

Carter, Mondale Get Local 3 Support

ENGINEERS NEWS

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DEMOCRATIC CANDIDATE for President, Jimmy Carter, was introduced to Local 3 Business Manager Dale Marr at a recent breakfast with California labor leaders in

San Francisco. Shown with them are John Henning, Executive Officer of the California Labor Federation, AFL-CIO, and Tom Kenny of the Sacramento Labor Council.

Over Six-Year Plan

Fresno, Hwy. Commission Blast CalTrans

By JAMES EARP

A massive tug-of-war is unleashing across the state over the six-year highway plan initiated by the California Department of Transportation last July.

The confrontation over the new program, which preaches frugality and an emphasis on maintenance and mass transit programs, surfaced recently in a Pasadena public hearing, when the California Highway Commission demonstrated its disapproval of the current \$5.6 billion plan by reappropriating and adding a total of \$571 million towards the completion of the State freeway system.

Meanwhile in Fresno, a battle that has raged for six months over three sections of uncompleted freeway in the downtown area, finally came to a climax when the City of Fresno secured a temporary restraining order from Superior Court Judge Blaine Pettitt. The purpose of the injunction was to block all new state freeway construction until the State

would recommit itself to completing the projects, which were signed under contract over a decade ago.

These actions indicate a widespread disenchantment with the current program among government, labor and citizen's groups throughout the state, who, though they have not established any firm alliances with one another, are criticizing the present plan because they feel it will not meet the transportation needs of California over the next six years.

In the case of the Fresno suit, the issues revolves around three sections of unfinished freeway—Hwys. 41, 168 and 180—running through the center of the city. Fresno officials say the city received contractual commitment from the state nearly 20 years ago that the three stretches of highway totaling eight miles, would be completed.

But under the new CalTrans six-year plan, it was made clear to Fresno that these sections of freeway would not be completed—at least not in the near future.

Fresno responded by securing the restraining order banning construction of all projects in the state that had received approval after the Fresno projects, which began initial construction two years ago, but were never finished.

If the Fresno ruling had been allowed to stand, 48 projects involving \$160 million could have been held up. However, the state managed to get a change of venue allowing the file to be transferred to Sacramento, where Sacramento Superior Court Judge Charles Johnson reversed the temporary injunction.

Johnson told City of Fresno officials that they should take their case to the State Highway Commission, the legislature or Governor Brown. Fresno Assistant City Atty. Wayne Witchez indicated he would wait until after the Highway Commission meets in Sacramento the fourth week in

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OFFICIAL NOTICE

Recording-Corresponding Secretary James "Red" Ivy has announced that because of the large number of members paying union dues by the year in advance, the mailing of year cards will be delayed. Ivy said "because this is a very slow process that must be done manually, and the large number of members who have paid their dues one year in advance, the mailing of the cards will take a little longer this year."

Early Start Of Organized Labor Will Show On Nov. 2 Election

By JOHN McMAHON

Eight years ago, when Richard Nixon was elected to the White House, it was said by those who are supposed to know, that the reason Nixon won was the late start of organized labor's campaign to help Hubert Humphrey.

Well, AFL-CIO President George Meany didn't want that to be said again. On July 19, 1976, just four days after the end of the Democratic Party Convention in New York City, Meany called for the endorsement of Jimmy Carter and Walter Mondale by the AFL-CIO Executive Council. The endorsement of the Carter/Mondale ticket was unanimous.

After the endorsement Meany told a press conference that "We are here today because we've had enough. We've had enough of government policies that increase unemployment, feed inflation, cause recessions and create misery and hardship.

"We've had enough of government by veto, by stalemate, by inaction, by deceit and by pardon—a government that just drifts along, with no leadership, no firm policy, foreign or domestic.

"American deserves better. And we are here to do our level best to see that America gets better. We are here to help elect Governor Carter and Senator Mondale. They are determined to get America back to work. They can and will lead this country with firm resolve, vision, compassion. America needs them and we are going to help them in every way we can."

Meany also said that "We'll give him (Carter) all the support we can legitimately and legally give him through our COPE organization, through our central bodies, through our state federation, through our national unions, through our COPE area committees—the entire bit. And the reason I say it will be all-out support is the fact that I cannot find anyone, at any level, in the official

family of the American labor movement that is going to be for Gerald Ford."

Following the Executive Council's action, the AFL-CIO General Board was called to Washington, D.C. "to prepare for the campaign and mobilize labor's full support for Carter and Mondale."

The AFL-CIO decision to endorse Carter was attributed to the damage done to America by the Nixon-Ford Administration and the fact that Carter, as Meany put it, is a candidate "whose overall purpose is our purpose—to put America back to work."

Carter's campaign is listing as its number one priority, policies that will guarantee full employment. He has said time after time that "While some people says it costs too much to put our people back to work, I think it costs too much not to put our people back to work."

Appearing before audiences across the country, Carter has blasted away at the drifting policies of the Nixon-Ford Administrations.

- In 1975 unemployment rose to the highest level in over 30 years.

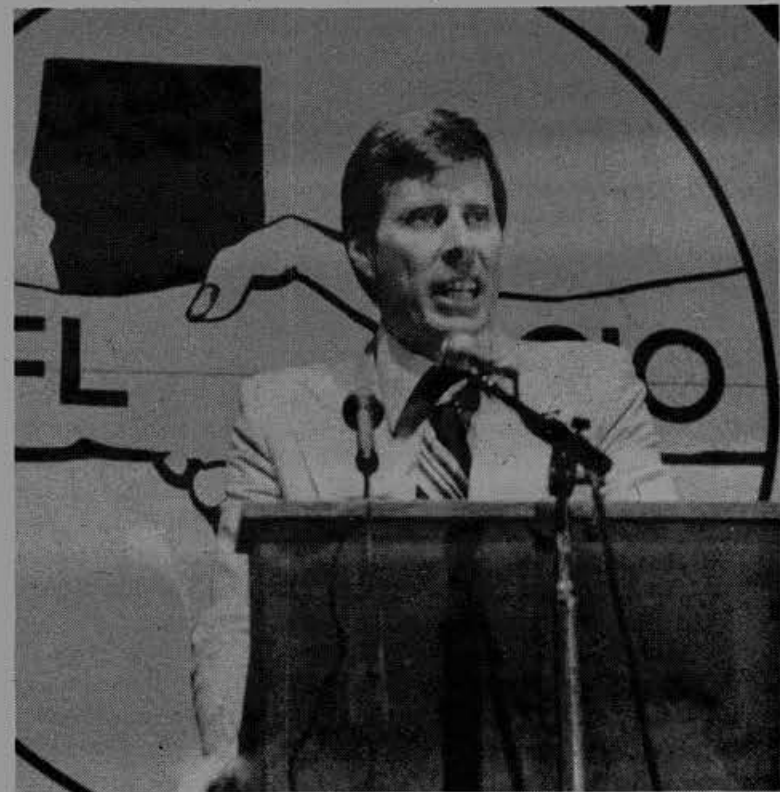
- Among heads of household, unemployment rates tripled between 1969 and July 1976.

- During the last 7½ years, full employment would have produced an additional \$547 billion of national goods and services.

- Federal budget deficits soared as a result of the two recent recessions, amounting to \$173 billion during the last eight years, nearly three times as much as during the previous eight years.

- Consumers prices rose by 63.2 per cent during the last 7½ Nixon-Ford years. Since President Ford took office, prices rose by 14.1 per cent from August 1974 to July 1976, almost as much in two years as in the entire eight

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CALIFORNIA SENATOR John V. Tunney addressed the 11th convention of the California Labor Federation, AFL-CIO held recently in Sacramento, and blasted the economic policies of the Ford Administration.

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

This may be the most important election of your life. If you vote and how you vote could well determine the future of your country for the next 50 years. Despite acrimony, personal attacks and counter-attacks, despite personal and party affiliations, despite likes and dislikes for vice presidential candidates, wives, children and even occupations of the presidential candidates, there are basic issues fundamental to the trade union movement that divide President Ford and Governor Carter as wide and as deep as the Grand Canyon.

Fundamentally, President Ford, his staff, his cabinet officers and a multitude of millionaires, multi-nationals and management-oriented supporters are anti-union. They believe in right-to-work, they believe in strengthening—not repealing—the anti-union sections of the Taft-Hartley Act. They are against situs picketing in any form. In short, they oppose all those things that we as good trade unionists stand for. We think that this alone is enough to send trade unionists, their families and friends to the polls as never before in support of Democratic candidates. This group of anti-unionists also support the open shop concept, higher corporate profits and continuing subsidies and tax write-offs for multi-nationals and vested interests.

However, there is more. As a tax payer and consumer you can expect no relief if President Ford's administration is returned to office. Inflation will continue as long as there is high unemployment and low wages. Instead of decreasing welfare and faltering social programs, the Ford administration policies promise to drive us deeper into deficit spending that jeopardizes social security, our pension system and declining quality of available care at increased personal cost for our senior citizens from their health programs. So you can see that as a tax payer, consumer, or retiree it is imperative that you vote for the Carter-Mondale-Tunney ticket on November 2nd, and support the state Democratic candidates from school board to senate in this very vital election.

If the above reasons are not enough to convince you that this nation needs new leadership and new directions, then let me discuss with you why, as a mother, father, uncle, grandfather or just a plain family member who cares about the future of your loved ones, it is essential that you support the Carter-Mondale-Tunney candidacies. Under the Ford-Nixon administrations we witnessed not only a decline in the quality of our educational system, but a reduction of support and availability of that system to the middle class and poor. Not once during the rhetoric of this campaign has President Ford indicated any concern, let alone any program, that would improve the quality of education and extend the availability of such programs to the sons and daughters and grandchildren of the working middle class. On the contrary, policies of this administration have encouraged institutions of higher learning to increase the cost of admission at both state and private institutions while continuing to play politics by improving subsidies and availability for such programs to foreign exchange students.

Without a doubt, California in particular, and several other western states in our jurisdictional area, will be pivotal in this presidential campaign. We would ask each of you to personally dedicate one week of your life toward providing our country with an opportunity for new leadership and new directions. Such a contribution during the final week of this vital election can very well determine the future of your family, your state and your nation. Here are just a few ways your family and friends can make a difference. If you belong to a neighborhood group, a club, lodge or organization, set up a telephone bank. Encourage your group to call their friends and neighbors and help get out the vote. Set up a transportation pool individually or with groups and assist and encourage the shut-in or infirm and those lacking transportation with an opportunity to vote. Check with other community groups around you and encourage them to set up a transportation pool and telephone bank. Call your district representative, local party headquarters, local labor group and volunteer your services. Find out about absentee ballots and emergency voting procedures from your local

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Hwy. Plan Not Meeting Needs

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October before deciding whether or not to appeal.

What the Highway Commission does in Sacramento remains to be seen, but the schism between the Commission and CalTrans may increase, since State Secretary of Business and Transportation Donald Burns declared that CalTrans would not consider the new allocations drawn up by the commission.

Local 3 Business Manager Dale Marr, who had expressed criticism of the program's priorities earlier, commented that he was "glad to see some public concern over the present program." He praised the members of the Highway Commission who had voted for the revised allocations for their "courage," in light of the fact that their action virtually assured the dismissal of two Commission members whose terms are up in January.

"Governor Brown claims that the current program was designed to meet the needs of what the public said it wanted," Marr said. "Yet, from the comments I get from the districts in Northern California, the people are wondering what happened to those promises that the unfinished links in the freeway would be completed."

If the Highway Commission's additions to the construction fund are followed by CalTrans, these unfinished links in the California freeway system could be built. However, the possibility of that occurring is very slim at this point, unless the people of California show a definite opposition to the present plan.

State Secretary of Business and Transportation Donald Burns, under whose direction CalTrans ultimately comes criticized the Commission, declaring that its approach to the approved program "ignores fiscal responsibility."

Plunging ahead with new freeway contracts on such a scale, he complained, would necessitate a state tax increase of \$1 billion. It would also demand the addition of 2,500 employees to the payrolls of CalTrans which has recently laid off many of its employees.

"I find Burns' statement about an increase in taxes and CalTrans payrolls misleading, when you view it in light of the fact that a \$309 million surplus has surfaced in their highway revenues," commented Business Manager Dale Marr.

"And if more of the work now being done by CalTrans employees—at the expense of our members—was let out in private contracts with union workers, then I think most of that billion dollar tax Burns talks about would cease to exist," he said.

The \$309 million surplus in CalTrans has brought Ms. Gianturco considerable flack.

State Senator Alfred Alquist (D-San Jose), who has been working hard for highway projects in his area, such as the Highway 101 bypass of Blood Alley between San Jose and San Martin, said that the miscalcula-

doesn't have the experience or the ability for the job."

Alquist praised members of the Highway Commission for including the Blood Alley and downtown San Jose-Guadalupe projects in the Commission's six-year construction plan.

The commission budget addition earmarked \$291 million for Northern California projects and \$280 million for Southern California projects. Though the amounts of these appropriations goes against state policy of giving Southern California 60 per cent of available highway funds, the commission demonstrated in its

Road Maintenance Not Enough

Governor Brown's pro-rehabilitation, anti-construction attitude towards the state's highways appears to be faltering, even though the current six-year highway plan has taken money from the construction coffers to fund road maintenance.

A recent study conducted by The Road Information Program (TRIP) declares that California is not spending enough money on its maintenance programs. Since the administration cannot realistically take any more money from construction, it appears that CalTrans has short-changed itself altogether on the highway program.

The TRIP study indicates that one-third of California's 169,616 miles of roads and streets will need to be reconstructed by 1980 if they are not resurfaced in the meantime.

The cost of resurfacing these roads, according to a TRIP estimate is \$4.4 billion, compared with a cost of \$19.8 billion to reconstruct them—or a savings of \$15.4 billion if California resurfaces these roads before they deteriorate beyond the point of repair.

This mileage is rated "fair" by the Federal Highway Administration and is expected to deteriorate to a "poor" or non-resurfactable condition by 1980, because of increasing traffic volume.

TRIP reports that another 11,704 miles of roads in California are now too badly weakened with wear and age to be resurfaced.

"Resurfacing of badly worn roads is being proposed well beyond the normal renewal cycle because of a shortage of road funds," said TRIP spokesman Dick Moseman. Moseman is president of the C. K. Moseman Construction Company, of Shingly Springs, California.

"It's a waste of money to let California roads deteriorate to the point where they must be rebuilt, when that isn't necessary," he added.

To avoid the need for reconstruction, TRIP recommends that municipal, state, county and municipal road agencies should resurface an average of 13,800 miles of roads a year at a cost of \$1.1 billion. This does not include the cost of rebuilding the 11,704 miles of roads that are too deteriorated to salvage.

"By comparison, the State Department of Transportation, county and municipal road agencies have budgeted only \$18.5 million in fiscal 1977 for all road programs," said Moseman. "This is not even enough to keep up with resurfacing needs."

tion in funds reflects on Ms. Gianturco's ability to run CalTrans.

"A bureaucracy that misses estimated income by \$300 million needs looking into," he declared. "The foul-up in scheduling necessary planning and constructing freeways could cost taxpayers dearly. I think the problem lies with Mrs. Gianturco, who simply

action that at this particular time, Northern California is in a greater need of highway money than the south, which has no new major projects on the boards.

Burns, however, has pointed out that the state is not legally bound to follow the allocations drawn up by the Highway Commission. He has directed Ms. Gianturco to proceed with the program as was originally outlined.

Burns said Ms. Gianturco could get around the commission's action simply by not putting the projects out to bid.

The Highway Commissioners pointed out they took their course of action in order to provoke maximum open discussion on the issues currently facing the highway program.

Ken Vetter, Vice Chairman of the Commission and the man who helped to draft the program changes, concedes that both he and Commission Chairman William Leonard are operating on borrowed time. They are the only

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*A Personal Note
from
The President's Pen*

By HAROLD HUSTON
President

First, let me take this opportunity to personally wish each member and his family a very happy Thanksgiving Holiday Season. We should take some time out during the holiday season to count our blessings. Even with the many problems we face daily, we still have much to be thankful for. Please stop and think about it!

Your president has been very busy the past month in negotiations, contract violation grievances, and jurisdictional disputes. Every problem a member has must be given our immediate attention, and action has to be taken to resolve the grievance in the best interest of the member in accordance with the language that is written in the agreement he is working under.

I appreciated the opportunity to attend the Eleventh Constitutional Convention California Labor Federation AFL-CIO at Sacramento, and the 38th Convention of the Western Conference of Operating Engineers held in Las Vegas, Nevada.

In our discussions in the workshops with delegates from other local unions within our International, we found they have the same problems we have, unemployment, inflation, fighting the environmentalists, and many more. Our General President, Jay Turner, gave an excellent talk on the many problems labor is faced with in the forthcoming months and what we must do to overcome them.

I am most pleased that the Governor signed the Dumbarton Bridge Bill, Senate Bill, 1975. We hope this bill will reduce the possibility of future lawsuits and hopefully increase the chance of success in defeating two suits now pending against the project. This approximately 100 million dollar project, we hope, is getting near to a reality. Again, may we express our appreciation to all the brothers and their families who attended the many hearings that were held with us. We have to fight for jobs!

Your Officers are continuously working to get many new projects approved where they can be let out to bid. One of these projects is the proposed \$652 million dollar Marysville Lake Project. I hope our State and Federal elected officials, with the public, will give stronger support for the construction of new dams, not only for the many jobs they will create, but for the precious water which will be very scarce if we get another dry winter.

Reservoir levels will hit new lows this year in the State of California. Water Storage in Lake Oroville on the Feather River will drop to 1,726,000 acre feet by October 1, the lowest level since the reservoir was created 15 years ago, the Bureau of Reclamation reports.

The lake's capacity is 3,500,000 acre feet. This is caused by the dry year that hit the Sacramento Valley and the mountain regions last winter and fall. Last year's October 1st reading at the end of the irrigation season was 2,857,000 acre feet.

The six major reservoirs in California will end this season with only five million acre feet in storage, compared to 10,500,000 acre feet last year.

Lake Shasta on the Sacramento River with a capacity of 4,500,000 acre feet has been hard hit and is down to 930,000 acre feet.

Other October reservoir projections are Clair Engle Lake, with a capacity of 2,500,000 acre feet down to 1,500,000 acre feet; Millerton Lake on the San Joaquin River with a capacity of 520,000 acre feet down to 135,000 acre feet; San Luis Reservoir in Merced County with a capacity of 2,100,000 acre feet down to 387,000 acre feet; Lake Berryessa with a capacity of 1,600,000 acre feet down to 1,025,000 acre feet and Folsom Lake on the American River with a capacity of one million acre feet down to 320,000 acre feet.

The total capacity of the major reservoirs is more than 14 million acre feet which means by the fall storage will be down to 30 to 40 per cent of capacity, lowest in the history of the system, which initially went into operation in the 1940's with the construction of Shasta Dam on the upper Sacramento River.

The operation of the extensive dam system is a cooperative function of the Bureau of Reclamation and State Department of Water Resources.

