
SS # _____		
Address _____		

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.

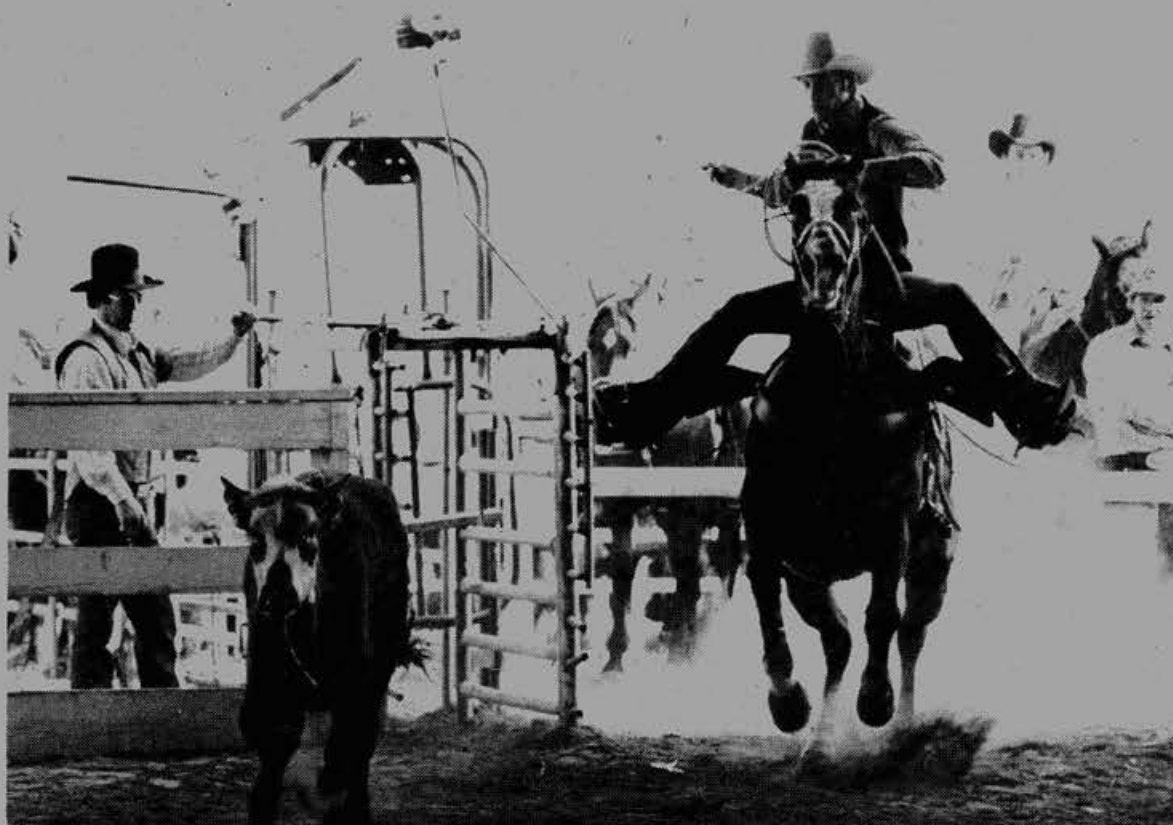
One of the main reasons for having the contest, said Victor, was to donate part of the proceeds to the District 5 High School Rodeo Association, so that young roping winners in the area could be assisted financially for the national roping held every year in Oklahoma City, Oklahoma.

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.

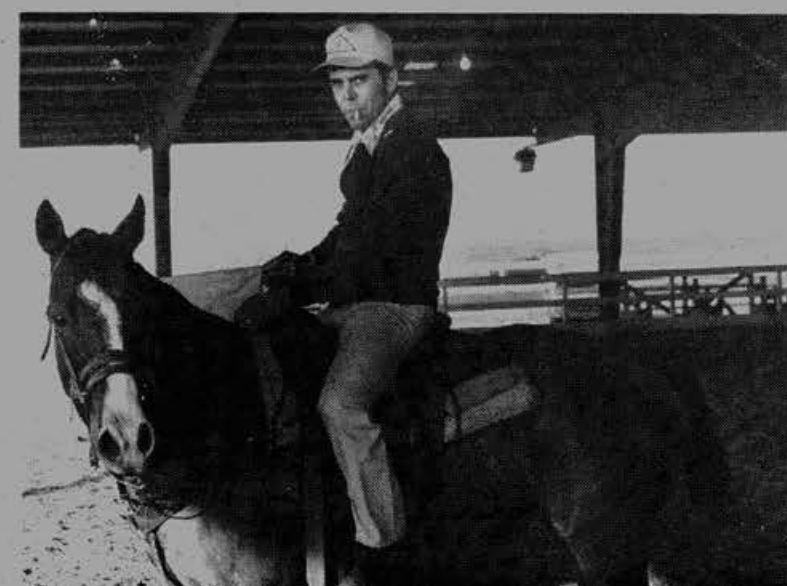
Prize money was also given to the team that had the best time in each "go around" of the 63 teams that entered.

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 KRAYNICK,
District Representative,
TOM 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 be a big year for District 90—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 add two cents to 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 1980 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 its forecasts of future power needs for this area. The environmentalists are

predicting the new plant would contribute significantly to the smog problem. We may have another long drawn out hassle before this one's settled. If San Felipe gets the green light, we might have a really big year in the area. The next hearing is scheduled for January 10, 1977.

Senator Mills plans to introduce a gas tax bill which would add two cents to the cost of gasoline in order to provide funds for the extension and improvement of state highways. The number one priority is Blood Alley.

The Governor has already indicated he will veto the measure. It's being said and Cal Transportation Commissioners believe, that moneys for priority road improvement and expansion is available in Sacramento. It is believed that Adriana Gianturco, 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 101 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 obstruction. If the moneys are not available then why do the Commissioners believe that they are?

We just want to see the end of Blood Alley and the completion of the 101 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 no wait projects is Blood Alley and the 101 bypass.



PICTURED IS A SECTION of the massive \$50 million waste water treatment plant that is nearing the half way point. Crane

operator Jay Miller and Oiler Jerry Mendes (top right) lift a concrete "Y-form" (above and bottom left).

Monterey

In Monterey County, \$1,089,000 was the low bid of E. A. (Ed) Buttler Contractors, Inc., for the Jolon Road job. That's the part of Jolon Road that begins 10 miles West of the King City exit, going West to Hunter Liggett Military Reservation. Remember the steep climbing curve up the canyon to the plateau that leads to Hunter Liggett? Ed says they'll cut straight up through the curve, daylighting through the hill to the plateau. Maximum 10 per cent grade. It used to be a kick run-

ning through those curves at a good clip. Dale Buttler is foreman, Ed says it'll take about 15 engineers. That's Area 2 wage rate, Ed, do you hear?

Jack Bullard, your Monterey County Business Rep., has had to spend an astounding amount of time in contract negotiations and board hearings this year. Kaiser Natividad, Moss Landing, and Permanente agreement took over thirty working days alone. J&J Steel negotiations were completed this year. Keep reading, you'll see what is left still to negotiate—

Coast Trucking negotiations for Parts Department, Salinas, continue. This is a first agreement. Jack Bullard and Mike Kraynick have met four times with management and counsel. Quinn Co. negotiations continue. About one third of the Brothers are in Salinas, two thirds are in Fresno. same agreement. Main office is in Fresno. Bullard has attended those negotiations one day and sometimes two days a week, all in Fresno. Next negotiations will be held when the Federal Mediator

(Continued on Page 14, Col. 1)

Report From Fresno Office

By CLAUDE ODOM,
District Representative,
BOB MERRIOTT,
Assistant District Representative,
HAROLD SMITH and
JERRY BENNETT,
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, 8000 to 9000 feet without any facilities until they punched through to the Johnsondale side. It is now possible to drive from Johnsondale 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 Mt. Whitney Avenue to the Kettleman City area in southern Kings County. This will be the last section on the south end of the Master Drain at Engineers estimate of \$10 million dollars.

Ball, Ball & Broasmer has started their Friant-Kern Canal 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 Kern County line.

The Contract calls for approximately 750,000 yards of excavation and import with a concrete liner raising the canal from 6 inches to 6 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.

\$100 MILLION PG&E UNDERGROUND PLANT:

Plans to build a \$100 million underground hydroelectric power plant on the San Joaquin River northeast of Fresno 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 38,000 kilowatt Kerckhoff Powerhouse.

PG&E officials said the underground facility would be built between the existing Kerckhoff and Millerton Reservoirs, about eight miles northeast of Friant Dam. No new dams would be built, PG&E officials said.

They said 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 Kerckhoff to the powerhouse. The water would be discharged into Millerton Lake, the U.S. Bureau of Reclamation operated reservoir behind Friant Dam.

