

Force Account Bill Now Being Drafted

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'Oil Spoons,' Muck Halt Sewer Project

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Calls For New And Stricter Enforcement

By JOHN McMAHON

Editor's Note—This is the second of a two-part article on force account.

Members of the California State Assembly will soon be considering the merits of force account reform—legislation designed to take public agencies out of a three billion dollar construction business financed by the taxpaying public.

Force account, or day labor, refers to work performed by a public agency's own personnel, rather than put out to competitive bid in private industry. Such work is carried out on an in-house, internal account basis by the agency in charge of the project.

The legislation, being written by Assemblyman Bill McVittie (Dem.-Ontario) was introduced on April 27. If passed by the legislature and signed into law by Governor Brown, every state, county and local agency with the authority to spend public money, must follow uniform ground rules covering how projects can be financed and who performs the actual work.

The bill may have a tough road in the Legislature, but the Governor has voiced support for the basic principle behind force account reform, that of reducing government involvement in private business. At a speech before the Commonwealth Club in San Francisco recently, Governor Brown told the audience that he "thought it was about time to give private industry a chance."

One of the main advantages of the legislation is that for the first time, limits on work done will be included in one law, instead of the 40-50 regulations now on the books. The bill also stipulates that the costs assigned to each and every project shall include the outlay for preparation of plans and specifications and the public advertising that might be required. Projects costing more than the minimum amounts would go to the lowest responsible bidder from private industry. The legislation proposes a combination of bid advertising practices with the cash varying slightly from category to category. Any-

Recording-Corresponding Secretary James R. Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, July 9, 1977, at 1:00 p.m., at the Masonic Auditorium, 1111 California Street, between Taylor and Jones, in San Francisco.



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(L-R) Claude LaFontaine, Business Manager Dale Marr and Jean Guy DesPres.

Canadians Examine Local 3 Computer

Local 3 headquarters in San Francisco were visited recently by two officials of the Canadian "Office de la Construction du Quebec," a para-governmental public organization charged with the responsibility of enforcing collective

bargaining agreements in the Canadian province of Quebec.

The visitors, Claude LaFontaine and Jean Guy DesPres, were sent here from Montreal to see, first hand, the advantages of the computerized dispatch and hiring procedure in use by Local 3. "We were in Geneva, Switzerland not long ago for an international trade union seminar and heard about the sophisticated system used by Operating Engineers Local 3," LaFontaine told Business Manager Dale Marr. "You have a system in which you should be proud."

The Canadian visitors talked about the differences between United States labor unions and those in Canada. LaFontaine said that they work for a public organization financed by employers and employee contributions. They are charged with the responsibility of enforcing collective bargaining agreements. "When a union and an employer sign a contract, it is in effect, a government decree. The organization is responsible for its implementation."

They said that all workers must belong to a labor union. But they can employ themselves, rather than go through the local hiring hall and get dispatched to a jobsite. All employment records, health and welfare hours, hours worked and other related reports are sent to the "Office de la Construction." Fringe benefits and vacation pay are paid directly to the Office for administration. If the contributions are not sent, the Office has the authority to sue the employer.

thing valued up to \$30,000 must go to the lowest responsible bidder under either formal or informal bidding procedures; and anything worth more than \$30,000 is subject to formal advertising and bidding.

Under the limits set by the pending legislation, work on rehabilitation, rebuilding or maintenance of existing buildings will have one limit and new construction will have another higher limit.

In addition to establishing a single set of limits for work allowed, the law also stiffens the penalty for willful violation of the law. It is unlawful for any agency to seek to sidestep the force account limits by splitting projects into small increments and undertaking time in a piecemeal basis. Such a violation is a misdemeanor.

It is argued though, that the penalty for willful violation is not tough enough. Some proponents of the bill would like to see the director of the public agency personally liable for any cost overrun over and above the price of a private contractor. Others would favor raising the penalty

(Continued on Page 2 Col. 1)

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Government Researchers At Fault

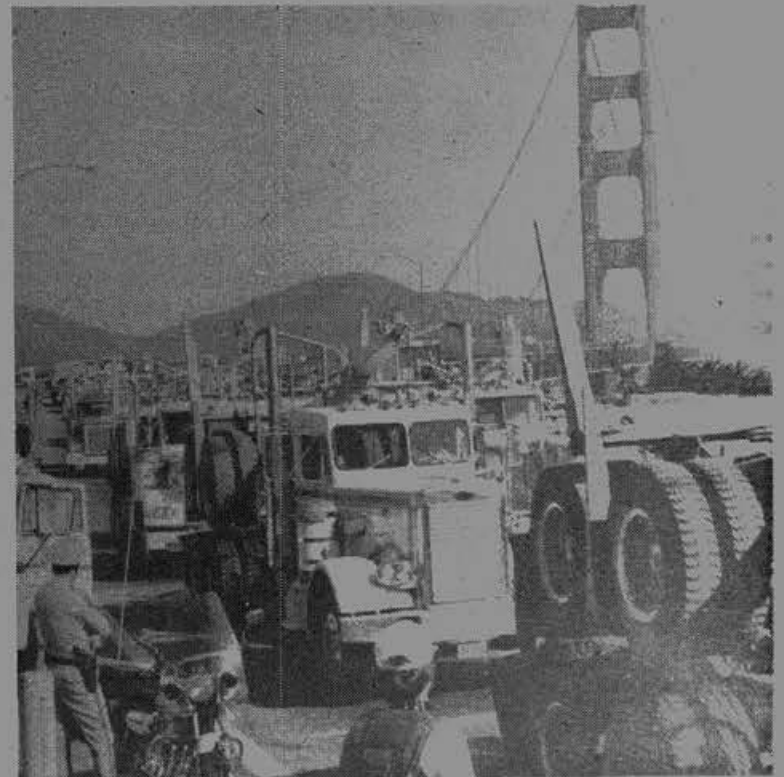
Construction of San Francisco's \$1.5 billion wastewater system has ground to a halt over what city wastewater staff workers describe as "broken bottles, teaspoons and horse collars."

"It's a farce that isn't a bit funny," said Local 3 Business Manager Dale Marr. "Contracts on every portion of San Francisco's sewer system are being held up because some power hungry archaeologists working for the government have decided that it's worth spending \$2 million in taxpayers' money to find out if there is anything 'historically significant' in the path of the sewer system."

The issue came to a head after government officials working for the National Advisory Council for Historical Preservation and the Interagency Archaeological Services ruled that testing for material of historical significance had not been adequate prior to the approval of San Francisco's huge wastewater project.

Under the National Historical Preservation Act, any construction project receiving federal funds must carry out studies to determine whether or not the project will damage anything of historical significance. Last year members of the Interagency Archaeological Services—a division of the National Park Service—

(Continued on Page 2 Col. 4)



LOGGERS SWARMED into San Francisco recently in a massive convoy of trucks and buses to protest expansion of Redwood National Park. See story page 6.



By DALE MARR, Business Manager

Looking At Labor

Unions Need A Mixture Of Prophecy And Adaptability

The 1977 National Conference of the Building and Construction Trades your Local 3 officers and I attended recently in Washington, D.C. was a revealing testimony to me that "wars and rumors of wars" are spreading across the land as well as at home. And labor is being sent out to the battle front to defend itself, equipped with the same bows that have remained strung for far too long and have now lost their strength. As working people in America, we have become accustomed to fighting for every inch of ground gained, but when we are faced with the sobering reality that the adversary has become more numerous and sophisticated, many in the ranks lose courage and fend only for themselves.

Labor finds itself in the trauma of seeing two problems sprout for every one it cuts down. Where labor traditionally dealt only with management in an attempt to provide an economic balance in this great nation, it is now caught in the vice-like grip of both management and government. While the men and women in labor, like most Americans try to cope with an economy in transition, government and management have teamed up and are blaming labor with many of the inflationary problems that they themselves did most to perpetuate.

As a result of these pressures, we are experiencing a breakdown in a cohesive labor force. Too many craft and noncraft unions, caught in the predicament of having to fend only for themselves, are now seeking legislation which would benefit a few at the expense of labor across the board. As high unemployment threatens even the jobs of the most skilled tradesmen, jurisdictional disputes become prevalent—provoking the wrath of management and destroying the efficiency of the industry.

In the case of Local 3, our struggle to reduce government spending and create jobs for our members by seeking new legislation in the area of force account work (see Page 1) has found us at odds with those public employee unions whose members draw their livelihoods from the government payroll.

And in the constant struggle to pre-

serve our control of apprenticeship, we have resigned ourselves to the fact that Department of Industrial Relations Director Donald Vial has completely lost sight of the working people he is supposed to represent. As you know from past issues of the Engineers News, Local 3 has led a solitary and thankless fight to prevent the state from establishing its own apprenticeship program in the building trades. We see that, not only does Vial have no intention of abolishing his program, but we have learned at press time that he is now making a move to put nearly all jobs normally appointed by the Governor under Civil Service classifications. If he succeeds in this demagogue-like maneuver, labor will lose any remnants of representation it now has. Equipped with a life-long tenure, those public servants hired to protect the working people in the state will have no threat to their job security should they choose not to do so.

It's unfortunate that we have to spend so much time policing the doings of our state bureaucrats, because it diverts valuable time that should be spent dealing with management, where the vast majority of our members are most affected.

But, as we are now entering again into negotiations for the Master Construction agreement, our attention returns to that which in the end is the bottom line for each individual — decent wages and benefits to meet spiraling costs.

A look at the special report on page seven dealing with the growth of open shop and right to work will give you an idea of the kind of attitudes we face at the bargaining table.

Executives are grasping on to the fact that open shop contractors are paying wages and fringes on the average of at least 35 per cent below scale. They hold onto the adage that union contractors are at a competitive disadvantage at the bidding table.

Salivating over the thought that non-union contractors "suffer no strikes or jurisdictional disputes," many contractors have clearly lost sight of the fact that a healthy union with well trained craftsmen

is the salvation, not the bane of the construction industry.

An informational packet that was written by the Construction Industry Council and distributed to contractors in negotiating committees, suggests "It would appear the time is ripe for getting labor to swallow the pill that would begin to cure a sick industry. The trick is to sugar-coat that pill."

These enlightened individuals then suggest that the negotiators call for labor to submit to new job classifications with lower wage scales which would affect all incoming craftsmen.

As you can see, the forces against labor are stronger than ever, and now is no time to procrastinate the regrouping of our own forces.

I am convinced that the labor movement is a correct principle. It is the only way the people who built this great nation can have the voice they deserve. To preserve that voice we must recruit the young activists willing to dedicate themselves to a cause, but who so often have filtered into the ranks of government and big business.

The rank and file, who are the bulwark of the labor movement must dedicate themselves to seeing that their elected representatives are truly representing them. If we must wait for legislation to reach our pocketbooks before we act, the time for action has already gone.

If labor expects to be around 20 years hence, it needs to utilize a mixture of prophecy and adaptability to a changing environment. Unfortunately, we live in a Darwinian economy — survival of the fittest — and we must be able to look down the road of change and still keep an eye on the store.

* * *

In closing, you will notice that over the past few months, the Engineers News has undergone a series of visual and content changes. This has been done to motivate the members to examine the issues that are crucial to labor. As your business manager, I have felt that an informed membership is a stronger membership.

ENGINEERS NEWS

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More On Force Account Bill

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to a felony. An amendment will probably be introduced to include a monetary fine for violations.

Regardless of what type of penalty the Legislature decides is reasonable, violations are occurring at an unbelievable rate. There is evidence of a suburban city in San Diego County which was attempting a construction job on a city park valued at over \$43,000. Before work could begin however, an injunction was granted against the city and they eventually had to put the job out to bid.

At another job, to be done by the University of California system, a \$250,000 plumbing "repair job" was stopped before the school's maintenance plumbers could begin work. That job is being prepared for bid advertisement.

One Riverside County city has found itself in the position of having too much heavy equipment standing idle for long periods of time. The decided that their costs could be reduced by contracting to do construction projects for

other cities. Court action is planned against the city.

Yet another county, this one in Northern California, has been rumored to have lost a compactor. When it was discovered missing recently, a county official supposedly said that "I can't imagine where it went, it was here in 1970 when we used it last."

Meanwhile, costs are continuing to rise, not only for actual construction, but also for hidden fringe benefits for public employees.

Payments to retirement and health and welfare costs are extremely high and rising rapidly. As of June 30, 1975, there were 535,786 members enrolled in the Public Employee Retirement System. These are public employees employed by the 1900 public agencies in the state of California. (Granted, only a small portion are employed as public construction workers, but these figures give a general indication of what a public agency's costs actually are.)

Of those in the public employee retirement system, 102,300 are

currently retired and drawing pensions. The fiscal year ending June, 1975, saw a net increase in public employee retirements of 8,703: 3,084 were state employees and 5,619 were from other public agencies.

Nearly \$357 million was paid from the Trust Fund to retired members and their beneficiaries in FY 1975, an increase of \$44 million over the previous year.

The Public Employee Retirement Trust Fund is financed by member contributions, employer contributions and investment income. For FY '75, member contributions totaled \$290,994,970, while investment income from stocks, bonds and other investments totaled \$373,348,654. Employer contributions (taxpayer financed) for FY '75 totaled \$500,116,891. The employer share of pension contribution represents an increase of over \$110 million in just one year.

Health and welfare costs are also rising rapidly. In 1961, the employer share (taxpayer financed) of insurance premiums were \$5.00 per month per enrolled employee and retired member.

Sewage Project Halted

(Continued from Page 1)

made a preliminary study.

In June they recommended to San Francisco officials that the city would have to engage in a \$2 million testing program to determine the historical significance of the materials that comprise the thousands of acres of fill area under what comprises the major portion of San Francisco's financial district, and through which portions of the sewer system will traverse.

Wastewater manager Richard Sklar, who had been recently hired by San Francisco to head the new project refused to comply.

Instead the city hired three eminent historians and archaeologists from California universities to undertake a less expensive research. The closest thing they could find of importance was that under an old law, shipowners who sunk their ships offshore became owners of the land that would later result from filling in.

Whether or not the law was drafted to encourage land reclamation is not known, but old city records seem to indicate that a certain number of ships were sunk in the area now known as the financial district.

Archaeologists working for the government, particularly Lewis Wallace and Mike Bearman of the National Advisory Council for Historical Preservation have latched onto these findings as if they are bound "to find the Golden Hind eight times over," says one city official.

The study carried out by the city's three researchers — historian Roger Olmsted, Dr. Alan Pastron of the University of Santa Clara and Dr. C. W. Clewlow of UCLA—was ruled insufficient by the federal agencies involved.

The city responded with additional research. Now, after three drafts of the findings at a cost of \$50,000 and a meeting between the San Francisco and the government agencies, the city has been ordered to carry out an ex-

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By HAROLD HUSTON, President

A Personal Note From The President's Pen

On Saturday, March 26, 1977, Business Manager Marr and myself attended the Operating Engineers Joint Apprenticeship Committee Completion Ceremony Banquet at Salt Lake City, Utah.

Bill Cook, who is chairman of the Joint Apprenticeship Committee for the State of Utah was the Master of Ceremonies and did an excellent job as always.

The guest speaker was Scott M. Matheson, Governor of the State of Utah. We appreciated his comments that Local Union No. 3 played a major part in his winning the election. I enjoyed talking to the Governor and his lovely wife during dinner about the many complex problems the members of labor face today, and possible means of resolving them. It all boils down in the end to the simple fact, *we need jobs!* We must get new construction jobs turned loose where every member will have an opportunity for a job!! We hope the Governor will continue to keep this positive attitude toward labor throughout his term in office.

My personal congratulations to the twenty Honored Graduates of the Operating Engineers Apprenticeship Training Program who received their Certificates of Completion. Herman K. Pang received the Outstanding Apprentice 1976 Award, and Dale E. Jensen was presented the Award of Merit.

May I again take this opportunity to state as I have in the District Meetings, and Retirees Association Meetings, throughout our jurisdiction, how much I appreciate the letters and phone calls I receive from all of you.

In my opinion, no one knows the problems any better than the members! In my article this month, I want to print a letter I received from Brother Harold Hamrick, retired Operating Engineer who lives at Stockton, California. Brother Hamrick helped organize the first Stockton Retirees Eta Chapter meeting, and on October 23, 1974, was elected permanent president.

He volunteered one hundred per cent of his time and skills in helping us to set up meetings, arrange speakers, and to help out on asking other retirees to serve on special committees.

I had the privilege of presenting to him their Chapter Charter at a Retirees Association Meeting held in Stockton on February 10, 1976.

Brother Hamrick stepped down as chairman during the summer of 1976 because of traveling, but volunteered his effort if needed. Brother Emmet Bedinger succeeded

him and is doing an excellent job.

The following is the letter Harold Hamrick mailed to me which tells it like it is:

Mr. Harold Huston, President
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, Calif. 94103

Stockton, Calif.
March 21, 1977

Dear Harold:

As you know, since retiring, I have become quite concerned about the laws that have been passed by our Lawyer controlled Government, that make the life of a PRODUCER in our Society less appealing, and the life of a DRONE more appealing. President Carter has set up a series of hearings by the Department of Health, Education and Welfare, whereby the average citizen can have his say on Welfare reform. I appeared before the hearing held in Stockton on Mar. 17, 1977. I made a presentation of which I am quite proud, and which received great applause. I thought you, Marr, or Kraynick might wish to print it in the Pensioners' Progress, the Engineers News, or even the International Engineer. Here it is.

I notice there are quite a few welfare recipients here today, so before I make my presentation I would like to say to those of you who do not have the necessary brawn, or skills to make your own way in our present day Society, I do not mind the Government taking the income I saved for fishing in my retirement years, and giving it to you. To you able bodied recipients, I do not blame you for taking the free ride on the money the Government is taking from me, that I had saved for some hunting trips in my retirement.

I spent 45 years of my life as a PRODUCER in our Society. I ran the big shovels, draglines, cranes, etc., building dams, canals, highways, pipelines, and the like. When I first went to work, I only had to support one other family besides my own, because in those days at least half of our Society were PRODUCERS.