The Bureau is meeting 75 per cent of all water demands on the Sacramento River from Redding to the Sacramento Delta, including delta outflows for water quality maintenance. The State is required to meet 25 per cent of the needs.

The construction of new dams means jobs, flood protection, recreation, and water stored to be used at a later date as needed.

We must keep the pressure on all the politicians. The labor people consist of a large voting block. If all labor will unite together as a team and register and vote in all City, County, State and Federal elections, we can accomplish the goals we set. We must elect our friends of labor and defeat our enemies of labor!

Your Vote Counts!
Vote On November 2

'Blood Alley' Issue Stalemates

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

A \$54 million stretch of highway to bypass the state's bloodiest stretch of highway, an 11-mile section of Highway 101 between San Jose and Morgan Hill, is wanted by everyone involved. The wrangling goes on about how and when that's going to happen. The latest dispute over the project started when the state Highway Commission decided to put the project in the state's six-year highway plan. The State Legislature has dictated that 60 per cent of all federal highway funds be spent in Southern California and 40 per cent in the northern part of the state. By putting the \$54 million "Blood Alley" bypass and \$20 million Guadalupe freeway project in the six-year plan, the Commission has changed that ratio.

Better local news is the announcement from the San Antonio Redevelopment Agency. The City of San Jose has a firm commitment for a \$200 million project to build a major hotel, a major department store and office buildings in the area bounded by San Carlos, between Market and Fourth Street. This should be a good one to look forward to in 1977.

A considerable change in the work picture is taking place in our Santa Clara Valley. We have been taking quite a few names off our Out-of-Work list and in some cases we even ran out of men for some classifications. This has not happened here for a long time.

We in the Santa Clara, Santa Cruz, Monterey and San Benito counties suggest and urge you to vote for the following politicians who are running for various offices:

Congress: Norm Minetta
State Senate: Al Alquist
State Assembly:
William Gissler
San Jose City Council:
Bart Collins
Santa Cruz County Board of
Supervisors: Pat Liberty



A LARGE CROWD of citizens gathered for a rally on Oct. 17 to listen to Senator Al Alquist and others urge the construction of the "Blood Alley" bypass near San Jose. The crane displayed at the rally was a result of the efforts of Peninsula Crane, Easley Brassy and Connet Construction.

Berglund Inc. Reaches 3-Year Agreement With Local 3

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

Berglund, Inc., located in Napa and Willits, reached a three-year agreement with Local Union No. 3 negotiators Don Kinchloe and Bob Wagon. The final offer was ratified by a unanimous vote just prior to contract expiration. An earlier proposal by company negotiator Judge Elderkin had been rejected 22 to 0. Berglund employees were on strike two years ago for sixteen weeks when negotiations were handled for the company by D. Combs.

Lake and Mendocino County Building Material Suppliers also had their second offer unanimously accepted after a short strike and resultant lockout. A picket line was established at Baxman Sand & Gravel after members employed in the eight units comprising LAMBAMS rejected a 50 cents per hour offer. Counter offer of \$1.05 per hour was submitted and accepted within thirty-six hours.

Dresser Industries remains as the only unit in District No. 10 with negotiations not completed at

this time. Picket lines have not been established as this is written but are expected to be posted at the opportune time. It is a very sad moment when a company will not bargain in good faith at the table, with the resultant lost time and wages.

The work picture remains basically the same as last month with Phase II of the Ukiah High School the only major contract awarded. Hunt Construction of Sacramento, an AGC contractor, was the successful bidder on both phases.

As we enter the rainy season and the resultant increase of members signing the out of work list, we would like to remind everyone of the "84 day rule"; i.e. "Re-registration must be accomplished before the eighty-fifth day after original registration or re-registration." Don't lose your place on the list—remember to re-register.

At its meeting on Oct. 17, the Executive Board approved the request for endorsement and additional in-kind services for Raymond Byrne, candidate for Judge, Superior Court No. 1.

With New Projects

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

The placement of engineers on various projects has improved somewhat during the past month over what was expected because of the competition of several major projects due to the earlier start this year.

Claude C. Wood Co. was the leader with seventeen new hires for their rock plant in Clements, Calaveras Cement Co. job in San Andreas; H. D. Repair shop in Lodi and various smaller type jobs in San Joaquin County. Melones Contractors was second by employing eight engineers; Holt Bros. was third with five new employees in their tractor repair shops, with Boecon Corp. and Teichert Const. tying for fourth

place with four new employees each.

Sanco Pipelines of Campbell was low bidder at \$510,000 to construct storm drains for the north-south sewer interceptor project at \$3.5 million.

The City of Lodi has advertised for contractors to submit bids on the improvements of the sanitary sewer lines on Stockton St., Century Blvd. and Backman Road in Lodi. Estimated cost of the project is approximately one-half million dollars.

San Joaquin Co. and the City of Stockton also have road surfacing and street improvement projects out for bid with expected bids for both projects to exceed \$400,000. Teichert Const. was the successful bidder on the storm drain trunk line and removal of existing storm water pumping

station on schedule I for \$100,000 and W. M. Lyles Co. on schedule II for \$265,000.

Many older schools are being demolished in Stockton that do not meet earthquake standards, even though the contractors are finding it very difficult to knock them down in order to build new ones. However, this does not afford utility service and site preparation work for a few engineers.

Claude C. Wood Co. was the successful bidder at \$213,000 to the City of Lodi for the reconstruction of Lodi Ave. from Ham Lane to Avena Ave.

Central Valley Const. of Fresno for \$150,000 was low to the U.S. Forest Service for the construction of Lake Alpine-Silver Water pollution abatement project at Lake Alpine in the Stanislaus National Forest.



RIGGING LINES

By BOB MAYFIELD
Vice-President

This month I would direct most of my comments towards the 1976 elections, as in my opinion the outcome of these returns are going to affect the future outcome of all unions in this country and their membership to the point of make or break in some instances. A great deal of State offices and issues, as well as Federal offices and local issues, in addition to the Presidency of the United States, are at stake and all working people and their wives and dependents must do their part to see that the destiny of each right one is secured. They must do this by voting for the candidates who are most apt to support the issues that most affect our jobs. I will be the very first to admit that this is quite often nowadays extremely hard to detect as to whom is going to support the working person's needs, because what they might promise or campaign as a platform is another different matter as to how they perform once actually elected. Prime evidence of this can be witnessed by what the track record of the California Governor Jerry Brown (heavily Local #3 and labor supported) has demonstrated thus far. He has been almost anti-labor in some instances and had an extreme environmentalist attitude toward key state projects in instance after instance. Only just lately (last month) under a great deal of labor pressure has he signed the Dumbarton Bridge project, which has been on his desk for signature, and I almost suspect he did this only to appease labor at this critical time immediately preceding this election and not because he has taken the bull by the horns, and did so on his own and strongly supported this legislation.

Passage in the City & County of San Francisco of the \$240 million bond issue for sewer and water cleanup is absolutely essential. This is the city's matching funds portion for the One Billion Dollar-plus projects that are sorely needed for the old, outdated and undersized systems which now exist. On heavy rainy days the present systems allow raw sewage to flow directly into the Bay as a result of the uncontrolled overflows. One would think everyone in this city would be for clean water and sewage and a cleaner Bay and ocean as a result of this project. However, it seems as though any project that resembles new construction, the Sierra Club and others are against, irrespective of what the project might be designed to do.

In the State of Utah where this Local Union, as well as all of the basic crafts, are continually struggling to hold their own against the non-union and open shop employer in this right-to-work state, we have a big job in getting several important people elected. The present governor, Calvin Rampton, who has been an excellent man doing a job in a difficult state, is now retiring. I would urge all voters in that state who are registered to vote to vote for the Democratic candidate, Scott Matheson, for Governor, as he is being strongly endorsed by Rampton and apparently his sympathies lie with the working class; whereas the Republican candidate is most definitely pro-non-Union. Also, Gil Athay is running for Attorney General for the State of Utah and Robert Springmeyer is running for Salt Lake County Councilman and deserves the support of all eligible voters in the State of Utah. All of these men have been endorsed by the Executive Board of Local #3 and are being supported as well with our financial contributions in high hopes of their being elected. Even if all of these very important positions are filled with these men, I can say that all of labor has their work cut out in this state as there is a big effort to make intrusions by the open shop and non-Union contractors for available work and in some instances they have been successful in doing so, I'm most sorry to say.

The presidential race, of course, affects us all the most, irrespective of where we live in Local #3 because the Federal government is the largest single spender as far as new construction jobs are concerned. Also, national policies, National Labor Relation Board appointments, Federal Judge appointments, and Cabinet positions on a Federal level are made by the elected president or at least are under his direction. Over the long term these policies affect each of us much more than we would on the surface realize. These past 8 years under Nixon and now President Ford and all of their appointments, policy decisions and job vetoes have hurt working people and the labor movement more than any 8-year period since the turn of this century. I'm not all that happy with the Democratic choice for president (Jimmy Carter) but he is surrounded by Walter Mondale, whose record is the second best in Congress regarding vital job votes and has made a promise to the nation of putting this country back to work as his No. 1 goal, as well as many other sound promises, and also to George Meany (AF of L-CIO President) and the Democratic Party. President Ford's record has been consistently worse than even Nixon's and as election day nears he seems to be spending more time at mud-slinging, (and gimmicks such as the Playboy Magazine buildup regarding Carter's statement to it) than any other constructive and lasting thing he has accomplished in his term. In my opinion, we as working people have really no choice but to get out on November 2nd and vote the Carter-Mondale ticket, as well as all other important local and state issues that might be on that November 2nd ballot.

Since the last Engineers News issue came out, the Cortez Gold Mine agreement in Eastern Nevada has been completed and ratified. By the time this article reaches press, we will have been in what hopefully will have been successful conclusions of the Abbot Diesel contract in Salt Lake City, and also the Utah Builder Bargaining unit which covers the building contractors for the State of Utah.

Marr Urges Members In East Bay To Vote 'Yes' On Sewer Bond

Business Manager Dale Marr urged Operating Engineers living in the lower East Bay to Vote "Yes" on a measure which will appropriate the necessary funds to finance a \$75 million "super sewer" project.

On Nov. 2, voters in Hayward, Fremont, Union City and several other East Bay communities representing a population of 450,000 will have an opportunity to vote "Yes" on Measure W, a revenue bond calling for \$10.8 million to finance the local portion of the \$75 million project.

The "super sewer," which would provide three to four years of work for Operating Engineers employed on the project, is being proposed by the East Bay Discharges Authority (EBDA).

The purpose of the project is to upgrade the present sewer system, which will not meet the stricter federal water quality standards that will be imposed on the Bay Area communities in the next few years.

Like San Francisco, the cities in the jurisdiction of the EBDA are faced with the necessity of upgrading sewage systems which are currently dumping impure water into the Bay.

The proposed project would, if passed, convert the Irvington and Newark treatment plants to raw sewage pumping stations. Untreated sewage would then pass through these two stations via a pressure pipeline into the enlarged and upgraded Alvarado Treatment plant, with a capacity of 19.7 million gallons daily. Chlorinated effluent with secondary treatment would be pumped from the Alvarado plant north via the

"super sewer" to Hayward and eventually out three miles into deep Bay waters with no harmful effects on the marine life.

The total length of the new project from Fremont to the Bay discharge point is 32 miles. Diameter of the pipe is three feet in the south and eight feet at the discharge point.

Passage of Measure W would do the following:

- Improve the sewage treatment and disposal system, and eliminate contamination of shallow shoreline areas in Fremont, Newark and Union City.

- Make possible a system whereby flows of sewage can be reversed in the super sewer for future reuse and reclamation of treated waste water.

- Upgrade the system to meet mandated federal water quality requirements.

- Provide local funding, which will enable the acquisition of state (12.5 per cent) and federal (75 per cent) funding, available only through September 1977.

- Avoid the banning of all construction of buildings, a condition which would eventually be imposed on the communities by the Regional Water Quality Control Board if the present sewer system is not upgraded.

If the measure is not passed, the cities affected by the project will be forced to come up with the full \$75 million.

Most cities in the state discharged raw sewage into the water ways and the ocean until 1947, when the State Department of Public Health prohibited it.

By the mid-1950's, every city and sanitary district had obtained

"primary" treatment facilities which removed some solids from the raw sewage. However, by the 1960's, because of population growth and increased sewage, The State Regional Water Quality Control Board dictated that a higher level of treatment was necessary.

Today, all waste water discharged into the San Francisco Bay is treated by a series of chemical, bacterial and mechanical processes that remove much of the sewage material.

This somewhat cleaner sewage is then discharged from any of the six EBDA treatment plants onto the nearest East Bay shoreline. This current system is not good enough to meet the new tough federal and state clean water requirements.

To meet these new requirements several alternate plans were developed, of which the so-called "Super Sewer" appears to be the most promising. The project includes a total program of upgraded treatment, management, disposal and reclamation. The current system consists of six separate treatment facilities each discharging into shallow East Bay waters. The Super Sewer will connect all these plants with a massive "interceptor" pipeline that will carry all treated sewage north to the vicinity of the Oakland Airport. At this point, another long pipe, the "out-fall," will carry the waste water deep into the Bay while gradually diluting the waste water with clean Bay water. The natural tidal action of the Bay would then flush these wastes seaward out of the Bay.

Work Is Slow In West Bay

By GEORGE HALSTED,
Business Representative

Work on the West Side has slowed down. Ball, Ball & Brosamer is winding up fast on the Tehama-Colusa Canal Reach 5. Speaking of canals, Reaches 6 and 7 will be put to bid in 1977 along with approximately 50 miles of irrigation pipe line.

Triangle Engineering was low bidder on a bridge and approaches on Highway 20, west of Williams. This job should be going by the time this article is out.

R. C. Collet has been working on the West Side Mall in Willows. Claude C. Wood should be winding up their screening operation in Willows anytime now. They furnished the material for Ball, Ball & Brosamer canal job.

Claude C. Wood also has been working right along on the levee job starting around Miller's Landing, south of Grimes, and moving up the river toward Colusa. This job should go most of next year.

Hensel & Phelps is moving along with the Meridian Bridge job. They are now doing the dirt work that Boscarello started last year, with Baldwin Contracting to do the sub base and paving. Cooney & McHugh should be winding up their work soon after a few problems. They are subing from Hensel & Phelps. Baldwin (Continued on Page 13, Col. 1)

We Need To Encourage Our Neighbors To Vote

By DON KINCHLOE, Treasurer

In last month's issue, I reported that we started negotiations with Berglund Tractor, which has shops in Napa and Willits, California. Bob Wagon and I negotiated the contract and did very well according to the brother engineer's vote. I was unable to attend the ratification meeting because I had a conference to go to. The brother engineer's voted unanimously to accept the negotiated package that Bob Wagon presented.

So much for that. I want to bring something of interest up that affects all of us and our families. Something no one else can do but you and your wife and your children that are of age and can vote. November 2 is getting closer and that is the day you vote for a new President of the United States for four years. In my own opinion, I don't think we can stand another eight years of Republicans. With the television debates between Carter and the other guy and Mondale and the other guy, I believe Americans have already made their minds up.

There is a problem, and I mean a real problem, and that is to get the people out to vote. I know with the Republicans in the last eight years, the Operating Engineers have been threatened with the repeal of the Davis-Bacon Act, inflation, the stopping of many construction jobs and Watergate. I know the Operating Engineers will vote, but what about the rest of the voters? Will they vote? I think it would be a very good idea if Operating Engineers contacted their neighbors next door, across the street and every other place nearby and asked them if they are going to vote.

The other guy running against Carter now says we need to lower taxes, and we need this and we need that. Why didn't he do it two years ago when he took over the job?

Support Carter, Mondale
At The Polls On Nov. 2

New Contract Negotiated At Carlin Gold

By CRAIG CANEPA,
Dispatcher

By the time you read this the critical November election will be upon us. This election holds double importance for the Brothers in the Reno area. In addition to voting in an effort to get Jimmy Carter elected President, we must vote to approve issuance of sewer bonds to expand our sewer plant. Failure of this objective will be a disaster we will have to live with for years. We know the consequences of a permanent building ban in this area and we cannot let it happen.

Work in Nevada has improved since the start of the new fiscal year with several jobs being let. In the south, Frehner Construction was low on Highway 50 at Dayton with a bid of \$2,081,187. Helms was right behind with \$2,085,000. Helms came through on the Washoe Hill 395 project at \$621,525. Frehner picked up two more good jobs in the eastern part of Nevada at Ely and Palisades. The Ely job, a two mile

truck route, went for \$665,673, while the Palisades job was just over \$2 million.

Work that is currently under way includes Dubach Inc.'s I-80 job. They are having a few problems but anticipate they will make the Feb. '77 schedule. Del Webb has started their expansion program on the Sahara and MacSween Construction is doing the dirt and underground. Helms has put the finishing touches on the Mt. Rose overlay and started the Reno City street program and Mt. Rose street, storm sewer and improvements.

The Hawthorne area is busy with Sierra Paving going full bore on their projects to beat the winter. Walker Boudin, the prime, has impressed the Navy on Phase IV of the project as they are way ahead of schedule.

Out at Silver Zone, J. B. Persons has a full dirt spread on their second section of I-80 that was let in August. At McDermitt, Compton wound up their Indian Colony job last week and Helms still has

three weeks on the Cordera Mine road.

Closer to Reno, Helms picked up the million plus J. C. Penney site preparation which has to be completed by early December. At Lovelock they are starting the crushing operation and should be starting the dirt soon.

Taylor International, Rodoni, George Reed and Helms Construction are all going full bore in the old Nevada Aggregates pit, site of the M.G.M. Grand Hotel. Helms is still at it filling the west side of the pit to ground level so the State can let that section of U.S. 395 South sometime in early 1977. Jake's Crane and Herrick Steel have begun to hang the foundation steel for the towers which will eventually be 360 ft high. The work is progressing rapidly and they now look for an 18 month completion target.

In the mining industry, the Brothers at Carlin have approved a new contract, by an overwhelming vote, which gives them a pay raise, improved fringe benefits

and a cost-of-living raise. The contract was negotiated by Vice President Bob Mayfield, District Representative Dale Beach, Business Representative Lenny Fagg, Chief Steward George Cariotti and Stewards Harvey Hill, Bill Cutler and Bill Clelland. All the Stewards did a great job in representing the men in their departments. The new Carlin contract calls for an immediate raise averaging 7.6%, with hourly raises of .20 and .10 annually during the life of the contract. The cost-of-living raise will be added quarterly. In addition, there were improvements made in the medical and dental benefits and the retirement plan. Better language was written in the contract covering working conditions. After hearing the benefits in the contract, the members voted 72-11 to ratify it.

The members and families at the Duval Mine at Battle Mountain attended the annual barbecue sponsored by the Company in September. The Stewards held the picnic which was given to celebrate the outstanding safety record at the Mine.

Conditions are still bad for the members at the Dunphy Baroid Plant. There is only a minimum crew working and no early prospect of recalls. Fortunately, we have been able to find employment for several men in other mines. The layoffs were caused by the depressed condition of the barite industry.