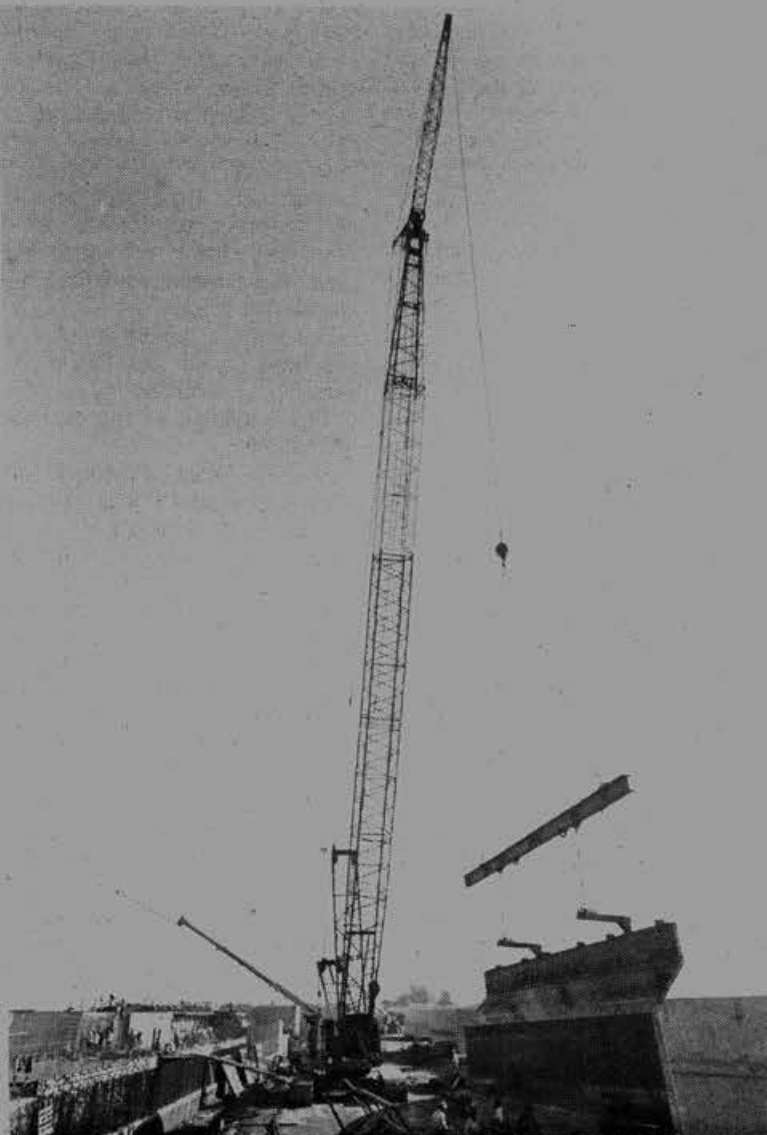
PG&E officials said the electricity generated by the underground plant would supplement power now begin generated at Kerckhoff.

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

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

PG&E earlier this year was granted permits from the state and federal agencies to build a pumped-storage hydroelectric project on Helms Creek between Courtright and Wishon Reservoirs higher up in the Sierra Nevada. That plant will generate 1,125,000 kilowatts of electricity during peak periods.

(Continued on Page 15, Col. 3)



East Bay Reports New Jobs In Offing

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

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 their new 150 ton American truck crane. It is an awfully nice crane, but is far from being a good rental rig, as it needs a lot of help in the rigging in and out, part of being a good competitor to P & H and Linkbelt as a rental crane. But otherwise it's a fine crane.

Winton Jones is a bit slow as of this writing. Their rigs are in and out very often. He has a very good fleet of cranes and gets a lot of refinery work, P.G.&E.,

E.B.M.U.D., and also government work.

Reliable is doing good to fair. They are doing a lot of panel work, and a few girder and truss jobs.

Valley is fair also, in and out at plants in the valley.

M & M Crane is or have begun to move back to Texas. They leased their yard in Stockton to Keir Krane out of Modesto. Keir is a very good crane company and they do get around.

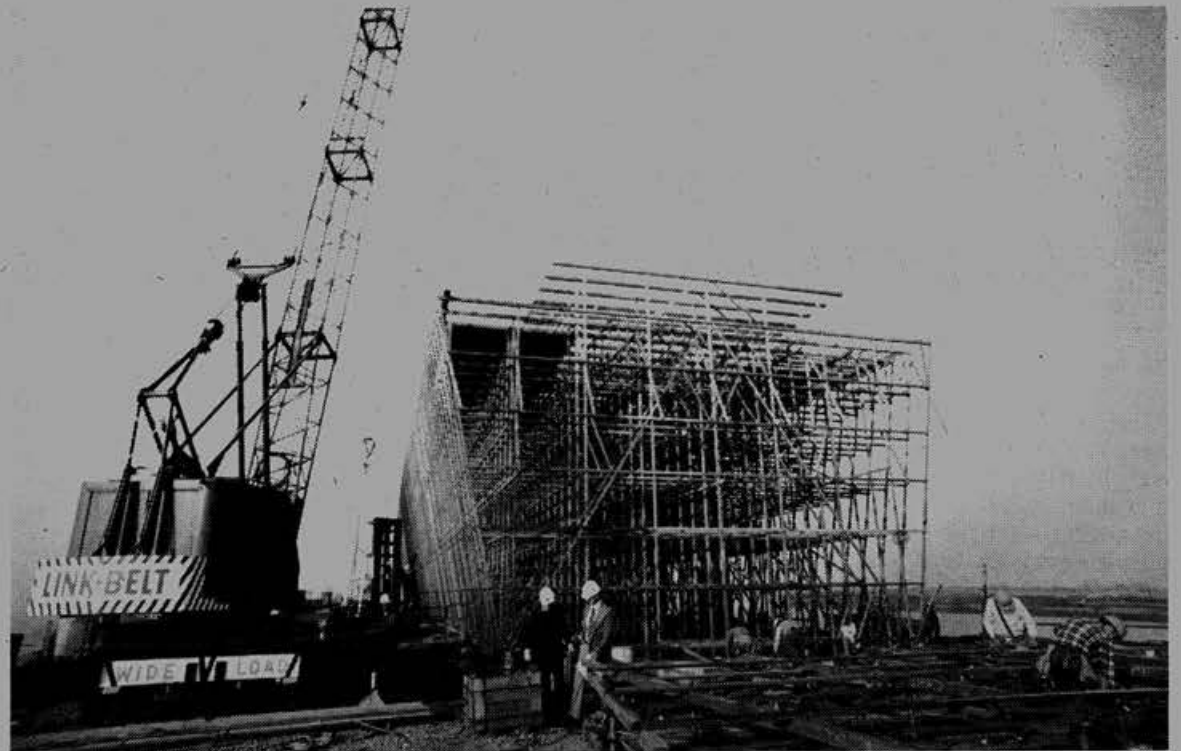
Bigge at both yards is fair. They had a little refinery work, but mostly panels and general hoisting. Bigge is going up to Pt. Arena to do a job for the Air Force. This bid was done by Sheedy on the first go, but looks as though Bigge got the second go.

San Jose Crane is fair. They are a little elusive, but are doing fair.

Cranes are good and are a very good part of Local No. 3. Our crane hands are some of the best, and I hope this quality is hereditary as things get heavier and more complex. Work safe.

West Contra Costa

In Western Contra Costa the big news now, as Chuck Ivie mentioned last month in the Engineers News, is the next portion



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

ing ponds to the left of the crane (not pictured) were found to be insufficient in cooling the hot water coming out of the plant.

of the Centex job. Centex is the big housing development south of Highway 4 at Hercules, and this company has arranged for Gallagher & Burk to move 2.8 million yards this next year. Centex wants a million yards moved by May, 1977. This will make for quite a bit of work during the winter months, weather permitting. The whole job will include house pads and finished streets. Mission pipeline will again have the underground work. Sure will

be great to see dirt moving again. Pending the last clearances from the City of Hercules, work is slated to start about the middle of December.

The State of California has rejected a plan to construct a 25 million dollar freeway in the Richmond area north of Oakland. This was to reduce the congestion on the old overcrowded, and dangerous Hoffman Blvd. The big puzzle in the Richmond freeway situation is that more than

enough funds for construction are drawing interest in the bank or possibly collecting dust in the state treasury, funds collected entirely from tolls on the area's bridges. The California Toll Bridge Authority is just about the only solvent public agency in the state and possibly the entire nation. As these tolls were collected from the users of the bridges and associated highways, it seems more than logical to use them
(Continued on Page 13, Col. 1)



WORKING AT THE PG&E JOBSITE are Adams, Finis Allen, Jack Snowball, Ladd (from left to right) Local 3 members Bill Smith and George Jakeman.

More From San Jose— '101' Paving Job Coming

(Continued from Page 9)

dad Quarry receive an additional 14 cents per hour because this material is used as construction road base. The Contract Administration Committee meets December 9, 1976 to resolve a holiday scheduling problem.

We would like to express our most sincere appreciation to the following members for their blood donation: Bill Dalton, Larry R. Garis, Roberto C. Gonzalez, Clyntia Banks, Douglas J. Williams, Jack F. Torrez, David L. Erickson, Ted Sanchez, Gary L. Campagna, Cesar A. Olivardia, Daniel C. Calderon, Timothy Fitzhenry, John Marquez, Peter L. Gomez, Jr., Jess C. Duran, James A. Richards, William McCaskill, James M. Caglia, Charles Mc-

Williams, Ernest Perez, Vernon East, Carlos A. Gonzalez.

A lot of the companies have been picking up plans for the paving of the 101 freeway between Castroville and Marina. This project should be let the middle of January, and should be a good job to start the first of the year off. Turner Construction from San Francisco has just been awarded a contract in excess of eleven point seven million dollars for enlisted housing at Fort Ord. There will be a lot of site preparation work, as of now they have not said who their sub-contractors will be to do the dirt work.

The marine lab in Santa Cruz has been re-bid and Power Anderson was awarded the contract in the re-bidding at approximately \$500,000.

Central Coast Pipelines has quite a few small jobs all over the area, and should keep a few brothers busy right up until the rains start.

Fleeman Construction Co. has finished one small sub-division in Watsonville and is starting on another one. Granite Construction Co. has a fair dirt spread going in Moss Landing building up the levees at Moss-Landing Kaiser Plant.

After the first of the year Lone Star Industries has proposed a billion and a half expansion in their Davenport cement plant. If this job goes and is not stopped by the environmentalists, it should be a great job.

This writer takes the opportunity to thank all the brothers for the help they have given me and wish them that the New Year 1977 will be very good.

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 Construction Company's job in Dunsuir. About the only weather problem they have had to face thus far—has been a few mornings with a little frost.