In the last few years, as Lawyers have taken over our Government, they have passed laws aiding and abetting the DRONES of our Society. As laws were passed making welfare so easy to get, more and

more people turned to the easy life of a welfare recipient. As laws were passed protecting the criminal, more and more people turned to the easy life of crime. As laws were passed making it possible for a Lawyer to pick up the daily paper and find the ingredients for a million dollar lawsuit, more and more people became Lawyers, Judicial System employees, and Liability Insurance Company employees. As laws were passed creating new Gov't Agencies, more and more people became Gov't employees. This has evolved into a Society of 80% DRONES and only 20% PRODUCERS. In other words, one PRODUCER is now being forced to support four other families of DRONES.

In order for one PRODUCER to support four other families, his wages have had to be increased by leaps and bounds, and the cost of everything else has had to go up proportionally. This has caused an INFLATION that is out of control, and will stay out of control until the laws are changed, to where some of these DRONES are enticed to return to the ranks of the PRODUCER.

Under our present laws, the young man of today feels why should he work, when his neighbor on the one side is on welfare, and his neighbor on the other side is knocking over a service station, without being prosecuted. And both living better than he is.

In trying to solve this problem by stimulating the Economy with its give-away programs, the Government has only succeeded in putting us farther in debt. We are now over 600 billion dollars in debt. That makes us over 10 times poorer than any other Nation on this earth. A few years of this, and our country will go belly-up, to where we could not finance the cost of fighting off any aggressor Nation that wished to take us over.

So if this country wishes to survive, we better change these laws soon, to where the life of a PRODUCER will become more appealing, and the life of a DRONE less appealing.

Sincerely,
Harold Hamrick
2561 Marie Way,
Stockton, Calif. 95205
Retired Operating Engineer.

Sacramento Office Announces Third Annual Picnic

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

The work picture in the Sacramento area is looking much brighter than it did a month ago. We have several projects that will be getting underway soon with still others to come up at a later date. The last section of Interstate 5 was put out to bid in April with bids to be opened in June. This portion is all in Sacramento County, so this should mean good work for the brothers in the Sacramento area. The subdivision work should be good for at least the remainder of this year. The word we get is that it should taper off next year. We have several county road widening jobs coming up this year, which should help the work picture.

Brothers, we have had several members that had problems with their health and welfare payments that were not brought to our attention at the time. We would encourage all the members to contact us anytime you have a problem so that we can give you some assistance and possibly make the difference of your getting a claim paid or not.

We have had several town meetings throughout the area dealing

with the changes in the Pension Program. They have been well attended by the members and their wives. We will be holding additional meetings each month. Any member wishing to attend these meetings, contact the Sacramento office for the time and place of the meeting in their area.

The Dan Caputo Co. has started demolition work on the Sacramento River Bypass on highway 16. The bridge is being widened to 36 feet in a \$1.6 million construction project. The 1,856 foot section of road is now 20 feet wide and runs on top of the Sacramento weir.

Construction has started on a \$2 million motel-restaurant complex on a three-acre site at the northwest corner of Richards Boulevard and Bercut Drive near Interstate 5. The motel will be called the Discovery Motor Inn, a name it will take from Discovery Park across the river.

Teichert Construction Co. has submitted the low bid for reconstruction of the El Camino Avenue interchange on Interstate 80, the bid was \$2,066,299.

A total of \$1.2 million in state funds has been made available to close the last gap on Interstate 505, between Winters and Madison. The state money will be used to match federal funds to four lane the 13½ mile stretch between the Solano County line and State Route 16.

Interstate 505 is already an ex-

pressway from Interstate 80 at Vacaville to Winters, and on the section north of Madison work is expected to be completed sometime this year. Most of the funds for the four lane project will come from the federal government since the route is part of the federal interstate system.

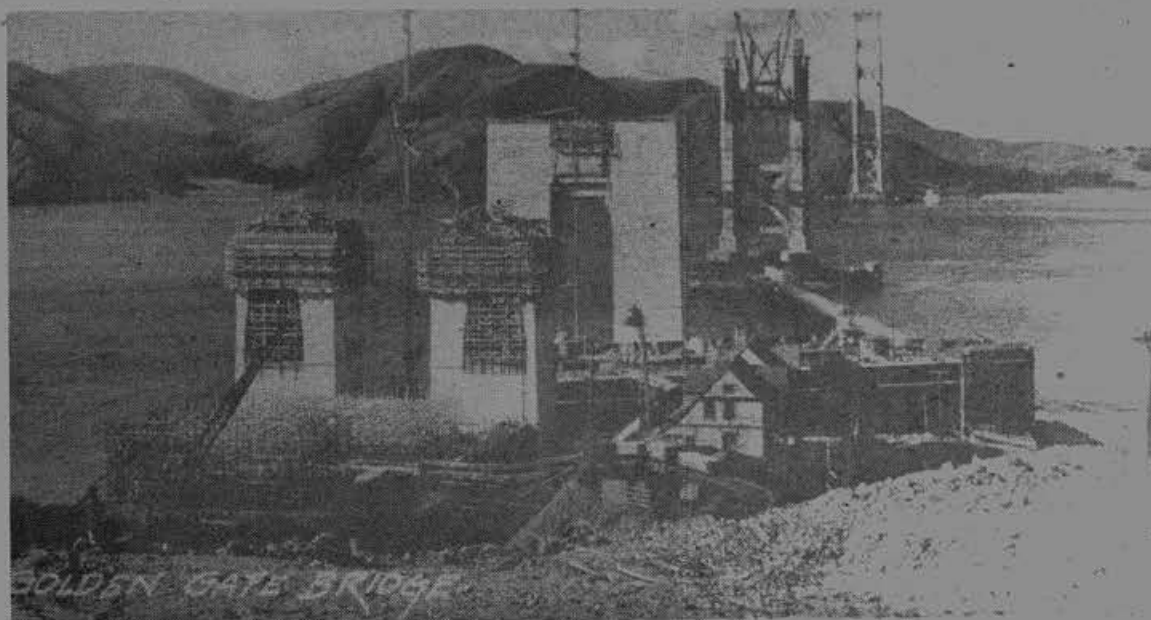
We have had some bad accidents in the area lately, so it is time we all

better start thinking about safety. It is the main thing on a job; and if we get injured, we aren't making any money, so there isn't much sense in anyone of us being careless.

We will be having our 3rd Annual Picnic at Elk Grove on May 22. We really have a good time every year and look forward to seeing all of you and your families again this

year. We will have those delicious spareribs and beans again this year along with games for both the adults and the kids. Tickets are \$5.00 for adults and \$2.50 for children 12-6. Tickets are available from all the agents as well as the Sacramento office.

Housing tracts are going full board, so this helps keep a few of the brothers busy.



MAY 27 MARKS THE 40TH ANNIVERSARY of the completion of the Golden Gate Bridge. This picture, dated 1935, shows the construction of the towers. For those engi-

neers who helped build it that are still around, this structure surely holds a lasting place in their memories.



By BOB MAYFIELD
Vice-President

Rigging Lines

I just recently returned from Washington, D.C. from the National Building and Construction Trades Legislative Conference, along with most of the other Officers and some Business Representatives. We represented our own interests, of course, but also attending this same conference from all over this country and representing every craft conceivable were other business representatives and officers in excess of 2,100 trying to do the same thing for their organizations. The conference proved to be one that, in my opinion, showed frank and meaningful talks by the guest speakers. The sessions on Capitol Hill that I attended were impressive.

Guest speakers on the first full day were highlighted by AFL-CIO leader George Meany's speech, followed by newly appointed Labor Secretary Ray Marshall. The afternoon session was highlighted by a rousing speech from the very pro-labor representative from New Jersey, Frank Thompson, a very big backer of the Situs Picketing Bill and author of numerous other labor-related bills he sponsored. The last speaker on the opening day was James O'Connor, Executive Vice President of the Commonwealth Edison Co.

President Meany spoke on a variety of subjects which began with a few remarks regarding the sad defeat of the Situs Picketing Bill. He compared this defeat with Social Security legislation which suffered several defeats before finally passing and becoming law, and he thought the Situs Picketing Bill would finally pass in a year or two in the same manner. In his speech Meany was definitely critical and sarcastic of President Carter's energy proposals (most deservedly so, in my opinion). He called them "little Jimmy's proposals." Carter had talked about the coal supply of this country being able to supply the country's growing energy needs for at least 500 years. However, at the present rate that same 500-year supply will still be in the ground 500 years from now. Carter shows the same tendencies as some of our immediate past presidents—a lot of lip service and not too much fast or real action.

The Executive Vice President of the Commonwealth Edison Company made a couple of remarks worth passing on. His power company is one which has at least six nuclear power plants now in full production and has several others under construction. His company serves a large area in the Eastern Seaboard that was, as we all read about, hit by the coldest snow-filled winter for that region on record. This company's coal-fired plants were cumbersome and not too effective, as the feeder belts froze solid or were so sluggish as to be almost totally ineffective. This left a heavy burden on the remaining nuclear plants, which worked and performed without flaw throughout those many cold and devastating months. He further commented about the longevity and efficiency of the nuclear breeder reactor plants to which the President and environmentalists throughout this country are so strongly opposed.

If this man's figures were anywhere near correct, it is mind boggling. According to him, this type of plant, if produced and put into production (the breeder reactor plants), are from 40 to 60 times more efficient than the plants now in electrical production today.

Russia and other countries of the world capable of producing energy by way of the nuclear breeder reactors are moving full speed ahead and if we don't keep pace, I would say we will become a puppet of the OPEC nations who produce and control the oil reserves of the world. If this happens, we can be literally beaten without a shot being fired. O'Connor further stated (to quote on old saying) that the quickest way for a true and proud Democracy, to deteriorate is to have good and qualified men and women become idle without an opportunity to work and provide for the family. The birdwatchers, environmentalists and some of today's politicians (and I'm sure our Communist foes) would wish that our great country would grind to a slowdown.

A little closer to home, the National Labor Relations Board has set an election date for the Smokey Valley Gold Mine for May 19th, and our chances for a victory seem fairly good, according to the organizers and business agents involved.

Also in Nevada, the NLRB has ordered a re-run election for the Dresser Industries property in the Battle Mountain area. We were defeated in a very close election but filed Unfair Labor Practices with the Board and after much investigation by the agency, they upheld almost all of the charges we filed. The only sad part about the whole thing is this investigation took over a year before the decision was reached. The whole part about the NLRB's processes favor the employer because, as in this case, over a year was spent which helps defeat the Union and even though the employer was found wrong on almost every charge, the only penalty to the employer was to have a re-run election which costs almost zero to him. The same type of actions that any Union might commit today anywhere in the country is being dealt with swiftly and severely by the same people (the National Labor Relations Board) who are supposed to be a totally impartial Governmental agency. This is no longer true. Another

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Oakland Work Picture Good

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

The work picture in Eastern Contra Costa County is looking great. We have all kinds of small jobs going and getting a few big ones started. It sure is nice seeing all of that iron running.

To start with, the Sewage Treatment Plant in Concord is letting the third phase out to bid either in April or May to a tune of \$50 million. This will be a good job for a bunch of brothers.

I'm told that the ¾ mile of Hwy. 4 between the Madonna job and 680 in Concord will be coming out to bid before too long. This will be a good job, but not too many engineers will be on it.

We had a pre-job on the Pittsburg Hospital on April Fools' Day and ended up with one operator on this job for the general contractors. Most of the subs will have operators though. This job was bid at the tune of \$8.7 million.

Also, in Pittsburg, they bid in the month of April an elementary school, and the contractor that got the job is Amoroso Construction of Foster City. The contract went for \$3.5 million. We will be having a pre-job with this contractor before long.

The Clayton Valley Shopping Center is coming out to bid for a price of around \$4 million.

Siri Construction picked up a maintenance building in Concord for the sum of \$383,000 plus.

There is going to be some pipeline work on Oak Grove in Con-

cord. They have to replace a main. This will be a small job, around \$100,000. I'm told that in the vicinity of Oak Grove Road and Ygnacio Valley Road, we have an underground job coming up soon at the tune of \$1 million.

O. C. Jones just finished the dirt work in Walnut Creek on a Civic Building that is to be built for around \$2.5 million. We will be having a pre-job on this before long.

I was talking to an Oliver DeSilva man the other day, Bill O'Brien, one of the superintendents, and he said that Oliver DeSilva has several million yards on the books to move right now, with more to

come. Oliver DeSilva is renting just about everything they can get their hands on to move dirt with.

Gallagher & Burk picked up around 500,000 yards in Antioch and are getting started okay. Jake is the foreman on the job, so you can bet that the dirt will be flying before long.

The water is the problem now, but we are trying all ways to keep things going by building ponds, damming little streams, etc. Some contractors are hauling water from the Bay.

There are a lot of jobs that I'm not talking about as we don't have

(Continued on Page 5, Col. 1)

Vallejo Office Changes Address

By H. BODOM,
Assistant District Representative

Attention all Brothers—this is to inform you that the Vallejo Office will relocate to the Fairfield area by the first of May, 1977. Our new address will be 1245 Travis Blvd., Fairfield, California.

The purpose of this relocation is to give all Brothers in the district a more centrally located office, which by placing the office in Fairfield all members, Rio Vista, Napa, Vallejo, etc., will have practically the same distance to travel to the district office.

We will be placing our new phone listings in the next edition, however, there will be a number available through our old listing—707-644-2667. The new phone numbers will be available through the main office as soon as they are installed.

In the event you missed the article by this area's business representative, Hugh Bodom, I wanted to advise you of the relocation of the Vallejo office to the Fairfield area, move to be completed by 1 May 1977. Our new address will be 1245 Travis Blvd., Fairfield,

California. The phone listing will be the same, 707-644-2667. This move will centrally locate the dispatch office benefiting all brothers in District 04.

Congratulations to apprentice Richard Caballero and his wife Kathleen on the arrival of their first baby, a little girl they named Stephanie Marie, on April 4, 1977.

Glad to hear that retiree Brother A. J. Burch is up and around after his recent confinement in the hospital. Nice to see you feeling better, A.J.

In closing my article I would again like to stress our need for blood donors . . . Thanks to the three Brothers mentioned in our last column we now have a grand total of three units on hand, and, heaven forbid, there could come a time you, or one of us, may need it for ourselves or one of our family, and I want to be in the position to say to you, "No problem, how much do you need?" More information may be obtained by contacting the Vallejo Dispatch Office, or by calling the Irwin Memorial Blood Bank in Vallejo, 707-643-2163, located by the entrance to Mare Island, Wilson and Tennessee Street.

Drought Aggravates Construction

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

With no doubt our greatest problem at this time is the lack of water—we are really in a bind. At the present we are trying to get by on 70 per cent of the normal amount of water use, but as time goes by we can expect to be rationed even further to 50 per cent use and a possibility of even 30 per cent. As to what extent this will effect construction only time will tell, but even now the City of Santa Rosa and Sonoma County are considering not issuing any more building permits. If this happens it will have a drastic effect on the construction industry in the area, not only on the Operating Engineers but all other crafts involved.

The situation we now are in would not have been except for the bug chasers and bird watchers, but every time something is about to be done so we may get some relief they come out with the hue and cry that we are going to disrupt the ecology. Just who in the heck's ecology are we talking about? These people were instrumental in getting the wild rivers bill passed so we can't build any

more dams on the Eel River, which is very badly needed, not only for this area but for all of California. They also are solely responsible for the hold-up on Warm Springs Dam for the past three years, on which \$40 million has already been spent. Now Judge Spencer Williams has given the go ahead on the dam and once again these people are still trying to stop this project, even though it is so badly needed by the people of both Marin and Sonoma Counties. So as far as we know the dam may, or may not, go this year. We'll just have to wait to see.

Things throughout the district, however, are not all bad. Before a record attendance, city managers and county officials gave a run-down of the work scheduled for the coming year. According to Don Head, there is \$4 million in road work in Sonoma County this year, including Petaluma Hill Rd., Lakeville Hwy, Napa Rd. and Meacham Rd., plus two bridges and parking lots at the county facilities. Another \$2.8 million for sewers involving the Russian River, Sonoma Valley and Penngrrove, plus the completion of Dutton Avenue in Santa Rosa. The projection begins with a \$50 million bond sale for the downtown shopping center project

and some \$6.5 million for projects involving the northwest community, city streets and, eventually, the Russell Avenue interchange. In Rohnert Park the prime projects included two more wells and an extension of Rohnert Park Expressway to Stony Point Rd. Cotati indicated attention is on the \$450,000 watermain replacements, soon going to bid. Petaluma projects are road repairs on I Street and McDowell Blvd., plus housing development. Cloverdale indicated the main project is a wastewater improvement project at a cost of \$500,000. Sonoma city projects valued at a half million dollars to reconstruct water lines on West Spain St. and provide bike paths in Sonoma.

In Lake County J. C. Plumb, of Los Angeles, was low bidder on a wastewater project at Clearlake for \$1,157,404.00. Sully-Miller, of Long Beach, was low on wastewater collection plant at Nice with a low of \$2,179,880.00. Peter Kiewit was low on wastewater collection plant at Lucerne, coming in with \$1,500,000.00. We also understand C. R. Fedrick was low bidder on Unit No. 13 at The Geysers, which is about a \$2 or \$3 million job. So, all in all, the future doesn't look too bad for the Santa Rosa District.



Twelve Percent Solution

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



DALE HANAN
General Manager

If you're thinking of buying a new car, you should be as sharp in making your financing arrangements as you are in arguing price with the dealer.

Too many of us drive a good bargain with the dealer and then throw away what we save on the car's cost by paying high credit charges.

Let's compare credit costs on a \$5,000 new car loan financed for 48 months at different Annual Percentage Rate (APR) interest costs.

Annual Percentage Rate (APR)	Monthly Payment	Total Repay	Total Interest Repaid
12.0%	\$131.67	\$6320.16	\$1320.16
12.5%	132.90	6379.20	1379.20
15.0%	139.15	6679.20	1679.20
18.0%	146.87	7049.76	2049.76
20.0%	152.15	7303.20	2303.20

You would pay almost \$730 more in interest on the \$5,000 loan at the 18 per cent APR than you would at the 12 per cent rate. Total interest repaid at the 18 per cent rate equals 41 per cent of the \$5,000 you paid for the car. The \$730 would have paid for your air conditioning, four-wheel drive, or a new color television console for your home.

The difference between the 12 per cent and the 12.5 per cent is not as dramatic—only \$59.04. But that's 90 gallons of gas or the cost of an optional AM car radio.

Car salesman know we are anxious to drive off the lot with our car. Unless you are totally familiar with the dealer, do not discuss financing with him. Drive your best deal and tell the salesman that you will arrange your own financing. Have him write on the purchase order: "Subject to Customer Financing" or "Subject to Credit Union Financing". Place a small deposit to hold the car and then go arrange your financing.