The Cortez Gold Mine has run out of ore and has auctioned off almost all of its equipment. The mill site will remain in "mothballs" in case a new gold vein is discovered. A few employees remain to work the leach dumps.

Anaconda Copper Corp., in Yerington, was thanking about going to a 5-day work week but this has fallen through and they expect another five years before they run out of copper. They have an extensive exploration program to find new copper deposits in the immediate area.

Local 3 has endorsed Virginia Palmer, candidate for Washoe County School Board.

Work Holding At Modesto

By JAY VICTOR, Assistant District Representative

The activity in Tuolumne and Stanislaus Counties is holding, however, by the time this reaches the press, several of the major jobs in both counties will have been completed or very close to completion.

In Tuolumne County the projects that are in progress are going full swing. In the higher elevations of the county are the C. F. and B. out of Sacramento who are putting in a pipe job at Pinecrest and are trying to get in as much pipe as they can before the weather stops them. Sierra Paving has finished their paving project at Beardsley. Coming on down to Twain Harte, Twain Harte Plumbing has all but finished their pipe job at Twain Harte. Over on the Archie Stevenot Bridge on Highway 49, the contractor is in the process of making their last pour on the decking of the bridge. It won't be many more days until we will be able to drive across the new bridge. Over in the south part of Tuolumne County in the Groveland Area, Gantz Construction out of Fresno are putting in a pipeline job in Groveland. Up on Highway 108, L. D. Folsom is in the process of doing a lot of rock drilling and shooting on the rock they have run into on the job. This project has been cut back several engineers but several are still working at this time. L. P. Jones out of San Jose area is having to put some repair work on one of their bridge piers which did not pass inspection and they have had to repair a portion of the pier. That project should be just about completed. They should be putting the decking on that bridge in the very near future. Cunningham out of Oakdale has a small project up at Early Intake. Unfortunately there will be only one or two pieces of equipment on this project.

Down in the Sonora area, George Reed Company has been successful in bidding some small jobs around the community of

(Continued on Page 16, Col. 3)



AMONG THOSE NEGOTIATING a new contract at Carlin Gold were from left to right, Local 3 Vice President Bob Mayfield, chief steward George Cariotti and stewards

Bill Clelland and Bill Cutler. Other negotiators not pictured were District Rep. Dale Beach, Business Agent Lenny Fagg, and steward Harvey Hill.

Several Jobs Start In Fresno

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

A pre-job conference was held with Granite Construction Co. of Watsonville on their Westlands Water District Distribution System Project.

The contract calls for approximately 50 miles of various size of irrigation pipeline on Laterals 1R, 3R and 4R, nine outdoor type pumping plants and structures, three earthlined reservoirs and seven steel regulating tanks. This project went for \$11,860,033 with two years to finish. The job is located west of Mendota along the San Luis Canal and Interstate 5.

Great Valley Construction Co. of Fresno is low bidder on a project to reconstruct, widen and resurface nine miles of Highway 43 between the Kern County line and Avenue 56 in Southern Tulare County. Great Valley's bid of \$289,989.20 was the lowest of eleven bidders.

A bid of \$128,127.50 by Hunsaker Construction Co. of Fresno was the lowest of seven submitted to the State Department of Transportation for highway improvement on Highway 168 in Fresno County. The project calls for

widening bridges at Dry Creek and Big Sandy Creek.

Three-hundred and sixty-three thousand dollars is being spent by the Directors of the Kings River Conservation District for geologic exploration and other surveys at Dinkey Creek before deciding if it is feasible to build a dam and two power plants on the site.

The Directors also voted to contract with International Engineering of San Francisco for preparation of an application to the FPC for a license to build a hydroelectric plant at Pine Flat Dam.

If all goes well, construction on the Pine Flat unit would begin in 1979 and be completed by 1983. The Dinkey Creek unit would be finished in about 1984 or 85 after a construction start in 1981.

The application for the power generating facility at Pine Flat is expected to be ready for filing by November. This facility would be a \$36 to \$40 million project, and costs at Dinkey Creek estimated at \$62.3 million.

Contracts have been approved by the Federal Government for engineering and environmental studies for Highway 168 between Pine Ridge and Shaver Lake in eastern Fresno County under the Forest Highways Act. This action could lead to construction of the

long delayed section of highway by 1978 or 1979. The U.S. Forest Service has advanced its priority list for improving the section of roadway above Pine Ridge which would tie in with a four-lane undivided section of freeway completed in 1972. The actual construction contract for the seven-mile section would be in three separate contracts totaling \$8 million. The new alignment for Highway 168 probably will be away from the present route and would have a better grade and winter exposure. The Fresno County project has been upped to eleventh position in the State's ranking and is the largest project within the State.

The studies are scheduled to be completed in mid-1977 and would examine route location, number of lanes, the environment impacts, and growth inducing effects.

The U.S. Army Corps of Engineers awarded a \$2.4 million contract to Gentz Construction Co. of Fresno for Phase 2 of recreation facilities at H. V. Eastman Lake behind Buchanan Dam on the Chowchilla River in Madera County.

Gentz Construction has completed the Panoche Roadside Rest Areas located on Interstate 5 near Nees Avenue, 15 miles southeast

(Continued on Page 15, Col. 1)

Members In Contra Costa County Urged To Vote 'Yes' On 'C'

Among the vast number of candidates and propositions that will appear on the November 2 ballot, citizens in Contra Costa will see one measure—Measure C—that will be one of the last, but not least of the measures on the ballot.

A "Yes" vote on Measure C will provide for the continuation of a program that has been a cooperative effort in Contra Costa County for several years—the provision for adequate and safe county and city roads.

The program, called the "City-County Thoroughfare System," is composed of major county roads and city streets which presently constitute one-fourth of the total mileage in the county. This network also furnishes direct access to state highways or provides alternate routes to them.

Since 1959, the county has provided \$500 thousand a year to assist the construction of the Thoroughfare system. Each year city and county engineers have studied

proposed projects and allocated the money on a priority basis. The county has budgeted a similar amount for system roads in unincorporated areas.

However, because of increased population in the county and due to inflation, the County Board of Supervisors says something has to give. Rather than decide on such an important issue themselves, the Board has turned the decision over to the voters, and let them decide if they want to vote for a 5 cent tax increase in order to continue the funding of the program.

Measure C would provide up to \$1.5 million to widen roads for new capacity, provide stripping, channelizing, turn lanes, traffic islands and signals to improve safety. The money would be divided evenly between the cities and the county, unless the future brings significant changes in road mileage distribution.

Phone-A-Loan Gets Excellent Response

Response to the new Phone-A-Loan program far exceeded our expectations.

Hundreds of applications have been and are being processed, and the Credit Union experienced record loan growth in August, the first month on the new program.

The unexpected workload created by this response has prevented the Credit Union from notifying all applicants on the status of their applications. We hope to notify everyone by the end of October.

If you have returned an application and need a loan, just call the Credit Union and make your request, or write a short note stating the amount and purpose of your loan, and your account number.

Phone-A-Loan is an "ace-in-the-hole."

At least that's how one member responded to the new program. She liked the idea of having a telephone source of low-cost credit available to her family. We would like to thank her for the phrase.

Your Phone-A-Loan account can be used to obtain a loan for almost any purpose — holiday gifts, school expenses, furniture, cars, fall vacations, home insulation, etc. You can even use it to save money by paying off 18 per cent ANNUAL PERCENTAGE RATE bank charge cards with a 12 per cent ANNUAL PERCENTAGE RATE Phone-A-Loan advance before the bank levies a finance charge on your account.

If you haven't completed an application, you can obtain one from the Credit Union or from your District Office. You can open a Phone-A-Loan account without needing a loan. In fact, you never have to use the account, and it costs you nothing to open one—except the time spent

in completing an application.

With an approved Phone-A-Loan account, however, you will have a quick source of cash if you do need it. You will have your own "ace-in-the-hole."

Youth Accounts

Your children are eligible to become lifetime members and enjoy the financial advantages of Credit Union membership. If you are interested in enrolling your children as members, please contact the Credit Union for information.

Monthly Vacation Pay Transfer

If you are not already participating in the plan, you may wish

to have your Vacation and Holiday Pay transferred to your Credit Union share account on a regular monthly basis. Deposited in your share account, your Vacation and Holiday Pay will earn a high-dividend (the current rate is 6.5 per cent per annum) and be available for same-day withdrawal by telephone. Insurable members will also receive the benefit of Life Insurance up to \$2,000 at no additional cost.

Interested members can authorize transfer by completing two green Vacation Pay cards (available at the Credit Union and District Offices) and returning them to the Credit Union.

Average Building Trades Wages Post Second Quarter Increase

WASHINGTON—Average union wage rates for building trades workers in cities of 100,000 inhabitants or more increased 3.9 per cent in the second quarter of 1976, the U.S. Department of Labor's Bureau of Labor Statistics reported.

About three-fourths of the union members in these cities were in bargaining units reporting rate changes over the quarter—typical activity for the second quarter's negotiations in construction. The second quarter gain brought the Bureau's wage rate index for union building trades workers to

200.8 (July 1967 = 100). The 1976 rise was below the 4.8 percent recorded for the corresponding quarter in 1975 and was the smallest second-quarter increase since 1968, apart from 1972 and 1973 when wage controls were in effect.

Over the 12 months ending July 1, 1976, the increase was 6.7 percent—well below the 8.8 percent rise for the corresponding period a year earlier; it was the smallest annual rate of increase reported since the first quarter of 1974, the end of the wage control period for construction.

(Continued on Page 12, Col. 3)

Hawaii Hosts Construction Of Observatory

BY: HAROLD LEWIS,
Financial Secretary;
WALLACE LEAN,
District Representative;
Business Representatives
GORDON MacDONALD
RICHARD SHUFF,
WILLIAM CROZIER and
HAROLD LEWIS, JR.
CANADA-FRANCE-HAWAII
TELESCOPE

The first benefits of an international project between France, Canada and Hawaii to construct a large optical telescope on the Island of Hawaii will be reaped in 1978. It will cost approximately 35 million dollars by the time it is completed and ready for use. Canada and France are funding the project equally and each country will get to use 42½ per cent of the viewing time. The Univer-

sity of Hawaii is providing the site and mid-level facilities, such as camps and roads and will get to use the facility 15 per cent of the time.

This international project is being built near the summit of Mauna Kea Mountain here on the Island of Hawaii. The top of the mountain is at an elevation of 13,796 feet. At present it takes about an hour to drive from the sea port town of Hilo to the camp facilities at Hale Pohaku (House of Stone) which is at the 9,000 foot level. From there to the summit it takes about another 40 minutes by a four-wheel drive vehicle on steep and winding gravel roads.

This site was selected primarily because Mauna Kea is located in the tropics, which provides a near perfect vantage

point from which to view the entire sky.

Since it is in the middle of the Pacific Ocean, it produces a valuable link to the other observatories in a chain of international cooperation.

The high elevation of the summit affords many advantages such as the relative stillness and clarity of the air with few cloudy nights. However there usually are clouds below the mountain top which is good because it blocks out the lights of the City of Hilo below. The dryness of the air also helps in star observations.

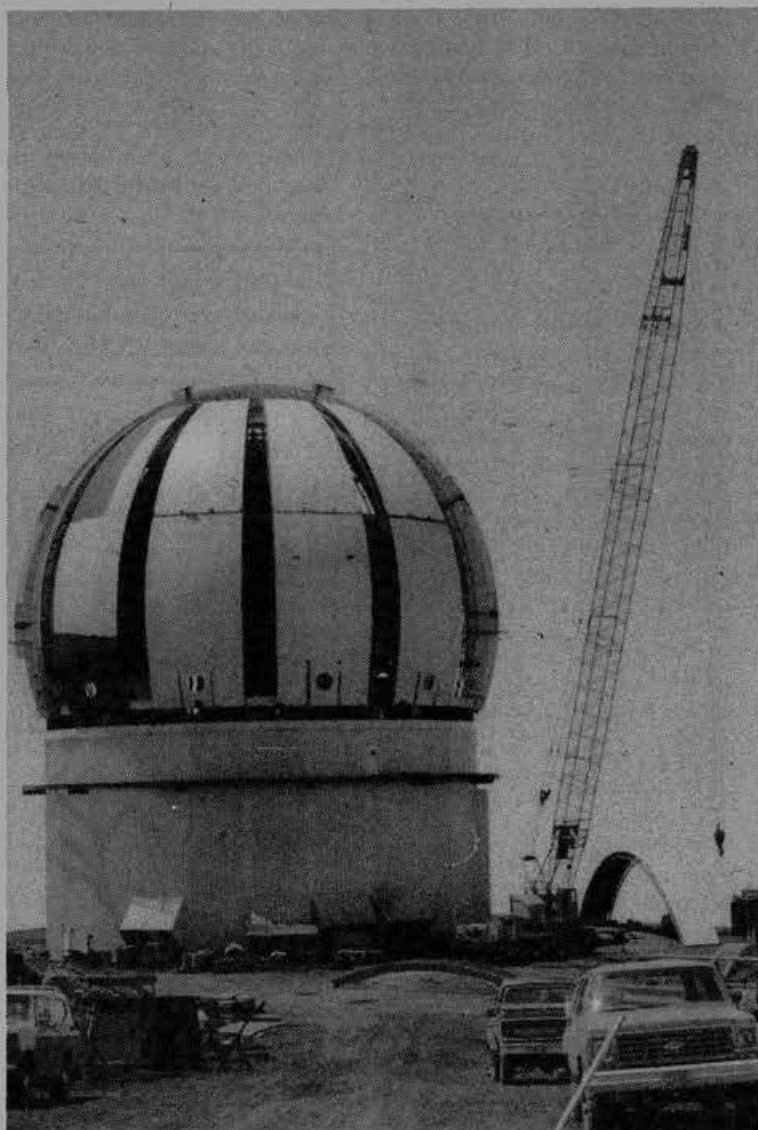
The mirror for the telescope measures 144 inches across and is currently being ground and polished in Canada. It will be three years before this 14-ton mirror is ready to be installed. While Canada is responsible for the intricate mirror system, France is manufacturing the heavy mounting and the main driving gear. This telescope will be extremely accurate in locating known stars and also in tracking stars for several hours at a time.

There will be a total of five working levels, the first four will be in the concrete base and the fifth will be in the dome itself. Some of the rooms in the building will be heated. The floor on which the telescope is situated must be open to the night sky. Therefore it is planned to keep this area throughout each day at the temperature expected the following night. This will be accomplished by painting the outside of the dome white and by cooling the floor with refrigerant. The heated rooms will house

the telescope controls, dark room, laboratories, mechanical and electrical shops plus a variety of modern electronic data-gathering equipment. The revolving dome will use about 350 tons of steel for the main structures and the steel skin. Because of its prime location and modern instruments, this telescope on Mauna Kea Mountain may well out-perform larger instruments elsewhere in the world.

Operating Engineers currently running the 75 Ton Lima on top of Mauna Kea are Operator Allan "Happy" Paiva, and Front End Man is William "Billy" Greig. At the time this picture was taken, they were operating with 180 feet of boom. Although Hawaii is in the tropics and these photographs were taken in mid-July the workmen must dress for winter weather because of the high altitude and strong winds. Some of the main problems that are ever present is the lack of oxygen at this high altitude. Some of the equipment was able to be supercharged but the men had to become acclimatized to the thin air. Along with this thin air, the temperature fluctuates from 10 to 50 degrees Fahrenheit which is very cold for the people who are used to living in a tropical climate. The biggest problem there is the wind. Wind storms can be generated within five minutes from zero miles per hour to winds of 75 MPH with gusts to 95 MPH.

Our Brother Engineers Happy Paiva and Billy Greig are doing an outstanding job on top of the mountain in spite of all of the natural hardships there.



(Top) Pictured is the \$35 million optical telescope under construction near the summit of Mauna Kea. (Right) Front end man Billy Greig (left) and Operator Allan "Happy" Paiva (right) are currently working on the project.



New Jobs Start In S.F.

By RALPH WILSON,
District Representative,
PHIL PRUETT and
CHAS. SNYDER,
Business Representatives

There are a few new jobs starting in San Francisco and we have held three pre-job conferences. Ralph Larsen & Son at U.C. Hospital for site preparation work for an annex to U.C. Hospital, Homer J. Olsen on a Muni Rail job on Ocean Ave., which will include street widening and landscaping. Annuzzi Const. was successful low bidder on a P.G. & E. contract for resurfacing and paving at various locations around the city.

Byars Construction, who has kept several Engineers busy through the summer on sanitary and storm drain work at Hunters Point Naval Shipyard is on clean-up and moving equipment to Placerville to start another job.

Rosas Construction is laying off Brothers now. The major part of Rosas work has been with the San Francisco Redevelopment on site preparation for industrial sites and housing.

Peter Kiewit and Homer Olsen are finishing up on their respective contracts on a sewage transmission line from Evans St. to Channel Ave.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 3—No. 11

SAN FRANCISCO, CALIFORNIA

November, 1976

Despite Lifting Of Bans

Health Professionals Not Advertising

Consumer advocates have noted that the move to bring doctors and other health professions into the marketplace by lifting advertising bans could be losing steam.

Recent changes that permit the advertising of prices for eyeglasses and prescription drugs have yielded few ads. One Bay Area consumer group reported last month that it is apparently not laws but "professional culture" that keeps private practitioners from advertising.

The California State Department of Consumer Affairs backed narrowly defeated legislation last session that would have legalized price advertising for all health services. Now the department, which says it is "limiting its priorities," has not yet decided whether it will back a similar bill next session.

The Federal Trade Commission, prompted by a recent U.S. Supreme Court decision, filed an action in December 1975 against American Medical Association bans on advertising by doctors. But after several prehearings, the first full hearing has been put off until next June 6.

The consumer movement has attacked advertising bans, charging that they help licensed professionals keep prices up. Their attack is not limited just to the health field. At the beginning of its new term last week, the U.S. Supreme Court announced that it will review lawyer advertising bans.

In California, pharmacists were the first group of professionals to have the ban on advertising lifted. This was the result of a federal court decision in San Francisco that ordered the state to stop prohibiting the advertisement of prescription drug prices.

Though there was a burst of price advertising immediately afterward, observers say specific drug prices are seldom advertised now. And it is usually only drug store chains, with their

high sales volumes, who are able to advertise lower prices in general.

Fred Willyerd, executive secretary of the State Board of Pharmacy, said of the move away from specific price advertising, "As far as I can tell, it was not economically feasible because there are just too many prescription drugs on the market, and the

chance of a particular person looking at an ad and having a prescription for it is a million to one."

Willyerd also said some early price advertisers were warned by the Food and Drug Administration because their ads failed to carry required information, such as the generic name of the drug, its strength and dose form.

Your Pharmacist:
An Important Choice

The choice of your pharmacist should be as important to you as the choice of your family doctor. Your pharmacist, like your doctor, should be a person that you know and can trust.