Piombo Construction has finished their I-5 job in Dunsuir—but will have Brother Joe Griffith standing by for the rest of the winter—just in case heavy rain or snow start to erode or

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-5 a four-lane all the way from Sacramento to Canadian border.

As soon as the state releases the monies to do the Vollmers to Pollard Flat and the Pollard Flat to Shotgun Creek sections (approximately 11 miles total) and the Sacramento-Stockton bypass is completed—I-5 will be at freeway standards from the Mexican to the Canadian borders, a distance of almost two thousand miles.

It looks like CalTrans is going to put Hiway 3 (Siskiyou County-Trinity County) out to bid early this spring. This is the section

of road 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 over-lay early in 1977. They could throw in another one or two million and bring that section to freeway standards too. Also, some minor contracts to correct some of the more serious hazards on Hiway 299 and 299E are proposed but nothing definite has been decided at this time. The same is true of Hiway 44, Hiway 36 and Hiway 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-registration date for the "Out-of-

Work" list—don't go 085 and lose your place on the list.

After many years of planning and a long fight—Tehama County will be building a \$50,000,000 forty-five bed hospital. The facilities will be located south of Red Bluff off old Hiway 99. The picturesque location is on a small rise above the present highway surrounded by oak trees.

At the ground breaking ceremonies the Dignitaries had a hard time turning the first shovel of dirt—for at the time of this writing, in the north end of the state we have had no rain. The seasonal rainfall for this time of year is normal at 13 inches—but here at mid-December we have only had four inches.

(Continued on Page 16, Col. 3)



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

NO RELATED TRAINING CLASSES Christmas week and New Years week!! Sessions will begin again on January 3-4-5 as appropriate.

One of the perennial questions that seems to repeat over and over again is "why is it necessary to conduct classes every week, winter and summer? Why not 9 months like the regular school year and 3 months off?"

It is NOT necessary. It does, however, seem the best of the alternatives available. The Shelly Mellony Act is the State of California Law under which Apprenticeship operates. The Law requires that apprentices attend approximately 144 hours of Related and Supplemental Instruction each year during their apprenticeship.

Three (3) hours per week times 50 weeks equals 150 hours; two (2) holidays or absences bring the total down to 144 hours. That does not leave much elbow room.

Other methods would be to conduct classes 2 nights per week for 2½ hours per night to total the 144 hours or to possibly meet on Saturdays. Neither of these alternatives is altogether satisfactory.

The JAC felt that the continuity provided by the 3-hour—50-week method provided the best solution under the requirements of the Law. The Sub Committees are authorized to exempt apprentices who have successfully completed the Related Training even if they have not completed the on-the-job portion of the training. A little extra homework could reduce the number of sessions by completing the material sooner.

About three (3) years ago the Tech Engineer Department was being established. One of the first assignments of Paul Schissler was to organize a series of Red Cross First Aid Classes for Technical Engineer members of Local Union No. 3. Funds were provided by the Joint Apprentice Committee and facilities by the Union.

Periodically additional classes have been conducted which have been attended by not only Tech Engineer members, but also their families and their employers.

Many instances have been reported of graduates of the classes utilizing the training in emergency situations to aid others and even themselves.

The goal is to provide at least one qualified first aider on each crew. That always leaves the question of what happens when the first aider is the one who gets bonked on the head and can't function? If you are the one holding the first aid card it might be well to encourage others on the party to participate for your benefit.

Two classes have been completed in this latest series and more are scheduled in January 1977 (see Talking to Techs). More may be scheduled as the need presents itself.

Very soon an additional phase of safety training will begin. Safe work procedures will be the subject of four or five different presentations, each covering a separate type of work experience.

Safety is a difficult concept to present in a manner that will inspire most of us. There seems to be a psychological block against admitting that an accident can happen to "me personally." It appears to always be "those other guys" that lose a leg or are caused pain or bleed to death.

In the end it becomes a very personal thing with each individual attempting to exist in a world of many hazards. If we can add to that existence in some small way then the Union/Management JAC has made a worthwhile contribution.

We are going to keep dinging away at you. If we can impress a little here and remind a little there or even cause a bit of conversation then perhaps some progress will be made.

The JAC has discovered no magic way to instill knowledge of surveying, first aid or safety procedures. It can produce the material, furnish the facilities, provide instructors and hire a hall, but it is the individual that must come and get it if he wants it for himself.

The effectiveness of the program will be in direct relationship to the participation of the Union members who are the Employer's Employees.

This year's training opportunities have ended on a little higher note than was indicated by activity in the first three quarters. Not exceptional, but better.

If the past two years have told us anything it is that the employer is becoming more and more selective and demanding as he hires new crews. Competition for the few new clients is fierce.

We urge every Chief and aspiring Chairman to make use of the available training provided by the JAC. Even a quicky 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 in that three-month period.

Be prepared for the 1977 work season!

JOB STEWARDS INACTIVATED

Week Ending October 15, 1976		11	Darrell McDorman	P. Wise
Dist. Name	Agent	11	Burt Royer	D. Young
04 Samuels Nettles	H. Bodam	60	Dan Nishita	R. Criddle
Week Ending October 22, 1976		60	Bill Crenshaw	R. Criddle
10 Garrett A. Pina	R. Wagnon	Week Ending December 5, 1976		
11 Dallas Ernsberger	L. Fagg	11	Alex Radke	D. Young
30 Reginald Gonzales	S. Glick	12	Bill Sheets	R. Daugherty
90 Patrick Callahan	W. Dorresty	12	Edgar Phillips	R. Daugherty
90 John Chastain	J. Bullard	12	Bill Maez	D. Wright
90 Francisco Maldonado	R. Fleckenstein	20	David Culp	R. Butler
Week Ending November 12, 1976		60	Carol Witherow	R. Criddle
Dist. Name	Agent	60	Mildred Deaton	R. Criddle
11 Margaret Hill	P. Wise	60	Mary Burns	R. Criddle
		60	Ed Meyer	R. Criddle

Work Scene In Nevada Improving

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 slow the 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 Boecon, Sierra Paving, Walker Boudwin Const., Porter Engineering, Sierra Rock, Sand & Gravel, Nor-West and Sierra Steel. Looks like Arco Construction is finally going to do something with the 11 miles of Highway 50 at Dayton. All indications are Sierra Rock will do the crushing for this project which will go through the winter and this should keep the Brothers happy. Washoe Hill Highway 395 has stakes everywhere you look but I guess Helms is going to wait for prettier weather before any action. J & J Construction still has a small crew at Rancho Estates in Gardnerville. Holcomb Co. are finally putting the final touches to their two projects in Minden. MacSween Construction is down to a snail's pace with not too much on hand for this company. Q & D Construction are in the final stages on the Harrahs project at Stateline. Del Webb is in full gear on the Sahara expansion at the Stateline also. Perata Excavation will be working through the winter at Incline Village on the Otto project. Dubach, Inc., Helms Construction and I. Christenson Co. are doing a fine job on the Highway 80 job at Verdi.

I mentioned earlier that the work picture has improved, well some of the jobs coming up are the \$6 million development at Lakeridge by Connolly Development Inc., the \$60 million Harrahs World along Interstate 80 west of Reno which will eventually entail approximately 380 acres, 4 miles of Highway 27 over Mt. Rose, The Colony Inn in Reno, The Florentine project in Reno, construction is expected to resume on the \$30 million Park Tahoe Hotel-Casino at Stateline as well as Jennings project and Oliver's Casino Hotel. Harker-Harker starting setting 1,250 power line towers between Reno and Twin Falls, Idaho, which is 286 miles and at a cost of \$74 million.

J. C. Penney has called for bids on construction of footings and foundations for the J. C. Penney's Catalog Distribution Center located at Stead.

Max Riggs Construction of Las Vegas outbid Hensel Phelps Const. of Burlingame on the construction interchange and grade

separation structures and adjoining embankment on I-80 at Elko which consists of 6.498 miles. Low bid \$2,762,988.50. We also noted he outbid Wethyer Construction, a non-union contractor from Salt Lake City, by \$1,000,204.70

Robert L. Helms has been awarded special assessment in District 27 in Sparks which will consist of curbs, gutters, asphalt paving and storm drains plus a sanitary sewer pump station for \$1,431,523.10.

McKenzie Construction is now working on a jobsite for a spice factory located behind the Purina factory in Sparks. The approximate footage is 129,600 feet. At this time McKenzie Construction is keeping the owner secret. Local 3 contacted the Sparks Building Department and they also seem to be in the dark as to who the owner or owners are.

In closing, Brothers be sure and attend your union meetings and have a prosperous New Year.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO



Mike Womack

Technology! Let's take a look at the surveyors and equipment that surveyed back in the early 1900's. Crews ranged from six crew members to twenty and sometimes more. The equipment was basic;

one minute transit, gunters chain, compass, brush-hooks, axes and pack animals. The Party Chief was required to carry several volumes of books to make necessary calculations. Let's compare this with the surveyors and equipment of the present. Today's crews consist of two and sometimes three surveyors. The equipment is very complex. Theodolites are capable of measuring horizontal and vertical angles direct to a tenth of a second. Electronic measuring devices are capable of measuring distances in excess of forty miles with an accuracy of one to one hundred thousand. A compass is rarely used! Brushhooks and axes are in many cases being replaced by chainsaws. 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 all types of survey work—hydrographic, heavy construction, subdivisions, etc., etc.!!! The need to upgrade our knowledge and ability is in greater demand more than ever before. The age of automation has arrived. This has displaced 30 to 50 per cent of the surveyors and made it more difficult to compete for the jobs. The employer historically will keep his nucleus of chiefs.