APRs on most dealer contracts we see at the Credit Union range from 13 per cent to 18 per cent. Your Credit Union's new car rate is 12 per cent APR. We finance 80 per cent of the total purchase price for a maximum term of 48 months. There are no loan fees, no prepayment penalties, no balloon payments—no other charges. Loan Protection Insurance, which could cost you from \$100 to \$300 on a dealer-financed contract, is provided at no direct cost to a maximum of \$5,000 on an insurable borrower.

If you have an established Phone-A-Loan account, you do not need to complete another application. Just call, write, or visit the Credit Union to apply for your car loan. Under the Phone-A-Loan system, you may have more than one loan.

All new-car loan requests receive an answer the same day (sometimes in just a few minutes by telephone). Checks on approved loans are mailed the same day.

If you have not established a Phone-A-Loan account, return a completed application before you shop for your car. We will process your returned application and keep it on file for your future use or when you locate the car of your choice.

Applications are available from your District Office or the Credit Union.

More From East Bay District

(Continued from Page 4)

room for them all. As time goes by we will get them all in the news.

Hope you all had a nice Easter. We're looking forward to seeing you out in the field. Remember, we have a lot of work going and more coming up, so let's operate in a safe manner so we can all make our share.

New Agreement with Peterson Tractor

Peterson Tractor Company in San Leandro has picked up, with most of their old crew back to work and even a few new faces.

We negotiated a new agreement for the Peterson Tractor Company Power Division. This is a beautiful new shop, employing some former Tractor Division employees and some new members.

We have concluded negotiations with Allis-Chalmers in Oakland, securing good increases for these brothers.

In Western Contra Costa County the work picture is finally starting

to look better as most of our local contractors are getting jobs and calling engineers back to work.

Alphabetically, Asphalt Surfacing leads with resurfacing roads at Treasure Island and four or five months of cutting house pads at Broadmoor, Bay Cities Excavators, almost dead in the water these past four months, has picked up work at the Port of Oakland and on the Oakland Army Base off ramp by the Bay Bridge, O. C. Jones now very busy with many small and large jobs all over the area. (Congratulations on the second phase of Hunters Point, a job they really didn't want, but got anyway.) George Peres Company also coming to life after a long winter nap with some new work. Ransome Company also has work after a long slow period. Of course, we can't forget Gallagher & Burk's big job out at Centex in Hercules, the fellows are really chopping away at the four million yards they have to move this summer.

Crane work is still up and down

and looks as though this phase of work has established a new pattern.

Sheedy is slow, but they have a lot of short ins and outs. They used the new 150 American at Standard Oil on some maintenance work. Most of their work is local as of this writing.

Reinholm is moving good all over. They had a nice job for R. W. Taylor, a 335 tilt up with five cranes in a four phase job; tilt ups, span-deck, keys and columns, a real nice job.

San Jose Crane is doing well, but mostly short stuff. They still have a few rigs at the Wastewater and in the San Francisco area.

Bigge is still going strong with jobs all over the place. They have a nice tilt up job in Sacramento. They've been in Standard Oil on maintenance, and have since shut down for a couple of months. They've been working a lot of O.T. and it looks good for a while. Bigge, Santa Clara, is doing well. They still have a rig at United Tech. at Coyote.

Utah Endorses I-215 Job

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

The Utah Transportation Commission gave its final endorsement for the completion of the southeast quadrant of the I-215 Belt Route in Salt Lake County last month. The fate of I-215 now rests in the hands of the Federal government. If Federal government approves, the Utah Department of Transportation will then have the authority to acquire the remaining needed right-of-way, complete final design work, and begin construction. The controversial project has been "in the mill" for twenty years. It began in 1957 when Congress added additional mileage to the Interstate system for urban "Belt Routes." The original plans called for a four-quadrant system completely encircling the valley. However, after numerous reevaluations, public hearings from irate property owners, freezing of Federal funds and E.P.A., the plans have changed considerably.

According to revised plans, much of the southeast quadrant will be depressed, or below existing ground level. This will lessen the problem with traffic noise and reduce the visual impact of the freeway.

The Utah Department of Transportation has already purchased 85 per cent of the right-of-way for I-215 at a cost of \$4.2 million. The remainder will cost about \$840,000. The first construction work could begin next year, but the entire southeast quadrant will not be finished until the mid-1980's. Construction is expected to cost around \$38 million.

Gibbons and Reed Company was low bidder on the extension of the west runway at the Salt Lake Municipal Airport. The extension will be on the north end. The bid amounted to approximately \$350,000. Hopefully this job will be just a start in the expansion program.

Wyoming Chemicals has awarded Jacobs Construction Company a \$5 million contract to build a uranium precipitator at Copperton. Erickson Brothers is doing some of the site preparation.

Jacobs will begin footings and erection in April.

Brothers, we would like to encourage you to attend your district meetings. District 12 covers the entire State of Utah and each quarter the meetings are held either in Salt Lake City, Ogden or Provo. The meetings are held for your information and benefit and reports are made from the officers as well as the business agents. Please try to attend and support your Union.

Ogden Area

G & R Contractors was the successful low bidder on the Weber College project in Ogden, Utah for just over \$1 million. G & R just beat their non-union competitor by \$6,000. This project should employ approximately 25 operators at peak operation. Gibbons & Reed Co. was able to start their new project on I-15 at Layton in February. On this job they will have approximately 35 engineers employed. This project is a combination of truck and scraper spread. Brothers Wright Seal, Glendon Mills and Lanny Rees are the foremen and Weldin Vernon, Master Mechanic.

James Reed Co. will start their project in Daniels Canyon in April which is all cat and scraper work. James Reed was also the successful bidder on another project that connects onto their current contract. The new project will include widening, some realignment, a new concrete bridge over the Strawberry River, 10,000 feet of snow fencing and resurfacing the entire stretch extending from the Uinta National Forest boundary eastward to the Strawberry highway maintenance station.

S. J. Groves has about seven mechanics left at the Current Creek Dam. The company will call back more engineers to work on general clean up. This should last a couple of months. S. J. Groves has begun construction on the Stateline Dam this past February. The Stateline Dam is located 23 miles south of Mountain View, Wyoming. Snow cover at this time of year is usually 7 to 10 feet but there is less than two feet this year. There are

approximately 30 Operating Engineers employed, working five 10-hour shifts and 8 hours on Saturday.

Kennecott Negotiations

With the conclusion of the Non-Ferrous Metals Conference in Tucson, Arizona, in March, preparations are now under way to open negotiations with Kennecott Copper Corporation. The first sessions scheduled for May 5th and 6th in Phoenix will be discussions on wages and fringes. All of the bargaining crafts will meet along with Operating Engineers negotiators on May 2, 3 and 4 in Phoenix to formulate the joint bargaining issues. Meetings have been scheduled to resume sometime in June to continue discussions and finalize the main table negotiations.

Negotiations between Operating Engineers representatives and Kennecott representatives to resolve local issues will get under way the week of May 9th in Salt Lake City. The pre-negotiations are aimed to resolve the individual problems of the crafts on the local level prior to the June 30 contract expiration date. A further report on progress of the Kennecott negotiations will appear in the next issue of the *Engineers News*.

S. Utah Work

Work in Southern Utah is picking up as spring arrives. W. W. Clyde is getting their crew together for work on the Harley Dome project. They have had a crusher crew working all winter but a large amount of excavating still remains to be done on the north lane. Some finishing excavating needs to be done on the south lane but it won't take much to finish this lane and get the asphalt down so it can be opened to traffic.

L. A. Youngs job at Cisco on I-70 is progressing very well. They have completed the south lane. The excavating and surfacing on the north lane will finish this job.

W. W. Clyde's job at Fremont Junction has been going all winter. They have called back their full crew on this job.

At its meeting on the 21st the Executive Board granted honorary membership to the following:

Name	Reg. No.	Initiated	by Local
Fred Adams	347239	3/42	3D
Nebb Bedross	342522	2/42	3
F. E. Bixler	324905	10/41	3A
Harry A. Browning	342530	2/42	3
Nelson V. Cardinal	325052	10/41	3B
James C. Caton	346972	3/42	3
Carl Clark	349172	3/42	3
Frank M. Davidson	299531	(2/41 by Local 701B)	
		(2/42 transferred to Local 3)	
Henry F. Dietsche	342549	2/42	3
Elmer J. Dufloth	311772	(6/41 by Local 377)	
		(3/42 transferred to Local 3)	
James Dunn Jr.	342731	2/42	3
Edward V. Erbland	347191	3/42	3B
Edgar J. Festner	292129	10/40	3
W. L. Havens	347000	3/42	3
Charles H. Johnston	316716	8/41	3
Harold L. Klusmann	304390	5/41	3A
George Ley	294571	12/40	3
James E. Mahan	285483	5/40	3
Joe A. Mancebo	240336	12/36	59B
L. G. Mathews	347139	3/42	3A
John Matus	276551	8/39	3
R. H. Campbell	334825	12/41	3
Walter Meadows	309705	6/41	3A
Revoe Parker	329475	11/41	3B
Paul Pruitt	347231	3/42	3C
Thomas W. Sevedge	322378	9/41	3
Sidney St. Martin	292597	11/40	3
William R. Tryon	307939	6/41	3B
Leonard Valdivia	338470	1/42	3A
Leonard Young	342620	2/42	3



HUNDREDS OF LOGGERS congregate at Federal Building to attend hearing.

Loggers Storm City In Protest Of Burton

Horns blaring and engines revving, they came barreling over the Golden Gate Bridge—a convoy of more than 150 vehicles including 84 large trucks and trailers to protest the expansion of the Redwood National Park.

It was the largest such invasion in the city's history and it came at the tail end of the rush hour, early enough to cause some serious congestion downtown.

The truckers, loggers, mill workers and equipment operators—many with their families—converged on the Federal Building 1,500 strong to demonstrate their opposition to the park expansion, topic of a hearing conducted by Congressman Phillip Burton (Dem.-S.F.) who authored the proposed legislation.

The bill, which would add 77,000 acres to the park was booed continuously at a previous 10-hour hearing held in Eureka.

Congressman Burton gave priority to the environmentalists by letting them take up the first two to three hours of the hearing. Finally labor leaders from throughout the northern part of the state got a chance to testify in behalf of the thousands of loggers and related equipment operators who rely on the redwood industry for their livelihoods.

A statement submitted by Local 3 maintained that "two-thirds of the state's land is al-

ready owned by a variety of government bodies, from federal to local. Adding 74,000 acres would remove productive land from the tax rolls and immediately throw 3,000 workers out of their jobs.

"Add to this a loss of taxes from industry and individual income, additional expenses for welfare and unemployment payments and the cost to the working taxpayer becomes incalculable," the statement continued.

Congressman Burton, who appears unconcerned about claims for job losses said, "I don't think the loss of jobs will be as bad as people think."

The unusual convoy of protesters, bearing such signs as "Bury the Sierra Club," "Sierra Club Kiss My Dad's Axe" and "Park Expansion Means No Jobs" was escorted down the redwood highway by California Highway Patrol manning cars, motorcycles and helicopters.

The convoy was in Ukiah by dawn and met with other truckers in Santa Rosa and Petaluma. By 8 a.m. the convoy was crowding through the commute-ridden stretches of Marin County.

The convoy hit the Golden Gate Bridge about 8:40 a.m. with air horns blasting and some hauling huge redwood logs. The traffic jam would have been much worse if the convoy had arrived about an hour earlier.



HOISTING HAND made signs, demonstrators show their disapproval of Rep. Phil Burton's bill to expand Redwood National Park.



THE POSTER SHOWING logger with bared teeth characterizes the confrontation between environmentalist (left) and logger (right). Top Right A young daughter of a logger comes to San Francisco for the hearing. (Bottom) Dist. Rep. Bob Skidgel and Public Relations Director Ken Erwin stop and chat with another young demonstrator.

Redding District Reports

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

Brother Ron Saber was recently promoted from Field Service Mechanic to Parts and Service Salesman by Peterson Tractor Company (Redding Branch). Ron is a graduate of the Operating Engineers Apprentice Program H.D.R./W. and has worked for Peterson Tractor since 1969. We in the Redding District, along with his friends at Peterson wish the best of luck to Ron.

Don Bramham & Associates, Inc., has been working quite steady on their underdrain installation job on I-5, in Shasta and Trinity Counties and should wind-up sometime in late March or early April. This has been a good job for Brothers Russell Richeson, Don Rush and Dwain Poole. Brother Paul Buntin also worked several weeks on this project but quit to take a long term job with another employer on the coast.

Brother Ed Middleton, the Apprenticeship Co-ordinator for the Redding and Marysville Districts

is recovering from recent surgery and should be back on the job by the time this goes to press.

John M. Frank Construction have moved back into Dunsmuir on their water job and should finish up sometime this Fall.

Geo Reed Construction is the apparent low-bidder on the Hiway 395 widening and over-lay job in Lassen County—near Litchfield. The Engineers estimate for the job was \$1.84 million—the actual bid submitted was \$1.16 million, which was roughly \$700,000.00 below the engineers estimate; this could prove very interesting.

The big \$3 million over-lay from Lakehead to Shotgun Creek on I-5, will be up for bid sometime in March.

In addition to the above, there will be some 24 other jobs—sizes ranging from large to small, that are scheduled to be started this season in the Redding District. This is a considerable improvement in the work-load for our area, but, will still necessitate the travel of several members to other districts for work.

Remember Brothers, the hiring regulations require YOU to regis-

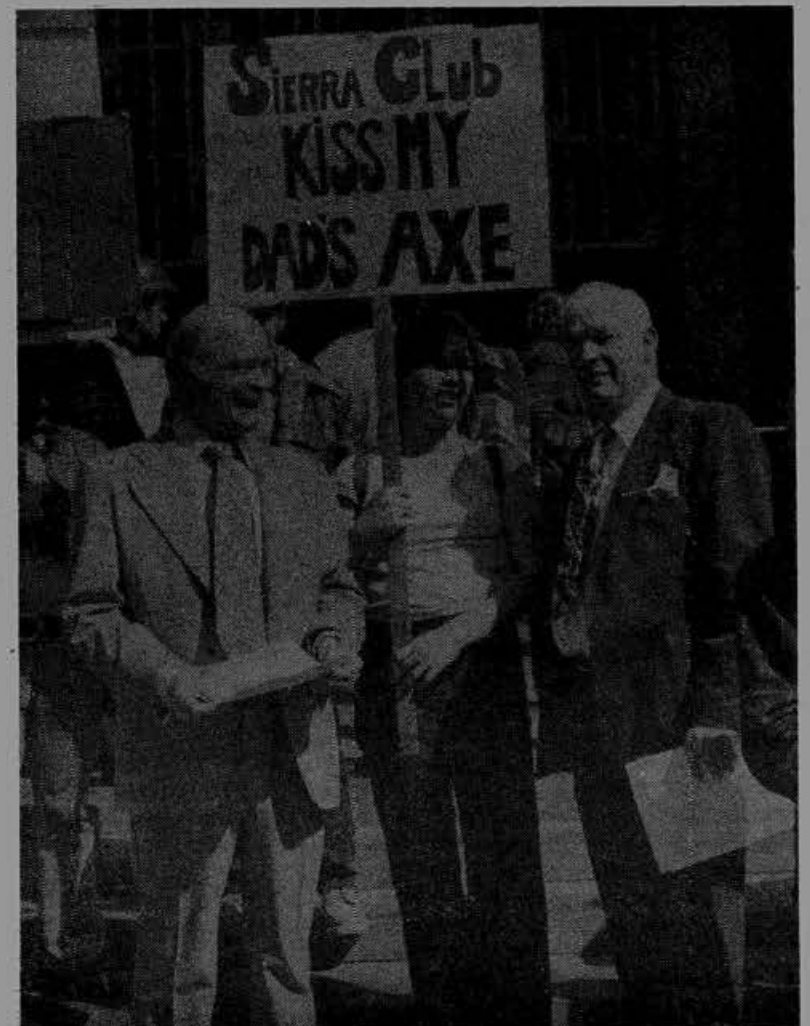
ter on or before the 84th day after your last registration date. Be sure to check your registration date and don't go O85 (Over eighty five days).

The Cottonwood Creek Dam Projects are much in the news again for the months of March and April.

For the month of March—several Brothers were manning a booth at the Redding mall to secure signatures in favor of the Dams. By the time of the meeting in Cottonwood we had secured 2,435 signatures. We really appreciate all the efforts you Brothers went thru in all of our behalf.

On March 29, there was a meeting in Cottonwood on the dam and we had over 70 Brothers and their Wives at the meeting to help shout down the State Fish and Game. The only persons who were against the Dam Projects were either the State Fish and Game or Fishing Guides or Organizations consuming fishing.

It was our opinion that only State of California employees who are working steady on our Tax Dollar "when we are able to work" were against the projects.



Open Shop Construction Threatens Fall Of Trades

By JAMES EARP

Like the decline and fall of the Roman civilization, the building trades—still strong from the golden years of the fifties and sixties—may be heading for its own dark ages.

The symptoms are all there—strong outward appearances but a continually expanding effort to undermine the foundations. A cursory glance at the fruits of the building trades gives the appearance of strength. California is woven with a tapestry of freeways, and Nevada and Utah are not far behind. The suburban tract house found its true home in the flat expanses of the Los Angeles basin and the rolling hills of the Bay Area. The San Francisco financial district has sprouted a forest of skyscrapers—testimony to millions of hours of work for building tradesmen, and throughout California's vast water system are left the traces of heavy equipment operation.

In the halls of the state capitol, labor—led by leaders of the building trades plays a crucial role in the legislation that is passed and the politicians that are elected.

But in the foundations of this vast structure are the signs of deterioration. The rank and file are getting restless as the unemployment level in the building trades unions levels off at an intolerable 30 per cent to 40 per cent. Many are taking withdrawals or dropping out of the unions altogether.

Tantamount to these trends is the rapid infiltration of the open shop concept into the construction industry. Depriving their strength in right to work states of the south and midwest where

unions are struggling to survive, open shop contractors are now moving into California, a state that has long prided itself on a unionized construction industry.

Consider these figures: Brown & Root, the \$4.5 billion construction contractor that holds the number one spot in the country has never signed a union contract. Established in Texas—a right to work state—Brown & Root has now opened an office in San Francisco.