The reason for taking a little time in the selection of your pharmacist should be obvious. The majority of the medical care that most Americans receive these days involves the use of some sort of medication. The medication ranges from over-the-counter products to prescription drugs. Regardless of the type of medication, it will eventually find its way into and onto your body. This fact alone should be enough incentive to prompt you to find out the contents of every medication that you use. Your pharmacist is the trained expert. He can give this information to you.

How do you go about choosing a pharmacist? First, assure yourself that your pharmacist has been adequately trained and is licensed to practice in your state. This is perhaps the easy step in selecting a pharmacist. Both his diploma and his license must be prominently displayed in the drug store.

A good pharmacist will keep a drug profile on his customers. The profile will include his customer's name and address, family doctor, record of purchases,

and drugs to which he is allergic. This last entry will protect you from the possibility that you might be prescribed or purchase a drug that contains chemicals to which you are allergic. The profile will also assist the pharmacist in refilling your prescriptions without your having to wait while he does it. A telephone call to him will enable him to have your prescription waiting for you.

Determine if your pharmacist provides emergency services. This might simply mean that he is open at nights or on the weekend. You should know the hours that he works. Also, many pharmacists will provide you with an emergency telephone number in the event that you desperately need some form of medication.

Heart Attack Symptoms Outlined

A heart attack can strike at any time. It can cripple its victim and sometimes kill. It can strike swiftly or can come upon its victim slowly giving time to get help.

Dr. Arthur Vineberg, M.D., in a recent article describing how one can tell if they are having a heart attack, said, "Many of the aches and pains of everyday life are muscular in origin, the result of a sudden twist, or wrench, or just plain over-exertion. But some are not. Your familiarity with the danger signs might just mean the difference between life and death!"

Dr. Vineberg offered the following advise on warning signals of a heart attack:

Any pain in the center of the chest, anywhere along the breast plate, around the nipples, or in the left arm, shoulder or neck, could be a warning signal.

In the pain occurs during a period of motion or exercise, then quickly disappears after the period is over, this could be a warning. If the pain recurs under similar circumstances at a later date,

Answers To Questions
On Your Fringe Benefits

By ART GAROFALO, Director of Fringe Benefits

Q: My husband was in a traffic accident a month ago and has been hospitalized since. The doctor said he could come home next week. He would like us to rent a hospital bed due to my husband's back injuries. Does the operating engineers plan cover this?

A: Yes, the rental of a hospital bed is a covered expense provided that your doctor has prescribed it. The Operating Engineers comprehensive medical plan will reimburse you for 85 per cent of the incurred charge.

Q: We recently sent in an enrollment card for Kaiser coverage. Are we going to get some sort of identification card?

A: Yes, identification cards will be provided to those operating engineers and their families in Northern California who elected the Kaiser option in October. Your identification card will be sent to you shortly by Kaiser. Meanwhile, you need only identify yourself as an operating engineer at your local Kaiser facility and your eligibility will be checked with the Kaiser office in Oakland.



Art Garofalo

Q: Does the Operating Engineers Dental Plan provide coverage for orthodontic treatment?

A: Orthodontic treatment is not currently a covered expense under the Operating Engineers Dental Plan.

Q: Is it time for me to apply for my vacation pay?

A: Request for vacation/holiday pay for the period March through August 1976 must be received by the Trust Fund Office no later than October 31, 1976 for the November payout for operating engineers in California, Nevada and Utah. If an operator has not filed a request by the October 31 deadline his vacation/holiday pay will automatically be transferred to his account at the Credit Union. Request cards are available at all district offices and the Fringe Benefit Service Center.

Q: I understand that there is a new prescription drug claim form. I have some of the old ones, and want to know if I can still use them?

A: The prescription drug claim form was recently revised. It is basically the same format with the exception that it is now a post card on one side. You may continue to use your supply of the older claim forms.

Q: My bank of hours will run out on April 30th. I plan to continue my eligibility by making self-payments. To whom should I make my check out and when is my first payment due?

A: If an operating engineer ceases to be eligible for health and welfare benefits due to temporary disability or unemployment, benefits may be kept in force by making self-payments in the amount determined by the board of trustees. The amount varies according to insurance premiums paid by the Trust Fund. It is advisable to contact the Trust Fund Office or the Fringe Benefit Service Center for the current rate. The first payment should be sent to the Trust Fund Office by the 15th day of the month following the date eligibility would otherwise terminate. Checks should be made out to the Operating Engineers Health and Welfare Trust Fund, indicating your Social Security number and the notation "self-payment" in an appropriate place. Payments can be made for maximum period of three consecutive months for the full benefit schedule and a maximum period of nine consecutive months at a reduced amount for the burial, hospital, medical and surgical benefits only.

Operating engineers and their families who elected Kaiser coverage during the recent enrollment period in Northern California, may avail themselves of the use of the Kaiser/Permanente medical facilities as of November 1, 1976.

Eligibility will be based on the same rules and regulations that are in effect under the comprehensive medical benefits program. A member must work 90 hours for a contributing employer in one month to be eligible for coverage during the following month. Hours worked in excess of the 90-hour requirement will be credited to a bank of hours to be used in any month where a member cannot meet the eligibility requirement.

Identification cards will be sent to those engineers who are to participate in the Kaiser program. In the interim, eligible participants should have the local Kaiser facility contact the Kaiser office in Oakland to verify eligibility.

Any questions that new Kaiser participants may have can be directed to the Fringe Benefit Service Center or to any Kaiser/Permanente office.

see a doctor because it could mean that you are headed for a heart attack.

The same advise applies if you get pain during exercise, such as walking up stairs or carrying a bag of groceries, for example.

The first pain is a routine warning. The second, occurring under the same conditions, is a flashing red signal. It is the repetition of the pain that is the urgent warning.

Dr. Vineberg explained, "The early warning pains may not be too well-defined at first. But if you are actually having a heart attack, chances are you will soon realize it." The pain will most likely be severe, usually striking in the center of the chest, but sometimes it occurs in the lower part of the chest, or in the arms. "It may feel like a fist, crashing relentlessly through the chest wall. Or like a metal band being pulled ever so tightly around the chest," said the doctor. "It will be difficult to take a deep breath usually, in fact, it is not possible. Your hands will become cold and

clammy. Your forehead will be covered with sweat, often cold sweat. And your face will become gray in color."

The pain could be an indication of a gallbladder attack, or a bout of indigestion. However, according to the doctor, "If you sweat, it's almost certainly a heart attack. You don't sweat with gallbladder trouble, nor with indigestion."

What should you do if you think you are having a heart attack? Dr. Vineberg offered this advice, "Upon having these symptoms, lie flat down, or propped up by pillows, whichever position makes you more comfortable. Stay as quiet as you can for half an hour. If the pain persists, call a doctor, or a hospital. Failing that, call the police."

Recognizing the symptoms of a heart attack could some day save your life. Learn to recognize them. Talk to your family doctor about the possibility of heart attack. He will gladly provide you with additional information and advice.

Carter vs. Ford — Where They Stand

Carter

Carter says, "Our country's single most important priority must be a job for every American who wants to work. Every person has a right to a decent job."

"I am committed to the goal of full employment, and I am dedicated to positive programs to achieve that goal."

He supports basic goals of labor-backed proposals on unemployment and asserts joblessness can be cut substantially "without reviving double-digit inflation," thus challenging the Ford assumption that substantial government investment in reducing unemployment will cause higher inflation.

Carter hopes "the private sector can produce enough decent jobs for all." When it can not, he says, federal programs should be triggered to "provide funds for useful and productive public employment" in the cities and neighborhoods of the jobless.

He attacks those whose policies created unemployment and who would go slow in reducing it, saying, "When unemployment prevails, they never stand in line looking for a job."

JOBS

Ford

Under President Ford, unemployment soared to the highest levels since the 1930s—seven, eight, nine percent, according to "official" figures. But in real figures, which include millions of part-time workers and others so discouraged they've given up looking, joblessness has been 10-14 percent. In the construction trades, it has hit more than 20 percent, over 50 percent in some areas.

Yet, Ford vetoed four proposals that would have created 2.25 million jobs directly and potentially 1½ million spin-off jobs. He claims job-creating programs are "inflationary" and the country can't afford them. But the contrary is true.

For every one percent the unemployment rate can be cut, more than \$16 billion in federal tax revenues will be generated and approximately \$2.5 billion saved in unemployment compensation and related benefits for jobless Americans, reducing inflationary pressures, even leading toward a more balanced budget.

President Ford has made a decision to fight inflation by permitting continued high unemployment. As a result, we have both.

INFLATION

Carter contends one of the most effective weapons against sharply-rising living costs is jobs, says "our first task" in fighting inflation "must be to reduce unemployment". He points out "every one percent we can cut from the unemployment level will produce about \$16 billion in federal revenues and will help forestall the kind of budget deficits that feed inflation."

"We will never end the inflationary spiral, and we'll never have a balanced budget," he says, "as long as we have 8 or 9 million Americans who are looking for jobs, plus another 2-3 million people who have given up hope."

He deplores monetary restrictions and high interest rates as anti-inflation weapons and calls for "increased attention to the supply side of our economy" and for "strict enforcement of anti-trust and consumer protection legislation."

At the cost of intolerably high unemployment, President Ford has reduced somewhat the double-digit inflation of the Nixon years.

But the cost of living has still soared by more than 14 percent since he took office. It still erases workers' wage increases. Indeed, Nixon-Ford inflation actually has put American workers behind their 1965 level in real spendable earnings—what they can buy with what they take home.

The Administration has proudly trumpeted the reduction in the rate of living cost increase. But it only looks good in comparison to the 10-12 percent inflation that preceded it. Certainly, when we have seven to eight percent inflation, no one can suggest the problem has been cured.

And the modest cut in the inflation rate has come at the highest of costs, joblessness for millions of workers.

TAX JUSTICE

Carter calls for a "complete overhaul" and simplification of the tax system that would "lower taxes on middle income and low income families," and would discourage tax breaks for corporations that run overseas "while people who want work are begging for jobs back home."

He lashes the loophole-ridden tax laws that let "the total tax burden shift more and more toward the average wage-earner" and points out, "The average family earning \$10,000 a year pays a higher proportion of its income in taxes than a family with an annual income of \$1 million or more" and that "some of our largest corporations with extremely high profits pay no tax at all," because of loopholes. "There are not any hidden tax loopholes for people who draw a paycheck, but a lot of loopholes for people who are rich."

Carter says, "All my life, I have heard promises of tax reform, but it never quite happens. We are going to make it happen."

In two instances, President Ford has clearly demonstrated that "tax justice" is a phrase foreign to his vocabulary.

In late 1975, he proposed a tax program that would have cost families with incomes of \$5,000 a year or less as much as \$400 per year per family in additional taxes.

The same proposals called for actual tax cuts for others, but his plan rewarded the highest earners with the highest cuts. The AFL-CIO argued that the highest tax cuts should go to the lowest-paid.

In addition, Ford in December 1975 vetoed action by Congress that would extend anti-recession tax cuts for individuals.

In other tax areas, Ford says little about closing the loopholes for big corporations and wealthy individuals which cost the Federal Treasury billions of dollars. Indeed, he proposes new tax breaks for most of them.

HEALTH CARE

Carter calls for "a nationwide, comprehensive health program for all our people." Too often, he says, "serious illness means financial ruin for a family, and too often a limited income means limited access to quality medical care."

He also urges "reform of health delivery service" and demands America have "quality health care available to all our citizens on a regular basis" under a "workable, efficient and fair system of health care," a system that would provide needed preventive medicine.

President Ford rejects a national health insurance plan that would protect all Americans. His major proposal has been for a "catastrophic illness" plan for the elderly only.

This plan actually is a step backward for seniors in health care. Only one out of 300 elderly persons hospitalized under medicare would qualify for any payments under the Ford plan. Meanwhile, for all seniors it would add up to \$70 more a year in cost of medicare coverage and would more than double their out-of-pocket medical costs.

WORKERS' RIGHTS

14 (b) repeal—Carter says he favors repeal of 14 (b), which permits state open shop laws, and would sign a repealer if Congress enacts it.

Situs Picketing—Carter says, "As President, I would have signed the common situs (equal picketing rights for construction workers) bill that Ford vetoed."

Job safety—Carter says, "I will vigorously enforce laws protecting the safety of workers on the job. We must guarantee to every working man and woman a clean, safe place to work."

14 (b) repeal—As a member of U.S. House, Ford voted "wrong" on three key votes on 14 (b) repeal. Has said "my attitude today is precisely the same," meaning he'd veto a repealer.

Situs Picketing—Ford promised building trades unions more than once he'd sign equal picketing rights for construction workers (situs picketing) if Congress passed it. Congress did. Ford reneged on his promise, caved in to industry pressure, vetoed the bill.

Job safety—Ford has supported constant efforts by conservatives in Congress to weaken OSHA and reduce its coverage.

Local 3 Endorses Political Candidates

The following is a list of national and state candidates for office that have been endorsed by the Union of Operating Engineers Local 3 rank and file Executive Board. Local 3 encourages its members to vote for those endorsed candidates that appear on the list, but we emphasize that these are only recommendations.

Also on this page is a list of propositions that will appear on the California ballots, along with a brief description of their content.

CALIFORNIA

PRESIDENT JIMMY CARTER (D)
VICE PRESIDENT WALTER MONDALE (D)
U.S. SENATOR JOHN TUNNEY (D)

CONGRESS

DISTRICT

1	Harold T. (Bizz) Johnson (D)
2	Oscar Klee (D)
3	John E. Moss (D)
4	Robert L. Leggett (D)
5	John L. Burton (D)
6	Philip Burton (D)
7	George Miller (D)
8	Ronald V. Dellums (D)
9	Fortney H. (Pete) Stark Jr. (D)
10	Don Edwards (D)
11	Leo Ryan (D)
12	David Harris (D)
13	Norman Y. Mineta (D)
14	John J. McFall (D)
15	B. F. Sisk (D)
16	Leon E. Panetta (D)
17	John Krebs (D)
18	Dean Close (D)

STATE SENATE

DISTRICT

1	Randolph Collier (D)
3	Albert S. Rodda (D)
5	Robert Mendelsohn (D)
7	John A. Nejedly (R)
9	Nicholas C. Petris (D)
11	Alfred E. Alquist (D)
13	John Garamendi (D)
15	Ernest Mobley (R)
17	Phil Harry (D)

STATE ASSEMBLY

DISTRICT

1	Betty Smith (D)
2	Barry Keene (D)
3	George C. Shaw (D)
4	Vic Fazio (D)
5	Eugene T. Gualco (D)
6	Leroy F. Greene (D)
7	Norman S. Waters (D)
8	Mike Gage (D)
9	No Recommendation
10	Daniel E. Boatwright (D)
11	John T. Knox (D)
12	No Recommendation
13	John J. Miller (D)
14	Bill Lockyer (D)
15	S. Floyd Mori (D)
16	Art Agnos (D)
17	Willie L. Brown Jr. (D)
18	Leo T. McCarthy (D)
19	Louis J. Papan (D)
20	No Recommendation
21	No Recommendation
22	Richard D. Hayden (R)
23	William Gissler (R)
24	Leona H. Egeland (D)
25	Alister McAlister (D)
26	Carmen Perino (D)
27	John E. Thruman Jr. (D)
28	Henry J. Mello (D)
29	Martin Dodd (D)
30	Ken Maddy (R)
31	Richard Lehman (D)
32	Bill Kennedy (D)

HAWAII

President Jimmy Carter
Vice President Walter Mondale
U.S. Senator Spark Matsunaga
First Congressional District (Hawaii-Kai-Aiea) Cec Heftel

Second Congressional District (Oahu and Outer Islands) Dan Akaka
Mayor, City and County of Honolulu Frank F. Fasi

NEVADA

President Jimmy Carter
Vice President Walter Mondale

U.S. Senator Howard Cannon
Congressman James Santini

UTAH

President Jimmy Carter
Vice President Walter Mondale
Governor Scott Matheson
U.S. Senator Frank Moss
Congressman District 1 Gunn McKay

Attorney General Gil Athay
Salt Lake County Commissioner Bob Springmeyer
Summit County Commissioner Dennis Wright
State Representatives Arlo James, D. Leon Reese, Vivian Little

CALIFORNIA STATE PROPOSITIONS

1. The Housing Finance Bond Law of 1975. Provides for sale of up to \$500 million in state bonds for use by the California Housing Finance Agency to make loans for housing developments.

RECOMMENDATION: VOTE YES

2. The Nejedly-Hart State, Urban and Coast Park Bond Act of 1976. Provides \$280,000,000 for park, beach, recreational, and historical preservation purposes.

RECOMMENDATION: VOTE YES

3. The Residential Energy Conservation Bond Law. Provides \$25,000,000 for financing residential energy insulation and solar heating and cooling systems.

RECOMMENDATION: VOTE YES

4. University of California. Competitive bidding. Grounds for denial of admission. Authorizes Legislature to require competitive bidding for contracts. Prohibits denial of admission for race, religion or ethnic heritage.

RECOMMENDATION: VOTE YES

5. Interest Rates Allowable. Increases maximum contract rate of interest collectible by nonexempt lenders for nonpersonal, nonfamily and nonhousehold loans.

RECOMMENDATION: VOTE YES

6. Bills and Statutes—Effective Date. Governor's consideration. Referendum. Extends time for Governor's veto and changes effective dates of statutes under specified circumstances.

RECOMMENDATION: VOTE NO

7. Judges. Censure, Removal, Judicial Performance Commission. Legislative Constitutional Amendment Article VI. Renames Commission. Authorizes Commission to admonish judges. Expands grounds for censure, removal of judges.

RECOMMENDATION: VOTE YES

8. County Superintendents of Schools and Boards of Education. Authorizes appoint-

ments of county school superintendents, establishment of joint county school boards and superintendents by majority vote of the people.

RECOMMENDATION: VOTE YES

9. State Constitutional Offices. Filling Vacancies In. Confirmation. Requires legislative confirmation of Governor's appointees to fill vacancies in constitutional offices.

RECOMMENDATION: VOTE YES

10. Property Taxation by Local Governments. Whose Boundaries Include Area in Two or More Counties. Prohibits property taxes without voter approval.

RECOMMENDATION: VOTE YES

11. Tax Rates on Unsecured Property. Requires Legislature to adjust ratios to maintain equality between unsecured and secured property.

RECOMMENDATION: VOTE YES

12. Loans by State for Energy Conservation Improvements in Residential Structures. Authorizes low interest state loans for residential insulation and solar heating or cooling systems.

RECOMMENDATION: VOTE YES

13. Greyhound Dog Racing. Establishes a state commission to license and regulate the conduct of and wagering on greyhound dog races.

RECOMMENDATION: VOTE NO

14. Agricultural Labor Relations. Reenacts Agricultural Labor Relations Act of 1975, with amendments and requires state legislative appropriations to implement.

NO RECOMMENDATION

15. Chiropractors, Board of Examiners. Licensing Requirements. Adds two public members to Board of Chiropractic Examiners. Increases educational and licensing requirements.