Our training program for Certified Chief of Party has received a fair response in the classrooms, but should be better. The reason being that many of you are in the position of stepping into a chief's job but before the employer can give you the opportunity you have to be enrolled in the apprenticeship program. Many of the chainmen out there wanting this opportunity should be enrolled and preparing themselves for these jobs. The chiefs out there are doing the biggest job of anyone in the training program. In the past, chiefs were the only training program. Now with the technology of surveying changing year to year, the basics in math and surveying are not only important but necessary for the future party chief.

The party chief is not expected to run a classroom while work is to be done. The tools that we are using today are complex and training in conjunction with experience is a must for today's party chief. All of you that are interested in becoming a chief should be enrolled in the apprenticeship program now so that a job opportunity won't pass you by.

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 only good for three years) and also to their families. The course covers many subjects such as burns, eye injuries and other types of injuries and accidents, poisoning 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 San Jose Hall before January 16, 1977 to let us know how many from your family will be attending.

It has been brought to our attention that some Tech Engineers are not making sure their names are removed from the out-of-work list when 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 those appearing on the out-of-work list only to find that many of them are not home because they have been called back to a job they did not have to be redispached to.

According 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 subsequently called back to that firm, you must notify the Job Placement Center within 48 hours. Do not rely on the Termination/Recall slips . . . it is your responsibility and failure to take care of this matter could cause your appearance before the Grievance Committee.

As 1976 comes to a close and the holiday season gets into full swing, the staff in the Tech Engineer Center would like to extend to each of you our best wishes for a Merry Christmas and a prosperous 1977.

ATTEND
UNION
MEETINGS

With Safety In Mind

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.



Jerry Martin

In California, one of the safety highlights this past year was the passage of a new roll over protective structure standard by Cal/OSHA. All of us who operate heavy equipment have seen accidents where injuries or fatalities could have been avoided by ROPS. 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 time to work safely in 1976. For those of you who were not so fortunate, we hope this next year provides the opportunity for you to "shape up your safety act!"

You may get tired of all the harping we do in the Safety Department, but the truth is, the more we hear about safety the less 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 jobsite. 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, dredges, apprentices, heavy equipment operators, mechanics, truck crane operators—everyone in Local No. 3 should attend on-the-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, Ferndale, Fortuna, Rio Del and Trinidad—will apply for the grant upon Congressional passage to the public works appropriations 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 1976, passed by the 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 per cent 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 re-

quest 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 appropriations measure.

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

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

FERNDALE—Reconstruction of the decent of Wild Cat Road, the route from Petrolia into Ferndale. Grant request: \$350,000.

FORTUNA—Construction of a storm drain system to take care of storm and flood waters from Hillside and Rohner creeks. Request: \$750,000.

RIO DELL—Reconstruction of the city water system, plagued recently with water main 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 requested: \$600,000.

All five city projects have been long-considered, Davis said, some for 10 years or longer, but none has been attempted because project costs far outdistanced the cities abilities to fund them.

The grant application is primarily the work of the five city circuit.

The work on the Ladd and the Ladd & O'Connell jobs, out of Gasquet are all but done. Redwood Construction Company is putting down the curbs at this time.

Nally Enterprises has pulled off their job in the same area for the winter, this job won't take long to finish once he gets back on it, the main part is done.

O'Hair Construction Company is still making rock at Orleans, they have finished all the paving. They are stock piling rock for some jobs that are to be coming up next year. They are about done for this year, and will be moving off the river soon, for the winter. The brothers working there have had a real good year even better than any of them expected.

By AL McNAMARA,
District Representative

By the time you read this Engineers News your District Representative in Area 30, Walter Talbot, will have retired as of December 31, 1976. We here in the Office wish him all the luck and happiness on his retirement. We will miss you, Walt. Good Fishing!

Walt joined the union in August, 1940 and was put on the Local 3 payroll in August, 1951 as a business agent for Stockton. In 1958 he became the district representative for the Stockton office and served continuously there until his retirement this December.

In 1963, he was appointed as an auditor for Local 3, a post he retained until his retirement.

Local 3 congratulates Walt Talbot for his 25 and a half years of servicing the members in the Stockton area.

This is the time of the year when writing the Engineers News is hard to do. The Contractors have finished their jobs or are shutting down for the winter.

Roy E. Ladd's job at the Camp Nine Powerhouse road and Bridge was shut down Dec. 7 for 120 days because the Army Corp. of Engineers' Environmental Impact report was not complete.

Melones Contractors at New Melones Dam have 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 Engineers were laid off but will be back in the Spring.

The Parrotts Ferry Road relocation and concrete box Girder Bridge job will be let January 18, 1977. This job will be over \$10 million.

The Rock Plants in the area have been working fairly steady the last two months building up their stock piles for the winter. One of these plants will supply the aggregate for I-5.

The mountain area in district 30 and 31 have been rather slow this year with nothing but small jobs. The biggest job is L. D. Folsom at Groveland.

District Representative Retires



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 as 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 seeing 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 jobsites. Each of you is in a unique situation, but the steward system itself, is a long standing tradition.

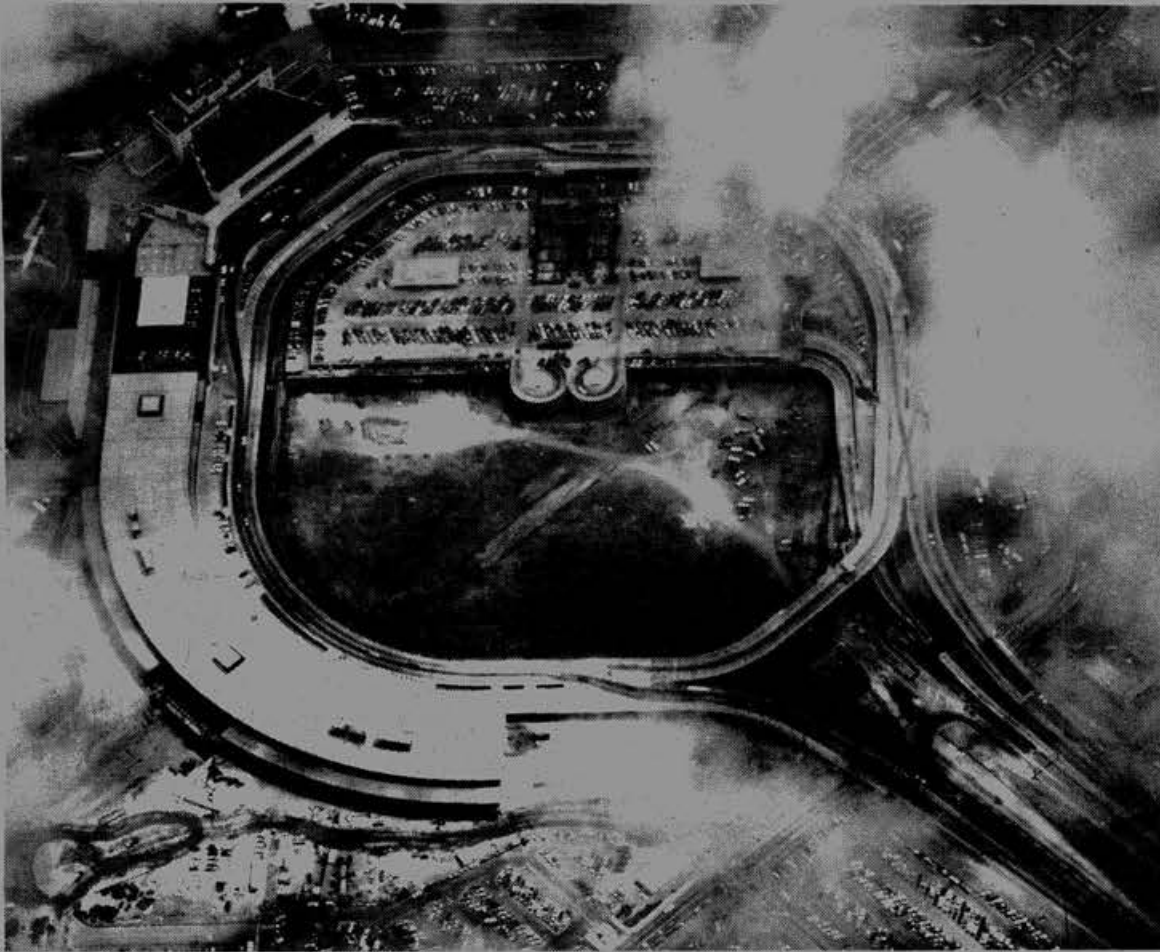
All in all, the last few years, 1976 included, have not been easy on organized labor. High unemployment always forces many people to work for less than the fair wages a union demands for its members. People standing in line for low paying jobs present an opportunity for some employers to push for open shops and further weaken our strength. In this respect, 1976 wasn't a good year, but it did prompt 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 Honorary Memberships for the following Retirees:

Name	Reg. No.	Initiated by	Local/District No.	
A. C. Blair	329102	11/41	3	11
William A. Conn	297570	2/41	3A	3
Raymond Dolce	309698	6/41	3A	6
Frank P. Gaynor	221571	1/35	59A	3
Turner Hayes	329132	11/41	3	8
Henry Johnson	307907	6/41	3	9
Maurice E. Jones	329142	11/41	3	2
Edmund E. McRae	329532	11/41	3A	6
Ralph Miller	310695	7/41	3	3
Reuben F. O'Neil	329172	11/41	3	1
Rex C. Richardson	329182	11/41	3	2
Edward P. Squarzino	230904	4/36	45	2



PICTURED ABOVE is an early phase aerial view of the \$50 million Ground Transportation Center now under construction at the San Francisco International Airport. The

open portion in the lower half of the circular roadway is the area under construction. The contract calls for a five-level addition to the existing parking garage.

S.F. Airport Big Job In San Mateo

By DICK BELL,
District Representative and
NATE DAVIDSON,
Business Representative

Work in San Mateo County continues to improve with a few more projects starting each week, few of which are very large projects it is true, but with enough small projects starting it should keep as many Engineers employed.