Says Cal Rutherford of their Business Development division, "We are not presently doing work in California at this time," but he maintains, "We intend to stay in California."

In fact at least 25 per cent of the nation's largest contractors are nonunion, and one AGC official estimates that 50 per cent of all construction work nationwide is done open shop. The largest percentage of nonunion contractors, according to a representative of an open shop association seems to be coming from the new contractors who are opting for nonunion status from the outset.

The Associated Builders and Contractors (ABC), a group dedicated to the open shop or as they like to refer to it, the "merit shop" has taken vast strides in the western states in recent years. Only four years ago ABC set up its first office in California with only a few dozen open shop contractors to its name. Now there are four offices and the number of members has grown to over 700 in California alone. Nationwide the number of ABC contractors has grown to over 11,000.

The causes behind this trend in the

construction industry vary from the obvious to the ambiguous. To begin with, contractors throughout the history of the construction industry have never shown benevolence toward workers' attempts at union representation. Their concessions have been at best grudging and reluctant. Many contractors are grabbing hold of the nation's floundering economy to blame the unparalleled rise in both unemployment and inflation on union demands.

Union construction workers, stricken by the slump in the construction industry are not always in a position to hold out on a contractor who decides to go nonunion, and the necessity to put food on the table overshadows the desire to bargain for reasonable wages and fringe benefits.

The movement of extreme environmentalists has also had a crippling effect on the construction industry as a whole. The status of many of California's water projects gives a startlingly clear picture of how many millions of construction worker's wages never materialize because of lawsuits filed by environmentalist groups.

The San Felipe project has been in court for nearly a year, due to a joint lawsuit filed by the Sierra Club and the Environmental Defense Fund. The Warm Springs Dam in Sonoma County is stalemated for similar reasons, even though a district court judge ruled that the environmental impact statement was adequate.

"There are a lot of different reasons the construction industry isn't at its best—particularly in the heavy construction area," says Local 3 Business Manager Dale Marr, "but it all boils down to one thing—the workers are in an economic vise. If a contractor puts enough pressure on them, they will go nonunion if it means getting a job."

A Look At ABC

The growth of the open shop concept is best illustrated by looking at the Associated Builders and Contractors, a group that caters to nonunion contractors.

Ron Poropat, a representative of ABC involved in opening the association's fourth office in California says the purpose of ABC is to "sharpen the skills of management."

"Ninety per cent of contractors really don't know their management rights," says Poropat. "When it comes to building, they are pros, but when it comes to their rights as management, they have no idea."

ABC is dedicated to the principle that "bargaining is the right of the individual contractor." He believes that bargaining units like the Associated General Contractors often sell the contractors short, putting up "token resistance" before folding to union demands.

Poropat admits there is some conten-

tion between ABC members and AGC members. Some AGC members, says Poropat live like they were "in the days of the old south where blacks went to the back of the bus." These members are large and established, and deal in a lot of volume where union work is something they are familiar with, he says.

"We feel that if contractors can't agree with the contract that has been negotiated, don't sign it," says Poropat.

He also pointed out that ABC has not yet affected the heavy equipment workers as much as other areas of the building trades. At the present time there are no highway contractors in ABC—due mainly to the fact that the law requires workers be paid prevailing wages on any project receiving federal funds.

But the residential construction industry is "booming" in California according to Poropat. "Most of our contractors are not in business this year if they are not doing twice the volume they did last year," he says.

Merit Shop No Place For Union Worker

Poropat says most of the contractors in ABC don't believe in exploiting their workers, although he admitted there is no way of enforcing the association's code of ethics on the contractor. Many of them pay better than prevailing wages, he says, but he declined to mention specifically any contractor that fit this category.

The "merit shop is no place for a lazy worker," he declares. The profit sharing programs instill a sense of pride in workmanship and a desire to work efficiently and preserve tools and equipment. Profit sharing, termed by Poropat as the "golden tool" is the "one thing that turns nearly all of them around" to the idea of the open shop, he says.

Apprenticeship—Savior and Villain

Poropat pointed out that one of the primary reasons contractors are turning to open shop is because of dissatisfaction with the apprenticeship program in the construction industry. Contractors are unwilling to spend the money to help train apprentices.

Yet, while the unions are plagued with high unemployment, the open shop contractors claim they can't find enough trained workers. To fill their needs, they are recruiting union members, wooing them with profit sharing plans and the promise of continual work. Ironically, it is the union that Poropat describes as having a "large pool of trained workers," most of which went through the apprentice program.

What ABC really wants says Poropat is to establish its own apprenticeship program, probably through the state Department of Industrial Relations. He favors a program where apprentices

(Continued on Page 9, Col. 1)

"I Love a Parade"



SPECIAL REPORT

Right To Work—For Less: How Movement Began

The right-to-work-for-less movement reaches back more than 70 years. If managements got surly over unionization back then, they descended into hysterics over union security arrangements which were, they contend, "un-American." This opposition was formalized and organized in 1903 when the National Association of Manufacturers demanded in a Declaration of Principle:

"No person shall be refused employment or in any way discriminated against on account of membership or non-membership in any labor organization." (If the language rings a bell, it should. Almost word for word, it was picked up in most of the 20 state for-less laws.)

What was begun by the NAM was joined 18 years later by the then-new U.S. Chamber of Commerce when its president declared: "We stand for the principle of the open shop." And they have stood for it since, these two powerful corporate and business associations—and so have the leaders of many of the industries and businesses that are their members.

So, the facts are that the movement was born of, nurtured and sustained by, and has always been dependent upon corporations and businesses and their associations—always for what they perceive to be their own interests and never for "the individual rights of workers."

The crusade begun by the pillars of the NAM and Chamber became a magnet for right wing extremist groups and leaders and for professional union-busting types with graduate degrees in face-breaking.

Two of these played a role of consequence in the first successful efforts to pass state for-less laws, Florida in 1944 and Arkansas in 1947. They were: James Karam, founder of the Veterans Industrial Association, strong-arm pros who specialized in strike-breaking; and Vance Muse, organizer in the 1930s of the wildly anti-black, anti-Semitic Christian American Association. Muse, incidentally, was funded in part by DuPont money and by Alfred Sloan of General Motors.

But this was only the tip of the right-wing iceberg. As the following demonstrates, it makes up a good chunk of the base, as well.

Comes the National Right to Work Committee

By 1955, 17 non-industrial states had gone open shop. Many for-less boosters felt if they were ever to crack the industrial states they needed a full-time organization separate from the NAM, Chamber and other biggies in the movement. So the National Right to Work Committee was born.

True to the movement's past, NRTWC started out with an extreme right-wing coloration. Its first board chairman was E. S. Dillard, a North Carolina industrialist, who subsequently became an endorser of the John Birch Society. One of its vice presidents, the director of information, was also a Bircher, Glenn A. Green.

At the state level, as well, right wing extremists helped fund and provide the troops for open shop campaigns. In Ohio, in 1958, RTW got a lift from the far-out Committee for Constitutional Government which dunned businessmen in the state for \$500 contributions to the cause. One-time chief of the CCG was Edward Rumely, who had been convicted for World War I activities as a German agent.

Similarly, in Kansas in 1958, the for-less campaign depended on rightists for leadership and support. In the successful effort that year—the only RTW win in six states where referenda were held—it was reported in the press that, "The leadership of the John Birch Society (in Kansas) overlaps heavily with the leadership" of the for-less movement.

(The Kansas effort was the launch-pad for the present director of NRTWC, Reed Larson. A former state Junior Chamber president, he helped head up the Kansas campaign.)

All this time, the NAM and Chamber kept their hands in the open shop fight. In 1961, the Chamber established a Special Committee on Voluntary Union-

ism, its policy "to spearhead and stimulate a drive for an end to compulsory unionism wherever and in whatever form it may exist."

The Movement Today: Failing Upwardly

Now into its third decade, the National Right to Work Committee has grown into a well-heeled propaganda mill run by professionals with all the modern techniques of direct-mail fund-raising and lobbying. It has a staff of 85. It is a committee that grasps opportunity: It has branched out as a self-appointed defense line against equal picketing rights for building trades workers and against unionization of public employees.

Indeed, it's fortunate for NRTWC that these issues have emerged. For on the record, on the issue for which it was formed in the first place—right-to-work-for-less state laws—NRTWC's batting average is anemic. Seventeen states had for-less laws in 1955 before NRTWC came along; 20 states have them today.

That's an average gain of one every seven years—at a 20-year cost probably exceeding \$20 million for the committee and many millions more spent by state and local for-less affiliates. It's a particularly bad average in view of the fact the movement has made 70 serious efforts to enact state laws since 1955, both through the legislative and referendum routes.

It could be said this is a case of failing upwardly. For the optimism and perseverance of its supporters is such that they have rewarded failure with more and more money all the time. Dues and contributions of about \$800,000 15 years ago ballooned to \$4.5 million in 1975. This year, the committee looks for \$5 million or more to finance its fight against 14(b) repeal and for new state for-less laws.

The Big Spin-Offs

NRTWC has spun off several organizations. One of its own staff members, Susan Staub, runs Concerned Educators Against Forced Unionism, which insinuates RTW material into the schools. Another, Americans Against Union Control of Government, as its title implies, marches to war against public employee unions. It claims to have 230,000 contributors, and appears to have an annual take of about \$3 million. AAUCG is cluttered with right-wingers at its leadership level, among them:

- Novelist Taylor Caldwell, a regular writer for John Birch Society publications, also with connections to Liberty Lobby.
- Ralph de Toledano, right wing columnist.
- Virginia M. Evers, involved in many far right groups including the Birch Society.
- Sen. Jesse Helms (R-N.C.), favored by JBS magazine as one of the few commendable legislators on the scene; patron saint of AAUCG as an enthusiastic letter-writing fund-raiser for it.
- Henry Regnery, right wing publisher.
- Dr. Joseph F. Thorning, a member of Billy James Hargis' Christian Crusade advisory committee.
- Rep. Symms, a right wing congressman, also listed by Birch Society as one of its few approved legislators, speaker at JBS meetings who says, "The John Birch Society Doctrine is common sense."

Perhaps the major spin-off group for NRTWC, however, is the National Right to Work Legal Foundation which shares the same address and an interlocking directorship with NRTWC. It claims 175,000 supporters and sniffs around for opportunities for legal harassment of unions. It claims to be involved in 70 such cases.

The foundation's legal services exceed \$500,000 a year. It has 11 full-time lawyers, plus outside counsel. Reports filed with Internal Revenue show it received about \$1.7 million in 1972, \$2.3 million in 1973. Indications are in recent years it has gone well over \$2.5 million.

The legal arm of NRTWC, too, is heavily dependent



"Missourians Must Have the Right But Not Be Compelled to Join Labor Unions"

Even at the state level, Right To Work turns to industrialists for support

on rightists at the leadership level. Among members of its advisory council: Frank Flick, an active rightist for years with many groups, including the Birch Society; E. A. Morris, former director of the Southern States Industrial Council and a director of the Committee for American Principles; Col. Willard F. Rockwell of Rockwell Mfg. Co., sponsor and endorser of the Manion Forum and the far-right National Economic Council; William J. Grede, member of the John Birch council and its executive committee and a supporter of numerous rightist groups.

One final spin-off that may or may not make it big—there is so much competition among rightist groups for political money—is the so-called Employee Rights Campaign Committee founded last year by NRTWC to raise campaign contributions for friendly candidates. Among those receiving contributions: Former Rep. John Schmitz (R-Calif.), a John Birch Society leader, and Symms.

Wrapping It Up

The NRTWC, its spin-off groups and its predominantly John Birch and assorted other right wing business and industrial supporters are fully entitled to do what they're doing. If they want to portray unions as the biggest threat to western civilization since Attila the Hun, that's their privilege.

But there is no obligation for the Congress or the public to take seriously their proclaimed concern for "captive" workers or, for that matter, their frequent claims of broad-based support. Whenever RTW has come up on the ballot in an industrial state, it has bombed out by huge margins. Were it not for extremely conservative legislatures in the past in largely non-industrial states, it is likely the number now with open shop laws would be fewer than 10.

There is, after all, among the public and the Congress which hopefully will be debating the issue a need to know who's behind the right-to-work-for-less movement, who finances it, who runs it and who sees self-interest in it.

And the record shows clearly that never has it been a workers' movement. There have been, from time to time, "token" workers up front to lend it legitimacy. But even precious few of these.

From the launching of open shop as a national movement by the NAM in 1903, it has been the creature of right wing industrialists and businessmen, their organizations and their soul-mates in state and national legislatures. After all these years, it has never taken root among workers—union or non-union.

Labor Must 'Increase It's Vigilance'

(Continued from Page 7)

are not required to fulfill a four year program. Using modern teaching methods, he claims that workers can go through an intensive training period of several weeks, followed by on the job training that will train the apprentice much more quickly and efficiently than the traditional programs.

By establishing its own apprenticeship program, ABC hopes to be able to fill its personnel needs without having to rely on union trained men.

The Associated General Contractors, which has long been comprised mainly of contractors signatory to union agreements is also no stranger to the open shop movement. Though its directory only lists 42 members, Dick Munn, executive director of AGC of California maintains that "we have an absolute obligation to represent them."

"The open shop movement has made small but significant inroads in our state, but its rapid growth in other areas has been nothing short of amazing," he declared in an open letter to the building trades.

Although Munn accuses anyone who believes AGC fosters growth of the open shop of "operating under a great mis-

apprehension," the association regularly holds seminars directed to open shop members, which are carefully monitored as to who gets in. Needless to say, union representatives are not allowed entrance.

Open Shop Exists Only Through Labor's Success

Local 3 Business Manager says the open shop movement owes its existence to the success of the union movement.

"Those contractors who are willing to pay prevailing wages and offer health and welfare programs do so because they are willing to pay the price to keep unions out," he says. "To that extent, the union movement has succeeded in fighting for decent wages and working conditions. Anyone who is foolish enough to believe these contractors would do the same thing if unions weren't around is sadly mistaken."

"Unfortunately, there are far more contractors who make no attempt to pay prevailing wages," Marr points out.

"Even assuming that there are open shop contractors—but not many—who are good employers and pay fair wages, there is no way an open shop can be preferable to a union shop," Marr says.

nately, under the merit or open shop.

In an open shop, there are no union representatives to insure that safe working practices are being carried out. Union contracts specify the amount of time that must be spent each week going over safety procedures. A worker who refuses to carry out an assignment on the grounds that it would be unsafe is likely to be fired, says Marr. Under a union contract, a worker has strong representation and job protection.

"A merit shop is by definition a system where the worker gets paid according to how much he produces," says Marr. "That in itself is a correct principle, since we too believe in a fair days work for a fair days wages. Unfortu-

the employer is the sole judge as to how much is a fair day's work. A contractor concerned primarily with profit is likely to have a different idea of how much a worker should produce than the union, whose business is to take care of the interests of the worker."

Marr is firmly convinced that the union movement will remain strong in the building trades "only if we increase our vigilance."

"Just because the labor movement is right doesn't mean it will always be around," Marr points out. "In the past, trade unionism derived its strength from the constant threat to its existence. The moment we slump into overconfidence is the moment we start losing ground."

How Firms Fight Unions

Fighting off unions has become a major preoccupation for many of the nation's corporations—big and small. Some oppose unions on philosophical grounds. Whatever the reasoning, the success of some of the nation's largest companies—like Brown and Root, a construction firm and manufacturing firms like Eastman Kodak, Texas Instruments and International Business Machines, is encouraging employers to stiffen their resistance against worker's rights to be represented by a union.

Many are willing to spend time and money learning the methods of keeping unions away from their gates. There are plenty of consulting firms who oblige them by offering high priced consultants and seminars.

Heading courses such as "How to Maintain Nonunion Status," these consultants provide the "defensive know-how." First, they encourage employers to eliminate sources of complaints among the workers. These may be confusing pay practices or inconsistent disciplinary measures, or they may be gaps in benefits.

Second, the consultants show how a company can erect roadblocks to union organizing drives. They urge swift steps to counter organizing literature and to discourage employees from signing union recognition cards. If a union election comes despite the company's efforts, the consultants offer ideas that could sway the voters' minds.

One of the favorite techniques companies use is an aggressive attack—not with guns and clubs like in days of old—but with news clippings and horror stories describing union scandals or pictures showing union strikers shivering in picket lines.

While it is difficult to measure the

impact of these tactics, unions are finding more and more opposition from employers. In the year ending June 30, 1976, unions won only 48 percent of representation elections conducted by the National Labor Relations Board, down 14 percent from a decade ago.

Consultant firms are cashing in on the concern that management shows in keeping unions out. Executive Enterprises, Inc. out of New York charges \$385 per person for a two day seminar on keeping unions out. It has doubled the frequency of its seminars over the last two years to once a month. "There's an upward surge in the number of companies that feel there are things they can do to maintain non-union status," says Lewis Abrams, president of Executive Enterprises.

Unions are reacting to the pressure. AFL-CIO President George Meany was particularly vehement when he addressed a March dinner marking the 30 millionth vote cast in National Labor Relations union representation elections.

Workers "face the law of the jungle and the power of professional union busters and strike breakers just as surely as their grandfathers did," he declared. "Today's labor-relations consultants . . . carry briefcases instead of clubs and brass knuckles. They leave no visible marks on their victims. But their job is the same—frustrate human hopes and nullify human rights."

Alan Kistler, the AFL-CIO's top organizer says that even though the National Labor Relations Act guaranteeing the right to organize is 42 years old, "still you find employers assembling to become more efficient in frustrating that policy."