RECOMMENDATION: VOTE YES

Western Conference Meets In Nevada

Turner Addresses Delegates On Problems Facing The Union

The Western Conference of Operating Engineers, AFL-CIO met during the week of September 27 in Las Vegas, Nevada. The Conference, comprised of all Operating Engineers local unions in the 13 western states, met to discuss matters of mutual concern and interest.

Highlights of the four-day conference was an address by IUOE General President J. C. Turner.

President Turner, speaking to the delegates during the opening session, spoke for over 30 minutes on the problems facing the International Union and the construction industry throughout the country. He also spoke at great length of the importance of each individual local union getting actively involved in the campaign of Jimmy Carter for President. "Over the past eight years, we've had nothing but callous indifference from the Republican Administration, be it from Richard Nixon or Gerald Ford."

The General President went on to sharply criticize Ford's repeated vetoes of jobs producing public works bills. "In the past two years, President Ford has vetoed over 2.5 million jobs, many of which would have been in the construction industry. I think it is time for the working people of this nation to veto Jerry Ford. It's time for Mr. Ford to stand in the unemployment line for awhile."

He went on to say that "we as union members must make the lack of jobs and the depressed state of the economy the main issue of this campaign. We have to keep the pressure on the candidates to discuss economic matters and to place full employment as their number one priority. Democrat Jimmy Carter has done this. Republican Jerry Ford

has failed to recognize the human suffering his economic policies have placed on the people of this country."

President Turner also discussed the many problems facing the construction industry in the months ahead. One of the biggest and most immediate problems is the nuclear initiatives appearing on the state ballots in many of the western states. In Colorado and Oregon, two states known for their strong environmental leanings, the situation is serious. "If these two states approve the nuclear shutdowns as proposed on their ballots, you can rest assured that construction and business growth will come to a virtual stand-still. These states must turn back this attempt to stop growth and cut themselves off from any further development of nuclear energy."

While on the subject of nuclear initiatives, President Turner had words of praise for Locals 3, 12 and 501 for their work in defeating Proposition 13 in June of this year. "The total effort made on the part of these locals had a great deal to do with the overwhelming defeat of this issue," he said.

President Turner also announced that the International Union was joining forces with other international unions and the National AFL-CIO to bring an anti-trust suit against the Business Roundtable for restraint of trade. "This group, along with other national employer associations across the nation have been meeting to determine the easiest and quickest way to destroy organized labor. When a construction project of major proportions is in the works, the Roundtable 'suggests' to their fellow members that invitation to bid on the construction be sent only to those contractors who operate open shop. If by some chance an invitation is sent to a union contrac-



GENERAL PRESIDENT JAY TURNER opened the Western Conference of Operating Engineers in Las Vegas, Nevada. Turner was joined at the head table by Regional Direc-

tor J. J. Twombly, at left and William Dunn from Local 3, who is the newly elected President of the Western Conference.

tor, the restraints and regulations imposed make it almost impossible for fair employers to be awarded the contract. We think this is a conspiracy to destroy labor unions, depriving the opportunity of union members to earn a living for their families and therefore is a restraint of trade as guaranteed in the Constitution of the United States. We intend to take the matter head-on and we expect to win."

His announcement of the proposed lawsuit was the first public disclosure of the move and was greeted with applause and enthusiasm by the delegates.

Local 3 Business Manager and International Vice President Dale Marr chaired an important workshop on public employees. The main topic in this discussion was the announcement of the granting of a separate charter to the Public Employees Sector of the International Union of Operating Engineers. The charter, forming the District Council of Public Employees Number One, located in San Francisco, California, will be led by International Representative Walt Norris. Marr said that a separate charter for the public employees will do two main things. "Number one, it will give the public employee autonomy and independence from the construction locals, and number two, it will free the parent locals from the expense of maintaining and servicing public employees. We think it is a big step forward for the public employees and are enthusiastic about the granting of a charter for them."

Marr also said that this charter will also help to overcome two big problems in organizing public employees. "It will alleviate the barriers to organizing like how to organize outside traditional craft jurisdictions and the unit determination which extends be-

yond geographical boundaries of any local union."

President Turner said in announcing the new charter that "because California has been in the forefront of public employee organizing and have the most sophisticated operation for public employees, we felt it was wise to give the first charter and establish the first joint council in California."

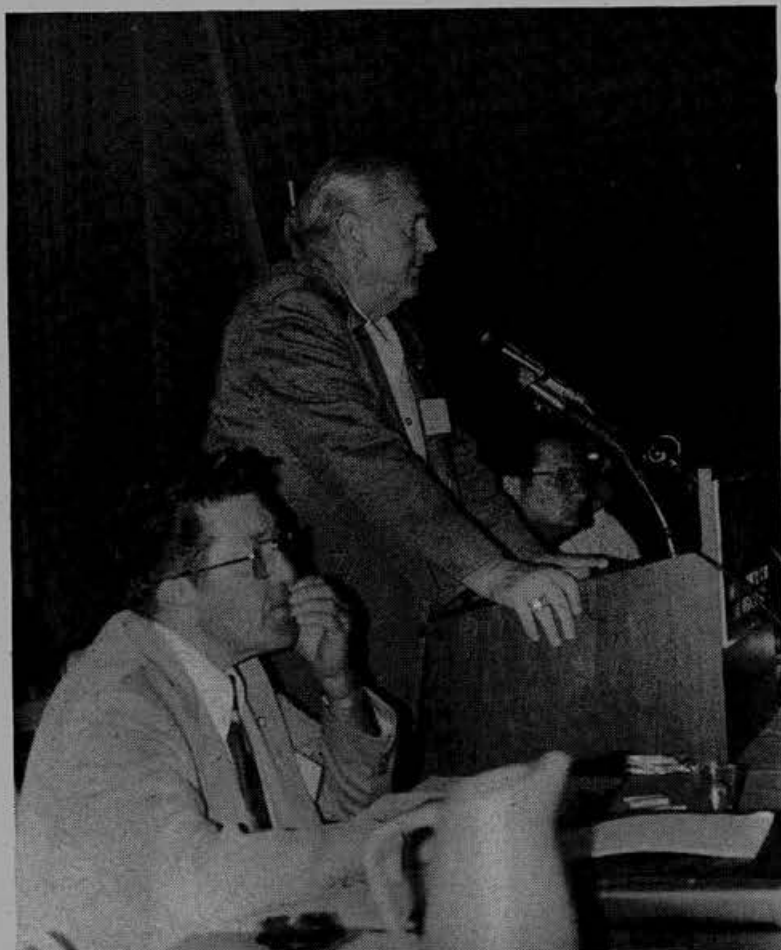
Larry Dugan, Business Manager of Local 428 in Arizona chaired the work session dealing with regional negotiations for the 13 western states. The report dealt with progress that has been made in the past year on the subject of a regional collective bargaining agreement.

Initiated in December, 1974, regional bargaining has been the topic of numerous meetings throughout the western states for the past 22 months. The purpose of the regional concept, as explained by Regional Director J. J. Twombly in an interview with "Engineers News" in April, 1975, "is to establish common language for contract negotiations dealing with manning requirements and job classifications. It is not the purpose of a regional contract to set standard wages or fringe benefits scales however. This is still,

and will remain, the local unions' jurisdiction."

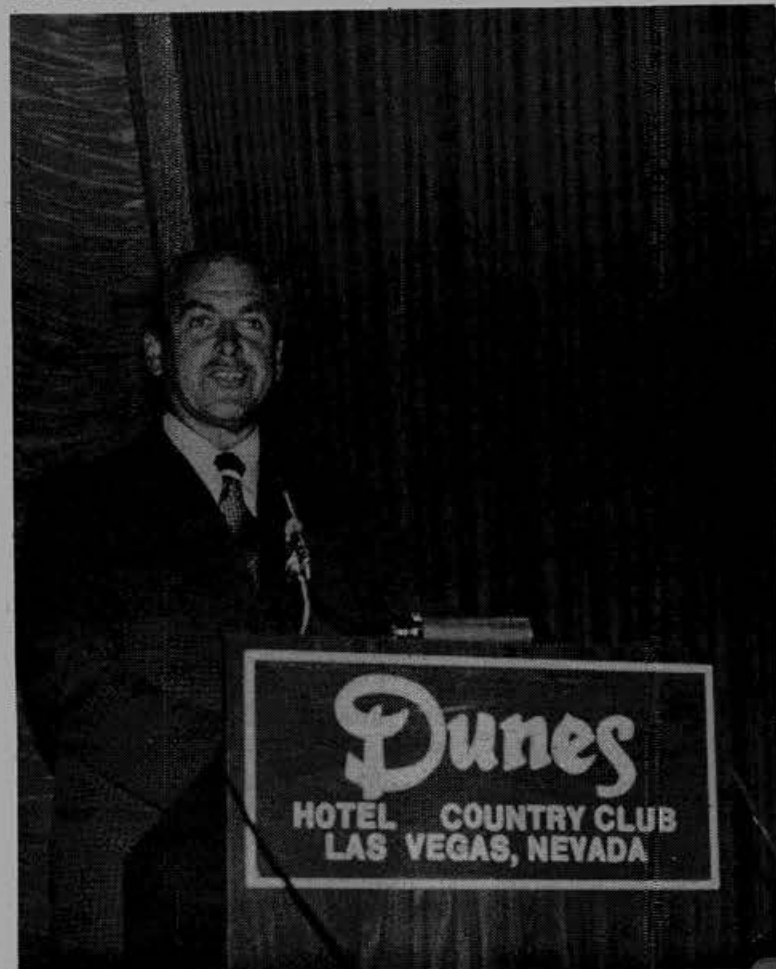
Dugan reported on the progress made over the past two years. He discussed at great length a draft proposal for a regional contract. "So far, we have agreed to certain provisions proposed by the A.G.C., and have refused to agree to others. We still have a long way to go if we are to arrive at an agreement. But thus far, we have reached the conclusion that there is a future for a regional contract and therefore, we will continue to meet with representatives of the A.G.C."

Other business that took place included the election of William Dunn, Trustee of the International Union and Business Manager of Local 370 in Washington and Idaho as President of the Western Conference. Dunn replaces Russell Conlon who had to resign as Conference President when he was elected General Secretary Treasurer of the International. Vice Presidents Leo Eachinski of Local 148, East St. Louis, Ill.; Joseph Seymour, Local 12, Los Angeles; Robert Fox, Local 501, Los Angeles; Frank Hanley, Local 15, New York, and Dan Gagliardi, Local 137, Briarcliff Manor, New York, also addressed the delegates.



(Left) BUSINESS MANAGER DALE MARR, chaired the workshop dealing with public employees at the Western Conference of Operating Engineers. Seated at Marr's right is J. J. "Jim" Twombly.

(Right) NEVADA GOVERNOR MIKE O'CALLAGHAN thanked the delegates for their support to Nevada during the opening session of the Western Conference.



Carter—Local 3's Candidate

(Continued from Page 1)

years of Kennedy-Johnson.

- Prices for groceries rose 71 per cent in the past 7½ years, with costs of bacon, potatoes, sugar and coffee more than doubling.

- Interest rates soared to heights unprecedented since the 1860's, during the Civil War.

- Gasoline prices increased 76 per cent during the Nixon-Ford Administrations.

- Corporations continued to decrease their proportion of the tax burden, as corporate income taxes declined from 32.8 per cent of receipts to 25.5 per cent.

Noting that Ford has said that he would run on his economic "record," Carter has cited some of Ford's records—the worst inflation rates in 50 years, the greatest budget deficit in the nation's 200-year history and a 7.8 per cent unemployment rate that is higher than that of Harry Truman, Lyndon Johnson and even Richard Nixon.

Carter has spelled out a program that is designed to turn the economy around that includes:

- Steady growth of the economy, "at least double the 2 per cent or less that has been maintained under President Nixon and Ford." He noted that the national economy is losing over \$150 billion a year in goods and services not produced in the Nixon-Ford recession and said this amounts to a \$2,500 loss for every family in this country.

He cited a need for adequate supplies of basic materials and the necessity of encouraging agricultural productivity, enforcing anti-trust laws to assure competition and maintaining strategic reserves "so we won't be caught

short and won't have to yield again to an attempted blackmail or pressure on our economy."

- Full employment, "the most important thing of all. We need a strong government program to implement employment, primarily in the private sector, but as top priority." Even in this year of tight budget priorities, the nation is spending \$17 billion on welfare and unemployment compensation, he noted, and that could be spent on creating jobs.

"If we carefully target government programs and government incentives, we can reach an unemployment rate of 4 per cent or less without strong inflationary pressures," he said.

- Stable prices, setting a target date of 1980 for the return to an inflationary rate of 4 per cent or under—about the rate the nation had when Nixon took office in 1969.

- A balanced budget, which Carter said would never be achieved as long as the nation remains below full productive capacity and loopholes in the tax laws cut into federal revenues. He said 622 Americans with annual incomes over \$100,000 paid no taxes at all last year.

Local 3 Business Manager Dale Marr has called Jimmy Carter "a breath of fresh air. A man who is committed to full employment and, of utmost concern to building tradesmen, a complete reorganization of the federal government."

According to Marr, the reorganization of the government will help solve the "bureaucratic nightmare the construction industry must go through before federal approval is given for a project. One case in point is the Dumbarton Bridge replacement

project. Even with the support of the adjoining communities, the state government, the Governor of California, and with the money available, the project isn't ready to be advertised because of the red tape in Washington. Because the bridge goes over the San Francisco Bay, it must be approved by the Coast Guard, the Army Corps of Engineers and the Fish and Game Department to name just a few. If Jimmy Carter can help solve this maze that we have to put up with just to start a project, I'm all for him."

Marr also called for the support of all Local 3 members to vote for and support Jimmy Carter. "We've seen what Gerald Ford can do. His policies have maintained the highest inflation rate in decades, the highest unemployment rate in decades and the least promise of recovery. His vetoes of public works bills, of social programs to help the victims of his jobs vetoes, of practically every piece of legislation designed to help the working family are reasons enough to veto Jerry Ford."

IUOE President Turner Urges Members To Vote

IN THE GENERAL ELECTION THIS YEAR, VOTERS WILL CHOOSE A PRESIDENT, A VICE-PRESIDENT, ONE-THIRD OF THE UNITED STATES SENATE AND THE ENTIRE HOUSE OF REPRESENTATIVES.

THOSE ELECTED WILL MAKE THE LAWS OF GOVERNMENT. UNLESS ORGANIZED LABOR ACTS TO MOTIVATE OUR MEMBERS, WE WILL FAIL TO ELECT CANDIDATES WHO WILL GOVERN FOR THE BENEFIT OF ALL WORKING AMERICANS. WE MUST ELECT CANDIDATES WHO WILL REVERSE THE RECESSION POLICIES OF NIXON AND FORD. JIMMY CARTER AND WALTER MONDALE WILL REVERSE THAT POLICY. THEY ARE COMMITTED TO PUTTING "AMERICANS BACK TO WORK". THE AFL-CIO ENDORSED CANDIDATES FOR CONGRESS WILL ALSO REVERSE THAT POLICY AND THEY ARE COMMITTED TO ORGANIZED LABOR'S GOALS OF MOVING AMERICA FORWARD. LABOR'S RESPONSIBILITY IS CLEAR.

OUR RESPONSIBILITY MUST BE TO INFORM OUR MEMBERS THAT THE REAL ISSUES ARE JOBS, TAX JUSTICE, HOUSING AND HEALTH CARE. THESE ARE THE ISSUES AND THEY CAN'T BE IGNORED ANY LONGER. THE AMERICAN WORKERS MUST KNOW THAT THEY HAVE LOST HEAVILY IN THEIR BENEFITS UNDER THE NIXON-FORD ADMINISTRATIONS. EIGHT LONG YEARS OF UNEMPLOYMENT HAS PRODUCED DRASTIC CUTS IN PAYROLLS FOR OUR WORKERS. EMPLOYMENT CHECKS HAVE GIVEN WAY TO WELFARE CHECKS AND FOOD STAMPS.

THE EIGHT YEARS OF ECONOMIC DECLINE OF THE NIXON-FORD ADMINISTRATIONS HAS NOT ENDED; IT IS CONTINUING. HIGH UNEMPLOYMENT IS FORCING THOUSANDS OF AMERICANS ON TO THE UNEMPLOYMENT ROLLS EVERY DAY. THEY CAN NO LONGER SUPPORT THEIR FAMILIES OR PROVIDE HEALTH CARE OR EDUCATIONAL BENEFITS FOR THEM. THESE BENEFITS HAVE BEEN LOST THROUGH MONTHS OF NO WORK.

ALL OPERATING ENGINEERS MUST MAKE EVERY EFFORT TO SEE THAT OUR MEMBERS, THEIR FAMILIES AND THEIR FRIENDS VOTE IN THE NOVEMBER ELECTION FOR THE "CARTER-MONDALE" TICKET.

FEWER THAN 50% OF REGISTERED AMERICANS VOTED IN THE 1972 ELECTION - AN INCREASE OF 10% IN THE NUMBER OF UNION VOTERS ON NOVEMBER 2ND WILL GUARANTEE VICTORY AND JOBS. DO YOUR PART!

J. C. TURNER, GENERAL PRESIDENT
INT'L. UNION OF OPERATING ENGINEERS
1125 17TH ST., N. W.



SENATOR FRANK E. MOSS—Local 3 endorsed candidate for U.S. Senator in Utah.

Forest Industry Has Good Year, Other Utah Work Going Well

By TOM BILLS,
District Representative and
WILLIAM MARKUS,
DON STRATE, and
REX DAUGHERTY,
Business Representatives

Despite economic and ecology pressures that have plagued the timber industry, Kaibab Industries in Panguitch, Utah, has had a profitable year. Even the constant battle with the Forest Service for timber sales has not hampered the cutters at the Panguitch operation and the brothers have been working steady all summer.

Hopefully the retail lumber market will continue to climb out of the slump it has been in for the past two years. If the market stabilizes, the good brothers can look forward to a good future in this industry.

Wheeler Machinery Company in Salt Lake City, Utah, has obtained another government contract. With this contract the brothers at this operation should be working through the winter without the usual reduction in force that hits the construction trade this time of year.

Negotiations with Abbott GM Diesel in Salt Lake City, Utah, are preceeding well with the non-economic issues resolved. The contract looks good for settlement before the current contract expires October 30, 1976. We will keep you posted on the progress made.

Once more fall is upon us and we are all wondering where the summer and the work season have gone. Our out of work list is still in good shape in the Provo office.

The work in Southern Utah is still holding well. W. W. Clyde's job at Harleys Dome and I-70 is moving along steadily. They have all the excavation done on the south lane and are hurrying to get the select material back in place and all the asphalt laid so it can be opened for the winter traffic.

L. A. Young is about in the same shape on their job at Westwater on I-70. At the present time they are working five-ten hour shifts in order to get the south lane open. The State has a deadline of October for laying the asphalt. L. A. Young's job at Crescent Junction is about finished. They have all the asphalt laid on both lanes. There are guard rails and signs yet to be installed. It will be beneficial to have this section of I-70 open for the winter. L. A. Young also has a small crew back in Moab to replace a bridge that was washed out last spring. This bridge was built last winter by L. A. Young. Two weeks after it was opened there was flooding in the area and it was washed out, so the State must have it replaced.