Home building in the county and San Francisco Airport are the main areas of employment for Operating Engineers at the present. Several sewer improvement projects around the county will provide additional employment once they are in full swing. The San Francisco Airport is quite busy. McKee's job which is just over 50 million is well underway. Peter Kiewit Co., is presently

driving piling and Chet Smith will be moving the dirt by this November. Homer J. Olsen's job at the Airport is proceeding on schedule. Stockton Steel is moving in at the present time, with 2 Engineers.

Galeb Paving was awarded a \$253,000 job at Coyote Point for a beach area development. This particular job is keeping 8 Engineers busy. AFB Engineers Contractors out of Martinez have started their job at the Sewer Treatment plant off of Detroit Dr., in San Mateo at the present they have 3 Engineers working, with an expected increase of 3 more by the beginning of November.

Gray & Lewis Inc., out of San Carlos was awarded a contract

in the amount of \$62,758 to re-surface streets in Daly City.

Barber Green Co., has just signed a memorandum to upgrade wages, fringes which should make the four Engineers working in their South San Francisco location very happy, also George Philpott Co. has signed their memo of agreement which employs 6 Engineers in their South San Francisco location. Most of the Rock Sand & Gravel plants are holding their own however, they are looking for some more work otherwise it is going to be a reduced work week coming this winter, hopefully the Airport job of McKee's will keep most of the Brothers busy in the Rock Sand & Gravel industry, since most of the \$50 million is concrete.

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 \$.60 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 fallacy of this was shown by Southern Pacific Railways offer to buy mini-buses for its commuters so S.P. could drop its passenger service south of South Francisco. S.P. claimed it was losing 9 million dollars a year providing the service.

If an efficient private organization such as S.P. can't make money or even break even on commuter service, an area in which it may be regarded as an expert, how can massive publicly owned rail transit systems ever be more than a parasite on the tax-payer?

East Contra Costa

The work picture in Eastern Contra Costa County is about the same as was reported in last month's report. As reported, Madonna Construction on Highway 4 in Concord got all the dirt moved and have cut the crew down to approximately 10 Operating Engineers. This will stay this way until other structures are built and traffic diverted so more dirt can be moved.

Guy F. Atkinson on Highway 4 next to Madonna Construction got the other section of the highway opened on schedule. It sure is a nice looking job Atkinson has done. All they have left is clean up and capping off the job. Atkinson should be move out of the area around the first of the year.

Jacobs Constructors doing the job at Lion Oil in Martinez should be completed by the end of December. This has been a good job for a few operators.

By the time this paper goes to print we will have had a pre-job

with Campbell Construction on a 1.7 million dollar job to be done in Walnut Creek.

We hope you all had all of ole Tom "Turkey" you could eat and had a nice time with your loved ones. I hope everyone has a prosperous new year.

We have our semi-annual meeting on January 8, 1977 in San Francisco. Ya all try and come, ya hear?

Southern Alameda County's work has been the same all year, slow but steady.

The only project of any size, I580, has been up and down all year. When there has been dirt to move 50-60 brothers have been out there on a two shift basis. Then the dirt hands scatter while the paving crew catches up.

The weather has been very good to S. J. Groves on this job and because of that they are well ahead of schedule.

Freeman-Sondgroth/Oliver De-Silva has also made great progress on their widening of Mission Blvd. in Fremont.

More From Sacramento

(Continued from Page 6)

ing, has all the work they can handle.

Novo-Rados is making good progress on their I-505 job in Madison. All the rock plants on the West side are running full crews. Continental Heller is making good progress on both the Capitol and County Building.

Brothers, if you are interested in having a meeting every three months on any questions you may have, drop me a card with your name, address, and telephone

number, and I will notify you when the meeting will be held and the location. Meetings will be held both in Grass Valley and Auburn areas. You can reach me at 8589 Elder Creek Road, Sacramento, Calif 95828, 383-8480 or 687-6494. The agent servicing this area is Bill Marshall.

When you see a "Union Store" sign you can be sure the store employees enjoy good wages, fringes and working conditions. DO Patronize Union stores.

Recording-Corresponding Secretary James R. Ivy, has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district or subdistrict meeting of 1977. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

DISTRICT AND SUB-DISTRICT MEETINGS

District No.	Meeting Location
4 EUREKA	Engineers Building, 2086 Broadway, Eureka, Tuesday, January 11, 1977, 8:00 p.m.
7 REDDING	Engineers Building, 100 Lake Blvd., Redding, Wednesday, January 12, 1977, 8:00 p.m.
6 OROVILLE	Prospectors Village, Oroville Dam Blvd., Oroville, Thursday, January 13, 1977, 8:00 p.m.
17 HONOLULU	Washington School, 1633 So. King Street, Honolulu, Wednesday, January 19, 1977, 7:00 p.m.
17 HILO	Kapiolani School, 966 Kilauea Avenue, Hilo, Thursday, January 20, 1977, 7:30 p.m.
1 SAN FRANCISCO	Engineers Building, 474 Valencia Street, San Francisco, Wednesday, January 26, 1977, 8:00 p.m.
3 STOCKTON	Engineers Building, 2626 No. Calif. Street, Stockton, Tuesday, February 8, 1977, 8:00 p.m.
2 OAKLAND	Labor Temple, 23rd & Valdez St., Oakland, Thursday, February 10, 1977, 8:00 p.m.
5 FRESNO	Engineers Building, 3121 E. Olive Street, Fresno, Tuesday, February 15, 1977, 8:00 p.m.
8 SACRAMENTO	C. E. L. & T. Building, 2525 Stockton Blvd., Sacramento, Tuesday, February 22, 1977, 8:00 p.m.
12 SALT LAKE CITY	Engineers Building, 1958 W. No. Temple, Salt Lake City, Friday, March 4, 1977, 8:00 p.m.
11 RENO	Musicians Hall, 124 West Taylor, Reno, Saturday, March 5, 1977, 8:00 p.m.
10 SANTA ROSA	Veterans Building, 1351 Maple Street, Santa Rosa, Thursday, March 10, 1977, 8:00 p.m.
9 SAN JOSE	Labor Temple, 2102 Almaden Road, San Jose, Thursday, March 17, 1977, 8:00 p.m.

ARTICLE X

GRIEVANCE COMMITTEES

Section 1

District and Sub-district Grievance Committee.

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district; one (1) District Representative or Sub-district Representative; and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No Members shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

More From The East Bay

(Continued from Page 13)

get projects off the ground.

Many of you brothers have seen fit to take time to attend meetings with the Agents and Officers in support of these projects. Because of your help we can visit with the brothers working on I-580, and soon Blackhawk Ranch. Both of these projects won approval after many, many rounds of meetings which were heavily attended by Local 3 members along with other Building Trades crafts.

It is now time for a call to arms on another project. This project, (very similar to Blackhawk Ranch) is being called Los Positas New Town.

Harlan Gelderman, a good friend of Local 3's is the developer and is looking for our help in getting this project the necessary approvals.

This project will create a planned new community of 15,000 dwelling units, 9,000 permanent jobs, and a population at full development of 40,000 to 45,000 people. Located just north of the City of Livermore, the project will occupy approximately 4,300 acres.

According to Gelderman's projections, the amount of work estimated for Operating Engineers alone will total 800,000 man hours.

With the possibility of this much work spread over the next 15-18

years we should be able to turn out bunches of people at any and all meetings pertaining to Los Positas New Town.

Another project of great importance, (and directly related to New Town) is the proposed sewer line from the Valley over the hill to Super Sewer. This line as it's planned now will allow for no new growth of any kind in the Liver-Amador Valley. With people who are staunch "no growers" in control of that valley, we have a flat out war on our hands to keep 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 ourselves and our children.

Brothers, we cannot let our guard down for one single minute, in fact we need to make even more noise and step up the fight.

Let's make our New Year's resolution to force the Sierra Club to take a hike! !

Rock, Sand & Gravel

All the rock producers are still moving along at a slow but steady pace, with the concrete aggregate producers in a dead heat with the asphalt materials companies. It looks like the summer has again extended into another dry winter. What about the rain? Some of our Operator-Ranchers say we need rain for pasture and

hay production.

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 downs 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 to rebuild.

They've recalled some of their laid off hands and put the shop on six tens.

Williams and Lane in both the Berkeley and San Leandro locations remains busy.

The R. H. Gorman Company's shop in Hayward had everything in it from a mini-Cooper to a 35 yard dump truck and a few tractors in between the other day.

We would like to take this opportunity to wish you and yours a safe, happy and prosperous new year.

LETTERS OF THANKS

Dear Sirs:

I wish to express my heartfelt gratitude to the Operating Engineers Local 3 of which my father was a member for many years before his death.

I also want to thank you for the beautiful Bible you gave me. I will cherish it always in his memory. I also thank you for all the kind words and deeds extended to me in the loss of my beloved father.

Sincerely
La Rae Turner-Prado
San Jose, Calif.

Dear Sirs:

Your gift of the beautiful white Bible in memory of my dear, wonderful husband and your fraternal brother will always be treasured in our family. It is so very comforting to know that even under all the pressures of business today, the officers and members of Local 3 take time to reach out and show that they care. Thank you.

Gratefully yours,
Mary L. Engelhardt
Mrs. Ray H. Engelhardt

Dear Officers:

My family and I wish to express our thanks for your condolences, and the check from the burial expense program of Local 3. I especially wish to thank you for the beautiful Bible—how comforting it can be at a time like this.

Sincerely,
Dorothy E. Readhead
Mountain View, California

Dear Union Members of Local 3:

With the passing of my beloved husband, Hazard M. McDougall, we wish to thank you all for your kindness and services offered towards one of your brother members, and the family he left back in this world. We also thank you for the monetary assistance and benefits to help the family in need. Again I thank you all.