The Economic Case Against Right-To-Work

Every year, U.S. government figures on wages, per capita income and other reckonings show the 20 "right-to-work" states stacked at the bottom. The first figures available for 1975 continue the trend: averages of \$195.97 per week and \$4.99 per hour in the normal states reduced to \$169.02 per week and \$4.27 per hour in the "right-to-work" states. The averages by state:

State	Average Weekly Wages	Average Hourly Earnings	State
Alaska	\$296.09	\$8.09	Alaska
Michigan	250.76	6.15	Michigan
Washington	224.07	5.79	Washington
Ohio	223.67	5.55	Ohio
Indiana	218.50	5.54	Oregon
Illinois	214.50	5.52	D.C.
IOWA	214.38	5.49	Indiana
Oregon	212.74	5.40	Illinois
D.C.	212.52	5.40	IOWA
Wisconsin	212.25	5.32	Montana
California	205.80	5.26	NEVADA
WYOMING	205.07	5.26	Wisconsin
NEVADA	200.93	5.21	California
Minnesota	200.43	5.11	WYOMING
Delaware	200.27	5.10	Minnesota
New Jersey	199.99	5.07	Delaware
Colorado	198.60	5.03	Maryland
LOUISIANA	197.69	5.03	Colorado
Maryland	196.67	4.96	Pennsylvania
Montana	195.78	4.93	New Jersey
Connecticut	193.59	4.91	New York
New York	191.00	4.90	West Virginia
Pennsylvania	190.96	4.85	ARIZONA
W. Virginia	190.12	4.81	LOUISIANA
KANSAS	189.98		
U.S. Average	189.51	4.81	U.S. Average
ARIZONA	189.15	4.78	Connecticut
TEXAS	185.54	4.75	Missouri
Missouri	185.25	4.72	Idaho
NEBRASKA	183.68	4.65	KANSAS
Idaho	183.61	4.65	Kentucky
Hawaii	181.10	4.62	Hawaii
Kentucky	180.42	4.57	TEXAS
Oklahoma	176.84	4.51	NEBRASKA
Massachusetts	174.78	4.47	Massachusetts
S. DAKOTA	172.20	4.41	Oklahoma
N. DAKOTA	171.07	4.32	N. DAKOTA
Vermont	164.43	4.20	S. DAKOTA
ALABAMA	163.55	4.13	ALABAMA
FLORIDA	160.39	4.07	Vermont
VIRGINIA	156.41	4.05	UTAH
TENNESSEE	156.02	4.04	FLORIDA
UTAH	155.52	3.99	VIRGINIA
N. Hampshire	154.05	3.95	N. Hampshire
GEORGIA	152.10	3.92	TENNESSEE
Maine	152.02	3.88	GEORGIA
Rhode Island	149.04	3.84	Rhode Island
N. Mexico	143.50	3.81	Maine
S. CAROLINA	141.45	3.67	New Mexico
MISSISSIPPI	139.52	3.59	S. CAROLINA
ARKANSAS	139.29	3.59	ARKANSAS
N. CAROLINA	135.14	3.55	MISSISSIPPI
		3.51	N. CAROLINA

States in bold face capital letters are "right-to-work" states SOURCE: U.S. Department of Labor, Employment and Earnings, May 1976.

Growing Concern About X-Rays

The medical profession has employed the use of x-rays for many years in the diagnosis of patients. However, during recent years many people, and especially women of childbearing age, have become increasingly concerned about the dangers of exposure to x-rays by their doctors and dentists.

According to most doctors, this concern is well-founded. There is substantial medical evidence that there is some risk, however small, that even brief x-ray exposure can damage body cells, especially in unborn children. X-rays may even, in rare cases, predispose one to later cancer, or affect the germ cells and thereby result in genetic defects.

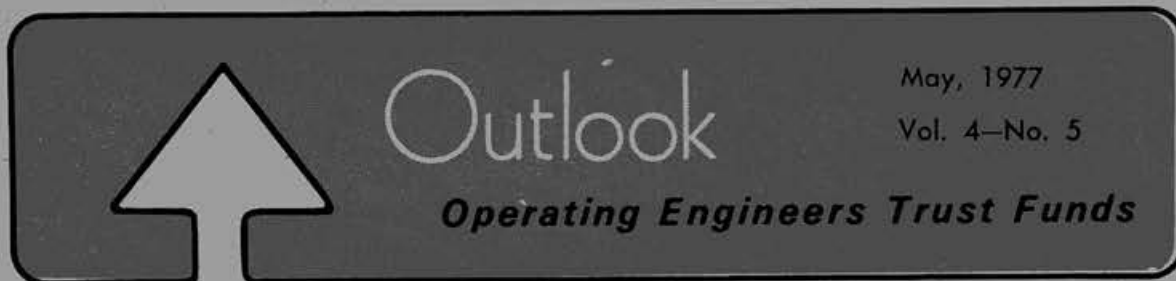
Yet, doctors know that x-ray plays a truly indispensable role in diagnosing a whole multitude of human ills. Thus, one must ask the question of how can a safe balance be struck between the risk and the benefit?

In part, it's a matter of good medical practice by your doctor. Doctors should furnish special shielding to protect their patients' reproductive organs during x-ray exams. Whenever possible, x-rays for women of childbearing age should be postponed until the first 10 days following menses, the period of least possibility of pregnancy. Most doctors agree that x-ray during pregnancy should be avoided altogether unless urgently indicated. Doctors could provide

further protection to their patients if they were to dispense with x-rays of marginal diagnostic value, unlikely, however, in light of the recent increase in malpractice litigation.

Of special importance is that the patient be exposed to a reduced dosage of x-ray. Today newly developed "fast" x-ray films require only a fraction of the exposure of earlier films, and new narrow-focus x-ray equipment further reduces x-ray dosage.

It might be imprudent for a patient to refuse x-ray exams when they are really needed, but a patient has the right to ask that his doctors' use of x-ray be as infrequent and safe as possible.



Cataract Operations Usually Successful

Nearly 400,000 cataract operations are performed annually, and of that number 95 per cent of them successfully restore the patient's sight. Cataract removal is one of the most common and successful of all forms of surgery.

A widespread misconception is that a cataract is a thin, opaque film obscuring the eye. In actuality, it is an internal clouding of the crystalline lens or its capsule. Located just behind the iris, this nor-

mally transparent lens, like the lens of a camera, helps focus and reduce the visual image for projection onto the retina at the back of the eye.

A few types of cataracts are congenital. For instance, the child of a mother exposed to rubella virus in early pregnancy may be born with cataracts. Other types result from illness, infection or trauma. The majority, however, are "senile" or "degenerative" cataracts that de-

velop with age. An estimated nine out of ten 65-year-olds show some sign of cataracts. The exact cause is unknown, but recent research indicates that "clumping" of protein molecules in the lens may be involved.

Early signs of cataracts may be hazy vision or poor night vision. When the cataract victim drives at night, the clouded lens may scatter the beams of oncoming traffic, causing a "dazzling" effect. The cataract usually develops painlessly and often at such a gradual pace that it does not advance to the point of destroying or seriously impairing eyesight during the individual's lifetime.

No effective treatment or preventive for cataracts is known except surgery. Once the lens and the capsule that contains it are removed, the cataract will not return. However, most persons with a cataract in one eye develop the condition in the other.

Treatment for cataract involves removing the clouded lens and replacing it with an artificial substitute such as eyeglasses or a contact lens. Under local or general anesthetic, an incision is made in the eye, the tissue is folded back, and the lens is lifted out intact.

Phacoemulsification is a relatively new method of cataract removal which, although its use is restricted to certain types of cataracts, may make recovery faster than conventional methods. A tiny incision, less than one-tenth inch long, is made in the cornea, and a hollow titanium needle is inserted. An ultrasonic probe, vibrating at 40,000 times a second, pulverizes the lens and then sucks the fragments out through the needle. The incision is closed with microscopic absorbable sutures.

Years ago, a patient recuperating from cataract surgery had to remain in the hospital for several weeks. Today after cataract surgery the patient is usually allowed to walk the same day, and he can leave the hospital within a week and resume normal activities within six weeks. The use of ultra fine sutures now used in cataract surgery is credited with speeding the recovery process.

The most difficult part of having

Fringe Benefits Forum

By MIKE KRAYNICK,
Director of Fringe Benefits



I would like to take this opportunity on behalf of your Business Manager Dale Marr and the other officers to remind the retired members of Operating Engineers Local No. 3 that the Second Annual Retirees Association Picnic will be held on May 7, 1977 at Rancho Murieta, California. Announcements were sent to the retired members whose addresses we have last month, but if we missed anyone please know that you are more than welcome to join us. Last year's picnic was a tremendous success and lots of fun. From the number of reservations that have already been made it looks as if this year's get-together will be more of the same. So if you are a retired member of this great Union, plan a day to renew old acquaintances and rekindle the spirit of brotherhood . . . that's Saturday, May 7. The activities will begin at 9:30 a.m., and lunch will be served at 12:00 noon. See you there! ! !

We continue to receive questions each month concerning the various fringe benefit programs. It is genuinely reassuring to me, and demonstrates the importance that these programs play in the lives of the members of Local No. 3 and their families, that so many of you take the time to write us each month. Your fringes and the vital benefits that they provide for you illustrate once again what can be accomplished through the collective bargaining process. Operating Engineers Local No. 3 is a great organization and it is appropriate that it also provide a great fringe benefit program for its members.

Q: I have only 7.00 future service credits by my last pension statement. I have been offered a two-year job overseas and would like to know if I will be eligible for a "grace period" if I take it. One of the guys in the shop told me that there has been a change in this regard. Is that true?

A: As of January 1, 1977, an operating engineer will incur a permanent break in service only when he has as many consecutive one-year break in service years as he has years of pension credit. Since this new break in service rule allows long periods of absence from covered employment before an engineer's pension credit is permanently cancelled, grace periods other than for periods of disability for which an engineer qualifies for Worker's Compensation Benefits are no longer granted. In your particular case, if you return to covered employment and earn credit within seven calendar years from the year you last earned pension credit, you will continue to retain your 7.00 accumulated pension credits.

Q: How much life insurance do we have under the health and welfare plan if we are working in Northern California?

A: Operating engineers who participate in the Operating Engineers Health and Welfare Plan for Northern California are insured in the amount of \$4,000 in the event of death from any cause, on the job or off, while they are eligible to receive benefits under the plan. In addition, the plan also provides a \$2,000 accidental death benefit if an engineer is killed in an accident, or dies within 90 days as a result of an accident. The plan also includes a burial expense benefit in the amount of \$1,000 in the event of death from any cause, on the job or off, while an engineer is eligible to receive benefits under the plan.

cataract surgery is adjusting to the altered field of vision. After the operation the patient may be outfitted with heavy, thick, convex glasses that magnify the image by about one-third, causing some distortion and perception problems. But most patients adjust to their new "sight" in one or two months.

Contact lenses are better, since they magnify only slightly, minimize distortion, and allow near-normal side and depth vision. Contacts are the usual choice for younger patients, but some older patients have difficulty inserting and removing the lenses. A new "soft" contact lens has proven easier to wear and may be more beneficial to older cataract patients.

Despite the gigantic advancements that have been made in the treatment of cataracts, neglected cataract remain one of America's leading causes of blindness. Since most cataracts can be removed quickly, safely and successfully it is one cause that certainly should be and can be eliminated.

Early Warning Cancer Signals

Do you know what the early warning signals of cancer are?

The American Cancer Society has identified the following early warning signals and suggests that you see your physician immediately if any of them occur:

- * A sore or bruise that doesn't heal.
- * Any unusual change in bowel or bladder habits.
- * Any unusual bleeding or discharge.
- * Any lump, tumor, or thickening in the breast or elsewhere.
- * Persistent indigestion or difficulty in swallowing.
- * An obvious change in a mole or wart.
- * Prolonged hoarseness or nagging cough.

PENSIONED OPERATING ENGINEERS HEALTH & WELFARE TRUST FUND

MARCH 1977

PICTURED ABOVE IS THE NEW booklet for retired members who are eligible for the Pensioned Health & Welfare plan. These booklets are available at the Fringe Benefits Center, the Trust Fund office and all district offices.

Jobsite

Parrotts Ferry Bridge Gets Underway

By AL McNAMARA,
District Representative, and
JAY VICTOR,
Assistant District Representative

Activity in Stanislaus and Tuolumne Counties has picked up some what, due mainly to the Parrotts Ferry relocation job under S. J. Groves and Sons.

The \$10 million job now has about 12 members moving dirt and at peak employment we expect to have 17 to 20 men on the job. The dirt to be moved is in excess of 500,000 yards and includes excavation for two bridge piers. It's steep terrain and rocky in parts, and is giving all hands a pretty good work out.

In other work Robert G. Fisher was the successful bidder on the \$1 million story addition and remodeling of the Modesto City Hall. Unfortunately this job won't have too many operating engineers, but there will be one elevator operator to hoist men and materials.

L. D. Folsom is in the final stages of the Groveland job on Hwy. 120. Pleasant Valley, Inc. has accepted responsibility of the payroll and fringe benefits of the Folsom employees. By the time this article hits the press, the members on the job will have been dispatched to Pleasant Valley Inc.

The big Nova Rados I-5 job near Stockton currently has about 20 engineers employed, however the

farmers getting their irrigation done has caused the work to slow down quite a bit as of this writing. We expect it to pick up shortly however.

Governor Brown has decided he wants the Camp Nine job at New Melones to hold up for the time being, but it looks like it will be going ahead as planned. This is the road and bridge project that will provide access to a PG&E facility after the New Melones Reservoir reaches full capacity.

Since the last report the work picture looks good in the Stockton area. Ernest Pestana, Inc. has started running some of the pipe trunks for main lines on the west side of Stockton. They currently have five Engineers working and it looks like it will pick up about the first of April 1977.

A.F.B. Contractors, Inc. was low bidder on the main Water Quality Control Plant. The contract is for \$7,217,489.00. McGaw Co. will be doing the excavation, clearing and paving. The job is scheduled to start April 1, 1977 and will conclude approximately Sept. 1979. Peak employment date is midyear of 1978. The job is a one shift operation. An eight (8) hour, five day work week.

On February 24, 1977 we had a Pre-Job Conference with Teichert Construction for I-5 and Hammer Lane to Highway 12; concrete and paving. The contract amount is for \$6,609,707 and it is due to start Feb-



WORKING IN STEEP and rugged terrain, operating engineers construct an approach

to the Parrotts Ferry Bridge. There are currently 12 Local 3 members on the project.

ruary 28, 1977 and terminating approximately January 1, 1978. Peak employment is set for July 1977. Subcontractors on this project are Piombo Corp. out of San Carlos for

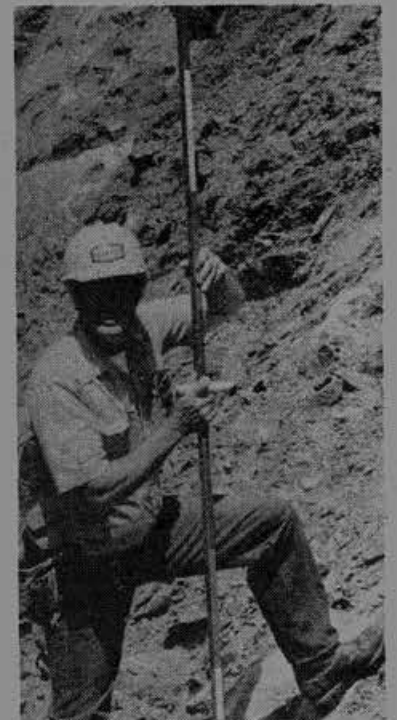
Grading and Paving—Underground, and they are due to start 2-28-77. This will be a 5 day week, 8 hour day, one shift operation also.

We held a pre-job conference with Novo-Rados Construction on February 24th for the I-5 freeway job in San Joaquin County. This contract is for \$16,404,000.00 and is due to kick off on 2-28-77 and end approximately June 1979. Peak employment is June 1978. Excavation is to start April 1977. Reinforcing steel starts May 1977; struc-

tural steel, May 1977. They have 6 engineers on the job at this time but is due to pick up if the weather permits.

Stanfield & Moody has started a small job in Manteca. It's a housing project. There are six engineers at the job site. They also have some smaller jobs around Stockton and Manteca areas.

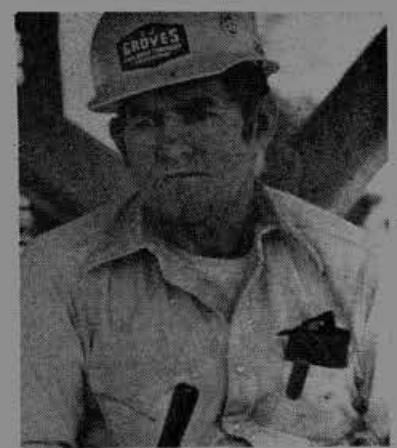
McGaw Co. has some small jobs going around the Stockton area. Sanco Pipe of Campbell has started their part of the North-South Sewer Project. The contract was for \$510,000. At this writing they are near completion—about another 3 weeks. They have 5 engineers on the job.



Chuck Williams, 15-yr. member checks grade.



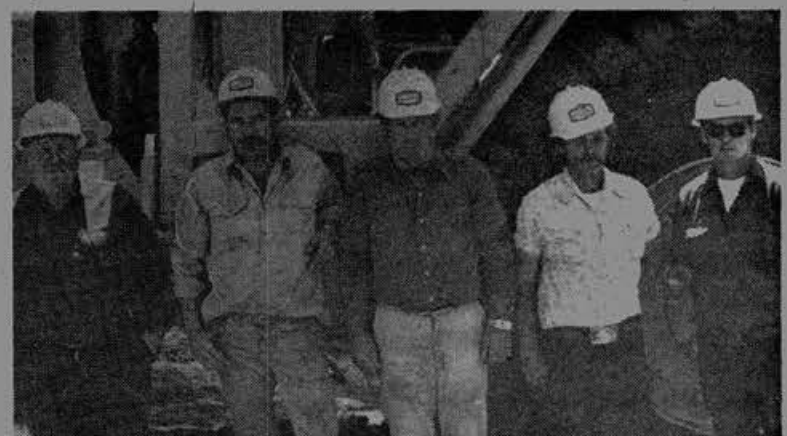
BUCKING AGGRAVATING dust and wind, Local 3 member Stan Wilfong takes his grader down a steep incline.



Gilbert McGreger, 17-yr. member and job steward.



Ray Fuller, 7-yr. member



(L-R) MERLE THORENBURG, 14-yr. member; Dave Frazer, 18-yr.; Stan Wilfong, 14-yr.; Oscar McGee, 15-yr.; and Jesse Bowden, 21-yr. All are presently operating 637 scrapers, except Frazer who is running a dozer.

San Rafael Dist. Report

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

The work picture in Marin is looking up. Still, no big or long jobs as of this writing, however.

The faulty sewer system of the Marina Village subdivision in Corte Madera will be replaced in a revamping which will include new curbs, sidewalks and street gutters in the area. The sewer contract was awarded to Maggiora and Ghilotti Inc. of Corte Madera for \$277,501.