W. W. Clyde has started the road job at Koosharem Junction. There are 12 hands working at

this time but they will probably have a second shift going by mid-October. With the elevation so high, the two shifts will be trying to keep ahead of the frost and an early shutdown. Norm Clyde is the project superintendent, Brother Derlyn Murry foreman, and Brother Burke Whitney is job steward. We are planning for this job to run well into the winter.

W. W. Clyde is in the process of getting their job on I-70 up Clear Creek Canyon underway. They will probably just be pioneering and moving a lot of rock this winter. Brother Lorus Paul Sherman will be the Project Superintendent on this job. There is 1.75 million yards of dirt to be moved in a four-mile stretch and a great share of it is rock.

Enoch Smith & Sons job in Emery County just south of Castle Dale is progressing quite well. Brother Dell Jensen is the superintendent on the job and Brother John Delaney is the fore-

man. Brother Pete Salazar is the job steward and doing a fine job. This job is 11 miles of culinary water supply line for the Emery Power Plant. At this publication approximately 50 per cent of the job is complete.

S. J. Grove Const. Co. was the apparent low bidder on the State-line Dam project. The engineers' estimate was \$7,280,000; S. J. Grove bid \$11,062,000 and Green Const. Co. \$14,440,000. At this writing, the Bureau of Reclamation plans to award the project approximately the middle of October.

S. J. Grove is racing with time in an attempt to beat the weather and complete the earth fill dam at Currant Creek. At the present rate of construction, the company is looking at the end of November. Next year there will be a lot of clean up and concrete work on gate chambers and spillway.

Gibbons and Reed Co. is in full swing working five days, 10-hour shifts, at Roosevelt, Utah, con-

structing two large reservoirs for the Bureau of Land Management. The company has approximately 500,000 yards to move. They are hoping to have the dirt moved this fall and riprap this winter.

Meany to Talk On Importance Of Voting Nov. 2

AFL-CIO President George Meany will underscore the importance of voting in the November 2, 1976 general election in a special radio broadcast to be carried on the mutual radio network at 6:15 p.m. (EDT) on Thursday, October 21 and on NBC radio on Monday, October 25, at 8:30 p.m. (EDT).

Local stations should be checked for possible variations on the time of broadcast of the programs, which are sponsored by the AFL-CIO Committee on Political Education.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

The 1976 work season is coming to an end. Many Journeymen now realize that it has been less than spectacular in terms of hours of work.

It is not surprising under the circumstances that the propriety of Apprentices working when Journeymen are not working is being questioned. It is even further confusing when more persons are being trained for fewer and fewer job opportunities.

When the N. C. S. J. A. C. training program was put into operation in 1960, two basic premises were made: If the employee is capable of producing more, then the employer can afford to pay more to that employee and if those higher standards of the workpool were to be sustained, then new entrants to the workpool must be trained to the point of meeting those standards.

It has been a successful enterprise for both the employee and the employer. It has been successful because both the employee and the employer have personally contributed time, energy and expertise toward their mutual benefit.

Federal and state laws have been passed. They do not affect the general premise of the N. C. S. J. A. C. training program concept, but they do affect the details in arriving at the goals of the training program.

For whatever reason, in the beginning there were few ethnically minority persons employed in the occupation of the Field and Construction Surveying. The Federal Government caused an action in a Federal Court and there is now a court order instructing the N. C. S. J. A. C. to continue training Apprentices and insisting that many of these trainees be ethnically minority persons.

Additionally, recent federal and state laws now demand the recruitment, training and employment of women on much the same basis as ethnically minority persons.

California state law demands that employers employ one (1) Apprentice for each five (5) Journeymen working at the site of the public works or an average ratio of one to five on all work of the employer for the entire year. It is a rare survey firm that does not survey on public works several times in a year.

A loose definition of a public works job is any job utilizing public monies to some degree.

These items we have been discussing are federal law, state law and orders of a Federal Court. They are not negotiable in the Collective Bargaining Agreement. They are not policy that can be made by the J. A. C., they are not decisions that can be superceded by the employer's best judgment, and they are not matters that union members can vote on to accept or reject. They are the law of the land.

The N. C. S. J. A. C. has been striving to accommodate the federal law, the state law and the current Court Order and still not dilute the original premise declared at the beginning of the training program.

Over the last three years, some realities have emerged: None of this is apparently going to go away it is possible to retain the high standards of performance of the workpool; the N. C. S. J. A. C. cannot stop training; ethnically minority persons will be a part of the workpool; women will be a part of the workpool; there is simply no way that the N. C. S. J. A. C. can make more jobs.

The task ahead is not a simple one and complexities abound. This discussion has not been a cry for sympathy or an attempt to shift responsibility.

The facts are that some Journeymen do sit home while some Apprentices do work. That can be disturbing and does elicit questions about what is going on.

We are living in an uncomfortable world. All sorts of change is going on around us. Unfortunately, there are no Houdinis that can say "abracadabra" and solve all the problems of the world.

One fact we can leave you with, every month of every year since 1960, there have been more Journeymen who have been expanding and adding to their skills through the Apprenticeship Program then there has been new entrants to the Apprenticeship Program with their eye on your job.

The basic premise still seems to be holding: A good day's work for a good day's pay. The real battle is with the politicians that you have elected. They are fooling around with your job opportunities.

In a representative form of government, such as ours, we elect persons to various levels of government who we believe will pass laws and conduct our government in a manner that reflects our personal moral and practical beliefs. We don't personally make those laws, our elected official makes our argument and casts his vote for our best interest.

In November, you will select an array of individuals who will speak for you and who will make decisions affecting your very existence.

To date, no one has figured out exactly why people vote for one person over another. Perhaps it is a nice smile, a particular hair style, a short or catchy name, maybe he just looks good on T.V. and sounds sincere.

Why not call him on the telephone or better yet go look him in the eyeball and ask what specifically he intends to do about the lack of job opportunities. There is no doubt that he will be unalterably opposed to unemployment. That's nice—but insist on the answer to the question—"what specifically are you going to do to effectuate full employment?"

It is not necessary to talk directly to the man himself. By being persistent with his aides, the message will travel both ways. Either the candidate is a phoney or he is committed to something. Don't be shy. If you are going to elect a person to speak for you and cast your vote to enact important laws which effect your life, then you had better know him well.

Kaiser Ratifies New Contract

By JACK BULLARD,
Business Representative

Much has happened these past three months in Monterey County. All of these happenings weren't reported, due to shortages in newspaper space. This writer, Jack Bullard, will review some of those happenings. The eleven International Unions and the two Kaiser Corporations (Kaiser Cement and Kaiser Aluminum), reached final agreement on a three year contract. The agreement covers Kaiser Natividad, Kaiser Moss Landing, & Kaiser Permanente. Kaiser requested and received the services of a Special Assistant from the Federal Mediation and Conciliation Service from Washington, plus another mediator from San Francisco. Jack Bullard served as Recording Secretary for the entire negotiation, and as negotiator for Local No. 3. Bob Fleckenstein participated, as did District Representative Mike Kraynick. Mike

was assisting Don Kinchloe in the Rock Sand & Gravel negotiations at the same time, and so was unable to attend much of the Kaiser negotiation. Stewards Bob Lindstrand at Natividad and Sid Rigor at Moss Landing came through with the lightning fast telephone calls for membership meetings near the end. Lindstrand suffered an on the job injury near the end, and Brothers Johnny Walker and Johnny Wood stepped into the breach. Morris Aniya and Jim Adkins, Safety Man at Moss Landing gave lots of help too. Many thanks to all.

Readymix Employees in Santa Cruz and Monterey Counties now have an agreement that will give them the same wage and fringes as Readymix Employees in Santa Clara County! Don Kichloe and Mike Kraynick negotiated this agreement; it is a landmark and a happy day! We also supported the Teamsters by observing their picket lines, so that they also have an agreement giving them parity.

The hands at Graniterock Aromas, who are under the Rock Sand & Gravel Agreement, supported the Teamsters wholeheartedly. These Brothers deserve recognition for their willingness to support the movement. We applaud their actions. There are other Employees of other contractors who observed the same picket lines, and we applaud them too.

Mike Kraynick directed me (Jack Bullard) to negotiate the J & J Steel agreement in Salinas. The members ratified the agreement unanimously. It includes a duration of three years, with a cumulative increase in wages and fringes of 29.5% above the last contract. We have some language improvements and more tools supplied.

Burke Construction of San Luis Obispo has a screening plant going on Arroyo Seco river West of Greenfield. They are running about 50,000 tons of river rock through in order to recover only 9,000 tons of round, hard, river stones to meet the specifications of a sewage treatment plant contract at Ft. Ord. Billy Inman's been down there, along with Doyle Ford on loader, and Joe Herrera.

We have pickets on Marotta Excavating on the bicycle paths they're building in Monterey. This is our third picketing of this employer.

Granite Construction, Watsonville branch, is building the settling ponds for Kaiser Moss Landing. It is hard to believe, but my diary for September 1975 shows the coastal commission hearings I attended to support this project. Took this long to get the go-ahead. This Granite crew is from same group that stripped at the Aromas Quarry. It includes J. C. Ross, Jack Gaddis, Cal Green, Alberti

(Continued on Page 15, Col. 3)

More On Wage Increase

(Continued from Page 6)

For workers in bargaining units with wage-rate adjustments actually going into effect in the second quarter of 1976, wage increases averaged 5.3 percent, compared with an average adjustment of 6.5 percent in the second quarter of 1975. Historically, collective bargaining has the greatest impact on average hourly rates for union building trades workers during the second quarter of the year, which usually accounts for more than one-half of the yearly advance.

Union wage rates in the building trades averaged \$9.47 on July 1, 1976. The addition of employer payments for health, welfare, pension, or vacation plans raised the average rate to \$11.38, an increase of 4.8 percent in the second quarter of 1976 and 7.9 percent over the year. In the second quarter of 1975, the corresponding figures were 5.3 and 9.8 percent.

The proportion of employer contributions to employee benefit funds has more than doubled since the Bureau first developed such data in 1965. At that time, such contributions equaled 7 percent of the wage-and-benefit fund package, compared with 17 percent on July 1, 1976.

Wage-rate increases during the second quarter of 1976 were reported by slightly less than two-thirds of 719 bargaining units surveyed during the past year in 105 cities about the same proportion received increases one year earlier. Two-fifths of these units had wage gains of 40 to 60 cents an hour, and another three-tenths received between 15 and 35 cents in

the quarter ended July 1, 1976. Approximately one-tenth of the increases were for more than 85 cents.

Slightly over half of the April-July 1976 increases in the 105 cities resulted from newly-negotiated contracts. Just under one-third of the units with increases during the quarter also had one or more rate advances during the two preceding quarters. Thus the practice in construction of multi-step increases within a 12-month span, which was common prior to the wage control period for construction (March 29, 1971, to April 30, 1974), is still evident.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

We would like to bring to your attention that if any member is called for a dispatch and agrees to accept the job from the dispatcher and does not show up for work, he can, by the Job Placement Regulations, be ineligible for dispatch for thirty (30) days. All of you should be familiar with these regulations and a copy can be obtained from Mike, Paul or Gene. They are also available through your local Union Hall.



Mike Womack

It has come to our attention that some members currently working under the Tech Agreement are apparently confused as to the reckoning of time for the work day. It is the employer's responsibility to schedule the full workday, and except for time off requested by the employee for personal business your contract provides under Section 04.03.00—Reckoning of Time. Straight time (except as provided under Section 04.04.00) shall be reckoned by the full workday (eight (8) hours) except that on the first (1st) day of employment and on any day that the work on a job or project is suspended on account of weather conditions or by written order of the contracting authority not less than four (4) hours at the applicable rate shall be paid for work performed and any time thereafter shall be reckoned by the hour.

We again would like to remind you that November 2, 1976 is drawing near. Just before you mark your ballot for the Presidential Candidate, remember Nixon's get-away car was a Ford.

Your Local Union, working in conjunction with the N.C.S.J.A.C. is once again putting together a round of First Aid Classes for members and wives that need to either renew or obtain a multi-media First Aid Card. The first two classes will be held in November:

Date: November 20, 1976

Time: 8: a.m.

Location: 1225 - 13th Street

Modesto, CA

Date: November 27, 1976

Time: 8:00 a.m.

Location: 675 Hegenberger Road

Oakland, CA

Those of you who would like to attend are requested to contact the Tech Center and sign up prior to attendance—phone (405) 638-9353.

ATTEND
UNION
MEETINGS

With Safety In Mind

1976 Accident Rate Takes Upward Trend

Compared to 1974 and 1975, the accident rate for our members has taken a disconcerting swing upward this year—especially for apprentices. Many of the accidents have been unnecessary "backovers."



Jerry Martin

A recent case involved faulty equipment. A vibratory roller jumped out of gear and the hand brake wasn't working. On this particular type of equipment, there is *no way* to get the machine back in gear once it's out. A safety latch which fits down over the gear lever will hold it in place but this machine didn't have one and the operator couldn't avoid the accident with the machine out of control.

During the accident investigation, the safety representative heard that the "machine was like that a year ago." THEN WHY WASN'T IT REPORTED TO THE SAFETY REPRESENTATIVE A YEAR AGO?

An inoperative back-up alarm caused the death of another man this year. The loud drone of heavy equipment can make you lose your usual hearing perception. After a few hours exposure, you can't distinguish how far away the machine is from you by the sound of the engine, but the novel beep of a back-up alarm breaks the monotony and lets you know equipment is close at hand.

Safety representatives sometimes hear the excuse of "fear of being fired" as a reason for not reporting faulty equipment or a dangerous situation. Let me say as strongly as I can, that YOU WILL NOT BE RUN OFF A JOB FOR REPORTING A SAFETY HAZARD. You have a union, a safety department, a contract agreed to by the employers, the State of California Division of Industrial Safety and Federal OSHA to back you up if you're laid off! On the other side of the coin, consider the consequences of not reporting faulty equipment—you might be the fatality. Is it worth it? Or is it worth it to someone else killed on equipment you knew was unsafe before the accident?

Someone once said about safety, "what hasn't happened in twenty years can happen in twenty seconds or less"—this, brothers, is a true statement! Look around your job site. Is there equipment or a hazardous condition that's been there for years but hasn't caused an injury? Don't count on it. If it doesn't meet the safety code, then take the time to report the hazard so it can be corrected. If something looks unsafe to you but you're not sure if it's a violation, then call your safety representative or business agent, anyway. The safety representatives in Local Union No. 3 would rather spend the time to check a situation and find it safe than overlook a hazard that could cause an accident.

Some accidents are going to happen even when every precaution has been taken; equipment will break and humans make errors. But, these avoidable, unnecessary accidents have got to go! Be properly equipped with safety devices and use these devices in the proper manner. Accidents will decrease, I assure you, and if an error is made it probably won't be a fatal one.

We learn from other people's mistakes—because we never live long enough to make them all ourselves. In terms of safety, monitor yourself and others working around you to see that past mistakes aren't repeated. Take the time to report hazards the minute you see them. In short, keep safety in mind at all times. There is *no* excuse for taking chances.

Keep America Free.
Use Your Right To Vote

More On San Mateo Jobs

(Continued from Page 4)

Contracting crews have been busy working in and around Yuba City on street work, subdivisions and underground work.

Jaeger Construction has been keeping several operators busy with their underground and street work in Yuba City. Yuba Ready Mix has been busy all year—even renting mixer trucks at times to keep up—their down time has been very minimal, which I feel is a good reflection on the very competent operators who work for this Yuba City firm. The shops and plants have kept fairly busy all year.

Speaking of plants, Baldwin Contracting recently bought out Kaiser Sand and Gravel operation at Hamilton City and have been making some changes in the operation there.

Butte Creek Rock has been busy with their paving operation and with various jobs around Chico. They have been keeping their hot plant real busy.

R & D Watson has almost completed their channel work at Chester. Robinson Construction is mid-way on their project in Quincy; also, they are working in Kelley Ridge.

Baldwin Contracting has a number of resurfacing jobs in Marysville, Olivehurst, and Linda and they are about to complete their project at the Olivehurst Public Utilities District Water Treatment Plant.

Work at Tenco Tractor is holding up rather well at the present. Tow Motor Division at Marysville has been busy keeping their lift trucks available for the agriculture work in the area.

At Public Hearings

More Support From Members Needed

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

We went to a meeting on the 30th of September and sat and talked and listened for four hours trying to convince the E.P.A. that Contra Costa County needs the extension built onto their waste treatment plant in Concord. Not so much for the purpose of any new construction, but to handle what we have built now so the plant won't have to push any overflow of raw sewage out into the Suisun Bay. Sure we're talking about \$50 million, but look what we have spent to clean up the waters, and then to want to stop a job like this so we can put raw sewage back into the clean water. Does that make sense? It sure doesn't and it won't make any dollars for our brother engineers either.

Brother's Support Needed

Brothers, we called approximately 200 brothers asking them to attend this meeting and give us the support that we need to break this job loose. At this time, I want to thank the 23 Operating Engineers that came. You guys sit around and bellyache because you are not working, yet you won't come and help us get the work off the board.

When we call you for support we don't expect you to get up and talk. We will do the talking, etc. for you. We need the heads so we can show them that we do have support. If anybody would want to speak they would be more than welcome to. What it boils down to is that a handful of Business Agents and 23 hands can't do it alone. The next time you get a call, please try and make it. If you need transportation, let us know. We'll try our best to oblige you. We know that after 8 hours on that iron you're beat and once you get home it's hard to get that ole body up and going again, but brothers if we don't start getting out we will all be looking for work. After 10 hours I'm tired too, but I

still get up and go even after the get up and go has got up and gone.

One good example of what unified support from the brothers can do was the last election when we fought Proposition 15. We knew if it passed we might as well hang up that hard hat and go fishing. But we fought back hard and beat Prop. 15 2 to 1. We can do the same to these other groups if we will just buckle down and do it. So buckle up and let's go gang. See you at the next meeting.

Hwy. 4 Winding Up

So much on the E.P.A. Now to cap off with work picture in Eastern Contra Costa County. The Guy F. Atkinson job on Hwy. 4 should be sold to the State in December, 1976 sometime. The Madonna Construction job on Hwy. 4 should have the traffic diverted to the new bridge and frontage road by the time this printing comes out.

Oliver DeSilva is putting in the parking lot at the new Willows

Shopping Center in Concord.

The Pittsburg Hospital has not gotten into full swing yet, as they have not gotten the bonds yet. This matter should be taken care of before too long.

The Peter Kiewit Job at the Antioch Bridge is moving slow, but sure. They are having trouble with the piles on the Solano side. Knowing how Peter Kiewit operates, they will get things going strong before too long.

Shops—Mixed Picture

We have successfully concluded negotiations with Pacific Resins & Chemicals in Richmond, winning these members substantial increases.

This agreement was ratified unanimously by these members.