Aloha Nui Loa,
Mrs. Eunice K. McDougall
Waimanalo, Hawaii

More From San Jose

(Continued from Page 9)

attending. Ed Mayhew, Salinas Shop Steward, will attend that meeting in Fresno, along with Jack Bullard and Claude Odom, Fresno Dist. Rep.

All the Agricultural Drilling agreements expire December 31st, 1976. These Employers are in Monterey and Santa Cruz Counties. Salinas Valley Pump & Drilling, and Roy Alsop & Son, are in Jack Bullard's area. Dougherty Pump, Maggiora Brothers and Chapin Clark are Harvey Pabel's area. Mike Kraynick is involved in these negotiations.

COLA Rescheduled

To all Kaiser Natividad, Moss Landing, and Permanente Engineers the second arbitration regarding Cost of Living Allowance (COLA) is rescheduled for Thursday, December 16th, 1976. It's hard to believe, but this is being held to settle the problem which arose in our previous 1974-1976 contract. You'll recall that the previous arbitrator held the arbitration and then died of a heart attack before rendering a decision. I understand that Kaiser's attorney refused to submit the transcript of the first arbitration to a second arbitrator, necessitating this long delay and re-hearing of the case. Granite Construction continues construction of the dikes for the settling pond at the Moss Landing Site. Oliver Da Silva continues the processing of dolomite at the Natividad Plant. That material is used for roadbed on the Castroville-Salinas highway project being built by Eilert & Smith. 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. Members working at the Natividad

(Continued on Page 10, Col. 4)

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:

Amaral, Manuel (June, Wife)	11-11-76
300 Ston Pt. No. 135, Santa Rosa, Calif.	
Arthurs, Emmet (Laura, Wife)	11-10-76
2350 "D" Street, Baker, Oregon	
Auldridge, David (Trilma, Wife)	11-22-76
36 Cod St., Eureka, Calif.	
Bland, Tom (Florence, Wife)	10-14-76
2700 Easton Drive, Burlingame, Calif.	
Briggs, James (Gladys, Wife)	11- 9-76
372 "K" St., Patterson, Calif.	
Brown, Lester (Evelyn, Wife)	10-29-76
10530 Walker Dr., Grass Valley, Calif.	
Church, Aaron (Belle, Wife)	10- 8-76
101 Humboldt Ave., Chowchilla, Calif.	
Coelho, Adam (Alta, Wife)	10-27-76
3517 Likini St., Honolulu, Hawaii	
Cowen, Lloyd (Sylvia, Wife)	10-17-76
145 Grove St. No. 10, Reno, Nevada	
Craig, Arthur (Martha, Wife)	10-15-76
442 Bird St., Yuba City, Calif.	
Crayne, Donald (Louise, Wife)	10-30-76
8345 Brand Lane, Penngrove, Calif.	
Culbertson, Thayne (Nada, Wife)	10-24-76
841 6th St., Lincoln, Calif.	
Dehlborn, K. E. (Eileen, Wife)	11-25-76
855 Barron Ave. C10, Redwood City, Calif.	
Dejane, Eugene (Alice, Wife)	10-10-76
1425 Williams No. 11, Stockton, Calif.	
Dial, Wm. Earl (Lillian, Wife)	11- 9-76
Sand & Surf Hwy. 1, Oceano, Calif.	
Duncan, C. F. (Lulu, Wife)	10-20-76
P.O. Box 377, Modesto, Calif.	
Enos, Joseph L.	10-20-76
1516 Staci Ln., Modesto, Calif.	
Freitag, H. L. (Mildred, Wife)	11-28-76
1013 Damon Court, Santa Rosa, Calif.	
Gillaspey, Frank (Gladys, Wife)	10-13-76
Carmel By the Sea, Bodega Bay, Calif.	
Grant, Wallace (Joann E., Wife)	10-27-76
18751 Melvin Ave., Sonoma, Calif.	
Halverstadt, Joe H. (Ida, Wife)	10-20-76
617 Walsh St. No. 7, Grass Valley, Calif.	
Hart, Ollie C. (John, Husband)	11-19-76
1415 Haynes Ave., Yuba City, Calif.	
Hufford, Elmer (Thelma, Wife)	10-18-76
P.O. Box 101, Orick, Calif.	
Kalalau, Mack K. (Mildred, Wife)	11- 1-76
P.O. Box 887, Wailuku, Hawaii	
Kelly, M. V. (Janet, Wife)	11- 5-76
48 Alexander Ave., San Rafael, Calif.	
Klingman, John G. (Hazel Angerer)	10-15-76
P.O. Box 83, Foresthill, Calif.	

Obituaries

Metcalfe, Chas. E. (Alice, Wife)	11- 6-76
P.O. Box 518, Rio Vista, Calif.	
Nissen, Edmund (Alicia, Wife)	11-17-76
334 Monticello Ave., San Jose, Calif.	
Ogawa, Daniel (Janet, Wife)	11-16-76
P.O. Box 282, Kaneohe, Hawaii	
Pali, Leland (Leland, Son)	10- 4-76
RR 1 Box 164, Captain Cook, Hawaii	
Pierce, Wm. A.	11- 7-76
P.O. Box 400, Windsor, Calif.	
Prado, Simon (Alice, Wife)	11- 7-76
P.O. Box 61 St. A, Auburn, Calif.	
Price, Virgil (Dorothy, Wife)	10-28-76
No. 20 Seven Palms, Cloverdale, Calif.	
Priest, Roscoe (Juanita, Wife)	10- 8-76
1655 Ord Grove Ave., Seaside, Calif.	
Ray, Robert B. (Cecil, Wife)	10-15-76
1425 Woodside Dr., Modesto, Calif.	
Remington, Ernest L. (Anna, Wife)	10-11-76
608 Exchange St., Sacramento, Calif.	
Simpson, Gilbert (Josephine, Wife)	10-20-76
215 N. 3rd St., Patterson, Calif.	
Thomas, R. M. Sr. (Jane Myrberg, Daughter)	10- 3-76
3874 W. 3280 So., Granger, Utah	
Turner, Leonard (La Rae Linn Prado, Daughter)	10-14-76
3401 Bayshore F, Redwood City, Calif.	
Upton, Earl B. (Leona, Wife)	11- 7-76
P.O. Box 186, Laton, Calif.	
Wanner, Pius (Albertina, Wife)	11-22-76
1992 Rio Linda, Elverta, Calif.	
Williams, Vivian (John R. Williams, Son; Elaine Hawk, Dtr.)	10-19-76
8831 Oroville, Marysville, Calif.	
Wilson, Benjamin (Edith, Wife)	10-16-76
1649 Honeysuckle, Modesto, Calif.	
Wiswell, Robert (Birdie Sue, Wife)	10-12-76
1050 Lackawanna Ct., Sunnyvale, Calif.	
Womack, Owen (Rosine, Wife)	10-10-76
P.O. Box 1566, Battle Mtn., Nevada	
Wycoff, Edward (Eunice Sweeting, Sister)	11-17-76
P.O. Box 1101, Oroville, Calif.	

DECEASED DEPENDENTS

Amaral, Gloria Katherine—Deceased October 21, 1976	
Wife of Fred L. Amaral	
Bean, Bertha M.—Deceased November 6, 1976	
Wife of Ralph Bean	
Craighead, Ruth—Deceased September 28, 1976	
Wife of William C. Craighead	
McDermott, Elsie—Deceased October 25, 1976	
Wife of James McDermott	
Oliver, Dorothy Virginia—Deceased October 21, 1976	
Wife of Ray Oliver	
Promes, Hilda A.—Deceased September 30, 1976	
Wife of Louis Promes	
Puckett, Lorraine M.—Deceased October 1976	
Wife of William Puckett	

Personal Notes

MARYSVILLE

Our deepest sympathies to the family and friends of Ann Popovich, deceased, wife of retiree Otto Popovich. She passed away on October 1, 1976.

SACRAMENTO

We would like to extend our deepest sympathies to the families and friends of deceased Brothers Pius Wanner and Simon Prado.

We extend our sympathies to the family and friends of deceased Brother Don Colson. Brother Colson was working for Novo-Rados on their I-505 job.

SAN JOSE

We would like to express our deepest sympathy to the families of the following deceased members: Cramer C. Washabaugh, Edmund E. Nissen and Dee B. Nevils.

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 sympathies are extended to the family and friends of departed Brother Cleve Wichman.

Brother Isaac Tabor who was employed on Melones Dam has been sent to Venezuela to work on the Guy F. Atkinson job there. Brothers Fremont Douglass, William Phillips, Jr., Pat Azevdp, Fred Herbert and George Lundborg, have either been hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all. All our deepest sympathies are extended to the families and friends of departed Brothers Leslie Allen and Eugene DeJane.

SANTA ROSA

We received a note from the widow of our deceased Brother "Vince" Kelly: "Thank you very much for the lovely Bible and cedar container. It was very thoughtful of you and our whole family admires it, and will use it in memory of Vince." Signed, Janet Kelly.

Congratulations to Brother Ed. Dorsett and his wife Betty on becoming the proud grandparents of a baby girl born on October 29th, "Christy Jean."

REDDING

Best wishes for a speedy recovery to Gerry McDonald and Jim Cross. Both of these Brothers had open heart surgery and are recovering nicely. Good luck boys.

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

Larry Agnew—Is home from the hospital recovering nicely—just can't keep a good man down.

Whitey Miller—Is at Mercy Hospital expecting to have surgery this week. Hurry and get out of there Whitey.

Lewis Everett—Is 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's just hard to lick these old boys.

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

NOTICE

Our Blood Bank is getting very, 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 give a unit of blood. Giving of yourself will be greatly appreciated.