The money for the reconstruction comes from a \$594,000 federal Public Works Act grant.

The 25-year-old development of 84 homes is built on bay mud and the original sewer lines have been settling and cracking. Installing new sewers will take about 45 days.

Fanfa-Mulloy, Inc. have started a new job at San Quentin Prison, building dikes for reclaiming water.

Mel Weir has a few rigs at the site of Wood Island office complex above the Larkspur Ferry Terminal.

Bresnan-Dalecio, Inc. have had some rigs at the intersection of McClay and Center Rd. in Novato. Also awarded a contract for drainage improvement project in Almonte area.

Ray N. Bertelsen Co. of Marysville were recently awarded a contract for sewer reconstruction work along Kerner Boulevard and Canal Street, the Woodland Avenue area and a section of Fourth Street, at a cost of \$579,524.

Joe Avella busy on two jobs, one on 101 Freeway, and on North Novato Blvd.



Teaching Techs

By ART PENNEBAKER
Administrator,
Surveyors' JAC

Recently the Labor Code Section 1777.5 was amended to provide that employers performing work as a contractor or sub-contractor on public works shall employ Registered Apprentices at a ratio of 1 to 5 journeymen.

Within the jurisdiction of Local Union No. 3, the Northern California Surveyors Joint Apprenticeship Committee Training Program is certified by the Division of Apprenticeship Standards and is the only source for Registered Surveyor Apprentices.

It appears that non Union survey firms can bid on public works jobs and may even win the bid, but will still be obligated to hire Registered Apprentices.

The amendment to Section 1777.5 also provides that wages paid to Registered Apprentices shall be the standard wages paid to other apprentices of that craft.

An interesting situation could develop when a crew consists of a non-union \$7.00 an hour Chief of Party (no fringe benefits) and a Local No. 3 Registered First Period Apprentice \$5.56 per hour (\$4.49 fringe benefits). The First Period Local No. 3 Registered Apprentice will be paid \$3.05 per hour more than the non-union Chief of Party.

Wages and fringe benefits aside, the J.A.C. must be in a position to accommodate Apprentices under the new Labor Code amendments.

Proposed changes to the Standards have been recommended to the Employer Association and the Union. When the changes are agreed to by the State D. A. S., then more training opportunities will open up for the Local Union No. 3 Registered Apprentices.

This is the first breakthrough toward equalizing the Affirmative Action requirements for non-Union as well as Union employers who perform survey work.

The new Safety Slide Presentation for Surveyors has been shown at each of the pre-negotiation meetings held by the Tech Engineer Department.

The Bay Counties Employer Association's annual general meeting viewed the show and the Employer Chapters have requested the Safety presentation for their individual chapter meetings.

Ken Hankins through Ted Fairfield, President of the California Council of Employers, has arranged for the Safety presentation to be viewed at the annual meeting of the Council the last week of April.

Special equipment is on order which will provide portability and convenience in the distribution of the slide show. A unit about the size of a portable television set will be suitable for viewing on a built in screen for a few persons or can be adjusted to throw the picture on a wall for larger groups.

If you haven't had the opportunity to see the show yet, please be a little patient. It will make the rounds to everyone eventually.

This first effort is confined to Roadway Safety. Several other presentations are contemplated, each on a specific segment of safety for the Surveyor.

The revised Applied Surveying Workbook is at the printer and

should be available as you read this column.

Another Local No. 3 HAND has just earned his ticket as a Licensed Surveyor, No. LS 4386. His letter best describes how he got from here to there.

28 March 1977

N.C.S.J.A.C.

1977 APR -8 AM 10:33

Art Pennebaker
Administrator Surveyors J.A.C.
Operating Engineers Local Union #3
474 Valencia
San Francisco, Calif

Dear Art

I'd like to thank you, Art, for your encouragement and your emphasis on continuing education through apprenticeship. I'd like to thank Bob Wagon (District Representative for District 10) who introduced me to Surveying over my objections, and Paul Schissler who believes as I do that continuing education and personal initiative will be backed by the Union in the form of apprenticeship programs, work and classes related to a man's field. The Union offers opportunity. The interest and drive are up to the individual.

Twelve years ago I was shoveling asphalt behind a Barber Green. Thru the apprenticeship program I became a Journeyman Equipment Operator. It was then that Bob Wagon sent me out on a job I didn't want to go on and I discovered that surveying was my field. I did another hitch as an apprentice plus J.C. night classes and qualified as a Certified Party Chief.

Now I'm on L.S. It feels good to realize an ambition. My interest and the opportunity and and background offered by the Union to all of us has taken me from laborer to Licensed Land Surveyor.

It's been a lot of fun. Over the years I've made many good friends and a few bitter enemies, but with a name like mine — how could I have avoided doing either one.

Pat O'Banion

Home Forecasting Research Gets Boost In Hawaii

By HAROLD LEWIS,
Financial Secretary;
WALLACE LEAN,
District Representative;
GORDON MacDONALD,
RICHARD SHUFF,
WILLIAM CROZIER and
HAROLD LEWIS, JR.,
Business Representatives

The State government and three local trade organizations—the General Contractors Association, the Home Builders Association of Hawaii and the Building Trades Council—have invested \$54,900 and \$12,000 respectively in construction forecasting research. The University of Hawaii's Research Center

for Futures Study has expended this money on preliminary research in the development of a computer model which hopefully will be capable of dealing with all construction related information. The Futures Center has attempted to deal with the entire construction industry and put it in terms of the

community and the environment. The industry moves in relation to the financial state of the union, population movements on all islands and numerous other factors. With an adequate and accurate information base it is possible to forecast with some accuracy construction needs over a three-year period. The success of a computer model depends on the quality, scope and accuracy of the information derived from numerous private, governmental and labor sources. Approximately 10 per cent of the licensed contractors in Hawaii do 90 per cent of the construction work. Within that 10 per cent there is a further concentration of contractors who do a major portion of the work. Given strong information, such as a one to three-year forecast, these companies could have a far greater impact than the State could ever have by financial manipulation of public funds.

Work Outlook

Anytime that we have written about the work situation here on the Big Island of Hawaii, it has been with a real feeling of sadness.

This sad feeling is brought about because of the real shortage of work for our brothers here. It is a situation which started about three and a half years ago when we were experiencing our peak employment years. Since that time in the early seventies, our work picture has been in a steady decline. It did

not stop suddenly, instead the available work just started to get less and less. As each month went by we lost a few more jobs within the industry. For every five jobs that we lost due to projects being completed new projects were only able to generate three new jobs. So as the years went by, the employment situation here has become steadily worse.

As we look for future projects at this time it is like looking thru a long tunnel. We can see the projects ahead of us but we are not moving, we have no target dates. Some of the major projects that we have been counting on are not materializing. Proposed bidding dates have been set back. Negotiated projects are not cranking up like we had anticipated.

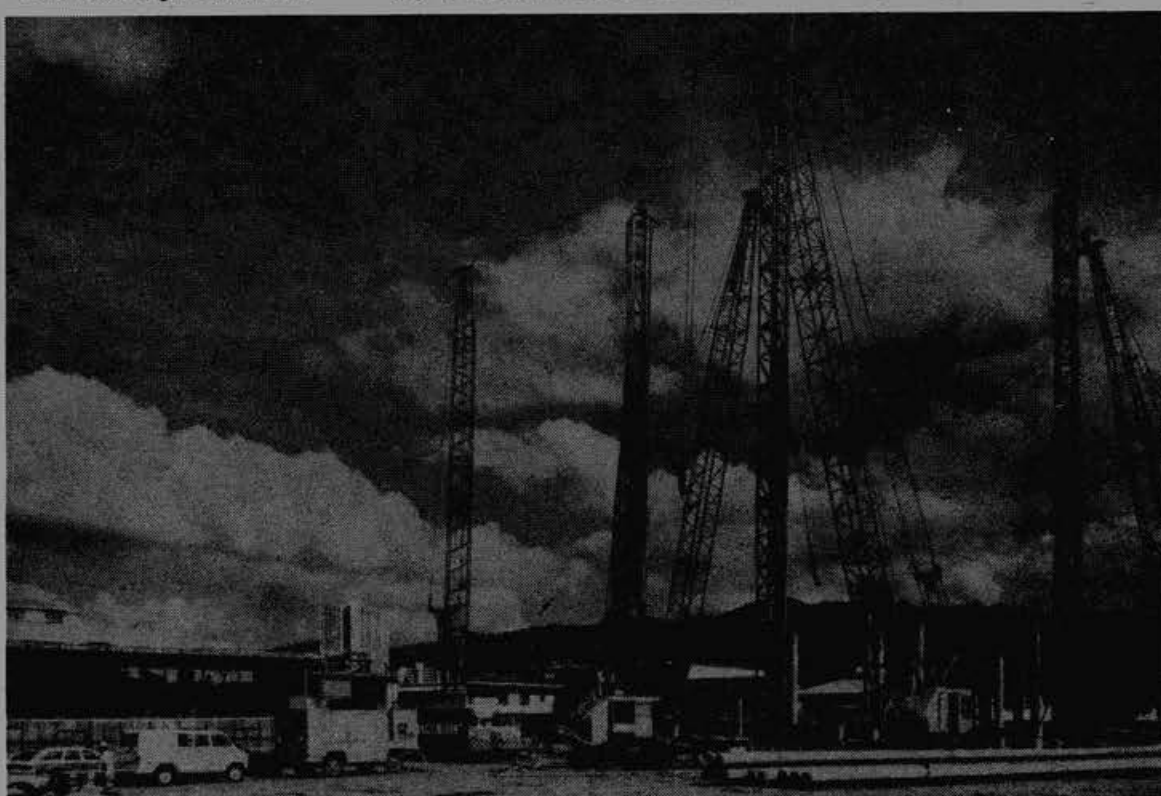
Our primary hope at this time is that our state legislature, which is currently in session, will release money for many of the CIP (Capital Improvement Projects) that have already been authorized in previous years.

We also have a new president in office, who during his campaign, promised to get the economy on its feet. Now we have to wait and see what he will do to help us get back to work.

State Spending

For Construction

During the early part of April, the Legislature will compile docu-
(Continued on Page 15, Col. 2)



HAWAII DREDGING & CONSTRUCTION CO. is keeping some of our members busy

driving 700 piles for the Century Center, a 41 story building at Kalakaua Ave.

Mild Weather Keeps Projects Open

By DALE BEACH,
District Representative

Extremely mild weather conditions have enabled most contractors to either work thru the winter or get early starts on jobs that normally would be starting about now. To the delight of the Engineers working on Jack Parson's Silver Zone Pass job they have missed one day this winter which is very unusual in the eastern part of the state. Max Riggs is in full swing building the structures on the Elko by-pass job. Frehner Construction has moved in on the Ely by-pass and the overlay at Pine Valley. Las Vegas Paving picked up two nice overlay jobs, one between Elko and Lamoille and the other at Denio

Junction. L. A. Young was awarded the \$2,000,000 plus overlay at Cherry Creek but won't move on that until May. Contri Construction is still moving strong on the access road to the Sierra Pacific Power Company power plant at Valmy, but the Bureau of Land Management has yet to issue the permit required to start construction on the actual plant. Robert L. Helms is another contractor unaffected by the winter weather as the Lovelock job has continued with very little time loss and he is ahead of schedule on the Washoe Hill U.S. 395 job.

Construction in the Reno-Carson City-Lake Tahoe area is moving along well. The exterior of the M.G.M. Grand Hotel is taking

shape with many Engineers still working on the site preparation, paving, etc. North of Reno at Stead, the steel is going up on the forty plus acre J. C. Penney warehouse. It is estimated it will be two years before this is completed. Del Webb Inc. is coming to a close on the Sahara Tahoe job but getting geared up for the Reno Sahara Hotel Casino which will be three stories underground and twenty stories high. Brunzell Construction is wasting no time on the Onslow Hotel Casino as is Corrao Construction on their hotel project at 5th and Sierra Streets which also includes remodeling the Gray Reids department store across the street into a casino.

(Continued on Page 14, Col. 3)



PICTURED ABOVE IS THE MGM GRAND HOTEL now under construction in Reno. Crane operator is George Brittenhan, oiler is Hayden Gallop.



WITH SAFETY IN MIND

By JERRY MARTIN, Director of Safety

Know The Facts About Preventing Hearing Loss

Think Safety Work And Play Safely



Jerry
Martin

Rollover Structure Saves Operator's Life

A heavy-equipment operator is alive and well today because he was wearing his seat belt while operating a D-9 crawler tractor equipped with a rollover protective structure.

While working on a dam construction site the operator accidentally backed his machine over the edge of a steep embankment causing it to roll down the 70 degree slope.

An eyewitness reports that the cat rolled over approximately five times, two times end over end and three times sideways, before coming to rest on its tracks. The machine and operator dropped 175 feet in elevation and 225 feet in length through bush and trees before coming to a stop.

The operator unbuckled his belt and climbed out of the machine before rescuers reached him. He was bleeding from a minor facial wound which was treated by a first aid attendant. Following this he was taken to a hospital where he was further treated and checked over by a doctor. He was released from hospital the same day, ready to resume his duties.

The dam contractors, owners of the crawler tractor, have a policy which strictly requires all operators of ROPS equipped mobile machinery to wear their seat belts when their machines are in motion.

The rollover protective structure had done its job and the fastened seat belt had allowed the operator to remain within the comparative safety of this protective structure.

It is with increasing frequency that TOO MANY of our members are not wearing the ear protection that should be provided for by the employer, and needless to say this lack of protection WILL cause hearing loss. I thought it might be interesting for all of our members to have a basic information about noise and the health problem it can cause.

HEARING LOSS is a problem associated with excessive noise and disease. To fully appreciate the mechanism of the ear and the reasons why one can lose hearing, a short explanation of the function of the various parts of the ear follows:

The ear contains three major parts: the outer ear, the middle ear and the inner ear. The outer ear consists, basically, of the ear canal and the eardrum. The middle ear begins at the inside of the eardrum. Attached to the eardrum are the three smallest bones in the human body: the hammer, anvil, and stirrup. These small bones carry the sound (now vibration) to the inner ear. Two tiny muscles, attached to the small bones, prevent the transmission of too powerful of a vibration to the inner ear, and, at the same time, hold the bones together closely to prevent the loss of weak vibration. The eustachian tube has an opening to the middle ear. Its function is to equalize the air pressure within the middle ear.

The inner ear contains a sensitive membrane, which is wound in a spiral of $2\frac{1}{2}$ turns, such as a small shell. Approximately 30,000 nerve endings are located within the organ of Corti, inside the cochlea. Low frequency vibrations stimulate hair cells at the top end of the cochlea, while high frequencies stimulate those cells at the bottom end, nearest to the eardrum. For this reason, HEARING LOSS is presumed to be caused first at the higher frequencies, since one is most sensitive to high frequencies. The cochlea nerve transfers the signals produced by the hair cells to the brain for interpretation as sound.

There are two basic types of hearing loss. One is nerve or neural loss, and the other is

conduction loss. Neural hearing loss normally begins at the upper frequencies. The hair cells inside the cochlea are actually frequency-sensitive receptors that vibrate, when the frequency of interest is received. If that sound is of a high level and that high level sound is of a long duration, the receptor fatigues and loses sensitivity. A prolonged period of high level abuse can eventually cause that receptor to fail. The person to whom this occurs, then loses his hearing at that particular frequency. The victim of this type of sensory hearing loss typically experiences a notch in his audiogram, when an audiometric test is performed. Since speech ranges typically in the 300 to 3,000 HZ range, it is essential for proper communication that hearing be maintained in that band. For other types of normal activities, such as listening to music, it is necessary that all frequencies be heard at a normal acceptable level.

Conduction loss is the actual lowering of the signal input to the inner ear. Conduction loss is caused by a perforated eardrum or disease of the connection between the eardrum and the cochlea. When such a disease occurs, the impulses, impinging upon the eardrum, cannot be efficiently coupled to the cochlea. Therefore, the resultant sound registered by the nerve cells inside the cochlea, which is then transferred to the brain, is lowered in intensity.

When speaking to people who are exposed to high noise levels, one often hears the phrase, "WELL, I GOT USED TO IT. IT DOESN'T BOTHER ME ANYMORE." Getting used to a high noise level means that the person is becoming less sensitive to it, since he is becoming deaf. This tolerance for noise is caused by the constant barrage of vibration hitting the eardrum and causing the ear and its parts to actually wear out. To prevent this from occurring, a hearing conservation program should be instituted in any situation, where noise levels exceed the present criteria. While the 90 dBA level for eight hours is not a cure-all in prevention of all types of hearing loss, it is a start. Recommendations have been submit-

ted to OSHA to lower the present 90 dBA to 85 dBA for an eight-hour period. This is a substantial reduction. With the present 90 dBA criteria, it can be expected that approximately 15 per cent of the people exposed to this level for any considerable period of time will suffer a hearing loss.

HEARING LOSS is an expected phenomenon of aging. Prebycusis, as this loss of hearing is called, is common and follows a predictable pattern.

Audiometric tests of both young and old members of an African tribe were conducted several years ago to determine the effects of a relatively quiet environment. The tribal members of age 70 were found to have hearing equal to an average American male, 25 years of age. This tribe is exposed to noise levels of approximately 40 dBA average. It seems that even the normal, non-industrial noise environment contributes to hearing loss.

In order to minimize a loss of hearing beyond the "normal" prebycusis, it is necessary to protect employees from noise and keep that noise, to which they are exposed, below the 90 dBA OSHA criteria. At present, studies are being conducted by the National Institute of Occupational Safety and Health to lower the present 90 dBA level, for an eight-hour exposure, to 85 dBA for the same time period. It is expected that limiting noise exposure to 85 dBA will further reduce HEARING LOSS in employees exposed for a large part of their work lives.

AFTER THOUGHTS

But, that's the way I've always done it (before this accident).

I never thought my hard hat would protect me against such an accident (this headache is much better than a busted head).

I saw that board with the rusty nails sticking thru earlier. (Boy, these tetanus shots sting.)

I never realized a fire could get out of control so fast (if I'd replaced that empty extinguisher yesterday—I'd be working here tomorrow).