Work in the shops is a mixed picture. The R. H. Gorman Company in Hayward which has been enjoying a lot of work has slowed down some and has laid off some brothers.

Williams and Lane in Berkeley continues to stay busy.

(Continued on Page 14, Col. 1)

Stewards' NEWS

by Ray Cooper, Job Steward Director

The construction industry wasn't new to Richard Flick when he joined Operating Engineers in 1955. His father, Clarence Flick, has been a member for 31 years and his brother-in-law, Bennie Ellsworth is also a 30 year member. Bennie is still active in the union but Clarence has enjoyed 'Sunday every day' for the past ten years of retirement.



Ray Cooper

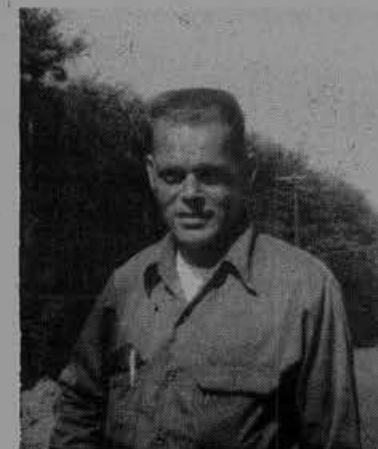
Eureka is home base for this family. Richard was raised and attended school in the area and now resides in Eureka with his wife, Lois, and their sons Rick and Jeff. The hilly countryside around Eureka is particularly suited to Richard's hobby of motorcycle trial bike riding and they say ocean fishing off the coast of Humboldt County produces some of the best salmon around.

Brother Flick joined Local 3A in 1955 and transferred to Local No. 3 in 1957. He worked at Mercer-Fraser for 4 years and joined Conner, Jr., for the following 13 years. Richard has served as the job steward for the past two out of four years with his present employer, David R. Wilkins.

At Mercer-Fraser, Brother Flick worked with another operating engineer, Brover Bowman. Brover joined the union in 1957 and has been a loader operator during the past 14 years while he and his wife, Marna, live in Bayside. He's been job steward at Mercer-Fraser since 1969.

The benefits of being a member of Operating Engineers was brought home for Grover last spring when his wife suffered a serious illness. The union medical insurance plan covered a tremendous amount of the costs incurred and Grover said the personnel in the Eureka office were extremely helpful to him during the time his wife was ill.

Brother Bowman gets in a little fishing and hunting but his main hobby is bowling, which he turned into a profitable venture as well. Besides having an average of 198 and participating in tournaments throughout California, a few years ago Grover invented an aid to bowling ball manufacturers. The device allows all three holes in a bowling ball to be plugged simultaneously, cutting in half the time it took to do them individually. The device is distributed nationally by the Atlas Products-Perry Austin Co. of Des Moines, Iowa and Grover receives a royalty check every year from the sale of his invention.



RICHARD FLICK



GROVER BOWMAN

More East Bay Construction

(Continued from Page 13)

Hoyt & Buettner in Hayward has picked up and they have put a couple more mechanics to work.

Peterson Tractor Company in San Leandro remains slow although they have called back one or two brothers.

Gravel Plants

The same old story about the gravel plants is like a merry-go-round. Most of the rock plants have been on a full work week schedule. Most of the stockpiles are down to a minimum, however, the rain last week slowed things down somewhat. Repair of the plants are on the agenda for the winter months. The old Niles Sand & Gravel Plant will be torn down and a new screening plant will be put into operation by Quarry Products of Richmond with a smaller plant.

The Forge is down to about 25 per cent of capacity. The Open Hearth Furnace Department is keeping up with one furnace that supplies the four mills and the slow down of orders for shapes and heavy rounds for the mining industry.

Southern Alameda County

Masud Mehran, (owner of Sun-set Homes) has just gotten approval for a huge office complex in Livermore. This complex will sit on 13 plus acres on the corner of Holmes Ave. and Concannon Street.

Hopefully this project will be the shot in the arm, Livermore needs to get that city moving again.

Pleasanton and Dublin are still very slow. The only project of any size is the sewer line scheduled to run across the hill to tie into Super Sewer. On November 2, 1976 a bond issue will be before Livermore, Pleasanton, Dublin, Hayward and Fremont that will fund Super Sewer. If any of those bond issues fail the entire project will be down an already overloaded sewer.

Since all of the developers seem to be holding tight until the elections are over, we will have to do the same.

Central Contra Costa

Central Contra Costa County is still holding its own as far as the number of jobs go, but again

they are small.

Independent has finished the rough grading on their Lafayette tract, and Rigisich is sticking the pipe in the gorund.

Gallagher & Burk have men scattered all over the valley finishing and cleaning up all of their tract work.

Bay Cities is in the finish stage on Levorna.

Blackhawk bids went in on the first 300,000 yards, but no word on who bought it at this time. After all the unnecessary hassle it's good just to know the bids were called for.

The meeting in Martinez for the Central San. Project was a success. Presiding District Representative, Ron Butler talked for Local 3 and did a great job. Boatwright and Nedjedly came on strong for the project. In all the Board got the picture—jobs, progress and food.

We want to thank all the Local 3 hands that showed up.

Fellas, we must do better than this at these meetings, even these small ones. If we let them feel our might at the start, when the meetings first start it's possible they won't go as long as the Dow thing. Also, we had only two contractors at this meeting. Winton Jones gave a good show, and those two chargers from Blackhawk, Wayne Hawkins and Bob Carrau. These two guys show at just about all of the meetings and they cut them up when they get up to talk. Let's get it on fellas, when you get the call, get on down there.

Cranes—Picking Up

Truck cranes are starting to pick up in the Bay Area, as we have had a few small turn arounds at Phillips, Exxon, and Shell. There has been a little maintenance at Standard Oil and Union.

We have had quite a few cranes at Moss Landing at P. G. & E., and are also building a breakwater at the harbor. We have a little work at Willows and are in and out at Malones Wastewater near San Jose. Also, have a few cranes, mostly crawlers, on the treatment plant.

As of this writing most of the crane rental companies are pretty busy and hope it stays that way. Tilt up panel work is slow right now, but small hoisting work is moving well.

I hope all the crane operators and oilers are registered voters and get out and vote in this very important election, as labor in general has a lot at stake now and in the near future.

Also, brothers, please keep up our good crane rental safety record, as we have done a good job in '75 and so far in '76.

Western Contra Costa

Out in Western Contra Costa County work has perked up with Independent Construction's job out at Hilltop Green, south of 80 freeway across from the new Hilltop Shopping Center. They are moving 90,000 plus yards here for the second twenty five units of this tract with more to come later. Ezra Faulkner and Jerry Champ-lin tandem pushing with 46A's. "Whitey" Wilkerson, Paul Candler, James Gilbeaux, and Al McKinney on the Allis Chalmers 460 scrapers. "Frenchy" Thiverge and apprentice Sterling Whitherspoon are doing a nice job on the fill with the compactor. Arba Ginn is policing it all up with the blade and Lewis Kent is polishing up the lots and slopes with the D-6. Larry Silva and Bob Hunter take care of management and grade setting respectively. All in all a neat tidy job with some excellent work by "good hands."

A few miles down the street in Rodeo the Piombo Company is moving in and starting to move 250,000 yards of dirt so as to end up with a new oil tank storage facility for P. G. & E. \$750,000 for this project which is due to be finished by the end of January. Technical advice and consultation on the cuts and fills is being given by Chief of Party, Doug Reed and his Chairman, Ben Moyer to foreman Angelo Pardini a short timer with Piombo who has only been there thirty years, might get on steady soon.

CORRECTION

The October issue of the Engineers News ran a picture of Job Steward Jack Vanlandingham, who was actually working on the Atkinson section of the Hwy. 4 job, instead Madonna job, as was stated.

At its meeting on October 17th, the Executive Board concurred in the District 2 Grievance Committee recommendation to endorse William Moses, candidate for the Board of Directors, E.B.M.U.D.

Obituaries

Business Manager Dale Marr and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Almasie, Jack (Gene, Wife)	9-30-76
P.O. Box 875, Winston, Oregon	
Browning, Robert (Bonnie, Wife)	9-25-76
38013 Dover Commer, Fremont, Calif.	
Florence, John (John Florence and Barbara Harvey, Children)	9-28-76
4410 Virginia Ave., Oakland, Calif.	
Crenshaw, Henry G. (Harold Crenshaw, Son)	9-20-76
215 Paoakalani No. 8, Honolulu, Hawaii	
Hale, Jack (Alta, Wife)	9-26-76
60 La Vonne Dr., Campbell, Calif.	
Hanawahine, Solomon (Nora Stant, Sister)	9-23-76
1912 E. Kam IV Rd., Honolulu, Hawaii	
Hawk, James (Elaine, Wife)	9-26-76
11851 Loma Rice Rd., Marysville, Calif.	
Hess, Ora (Malinda, Wife)	8-31-76
Riverside, Utah	
James, Clarence (Vera, Wife)	9-21-76
Box 1114 77 Elm, E. Quincy, Calif.	
Langdon, Marvin (Clarissa, Wife)	9-28-76
96 Stoney Brook, San Francisco, Calif.	
Lynch, Robert (Myrtle, Wife)	10- 6-76
3301 Buchanan Rd., Antioch, Calif.	
McVinnie, Russell (Gladys, Wife)	9-24-76
41352 Erma Ave., Fremont, Calif.	
Moss, Wm. M. (Betty, Wife)	9-17-76
P.O. Box 234, Salyer, Calif.	
Murrison, Arthur (Grace, Wife)	9-23-76
825 Buena Vista Dr., Jackson, Calif.	
O'Neill, Thomas (Doris, Wife)	9-23-76
3263 Vineyard No. 92, Pleasanton, Calif.	
Peterson, John (Katheryn, Wife)	10- 2-76
411 Figueroa St., Folsom, Calif.	
Renken, Marvin (Verna Mosby, Daughter)	9-20-76
P.O. Box 122, Fallon, Nevada	
Rouviere, Leon (Marilyn, Wife)	9-29-76
Rt. 1 Box 744E-1, Grass Valley, Calif.	
Scheurer, Wilbur (Violet, Wife)	9-21-76
1848 N. Hwy. 99 No. 69, Merced, Calif.	
Vanarkel, Oliver (Freida, Wife)	10- 6-76
4218 East Avenue, Livermore, Calif.	
Wright, Don (Eva, Wife)	9-19-76
1326 Columbia Dr., West Jordan, Utah	

DECEASED DEPENDENTS — OCTOBER 1976

Amadio, Florence, Deceased September 23, 1976
Wife of Joseph Amadio
Green, Cora, Deceased September 21, 1976
Wife of Charles Green
Hoflin, Jean Fay, Deceased September 19, 1976
Daughter of Al Hoflin
McCanless, Viola, Deceased October 11, 1976
Wife of John E. McCanless
Scott, Mildred, Deceased September 23, 1976
Wife of Joe Scott

Sacramento Sewer Project Gets OK, Despite Ecologists

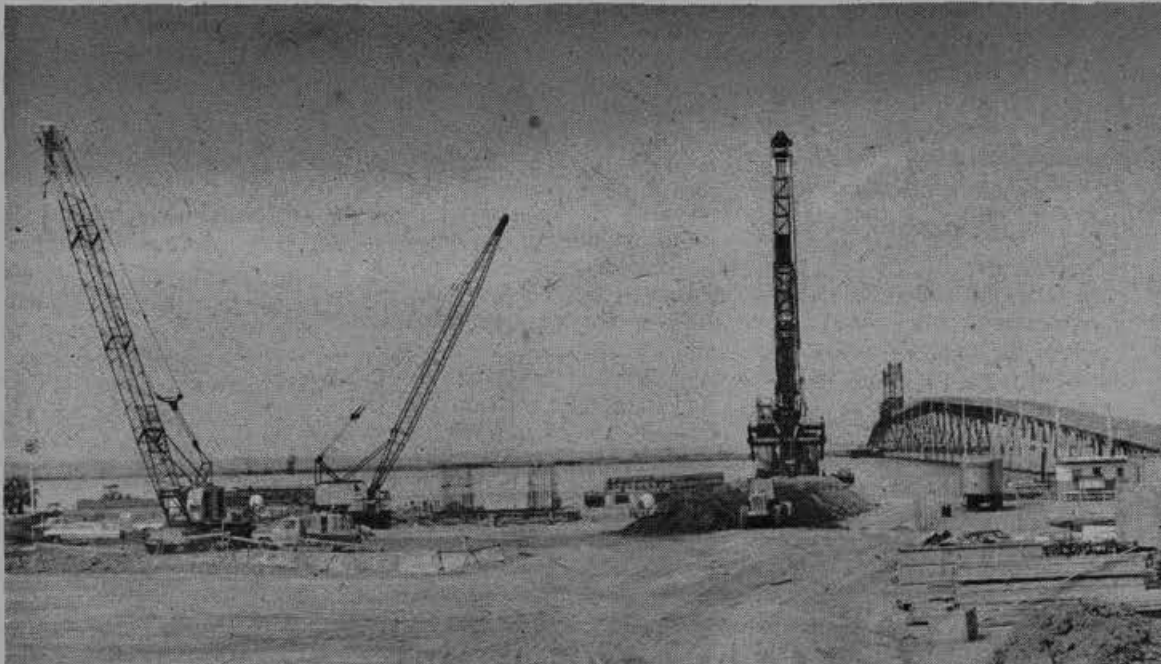
By CLEM A. HOOVER, District Representative, TOM ECK, Assistant District Representative and AL SWAN, BILL MARSHALL, and GEORGE MORGAN, Business Representatives

The awarding of the \$147.5 million sewer plant contract faced several major hurdles; but the county supervisors came through on our side and awarded the contract to the low bidder, which is Limbach National; Huber, Hunt and Nichols; and George Hyman. The first hurdle as reported in last month's issue, a group of 100 people tried to obtain a stop order from a superior court judge. Fortunately, for us, the judge refused to issue the stop order. Then Air Products Co. claimed the specifications in the contract prevented them from bidding on the equipment and was, therefore, discriminatory to them. They appeared before the County Quality Control Agency, which consists of the Board of Supervisors, Mayor of Folsom, and the Mayor of Isleton, and the agency refused their complaint. They then filed an appeal with the EPA. The County refused to delay the awarding, so Brothers we won another one and unless another hitch develops we can expect some activity on this project very soon.

The administration building was

also awarded the same day to Continental Heller Corp. for \$5.4 million. Also as part of this sewer project, A. Teichert was awarded two phases of pipeline in excess of \$10 million and Granite Const. was awarded a contract for phase A in excess of \$6 million. These contracts were a very welcoming sight to the Brothers in the Sacramento area.

Brothers, this will be the last issue of the Engineers News before the election on November 2. We cannot urge you strongly enough to get to the polls and vote for the candidates that have been endorsed by not only your Union, but all of organized labor. Some of the candidates endorsed in the Sacramento area by the Sacramento Grievance Committee and the Executive Board are: John Garamendi, State Senator Norm Waters, Assemblyman; Ben Franklin, Supervisor 4th District; Arlene Todd, Supervisor 4th District, El Dorado County; Terry Cook, Supervisor 3rd District, Placer County. A complete list of all candidates endorsed by the Executive Board will be listed elsewhere in your Engineers News. If you have any questions about any candidate in the Sacramento area, please feel free to contact the Sacramento office. Please VOTE.



WORK ON the Peter Kiewit job at the Antioch Bridge is going slow right now, due to some trouble with the pilings on the Solano

side (far side in picture), but the trouble isn't expected to hold the job up long, according to Business Rep. Chuck Ivy.

Personal Notes

SACRAMENTO

We would like to extend our deepest sympathies to the families and friends of deceased brothers James Asbury, Fred Wachtel, Leon Rouviere, and John Peterson.

Our deepest sympathies are extended to Joe Scott on the passing of his wife Mildred.

MARYSVILLE

Our deepest sympathies to the families and friends of deceased retirees Walter Martin and Ralph Gallatin; also, to families and friends of deceased Brothers James Hawk and Clarence James, both Public Employees Division.

Best wishes are extended to Brother E. Nisonger for a speedy recovery following his hospitalization.

STOCKTON

Brothers Gordon Capps, Cleave Wichman, Jack Fereva, Jesse Ballenger, Byron Burt and Gregg Sagrini were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

Brother Curtiss "Curley" Jenkins employed overseas in the Arabic region, dropped by the office recently on a job furlough.

Our deepest sympathies are extended to the families and friends of departed Brothers Arthur Murrison and Jess A. Raines.

SAN JOSE

We would like to extend our deepest sympathy to the families of the following deceased members: Jack Hale, Floyd R. Ramey.

Special Notice

BROTHERS! ! ! for us to help correct contractual inequities, etc. we need information. LET'S COMMUNICATE.

"The more information that you feed to a helping hand—the more help you can and will get! ! !"

FRESNO

We would like to express our deepest sympathy to Brother Joe Correia on the recent loss of his wife Elizabeth.

Our condolences to the families and friends of Brothers Carl Knutson, William Huntington and J. A. Gentry who have passed away. Brother Wilbur J. Scheurer (employed by Flintkote) and Paul McCutcheon (employed by Saf-T-Cab, Inc.) recently passed away and we wish to send our sympathies to families and friends.

Many thanks to those who have donated to our Blood Bank recently.

REDDING

Our deepest sympathy is extended to the family and many friends of Brother Kyle W. Rogers. Brother Rogers worked in and around Redding for many years prior to his retirement. At the time of his death he lived in Redding with his wife Agnes.

Heartfelt sympathy is extended to the family and friends of Brother Harley Elkins. Brother Elkins was ill for many months prior to his death. At the time of his death he was living in Anderson with his wife Judy. Most of Brother Elkins work was out of area.

Most heartfelt sympathy is extended to the family and friends of Brother Chris Brass. Brother Brass was retired and had been for a number of years. At the time of his death he was making his home in Montague with his wife Mary Brass.

Our deepest sympathy is extended to the family and friends of Brother H. S. "Scotty" Clark. Scotty worked and lived in the Redding area for many years prior to his retirement. Brother Clark was ill for many months prior to his death.

Heartfelt sympathy is extended to the family and friends of Cora Green. Cora was the wife of Brother Charles Green. At the time of her death she lived in Anderson.

EUREKA

It is with great sorrow we report the passing of Brother William M. Moss on September 17, 1976. Our deepest sympathies to his family and friends.

We wish a speedy recovery to retired brother, H. L. "Curly" Spence, he just completed a stay in the General Hospital and he is now convalescing at home.

Congratulations are in order for Brother John Wilkinson who wed Marge Elliott on September 4, 1976—We wish you many years of happiness.

OAKLAND

The Oakland Office wishes to extend our congratulations to Lee Lawrence and his new bride Jeannette. Jeannette and Lee were married on September 25, 1976 and are residing at 2853 Van Buren Street, Alameda, California. Lee is one of our upstanding apprentices.

Our deepest sympathy is extended to the family (wife, Eleanor, and son, Ralph Carr, an Operating Engineer) and many friends of Brother William Carr, a retired member who recently passed away.