EUREKA

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

Work In Vallejo Area Slowing Down

By HUGH BODAM,

Assistant District Representative

Work in the Vallejo area is slowing down at the present time, with many of the jobs nearing completion. Teichert Construction and Roberts Brothers Construction have provided several of our members with steady work, however, they too are in the final stages of completion. Dredging also reached a peak during the past month in this area, however, several of the jobs were shut down or of a short duration nature, and others are now nearing completion.

As this is being written another meeting is scheduled for a hearing on the Dow Chemical Project plant, \$500 million project, that would be constructed in the Colinsville area. As stated in my last article, we are looking for a strong turnout of all Union members, to represent the working

class. The project is now at a standstill, due to Dow being denied permits by the Bay Area Pollution Control District. More on this project and the results of the meeting of July 19th will be presented in my next article.

I would like to take this opportunity to express my thanks to Brother Jack Jarrell for the excellent job he did while acting as Steward on the Water Treatment Plant project for Swinerton & Walberg in Fairfield during the past eighteen months. Brother Jarrell represented his Brother Engineers in an exceptionally commendable manner at all times.

In addition to the plea in our Personal Notes in the previous issue, I would like to reemphasize how desperately we are still in need of donations for our Blood Bank. In line with this, one of our Brother members recently under-

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 16' FIBERGLAS BOAT. 40 hrs pwr Merc motor. Almost new. And trailer. All very gd. R. Woody, 460 N. Jefferson St., Dixon, CA 95620. Ph. 916/678-3268. Reg. No. 0347177. 11-1.

FOR SALE: BLADE 90E, International Loader, Back Hoe, Dump Truck, 1800 gal. Water Truck, Equipment Trailer, Compressor, Tandem Roller, D-Pull, Ditchwitch, W. E. Miller, 25 Edna Pl., San Jose, CA 95127. Ph. 408/258-5708. Reg. No. 0418432. 11-1.

WANTED: OPERATORS MANUAL. PARTS BOOK, sales literature or anything pertaining to an Erie 3/4 yd. Steam Shovel. J. Walsh, P.O.B. 8746, Stockton, CA 95208. Reg. No. 0623752. 11-1.

FOR SALE: BEAUTY SHOP EQUIP.—4 Dryers, 1 shampoo chair, 3 hydraulic chairs, 4 station center piece, 1 roller tray. C. Criss, 623 Almond St., Corning, CA 96021. Ph. 916/824-5208. Reg. No. 0798176. 11-1.

FOR SALE: 3/4 DRIVE SOCKET SET (11 sockets) in metal case, new cond. \$40 firm. Also Chain sum-a-long 2 in w/ reversing clutch. Exc. cond. \$20.00. L. Reeve, 302 E. 39, San Mateo, CA 94403. Ph. 415/345-0868. Reg. No. 1051351. 11-1.

FOR SALE: EXCAVATING, SEPTIC TANK & SEWER SERVICE BUSINESS, equip. incl. Established 16 yrs. Complete financing avail. w/ 2-3 yrs. deferred payment w/ gd. credit. \$60,000 firm. L. DeSignori, 4201 Crows Landing Rd., Modesto, CA 95351. Ph. 209/537-6719. Reg. No. 1159453. 11-1.

FOR SALE: PROTO TOOLS, top chest & bottom rollaway. Over \$4000 worth new. Complete 1/2" drive, 3/8" & 1/4". Pullers & spec. tools for serv. stat. bus. Tune up manuals & air cond. bk. & tools. \$1000. J. Reece, 3481 Astoria St., Sacto, CA 95838. Ph. 916/929-6209. Reg. No. 1203471. 11-1.

WANTED: D6 BRC SERIES CAT. w/ gd. under carriage & Hydraulic angle dozer, w/ or w/out Ateko Ripper. L. Dix, 1351 South 3rd East, Salt Lake City, Utah 84115. Ph. 801/487-1923. Reg. No. 0284352. 12-1.

FOR SALE: 2 BDRM HOUSE on 1 acre, fenced for horses. W/ small barn. All electric. In Redwd Val. For \$34,800. O. E. Mitchell, 2395 Rd. K, Redwood Valley, CA 95470. Ph. 707/465-7636. Reg. No. 045312. 12-1.

WANTED: BEER TRAYS, old beer openers, old bottle caps. H. Horn, 2565 La Cumbra Cir., Rancho Cordova, CA 95670. Reg. No. 0738743. 12-1.

FOR SALE: LOT 80' x 140' free & clear, nr. Middletown, CA & Hwy 29. Gentle slope, paved cul-de-sac st., some util. Cash. terms or trade at county assessed value of \$5000. G. Maple 917 Barstow, Sunnyvale, CA 94086. Ph. 408/732-7227. Reg. No. 0738760. 12-1.

FOR SALE: 1970, 8 x 35 TRAVELEZE, w/ tipout, exc. cond. Includes: furn., all hookups, Eazy-lift hitch roll-up awning, air-cond., wall-to-wall carp. \$4800. F. Kennedy 540 Morrison Ave., Sacto, CA 95838. Ph. 916/922-7443. Reg. No. 0780319. 12-1.

FOR SALE: APPROX. 1/2 ACRE CORNER LOT in Redding. Wooded area, paved sts., sewer, gas, elec. & water. Can be divided into 2 parcels. Capdd well also. 2 other smaller bldg. sites available in Redding area. J. Paulazzo, 275 41st St. Apt. No. 115, Oakland, CA 94611. Ph. 415/658-6539 or 415/658-3048 after 5:00 p.m. Reg. No. 0865537. 12-1.

WANTED: TANDEM OR TRI-AXLE TILT BED TRAILER. 9-10 ton capa-

city w/ air brakes. P. Kelly, POB 185, Middletown, CA 95461. Ph. 707/987-3757. Reg. No. 0879589. 12-1.

FOR SALE: 30' SLOOP sail boat built in Hong Kong by Naval architect sta. in Japan. Has diesel inB. Head, sink w. pump. Roller reefing just spent \$344 drydocking in Sausalito to paint & clean bottom. Needs TLC (built of Teak & Phil Mah.) Sell or trade \$6500. K Mahoney, 455 41st Ave., San Francisco, CA. Ph. 415/386-6313. Reg. No. 0883769. 12-1.

FOR SALE: COLLECTORS' BOTTLES: Gunfighters, Jim Beam, etc. Incl. complete set Cyrus Noble Mine bottles. W. Wilson, POB 3215, Eureka, CA 95501. Ph. 707/443-6167. Reg. No. 101211. 12-1.

FOR SALE: COLE BROS. 8 yd. Dump box, 10' John Deere Disc. W. Maddox, 17359 S. Mercy Spgs Rd., Los Banos, CA 93635. Ph. 209/826-0684. Reg. No. 1043556. 12-1.

FOR SALE: 4 STOOLS plus bar w/ custom AM FM Multiplex Stereo Receiver, w/ turntable. Must see to appreciate! RCA new Vista Color TV, 25" picture, model 1972. Buy w/ new warranty on set. Pontiac 1972 Grand Prix Model J, 38,000 miles on engine & trans. Frontend wrecked. Must sell whole or parts complete. J. Astorga, 911 Silver Ave., San Francisco, CA. Ph. 415/239-6848. Reg. No. 1051250. 12-1.

WANTED: OLD & ANTIQUE WINCHESTER RIFLES, muskets & Carabines. Top cash paid. P. Reis, 41-863 Laumilo St., Waimanalo, Hawaii. Ph. 808/259-9141. Reg. No. 1115440. 12-1.

FOR SALE: ROCK QUARRY, 11+ acres, crusher, shaker, conveyors, U-2-8, Michigan 125A, 4 yd. dump truck, 1 man operation. Georgetown area. \$55,000. \$10,000 down. 8% balance. G. McDowell, POB 21105, Concord CA 94521. Ph. 415/685-0959. Reg. No. 1136309. 12-1.

FOR SALE: 24 x 60 MOBILE HOME, A.C., fireplace, 3 bdrm, 2 bath, Adult park. End space. 20' motorhome Pace Arrow. Vernon Clow 191 Paddock Manor, Escalon, CA 95320. Ph. 209/838-3681. Reg. No. 1142922. 12-1.

WANTED: US & FOREIGN COINS. World Paper Currency. G. Lambert, POB 21427, San Jose, CA 95151. Ph. 408/226-0729. Reg. No. 1225584. 12-1.

FOR SALE: ALLIS CHALMERS HD7G track loader, 80% undercarriage. \$6500. Cook-Rio 2800 gal. water truck (no pump), gd. eng., \$1800. Clark 6000 lb. fork lift, solid tires, 15' lift, \$1200. C. Gebhart, POB 395, Santa Cruz, CA 95061. Ph. 95061. Ph. 408/438-4488. Reg. No. 1229814. 12-1.

WANTED: 20 TON TILT BED TRAILER w/ 10:00 x 15 tires. C. Gebhart, POB 395, Santa Cruz, CA 95061. Ph. 408/438-4488. Reg. No. 1229814. 12-1.

WANTED: DANUESSER HYDRAULIC DRILLING HEAD for mounting on backhoe. M. King, 101 H. St., San Rafael, CA 94901. Ph. 415/456-5020. Reg. No. 1494188. 12-1.

FOR SALE: LOT AT CLEAR LAKE PARK, Lot 12 - Subdivision 6 - Block 6. Between Bush & Oak on 6th St. A. Gabriel, 1730 Almond Ave., Merced, CA 95340. Reg. No. 0714912. 1-1.

FOR SALE: VACATION CABIN CAYU-COS, CA. 1 bdrm, detached garage, 1/2 blk from beach. 60 5th St. \$19,750. Owner will finance. A. Cummings, 4833 E. Princeton, Fresno, CA 93703. Ph. 209/251-7440. Reg. No. 0817449. 1-1.