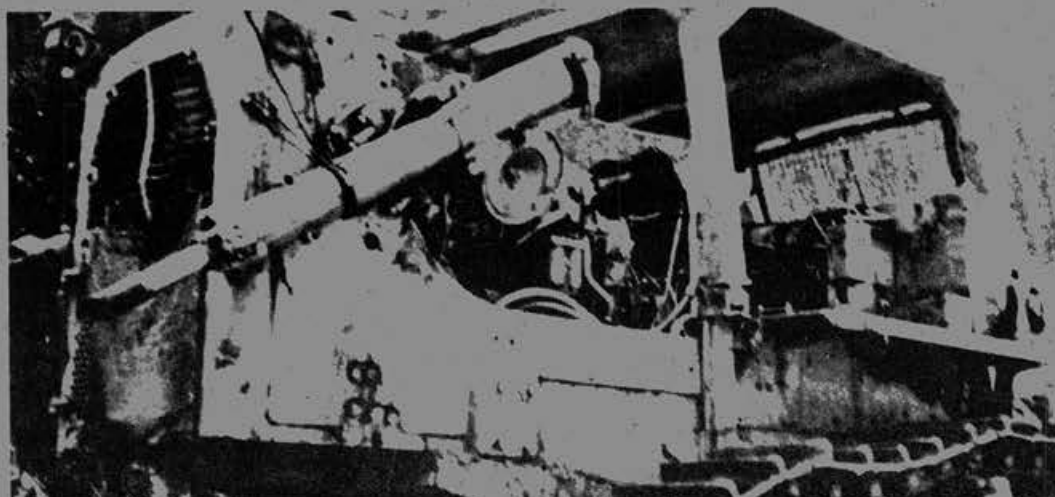
Oh, I know they're always preaching we should lift with the legs and not the back (Wonder how long I'll have to remain in traction?).

I'll be off work 2 weeks—I had to ruin a good shoe by cutting off the toe—and this fractured toe still hurts (For a lousy \$1.29 more I could have bought those safety shoes).

A few years ago it didn't bother me to jump across a 42 inch trench carrying my grade pole (What the heck is an inguinal hernia?).

You know that rule about a tool rest on a grinder always being $\frac{1}{8}$ inch from the wheel—it can't possibly make a difference for another $\frac{1}{4}$ inch (I sure was lucky when that chisel became wedged and the wheel exploded into a thousand pieces).

Everyone knows you can exceed the rated capacity of a crane since a safety factor is built in (Wonder if the boss is going to take the cost of a new boom out of my hide?).



THIS IS A SIDE VIEW of the crawler tractor that rolled off a steep embankment while the operator was safely buckled within the rollover protective structure.

Marin Gets Water

A Marin County drought relief project contract was awarded Wednesday, April 20, 1977. The MGM Construction Company of Concord won the contract with a \$376,400 bid to lay 32,000 feet of 24-inch water pipe.

In view of the drought conditions that have severely restricted Marin County water use, the Army Corp. of Engineers has constructed two temporary rock barriers on the Indian and Rock Sloughs in the Delta in Contra Costa County.

In cooperation with State Dept. of Water Resources and appropriate state and Federal agencies the Corp. was issued an emergency environmental permit in one week

in order to start construction.

The line will start at Castro and Route 17 in Richmond and be placed above ground along existing freeway right-of-way to the Richmond-San Rafael Bridge. The line will continue across the bridge on the upper deck paralleling the slow lane to the frontage road on the Marin County side. At this point, the line is buried for 4,000 feet until it connects with an existing Marin Municipal Water system pump station.

This water pipe line will transport about 10 million gallons per day of Sacramento Delta water to Marin Municipal Water system customers in south Marin County.

Hotel Site Gets Favorable Ruling

(Continued from Page 13)

The good news at Lake Tahoe is U.S. District Judge Thompson has dismissed an action by the League to Save Lake Tahoe blocking construction of the Jennings and Oliver's hotel casinos. This fight has been going on for two years.

The Nevada Highway Department has announced several jobs to be bid in May and June which include a \$1 million overlay on I-80 between Halleck and Deeth; a \$5 million section of U.S. 395, the north-south freeway through Reno between Mill and Glendale. Also, the U.S. Dept. of Transportation has announced it is requesting more than \$42 million for highway related projects in Nevada in this next fiscal year. The Federal agencies budget calls for \$39.4 million in highway research, planning and construction funds.

The time for contract negotiations is fast approaching with the Nevada A.G.C. and the Nevada Rock, Sand and Gravel contracts up for renewal July 1, in addition to Basic Incorporated in Gabbs, Anaconda Yerington and Anaconda Victoria. The NLRB has scheduled an election at the Smokey Valley Mining Company in Round Mountain May 19th and, hopefully, we will be successful and that contract will also have to be negotiated. The contract with Duval Corporation at

Battle Mountain expires in January so the Stewards have already scheduled proposal meetings.

Dick Peters, the Chief Steward at Basic, Inc. has prepared a final list

of proposals which took much of his own time and effort to do. At Anaconda Victoria, Chief Steward Ray Millard has also worked very hard to compile a final list of proposals.

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:

Anderson, Tommy (Dessie, Wife)	3-14-77
15724 E. Manning, Parlier, Ca.	
Becker, Wesley (Margaret, Wife)	3-9-77
257 Bellevue Ave., Daly City, Ca.	
Bowers, Ray S. (Dorothy, Wife)	3-26-77
P. O. Box 66, Mountain Ranch, Ca.	
Brown, James L. (Lovada, Wife)	2-21-77
P. O. Box 101, Oroville, Ca.	
Bryant, Sam (Rozanne Millard, Daughter)	3-23-77
11524 Erwin St., N. Hollywood, Ca.	
Calabrese, P. H. (Muriel, Wife)	3-4-77
1 Metz Rd., Sand City, Ca.	
Crutchfield, J. A. (Lola, Wife)	12-26-76
806 E. 4th St., Heavener, Oklahoma	
Earl, Carl (Leslie Jane, Wife)	2-24-77
118 Nottingham Ln., Grass Valley, Ca.	
Fagg, Reeve (Emelia, Wife)	3-5-77
Box 111, Battle Mountain, Nev.	
Finnegan, Charles (Myra, Wife)	3-5-77
127 Fairmount Ave., Santa Cruz, Ca.	
Gwyn, Robert (Izola, Wife)	3-22-77
39780 Idyllwild Dr., San Jacinto, Ca.	
Haddox, D. R. (Ruby, Wife)	3-15-77
745 Babb Pl., Fallon, Nev.	
Hensley, Lloyd (Mary, Wife)	3-13-77
3636 Clayton Rd., Concord, Ca.	
Hobson, Ed (Ada, Wife)	3-12-77
32 W. 7th St., Eureka, Ca.	
Jacobson, N. A. (Gerald, Son)	3-6-77
31392 Santa Elena, Union City, Ca.	
King, Michael (Barbara, Wife)	3-2-77
101 H St., San Rafael, Ca.	
Laitinen, Reino (Lillian, Wife)	3-11-77
1617 Nadine, Modesto, Ca.	
Lia, Joseph (Rose, Wife)	3-15-77
5441 Ygnacia Ave., Oakland, Ca.	
Locaso, Joseph D. (Gerrie, Wife)	3-12-77
250 East Gibson, Stockton, Ca.	
Mellor, Ben (Margaret, Wife)	2-28-77
347 Darrell Rd., Hillsborough, Ca.	
Montgomery, Norman (Neva, Wife)	3-23-77
2556 N. Blythe, Fresno, Ca.	
Morris, Roy W. (Roxie, Wife)	3-22-77
P.O. Box 5, Livermore, Ca.	
Pestano, Joseph (Livia, Wife)	3-1-77
220 Laurel Ave, Hayward, Ca.	
Pringle, H. R. (Helen, Wife)	2-25-77
3289 "D" St., Hayward, Ca.	
Pueblo, Willis (Clara, Wife)	2-23-77
P.O. Box 327, Price, Utah	
Robison, James L. (Wanda Durrant, Daughter)	2-15-77
1609 N. State, Orem, Utah	
Rockwell, C. M. (Charles, Son)	3-17-77
140 Fulton, Redwood City, Ca.	
Strang, Bill (Dorothy, Wife)	3-16-77
25349 Spanish Ranch, Los Gatos, Ca.	
Stutts, M. A. (Nellie, Wife)	3-12-77
P.O. Box 395, Hopland, Ca.	
Thomas, Ray U. (Ruth, Wife)	3-21-77
2420 Date St., Live Oak, Ca.	
Ure, Marvin (Fern, Wife)	3-21-77
715 E. 4250 S. Ogden, Utah	
Wing, Harvey (Nita, Wife)	3-7-77
P.O. Box 704, Danville, Ca.	

102 Deceased Members January 1977 thru March 1977
4 Industrial Accidents January 1977 thru March 1977

DECEASED DEPENDENTS

Arnold, Ann M.—Deceased: March 5, 1977
Wife of Ray Arnold, Jr.
Dunn, Loretta—Deceased: March 13, 1977
Wife of James Dunn
Dyrness, Nora—Deceased: February 24, 1977
Wife of Milton Dyrness
Hendrix, Patricia—Deceased: March 27, 1977
Wife of Howard Hendrix
Mems, Willie—Deceased: March 3, 1977
Husband of Fannie Mems
Richardson, Josephine—Deceased: March 5, 1977
Wife of Jim Richardson
Sizer, Donald J.—Deceased: March 11, 1977
Son of Donald Sizer
Young, John—Deceased: March 11, 1977
Husband of Marjorie Young

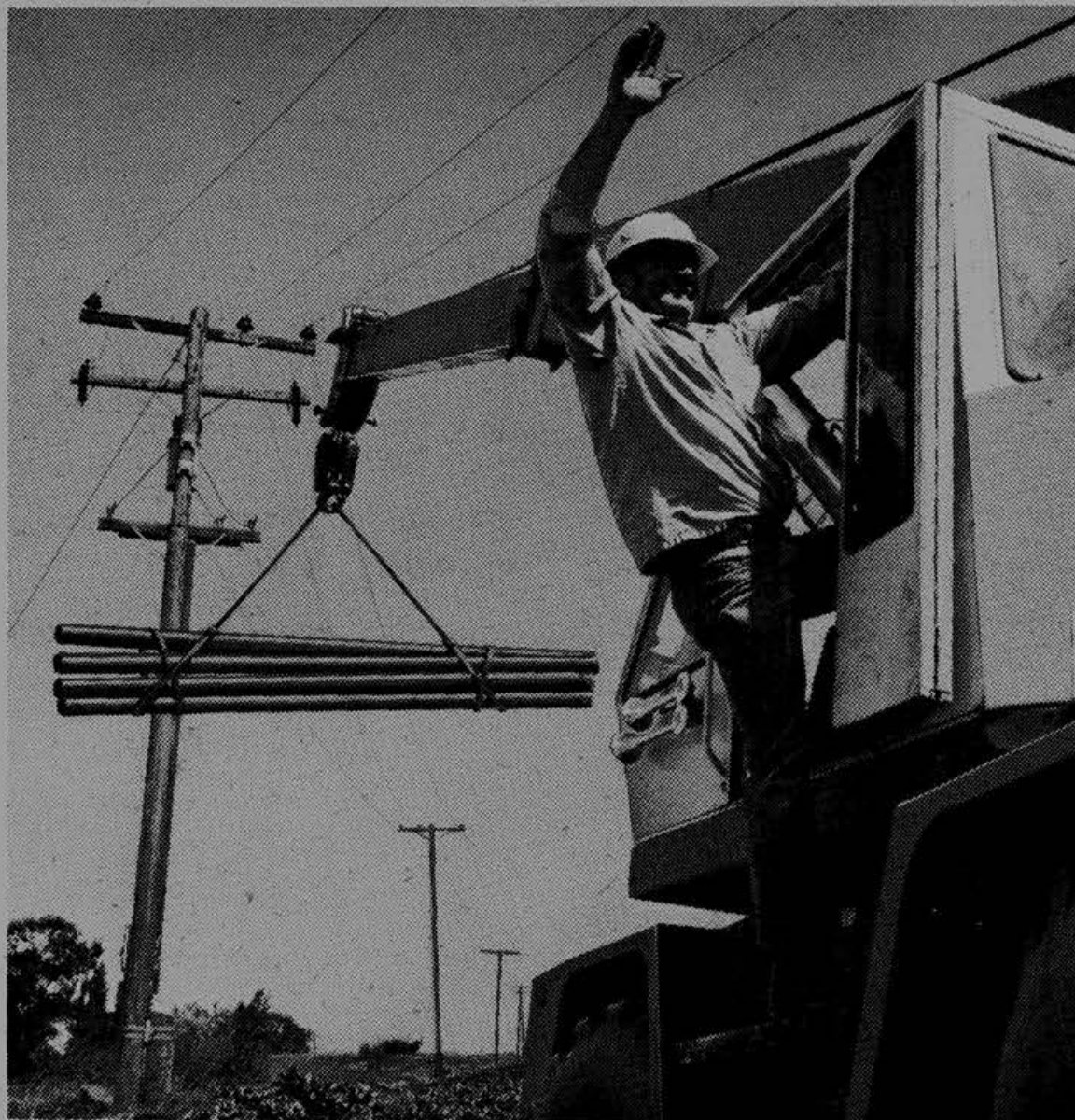
More From Mayfield

(Continued from Page 4)

example of the inequity and slant favoring the employers is the fact that an employer could illegally fire any number of employees in a unit attempting to be organized by a Union in an attempt to discourage unionization. Firing employees always puts fear in the remaining employees. If the Union proves the unjust firing and the Board orders the company to back-pay wages the company, can take these payments as a tax deductible business expense, as far as I can determine. Somebody tell me about equality!

In closing, it is my understanding that California Construction negotiations will get under way the first week in May. Dale Marr, our Business Manager, will head up these negotiations, assisted by all other Officers and, hopefully, a swift and honorable agreement will follow in short order.

AL BRITTON IS ABOUT TO BE GROUNDED PERMANENTLY.



Al didn't bother to check the clearance before working his rig under those high voltage wires. And when that crane touches those lines, the entire rig will become electrified and deadly.

The real tragedy is that Al not only risks his life, but the lives of his co-workers on the ground as well in

fact, anyone touching the rig is sure to get either seriously injured or killed. So when you're working around PG&E power lines—look up, look around—and be careful.

If you're working with high-rising equipment—long pipes, cranes, well drilling rigs—stay well away from PG&E power lines. And if that's impossible,

make sure your equipment clears overhead lines by at least 10 feet.

One more thing, before you dig or drill, check with your local PG&E office. Because a lot of high voltage power lines and natural gas lines are buried underground. And when hit accidentally, they can be as lethal as the overhead lines.

PG&E

Swap Shop: Free Want Ads for Engineers

FOR SALE: 5 ACRES large digger pine and oak trees, water, electric, telephone on dirt road property front. \$3,000 per acre. Vern Sorensen, 17871 Andrea Way, Anderson, CA 96007. 916-357-704. Reg. No. 0251990. 3-77

FOR SALE: 1973 Perry Valley Camper Overhead. Boot and window fits 6 ft. import truck bed. Tie downs and shocks. Exc. condition \$800. Vern Sorensen, 17871 Andrea Way, Anderson, CA 96007. 916-357-2704. Reg. No. 0251990. 3-77

FOR SALE: 72 JOHN DEERE 300 backhoe loader. 4,300 hrs. 4 buckets—12", 18", 24", 36". \$8,500. Jack Hatton, 47B Joy Ave., Brisbane, CA 94005. 415-467-2729. Reg. No. 1562913. 3-77

FOR SALE: H.V. DUTY SOCKET SET, 3/4 drive—7/8 to 2-1/2: \$200. Box-open end wrenches—1" to 1/2", \$50. Rubber raft w/1.5 hp motor, \$150. Benj. M. Arnet, 3000 Woodlawn Dr., Walnut Creek, CA 94596. Ph. 415-933-0857. Reg. No. 0791457.

FOR SALE: FRONT END LOADER, Walden 5000, 1/2 yard bucket, 4-wheel hydrostatic drive. Articulates and has 9-1/2 ft. lift. \$3,500. Ernest Landrum, 5033 Brian Ct., Fremont, CA 94538. Reg. No. 1230135. 3-77

FOR SALE: CAT 941 LOADER, power shift pedal steer, 4 in 1 bucket, ripper, medford canopy, 3,500 hrs.—\$20,000. B. Ginochio, P.O. Box 97, Soquel, CA 95073. Ph. 408-475-3014. Reg. No. 1451566. 3-77

FOR SALE: 1973 20' OPEN ROAD CHEVY MINI MOTOR HOME, dual wheels, new tires, good condition. Michael Hannagan, Rt. 1 Box 1048, Woodland, CA 95695. Ph. 916-662-1393. Reg. No. 1673629. 3-77

FOR SALE OR PURCHASE LEASE: 2 YD. STRAIGHT BUCKET 1150 Case loader crawler on street pads with rippers and dividing valve for backhoe. A-1 condition. Jerry Swinyer, 1609 Notre Dame Ave., Belmont, CA 94002. Ph. 591-1157. Reg. No. 0876195. 3-77

WANTED: FEMALE RHODESIAN RIDGE BACK DOG, Philip Estoll, 4525 East Baumbach, Acampo, CA 95220. Ph. 209-369-7873. Reg. No. 1-44249. 3-77

FOR SALE: 1957 CONT. GRADALL, excellent condition, 3 buckets, extra boom section, parts, valued at \$2,000. Include all for \$5,500. Horses—Appaloosa, quarter and mixed. Bob Cooper, 28305 Ave. 14 1/2, Madera, CA 93637. Ph. 209-674-8916. Reg. No. 1058389. 3-77

FOR SALE: 10 ACRES, fenced. 10x50 mobile home, good well, garden spot. Terraced flower garden and good road. Roscoe Pounds, P.O. Box 246, Garden Valley, CA 95633. Reg. 0367255. 4-77

FOR SALE: 17 FT. SHASTA TRAVEL TRAILER, completely self contained, with new self roll up awning. 1750 Watt power plant, fish finder and depth gauge, 11 inch rock slab saw. Albert Ford, 209/521-1432. Reg. No. 1042325. 4-77

FOR SALE: 10 YD. DUMP BOX, 14 ft. w/hoist and sub frame. Cat Grader, 8 ft. side shift mold board. J. Avella, 18 Thornton Ct., Novato, CA. Ph. 415/897-2527. Reg. No. 0964940. 4-77

FOR SALE: PERMITS—freight and dirt. Set of bottom dumps. Richard Harris, 763 Canterbury, Livermore, CA 94550. Ph. 415/447-2267. Reg. No. 0786950. 4-77

FOR SALE: 1/2 INCH TORQUE WRENCH, used once, best offer. Herb Nefstead, Reg. No. 0276799. Ph. 731-7607.