Fresno Projects Continued

(Continued from Page 5)

of Los Banos and they are now open to the public.

The two rest stop areas, one for each direction of travel cost nearly \$900,000. Each area includes parking for 24 cars, including two for handicapped persons, sixteen truck or car-trailer spaces, eight restrooms, cooled drinking water, sheltered picnic tables and utility islands where camping rigs can dispose of wastes.

The two stops cover about 25 acres and because of their elevation, offer a good view of croplands of western Fresno County and Merced County.

The restroom buildings have ceramic tile walls and floors. They contain the new air-flush type toilets which use only one gallon of water per flush. Public telephones are to be installed at a later date.

SWAP SHOP CORNER: Free Want Ads for Engineers

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

FOR SALE: APPROX 5 1/2 ACRES, fenced w/60x80 dance floor, nice bank stand, 40' beer bar. Many cocktail tables, chairs & stools. Huge fireplace. Vacant country store & gas pump. 3 bdrm living quarters in rear. 2 cabins, lrg prking & space for over-nite parking or picnics. Write Property, 223 MacArthur, Pittsburg, CA 94565. Reg. No. 0413422. 9-1.

FOR SALE: BENNETT BREATHING MACHINE, model TV2P — complete with nebulizer. \$150. Also, regulator & liter flow gage w/nasal canula & humidifier. \$50 complete. E. Conklin, 519 Linden Ave., San Bruno, CA 94066. Ph. 415/589-4237. Reg. No. 0529120. 9-1.

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

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

FOR SALE: 1929 ESSEX to be restored. \$700. 1957 Chev. 2 dr. \$650. 1935 Pontiac Coupe to be restored. \$550. Wm. F. Watt, Rt. 1—Bx 685, Libby, Mt. 59923. Ph. 406/293-5078. Reg. No. 0827535. 9-1.

FOR SALE: TRANSFER UNIT (slam bang) 1966 Kenworth. 318 Detroit Engine. Gd. cond. \$13,500. B. Kinney, Rt. 1—Bx 438 T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 0879591. 9-1.

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

FOR SALE: MASSY FERGUSON BACKHOE. Model 2200 diesel tractor. Model 232 backhoe. Plus landscape scraper 3 point hitch, hyd. controls, rippers. B. Porter, 159 F St., Redwood City, CA 94063. Ph. 415/369-0896 after 6 PM weekdays. Reg. No. 1027833. 9-1.

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

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

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

FOR SALE: BOB TAIL 1959 Int'l truck. 220 ser. 549 eng. 8 spd R.R. trans. 7 1/4 dump bx. 10x20 rubber. \$2000. B. Willford, 140 Angelita Ave., Pacifica, CA 94044. Ph. 415/355-4364. Reg. No. 1514711. 9-1.

FOR SALE: 73 MAZDA Rx2 Rotary 4 spd. Excel. cond. Radio, heater, reclining buckets, tinted glass. \$1800 cash. B. Simmons, 1737 Solano Ave. No. 304, Berkeley, CA 94707. Ph. 415/526-5725. Reg. No. 1682290. 9-1.

FOR SALE: BLONDE OAK DOUBLE BED. Hd & ft bds., Mr. & Mrs. drssr, lrg mirror & 2 nite stnds. A. Thomas, 19589 Gliddon St., Castro Valley, CA 94546. Ph. 415/537-4367. Reg. No. 0285497. 10-1.

FOR SALE: MOTOROLA MICOR 2-WAY RADIO SYSTEM. Low band—43.32 MHz. Motorola's bst. Base station w/ console & remote desk set. 5 mobile units w/ extra sending & receiving unit. 60' antenna. Less than 2 yrs. old. Vry gd cond. Under reg. maintenance prog. Present sales contract & maintenance contract can be assumed. w/ 10 down. H. Tower, Bx 386, Sonoma, CA 95370. Ph. 209/532-2281. Reg. No. 0295015. 10-1.

FOR SALE: HGHY HC HOLE DIGGER on FWD truck. \$3,500. Hgby HDB hole digger on DT truck, turntable, outriggers, winch line. \$7,500. L. Kelly,

P.O.B. 38606 Sacto, CA 95838. Ph. 916/925-4488 or 916/644-1645. Reg. No. 0386060. 10-1.

FOR SALE OR TRADE: 65 WHITE FREIGLINER, 2 axle sleeper air, 1200 mi on full major overhaul. 318 GMC. PUC license incl. \$7,500 or trade for Rubbertire loader or Fergi w/ grading bucket. L. Walker, P.O.B. 11423, Tahoe Paradise, CA 95705. Ph. 916/541-6412. Reg. No. 0434521. 10-1.

FOR SALE: INTERNATIONAL TRACTOR, MODEL F, CUB. Exc. cond. N. Fantino, 1723 Willow St., San Jose, CA 95125. Ph. 408/265-8814. Reg. No. 0489173. 10-1.

FOR SALE: COATS 10-10 NEWMASTER TIRE CHANGER. Exc. cond. \$250. L. Stewart, 4141 Deep Creek Rd. No. 50, Fremont, CA 94536. Ph. 415/792-1922. Reg. No. 0546089. 10-1.

FOR SALE: 8.42 ACRES, nr Shasta Lake. Jones Valley area. In Pitt Rvr Arm. w/ 2 bdrm cabin. Owe \$3,500. Loan at 7%. Asking \$8,500. B. Pearson, 1621 Grimes Ave., Modesto, CA 95351. Ph. 209/523-6327. Reg. No. 0599616. 10-1.

FOR SALE: COMPLETE DRILLING & TRENCHING BUSINESS, incl. prts, 2-way radios in equip & misc. items. A. Strasser, 525 Driscoll Rd., Fremont, CA 94538. Ph. 415/656-0848. Reg. No. 0647495. 10-1.

FOR SALE: DANA 5th WHEEL. Custom bit 32". Completely self-cont. Loaded w/ extras incl. Holland hitch. \$10,500. D. Gano, 5662 Auburn Blvd. Sp. No. 25, Sacto, CA 95841. Reg. No. 0893059. 10-1.

FOR SALE: MINI MOTOR HOME. Field & Strm. 191 1/2 Sharp! Comp. self-cont. Sleeps 6. Many extras. Dodge chassis. 12,000 miles. \$10,500. D. Gano, 5662 Auburn Blvd. Sp. No. 25, Sacto, CA 95841. Reg. No. 0893059. 10-1.

FOR SALE: 1/3 SHARE IN UNIMPROVED 10 ACRES in King City area, on paved county rd. \$3,000 cash or trade for equal value. 13' hull & trailer, fiberglass on wood. \$150. A. Rodriguez, 1851 Bellomy St., Santa Clara, CA 95050. Ph. 408/246-7848. Reg. No. 1022442. 10-1.

FOR SALE: AMERICAN & FOREIGN COINS, & 1.4 barrel over & under, 25 CA. pistol, & 1.22 CA. antique pistol. T. Spiller, Rt. 1, Bx 920, Jamestown, CA 95327. Ph. 209/984-5716. Reg. No. 1054919. 10-1.

FOR SALE: 1972 CHEVY 3/4 tn, hvy duty w/ 10' Alaskan Camper, new tires, lo mileage. \$5,000. 1969 LTD. 4 dr, pwr-brks w/ air, new tires. T. Spiller, Rt. 1, Bx 920, Jamestown, CA 95327. Ph. 209/984-5716. Reg. No. 1054919. 10-1.

FOR SALE: TRAILER ideal for hauling tractor or backhoe. 26' x 7'. Tandem wheels 750-16. \$1,000 firm. E. Paxton, 1169 Sonuca Ave., Campbell, CA 95008. Ph. 408/378-0856. Reg. No. 1043707. 10-1.

FOR SALE: 1966 NOMAD TRAVEL TRAILER. 17 1/2'. Self-cont. Awning, jacks, new tires. \$2,000. F. Martinez, Jr., Rt. 1 Bx 82C, Winters, CA 95994. Ph. 916/795-4420. Reg. No. 1112933. 10-1.

FOR SALE: 1 ACRE FORT DICK, CA AREA. Redwds, cleared bldg spot. \$7,500 terms available. I. Bolen, P.O.B. 95, Fort Dick, CA 95538. Ph. 707/487-4165. Reg. No. 1142677. 10-1.

FOR SALE: 152 ACRES on Hwy 62, 3/4 mi from Salem, Arkansas City limits. Dug well, 7 acre lake. Service Station. Motel & Gift Shop built new 5 yrs ago. gd location. Rm for exp. Owner retiring. J. Ball, P.O.B. 618, Salem, Arkansas 72576. Ph. 501/895-3106. Reg. No. 1142907. 10-1.

FOR SALE: FRONT END LOADER-WALDEN 5000. 1 1/2 yd bucket, 4 wheel hydraulic drive. Articulates—9 1/2' lift. E. Landrum, 5033 Brian Ct., Fremont, CA 94538. Ph. 415/656-1963. Reg. No. 1230135. 10-1.

FOR SALE: JD 450B TRACK LOADER w/4 in one bucket & rippers. Exc. cond., 10 hrs. Financing avail. D. Warren, P.O.B. 54, Upper Lake, CA 95485. Ph. 707/275-2603. Reg. No. 1312819. 10-1.

FOR SALE: LIKE NEW LINCOLN SA 200 DC WELDER on trailer w/ leads. Complete. \$1,600. B. Hewlett, Pleasanton, CA. Ph. 415/846-7225. Reg. No. 1359556. 10-1.

FOR SALE: INTERNATIONAL K-5 DROP-INS. International & Diamond T Dump Trucks for sale or trade. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 10-1.

FOR SALE: MACK 401 GAS MOTOR PARTS, crankshaft, heads, pistons, rods, generator, starter, & carburetor. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 10-1.

FOR SALE: HEADS FOR INTERNATIONAL RED DIAMOND MOTOR. Will trade for head for 450 International Red Diamond Motor. For sale—power take-offs for International Motors. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 10-1.

SWAP: HP No. 45 CALCULATOR for sexton, gd wrking cond. G. Treser, 220 Alta Vista Way, Daly City, CA 94014. Ph. 415/333-2967. Reg. No. 0991282. 10-1.

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

FOR SALE: BLADE 99E, 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 tn 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, 3/4" & 1/2". 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.

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.

More On Salinas Construction

(Continued from Page 12)

and Jim Potter. I have to say in all honesty that some of these situations are disgusting. After we supported this project for Kaiser, we had absolutely no support from Kaiser Aluminum in resolving a representation problem regarding surveyors on this site. This in spite of a letter of understanding regarding construction work. We resolved the problem regardless, albeit with no help from Kaiser. In fact, all we got was finger pointing and loudmouth. I hope we don't have to resolve this attitude the hard way.

Hawaii San Francisco is beginning a multi-unit housing complex on Forest Ridge Avenue above Monterey. Gerry Gladstone found it in his heart to enter into an owner/operator short form construction agreement with us, and he has applied for membership. Tule Construction does the excavation work on this site. They are

paving the apartment site at Alvin and Main in Salinas now too. Art Rodriguez, Gene Flores, Chuck Spaulding and Gene McReynolds are on this job. Tule also has work in Stockton, San Francisco and the East Bay.

Willie Franks subs the dirt on the Carl Swenson Social Security Administration building job also at Alvin and Market in Salinas. John Jacobson runs blade for Willie, lives up in Ben Lomond.

It's saddening to find how the odds can run against us in our lives. Dick Plo has worked out of Monterey County these past four or five years, been a strong supporter in all ways. I quote the verbatim from his letter: "Dear Jack, after three successive heart attacks I really feel that there would be no way that I could perform what would be demanded of me as an Operating Engineer." Dick's problem has

just been overshadowed by the tragedy of Floyd "Sonny" Ramey, of Greenfield. He was 40, April 17, 1976, when his last heart attack took him from us. We attended his funeral Sept. 17. Sonny and his dad (also Floyd) were both grad-setters, Sonny and I worked together for Granite Monterey Branch. Sonny is survived by his wife Georgia, sons Randy, 20; Mark, 19, and Greg, 12. Floyd, the father is also retired on disability. We are all diminished by Sonny Ramey's passing.

An assistant secretary of labor heads the U.S. Department of Labor's Employment and Training Administration, whose main purpose is to give the unemployed opportunities for training and placement services and unemployment compensation through a federal-state system.

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

NOVEMBER

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

DECEMBER

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

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.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

Honolulu, Washington School (Cafetorium), 1633 S. King St.

Hilo, Kapiolani School, 966 Kilauea Ave.

San Jose, Labor Temple, 2102 Almaden Rd.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, 23rd & Valdez.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.

Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.

Salt Lake City, 1958 W. No. Temple.

Reno, Musicians Hall, 124 W. Taylor Street.

Marysville, Elks Hall, 920-D Street.

Watsonville, Veterans Memorial Bldg., 215 Third.

Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.

Provo, Carpenters Hall, 600 South, 600 East.

Ogden, Ramada Inn, 2433 Adams Ave.

JOB STEWARDS INACTIVATED

Week ending September 24, 1976

Dist. Name	Agent
12 Larry Keene	R. Daughtery
20 Gary Kase	D. Senechal

Week ending October 8, 1976

Dist. Name	Agent
10 Tom Mack	S. McNulty
10 Robert Lawson	R. Wagnon
31 Lee Vera	J. Victor
40 Paul McEwen	E. Lake

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3

6300 Village Parkway

Dublin, California 94566

Telephone: 415/829-4400

Please send me information as indicated below:

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO. _____ TELEPHONE _____/_____

IMPORTANT

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More On Six-Year Hwy. Plan

(Continued from Page 2)

Reagan Administration holdovers on the Commission.

Vetter said he is perfectly aware that neither Burns nor Gianturco are legally obliged to allocate funds according to the Commission's recommendations.

"My term and Bill Leonard's are up in December," he said. "Come January, the Governor can make new appointments to give them the majority they need."

"We are told by the Administration that the state is acting on what the public says it prefers," Vetter said. "Yet a great deal of the input we get at the commission comes from community figures who say, 'please—can't you finish the project in our area?'"

Vetter also implied that the Administration has not been above stacking the deck when it needed to. He said he knew of instances where state officials went out of their way to solicit participation by Sierra Club members and other environmental groups in public hearings.

Although the action implied by Vetter may not have occurred under Brown's direct supervision, it is not uncharacteristic of the Governor's attitude towards the state's highway transportation.

From statements he has made, Brown has made it clear that he would just as soon do away with the highway commission altogether, and put the entire highway revenues into the state's general fund, where freeways would compete with every other government program for the money.

"Those who wish to pour cement are in direct competition for public dollars in my judgment, with those who wish to build child care, take care of the aged or protect the environment," Brown

said at a news conference shortly after the Highway Commission announced its changes in the six-year plan.

"Obviously the ethic of unlimited freeways and the attempt to pour cement from one end of the state to the other—that's over," he said. "I takes a while for people to adjust to that."

Commissioner Vetter does not see eye to eye with the current

administration, and says he is not convinced that the "road-building coffer has nearly run dry, and that what money there is must go towards road maintenance."

"I've talked to some experienced engineers at CalTrans and they've told me that the amount of repair contemplated by the administration may be considerably in excess of normal demand," he said.

More From Marr

(Continued from Page 2)

Registrar of Voters. For instance, in San Francisco absentee ballots can be requested up to October 26th, to be mailed to the individual anywhere, and if a person finds the day before voting day he or she will not be able to go to the polls on November 2 they may go in person to city hall and sign an affidavit to vote. A voter who is not able to leave the house can request a Poll Judge to bring a ballot to the house, by calling the Registrar of Voters. Or, call a Local 3 district office for help in bringing a Poll Judge from the polling place to the house with a ballot for the shut-in or elderly voter.

Even as an individual you can make your good citizenship felt by simply calling all your friends and acquaintances and encouraging them to vote and above all, making sure you cast your own vote.

In addition to all the above, we have alerted every district representative, business agent, coordinator, special representative and department head to give every bit of free time available in support of the Carter-Mondale ticket in every state and, of course, in support of all those local candidates and propositions that are so vital to our brother engineers and their families. In another section of your official union paper you will find a list of these candidates and propositions. Your vote, the vote of your family members and the vote of your friends, as well as your dedicated activities can well change the course of history. It's all up to you.

Many Projects Going Near Modesto

(Continued from Page 5)

Sonora. They have a crew that has been working most of the summer in the timber area of the county. They are working under the new Timber Purchaser's Credit Agreement. The hot plant at Table Mtn. has been running very spasmodically. The crusher has been down for sometime and is back in production at this time. George Reed has moved a crusher in at New Melones Dam and did some crushing there. They have got some work coming up in the Cottonwood area, however, that is quite a ways away. American Bridge has started to make ready to line the surge shaft at New Melones. They have got their yard just about set up and at this time are waiting on material. The major project that has been completed in Tuolumne County is the Kasler Ranch Proj-

ect done by Madonna Construction. This job has been completed and sold approximately 2 weeks ago. We wish that we had more jobs of this nature in the area because this one was a good two seasons of work for quite a few brother engineers.

Down in Stanislaus County in the Oakdale area, Flintkote has completed their twenty-six mile project and have had several small jobs or dirt excavation and paving in and around the community of Oakdale. Larry Aksland out of Stockton has a very effective dirt spread at the Woodrow Reservoir just outside of Oakdale. There are about seven brother engineers on this project. George Reed has also been successful in bidding small projects in the Riverbank area, unfortunately last Tuesday they had a fatality on that job. One of the laborers was hit a motorist and was fatally injured. The George Reed Company has also been busy with the Hahn Shopping Center. They have had quite a crew working over there and are working at this time. R. B. Welty has had several survey crews in the Hahn Center for Reed and also Onsite Engineering which is a new company which we were successful in getting an agreement with in the last few months. There have been several contractors completing small portions of the Hahn Shopping Cen-

ter. The major work on there right now being with dirt excavation making parking lots and with landscaping. This project is moving along very well.

Brewer Company out of Fresno has completed their Crows Landing project. This was a very smooth job for this company, certainly hope they did well. The rock plants in Stanislaus County have had very little activity but the major plants such as Flintkote, Santa Fe Rock and Turlock Rock have been able to keep their regular crews busy. The new jobs coming up in the area are mostly underground, pipeline and telephone communications. However, there are several major building projects, but unfortunately these type of projects do not employ very many brother engineers.

NOTICE

At the regular quarterly District 5 membership meeting to be held on TUESDAY, NOVEMBER 16, 1976, at 8:00 p.m., at the Engineers Building, 3121 E. Olive Street, Fresno, California, Special Order of Business will be to elect one Grievance Committee member to fill the balance of an unexpired term. The election will be held pursuant to Local Union By-laws, Article X, Section 9(b).

NOTICE

At the regular quarterly District 12 membership meeting to be held on FRIDAY, DECEMBER 10, 1976 at 8:00 p.m., at the Ramada Inn, 2433 Adams Avenue, Ogden, Utah, Special Order of Business will be to elect one Grievance Committee member to fill the balance of an unexpired term. The election will be held pursuant to Local Union By-Laws, Article X, Section 9(b).