WANTED: DIESEL 10 YD DUMP TRUCK & CAT GRADER. J. Avella, 18 Thornton Ct., Novato, CA 94947. Ph. 415/897-2527. Reg. No. 0964940. 1-1.

FOR SALE: 2 ADJOINING 5 ACRE PARCELS close in. Christmas Valley, Oregon. \$1,995 each or both for \$3,595. R. Mollo, 1265 St. Francis Rd., Santa Rosa, CA 95405. Ph. 707/539-5511 or 707/528-3829. Reg. No. 1148471. 1-1.

FOR SALE: 1970 INTERNATIONAL TRAVELALL P.S., P.B., A.C. No 4 wheel drive. Lo rear axle for hvy tow. Exc. cond. \$1950. W. Patch, 124 Dartmouth Place, Benicia, CA 94510. Ph. 707/745-2776. Reg. No. 1178403. 1-1.

FOR SALE: 1970 JD 500A BACKHOE w/ extend hoe. Exc. cond. 1970 JD Trailer, 1966 International 10 wheel Dump Truck w/ new eng. & tires. Make offer: will carry partial loan. W. Hagan, 920 Jamaica St., Foster City, CA 94404. Ph. 415/345-7371. Reg. No. 1196346. 1-1.

FOR SALE: 1971 20' CHAMPION MOTORHOME. Very clean. G. Jennings, 1101 Vallerand Rd., Tracy, CA 95376. Ph. 209/835-8861. Reg. No. 1315731. 1-1.

FOR SALE: 671 GMC DIESEL ENGINE, perfect shape, recently rebuilt. Also the starter, generator, geardrive & air compressor - \$1700. 6 storage batteries, 1 1/2 volts apiece filled with acid. Like new, \$50 each. J. Schuchman, c/o Bluff Creek Resort, Hoopa, CA 95546. Reg. No. 1355414. 1-1.

FOR SALE: 1969 FORD 4500 TRACTOR-LOADER-SCRAPER, gas. spec. equip., 4 in 1 bucket reinforced scraper \$7,000. 15' late style backhoe & 4 buckets \$2,500. B. Ginochio, POB 97, Soquel, CA 95073. Ph. 408/475-3014 or 408/426-5907. Reg. No. 1451566. 1-1.

FOR SALE: 34 LINCOLN 2 DR CAPRI. Original including papers & booklets. Best offer. W. Haworth Sr., POB 387, Salinas, CA 93901. Ph. 408/449-0984. Reg. No. 1659220. 1-1.

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 sidelines.

● 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.

Report From Fresno Office

(Continued from Page 9)

The Carl J. Limata Company was low bidder at \$690,652 for improvement work in Improvement District No. 63 for the City of Fresno. Work will begin immediately and should last for six

months.

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

Gentz Construction was lowest of seven bidders on the Highway City water system at \$827,200. The job consists of approximately 25,000 feet of six inch, eight inch, and ten inch water mains. Work should start in about thirty days.

Five Merced County Communities, Winton, Stevenson, Dos Palos, Celeste and Midway will receive a total of \$334,000 in Federal funds for drainage, sewer and filtration project under the Community Development Act. The five projects had received top priority on a list of proposed jobs submitted to the Department of Housing and Urban Development. The County originally requested \$1.2 million dollars for 1976-77. The projects receiving funds include: Winton \$64,000 for construction of pipeline drainage ditches and pumps to relieve flooding in areas near Santa and Winton Way. Stevenson \$30,000 to install pipeline and drainage ditches to relieve flooding by draining water off to a canal. Dos Palos \$31,500 to install a new filtration system in the City's

water plant. The system uses water from canals and testing had indicated a high amount of bacteria. Midway \$182,000 located near Dos Palos will be used for the 12 1/2 per cent matching funds the local Community has to provide for a \$970,000 project to install a sewer system, hookup dwellings to the system and provide some new plumbing fixtures. The remainder of the funds will come from Environmental Protection Agency and a state clean water grant.

Get Yours!

Members and their families planning a trip to Disneyland or Disney World may want to join the Magic Kingdom Club first. A free membership card in the Club will take the edge off the costs of such a trip, by getting good discounts on tickets, and motel and auto rental savings. Write to Ken Erwin, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, Ca. 94103, or call him at 415/431-1568 to obtain a membership card in Local 3's chapter of the Club, or for more information.

1977 SCHEDULE OF SEMI-ANNUAL MEETINGS

Location: Masonic Auditorium, 1111 California St., San Francisco, Ca.
 Dates: Saturday, Jan. 8th (1:00 p.m.); Saturday, July 9th (1:00 p.m.)

DISTRICT AND SUB-DISTRICT MEETINGS

JANUARY

11 Eureka, Tues., 8:00 p.m.
 12 Redding, Wed., 8:00 p.m.
 13 Oroville, Thurs., 8:00 p.m.
 19 Honolulu, Wed., 7:00 p.m.
 20 Hilo, Thurs., 7:30 p.m.
 26 San Francisco, Wed., 8:00 p.m.

FEBRUARY

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

APRIL

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

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.
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☐ 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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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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Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103
 Incomplete forms will not be processed.



In 1976

Local 3 Racks Up Achievements

(Continued from Page 1)
 the staff and members of Local 3 worked hard to get major construction projects under way.

January started dismally when the three-year battle to approve the San Bruno Mountain development project ended in defeat. The long awaited Dumbarton Bridge went up and down throughout the 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 looks bright for the ultimate start 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, Sacramento, 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 million to \$1 billion.

Other accomplishments attained by Local 3 were the receiving of the Harry Read Memorial safety award from the National Safety Council in November, and the appointment of Dale Marr to represent AFL-CIO President George Meany in the International Labor

Conference in Geneva last June.

The most recent and far reaching battle that Local 3 has played a major part in is the proposed California Transportation Plan that was finally canned by Brown in December (see article, page 1).

With the coming of 1977, the members of Local 3 can expect increasing encouragement from the union to "get involved" in the public process—letting the state and local governments know that the laboring element in this democratic society has not lost its voice. It was proven many times this year and will hopefully be proven again in 1977 that the in-

volvement of the rank and file makes the difference between success and failure to protect jobs.

Public participation will be needed in the battles that are not over—Dumbarton Bridge, right to work, state apprenticeship, state transportation and a host of local projects that need the support of labor to get under way.

The U.S. Department of Labor's aims include promoting and developing the welfare of wage earners and improving their opportunities for safe and profitable employment.

Members Congratulated For Help On Sewer Bond

Editor's Note: The Engineers News received the following letter from Rowland Oaks of the Associated General Contractors of America, Nevada Division, thanking Local 3 for its participation in the campaign to pass a sewer construction bond on the November ballot in Reno. 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 Hernandez, Ben Tye, Howard Lu-

zier and girlfriend, Frank Sullivan, Paul McCarty, Ed Jones, Dale Beach, Lenney Fagg, Terry Fagg, Paul Wise, Dan Wise, Dave Young, Jinny Young, Craig Canepa, Bob Baldwin, Mel Ross, C. M. Pipkin and son, Alex Radke and son, Sandy Postel, Florence Armstrong, Mike Aquino, Doc Sizemore, Ed Biggrig, Gerald Gess, Bill McMasters, Keith Grassini, Randy Sandberg, Larry Lewellwn, Fred Depaoli, Patty Schaefer and Gary Murray.

More From Redding

(Continued from Page 10)

Shasta Lake is at the present 135 feet from the top with a seasonal all time low of 159 feet in September. The Sacramento River is very low due to a 3,000 C.F. release from Shasta Dam.

There are many small jobs around the Redding area that are finishing up. Eastco Construction has completed their Bowman Road project and have moved most of their hands to the Fresno area for a winter project.

Hughes and Ladd has hardly any work in the north end of the state.

J. F. Shea Construction Division has only one small crew working along with their Rock, Sand employees.

W. Jaxon Baker has several jobs in the area that are starting or in the process of selling. Jack has four separate entities at this time and all are doing well. They are Shasta Transit Mix, Cal-Ore Construction, Aggregate Products and W. Jaxon Baker.

North Valley Construction has had a hard time getting started this year with their projects. But after a fashion they have hit a few jobs at the end of the work season.

B. C. Foster has been quite busy this season with many small projects around the Redding area.

Hansel-Phelps has all but completed their bridge job at the town of Tehama. At this writing—they are pouring the rails and all the false work is being loaded and shipped out.

John M. Frank is finishing up his sub-division off Placer Road. John has had three engineers working all summer off and on this project. Wren and Brothers were unable to continue work on Placer Road they would work on the Dunsmuir job.



35 YEARS
OF SERVICE
TO NEVADA

NEVADA CHAPTER
NORTHERN NEVADA DIVISION

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

P.O. Box 7315 • Reno, Nevada 89502 • 702-329-6116

November 17, 1976

Mr. Dale Marr
 Business Manager
 Operating Engineers Local No. 3
 474 Valencia Street
 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 expansion to our local sewage treatment plant. Without the approval of these bonds, future construction in the Reno-Sparks area would have virtually ceased, and the adverse effect would have been felt throughout our community.

The major reason that this bond issue passed on the November ballot after its defeat in the May general elections was the enthusiastic support of members 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, who together with their family members and friends, helped the Committee for Clean Water distribute information on the bond issues to Reno voters on Saturday morning, October 23.

It is certainly a tribute to our industry to have such dedicated citizens work so diligently to help pass this bond issue. Their efforts will mean thousands of jobs to local building tradesmen in coming years.

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

Very truly yours,
 Rowland Oaks

Secretary Manager

NEVADA PROGRESSES THROUGH CONSTRUCTION Construct by Contract

PENSION MEETING 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
1/10/77	7 p.m. Engineers Hall, 3121 E. Olive, Fresno
1/11/77	7 p.m. Convention Center, Visalia
1/18/77	7 p.m. Lacey's Cafe, Fifth and Elm, Coalinga