COLLECTOR SEEKS BRITISH MEDALS and decorations. Highest prices paid. Example: Victoria Cross, \$1,000. British campaign medals from 1815: \$50 to \$250 depending on condition and year. Les Reeve, 302 E 29th Ave., San Mateo, CA 94403. Reg. No. 1051351. 4-77

FOR SALE: 1936 PACKARD 120 COUPE. Runs good, needs paint, body in good condition. \$3,500. Jay Shultes, 393 West 200 South, Vernal, UT 84078. Ph. 801/789-1064. Reg. No. 0883689. 4-77

FOR SALE: APPROX 1/2 ACRE LOT in Redding, CA. Wooded area, capped well, sewer, gas, electricity and city water. Can be divided into two parcels. Also two smaller building sites in Redding area. J. Paulazzo, 275 41st Street No. 115, Oakland, CA 94611. Ph. 415/658-6539, or 415/658-3048 after 5 pm and weekends. Reg. No. 0865537. 4-77

FOR SALE: EL CAMINO PICKUP w/camper, 350 c.i. engines. Good Shape. Also, 16 ft. fiber glass boat w/canvas top, 40 hp motor, almost new trailer, all in good shape. Ray Woody, 460 N. Jefferson Street, Dixon, CA. Ph. 916/678-3268. 4-77

FREE TO RETIRED MEMBER WITH MOBILE HOME—generous space w/ utilities on Noyo River, in exchange for caretaker responsibility of small

private campground in the redwoods. Joe Risch, Fort Bragg, CA 95437. Reg. No. 0395381. 4-77

FOR SALE: 12 GERMAN ANTIQUE DOLLS—\$90 to \$240. Collectable dolls—\$3 and up. French Bronze statue—\$1,000. French Provincial couch and chair—\$400. Drum table—\$250. Hand carved coffee table and two end tables—\$2,000. Portable B&W TV—\$50. Two silver and crystal lamps for \$150. Much more. Cecil R. Hollars, 211 Valencia, Fairfield, CA 94533. Ph. 707/422-1877. Reg. No. 1058704. 4-77

FOR SALE: TRANSFER UNIT (Sham Bang), 66 kw 10 wheel dump, 66 Reliance trailer, 318 Detroit Jake brakes—\$12,000; with PUC—\$13,500. 1973 Miller title equip., trailer, 32,000 lb—\$5,000. Financing available. Bud Kinney, Rt. 1, Box 438 T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 0879591. 4-77

FOR SALE: HYDRAULIC DRAG SCRAPER (Murray type), 10 ft. wide 4 cu. yd. cap. Gannon Scraper w/hydr. ripper, late Ford loader attach., several gradall buckets & boom ext. Call John Schiedel, 4040 Bell Rd., Auburn, CA 95603. Ph. 915/885-1886. Reg. No. 1166574. 5-77

FOR SALE: 1974 450C J.D., like new—500 hrs. w/6-way dozer, brush rake, integral arch w/winch, "Gabeo" canopy w/side brush guards. \$24,500. Pete Ayerick, 2490 Silk Road, Windsor, CA 95492. 707/545-6404. Reg. No. 0814911. 5-77

FOR SALE: 1974 W100 Dodge power wagon w/six-pac cab over camper, Reg. Siberian huskies—female and male: \$75. Occasional pups, very beautiful. Steve Thurlow, 2036 Meridian, Vacaville, CA 95688. Ph. 707/448-2959. Reg. No. 1566869. 5-77

FOR SALE: 2 1/2 ACRES LAND, Dorris, Calif., near good hunting and fishing. Ideal cabin, retirement home site—\$2,500. A. Carlyle Nelson, P.O. Box 41, Leggett, CA 95455. Reg. No. 0746313. Phone 707/925-6377. 5-77

FOR SALE: H.P. 21 COMP., 2 plumb bobs complete. Hand level, 10 ft. log. H. Baugh, 118 Oakwood Lane, Santa Rosa, CA 95405. 707/539-3193. Reg. No. 0651624. 5-77

FOR SALE: JOHN DEERE BACKHOE BUCKETS—14 in., 16 in., 18 in., 20 in., 24 in., 30 in., and 36 in. 1 1/2 and 1 1/4 in. holes in ears. Ears can be changed for the larger holes. Your choice for a steal at \$100 per bucket. Joe M. Ware, 93 North Rancho Place, El Sobrante, CA 94803. Ph. 415/223-3560. Reg. No. 1865484. 5-77

FOR SALE: 3 BDRM, 2 BA. HOME, 6 yrs. old on 3.16 acres. Fenced and cross fenced, shop and garage, out-buildings, neat and clean—\$57,000. Clyde German, 5661 Pleasant Valley Road, Oakdale, CA 95361. Ph. 209/847-2580. Reg. No. 745279. 5-77

FOR SALE: 2 HEIL 10 ft. long dump bodies w/hoist—\$500 each. Don Mendes, 138 Madrid Ave., El Granada, CA 94018. Ph. 415/726-2763. Reg. No. 1296083. 5-77

FOR SALE: K-7 and K-5 INTERNATIONAL DROP INS. K-5's like new. Case Backhoe hydraulic pump—half price of new one. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 5-77

FOR SALE: 1954 XK120 JAGUAR ROADSTER, completely restored—\$5,500. 1976 Harley Electra Glide, full dress, Liberty education low mileage—\$3,695. John Barlow, 2716 De Ovan Ave., Stockton, CA. Ph. 209/465-9285. Reg. No. 0940031. 5-77

FOR SALE: FORD TRUCK, 1970, F600, 14 ft. flatbed truck w/ trailer tow—\$4,000 or offer. Stanley J. Ulrich, 7361 Brighton Dr., Dublin, CA 94566. Ph. 415/828-0866 after 6 pm. Reg. No. 1414679. 5-77

FOR SALE: RETIRING—1968 2 1/2 TON DODGE TRUCK, 46,000 miles w/ ramps for Sunset drill rig on M 38 Jeep. Universal trencher w/ John Deere Tractor, 2 wheel trailer. E. H. Merrill—P.O. Box 466, Mount Hermon, CA. Ph. 408/335-4930. Reg. No. 0260120. 5-77

FOR SALE: ELECTRIC STOVE, custom crafted, hot point electric, like new, 2 ovens, self clean, harvest gold color—best offer. Bill Lauderale, 10070 Craft Dr., Cupertino, CA. Ph. 415/253-2047. Reg. No. 0726735. 5-77

FOR SALE: RAINBOW CHINCHILLA RANCH, champion trophy breeding stock. Modern barn, 3 bdrm. farm house on 4.6 acres, 1 acre in peach orchard. Sell separately. Choice area 30 miles south of Salt Lake City. Lawrence R. Johnson, Rt. 2 Box 199, American Fork, UT 84003. Ph. 801/756-6593. Reg. No. 0660970. 5-77

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- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap, or purchase. Ads will not be accepted for rentals, personal services or side-lines.
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- 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, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

Personal Notes

Marysville

Our deepest sympathies to the family and friends of deceased Brothers Ray Thomas, Retired, James L. Brown, Retired and to Marjorie Young on the death of her husband, John, to Brother James Dunn, Retired, on the death of his wife Loretta, to Lloyd Cuddeback, Retired, on the death of his wife, Margaret. Get well wishes are extended to Brother Richard Schulte who has been in the hospital and to Brother Mike Ledger who had surgery on his hand.

Sacramento

Our sympathies are extended to family and friends of retired engineer Carl Earl. We are sorry to report the death of Kevin McCarrick who was involved in an accident this month.

Eureka

It is with great sorrow we report the passing of two Retired Brother Engineers; Brother E. Hobson who passed away on March 12, 1977 and Brother John Mosley who passed away on March 30, 1977. Our deepest sympathies to their families and friends.

Reno

It is with deep regret we announce the passing of Retiree Delbert Haddox in March and Retiree Reeve Fagg, father of our Safety Representative, Lenny Fagg. We wish to extend our heartfelt sympathy to their families and many friends.

Congratulations and best wishes are extended to Earl Gordo, Jr. and his bride on their April marriage.

San Rafael

Bill Forde was hospitalized recently at Marin General, and is now recuperating at home.

Joe Silva has been under the weather, but from last reports received, he is doing nicely and resumed his duties at the Fire House in Bolinas, as Fire Chief. Brother Ken Mallar is leaving for Saudi-Arabia—going to work for Santa Fe-International for six months.

San Jose

The San Jose office personnel would like to express their deepest condolences to the families of the following members:

Bill Strang
Cruz Godinez
(Mrs.) Edna F. Austin
Ronald L. Raible
S. L. Wright
Jefferson D. Cecil

Marysville Work Activity Doing Well

By A. A. CELLINI,
District Representative, and
GEORGE HALSTED,
Business Representative

Work activity in the Marysville District seems to be picking up somewhat.

The Tehama-Colusa Canal, Reach 6, bids are supposed to be opened April 5, 1977, and, supposedly, Reach 7 about a month later. The survey work on these is going to be the responsibility of the contractor, which will give our Brothers some more work than before.

When this goes to print, Baldwin Contracting should be starting their job on River Road north of Colusa; this should keep their crew busy for awhile. The cost of this project was approximately \$400,000.00.

I understand there are more State jobs coming up which should help.

Hensel & Phelps is nearing completion. In talking with Barry Peterson, it looks like near mid-

June or early July, they should be finished and the job sold.

Cooney and McHugh has moved their crane to a job in Nebraska. The crane moved was their new 50-ton American Dereck Crane that they used to set the steel for Hensel & Phelps on the Meridian Bridge.

Triangle Engineering is nearing completion of their bridge job on Hwy. 20 west of Williams. This bridge is where the Tehama-Colusa Canal will pass under Hwy. 20.

The shops and plants seem to be picking up some. Hydro-Conduit at Orland is working 6 days at the present time.

Well, Brothers, we still are looking for some more rain.

Ball, Ball & Brosamer is finishing up on the Tehama-Colusa Canal, Reach 5. They have been installing the gates and related work.

R. W. Reade is doing the painting on the Canal Reach 5 gates.

Some of the ready mix plants have been slow, but we are looking for it to pick up for them as the

building picks up.

I hope to be able to report some better news next month when things are moving once again.

Robinson Construction has started a new section at Kelley Ridge (clearing) out of Oroville. They should be doing the dirt work soon.

BLOOD BANK

Our thanks to Brother Kenneth Bettis for his blood bank donation during March. We appreciate this badly-needed donation. If anyone wishes to donate to our Blood Bank, you may do so at the following locations (and please remember to tell them the donation is for Marysville District, Operating Engineers): CHICO—169 Cohasset Road, every Monday, 3:00-6:00 p.m., every Tuesday, 8:00-11:00 a.m. and 1:00-4:00 p.m., every Friday, 8:00-11:00 a.m.; MARYSVILLE—Marysville Art Club, 2nd Tuesday of each month, 1:00-6:00 p.m.; OROVILLE—Municipal Auditorium, 1st Thursday of each month, 1:00-6:00 p.m.

More From Hawaii Office

(Continued from Page 12)

ments for State Spending over the next two years, which will include more than \$100 million a year for construction projects. If it follows past practices, it will set forth a list of projects totaling \$191 million for the year beginning next July 1 and more than \$163 million the following year.

Out of these appropriations, the State will finance development throughout the State, building highways, harbors, airport improvements, water development, new State Buildings and construction of school and university facilities.

About \$100 million will come from various special funds and from federal aid in the form of matching funds for highways, harbors, airports and other projects.

Although the funds are expected to be appropriated in the legislature this year, many of the projects won't be started up for several years, pending development of plans and requirements of environmental impact statements.

The overall budget recommendations from the State Administration shows developments on all major Islands; \$4 million is sought in the budget for development of Molokai water sources and improvements, \$2.5 million is expected for the cost of an animal laboratory at the Halawa State Quarantine Station. Also expected is \$6 million for water developments on Maui, Kauai, Oahu and the Big Island and a new concourse at Honolulu Airport estimated at a cost of around \$23 million.

The budget also will appropriate

some \$90 million over the two year period for continuing construction of the inter-state highway system on Oahu and some \$15 million for federal aid highway projects on the outside islands.

The State is asking the Legislature for \$12 million for sewerage and sewer disposal projects under environmental programs and nearly \$30 million is earmarked for public school construction projects for the department of education, plus \$8 million for the University of Hawaii facilities.

With the present work picture that we are faced with at present, these construction projects forecasted over the next two years may solve some of the problems of the Construction Industry in Hawaii.

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

MAY

5 Oakland, Thurs., 8 p.m.
10 Stockton, Tues., 8 p.m.
17 Fresno, Tues., 8 p.m.
24 Sacramento, Tues., 8 p.m.

JUNE

3 Provo, Fri., 8:00 p.m.
4 Reno, Sat., 8:00 p.m.
9 Ukiah, Thurs., 8:00 p.m.
16 Watsonville, Thurs., 8:00 p.m.

JULY

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

AUGUST

4 Oakland, Thurs., 8:00 p.m.
9 Stockton, Tues., 8:00 p.m.
16 Fresno, Tues., 8:00 p.m.
23 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.
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.

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- ☐ New/Used Boat/Motor/Trailer Loan
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Work Report From Fresno Area

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

The State plans to spend about \$600,000 in reconstruction on 10 miles of Highway 33 in western Fresno County.

The State Department of Transportation said it will open bids here April 6 to improve a section of highway between a junction with Interstate 5 and a point 2.6 miles north of the San Luis Canal.

The Carl J. Limata Co. of Fresno is the apparent low bidder on Highway 41 from the San Luis Obispo Co. line to 1.9 miles north of 33 Highway. The contract calls for paving Highway 41 with asphalt concrete at a cost of \$353.42.

The State is also calling for bids for paving Highway 41 from Kettleman City north to Nevada Ave.

The U.S. Environmental Protection Agency (EPA) has notified the city that it has set aside \$106,575 to assist in the planning and design of the city's proposed \$1.3 million sewage treatment facility.

The notice comes at the same time the state Water Resources Control Board is offering a clean water grant in the amount of \$17,762 for the same project.

The project will include land improvement, additional storage ponds beyond what is now in use, an aeration bay, a recirculation system of piping, a laboratory, and a standby power source.

Of the total costs, EPA is contributing 75 per cent, the state's clean water grant, 12½ per cent, with the city paying the balance.

The project will be built in stages with the first stage expected to be finished by spring or early summer of 1978 and the total work sometime around 1980.

The present system does not meet state standards.

Pacific Gas & Electric Co. has awarded a contract reportedly in excess of million for construction of the Helms pumped storage hydro-electric plant, located in the

Sierra about 50 air miles east of Fresno.

It calls for work to begin June 1 and sets the completion date as Sept. 1, 1981. The plant will have a capacity of 1,125,000 kilowatts for use in peak electrical demand periods.

The contract went to Granite Construction Co. of Watsonville, Gordon H. Ball Inc. of Danville and S. J. Groves & Sons Co. of Minneapolis, Minn., as a joint venture.

A spokesman said the contract "covers everything but electrical work and mechanical installations." It includes the construction of Wishon Reservoir and Courtright Lake intake and discharge structures, tunnels, surge chambers, gate shaft, penstock, elevator, switchyard and the underground power house.

Later contracts will cover the plant's three reversible turbines and generators and their installation.

The powerhouse will be about 1,000 feet underground. It will require the blasting of a cavern out of solid granite about 83 feet wide, 120 feet high and 336 feet long. The

transformer hall will be located in another cavern about 41 feet wide, 41 feet high and 300 feet long.

In operation, water from Courtright will flow into a tunnel, fall about 1,700 feet through the penstock and into the turbines, which will turn generators to produce electricity. The water will then flow into Wishon.

Courtright is at an elevation of 8,184 feet and Wishon's elevation is 6,550 feet.

The generating phase will occur during peak demands for electricity. In off-peak hours, the generators become motors and the turbines become pumps to move the water from Wishon back into Courtright.

Courtright, on Helms Creek, is about three miles upstream from Wishon. The two reservoirs are part of an existing power project on the Kings River and North Fork Kings River.

Courtright has been serving as a storage reservoir without power generation. Electricity now is generated downstream at PG&E's underground Haas Powerhouse with water released from Wishon.

More On San Francisco Sewer

(Continued from Page 2)

tensive soils testing program at a cost of roughly \$30,000 per testing site.

According to Sklar, the whole situation on the part of the government is indicated in the attitude expressed by a representative of the National Register (another historical agency)—"If it (the soils testing) turns out to be finely suspended, garbage filled muck, then I think you've got something."

According to Dale Marr, Local 3 has made a "direct and forceful" demand to Governor Brown that he do everything within his means to get construction back underway. As a result, said Marr, Brown has expedited the situation as far as possible within the realm of the state. The rest lies with the federal government.

Sklar said he is getting some

help from San Francisco Supervisor Bob Mendelsohn through the Department of the Interior, but the result of the conflict is still up in the air.

In the meantime, contracts on two portions of the project that were to have started by now are not being awarded, even though they have low bidders. The rest of the projects scheduled to be let out in the coming months are also being indefinitely delayed.

According to a member of the wastewater staff, the city is undertaking the first of the soil testings immediately—a three to four-week process—in the hopes that the results will prove to be so negative that further testing will be waived.

As the staff member put it, "There just ain't nothing down there."

Federal Building For San Jose?

By TOM CARTER,
District Representative,
JACK BULLARD,
Assistant District Representative,
and HARVEY PAHEL,
Business Representative

On April 12th the San Jose Dist. No. 90 Business Agents and myself along with a small group of representatives from Building Trades met with Congressman Norm Mineta to discuss some of the problems that we in this area are facing, such as transportation and unemployment.

Rep. Mineta has been working very hard back in Washington to have a federal building located here in San Jose and he said that this project is now almost assured.

This building will be a high rise that will cost approximately 20 million dollars and will be located in the downtown area.

If this project is approved this year, the construction will start early next year.

He also told the group that we could expect to see the San Felipe Water Project be approved this year and that the funding for the project is still in the federal budget.

Brother Lyle Housley has been "indisposed" for a while, he spent some time in the hospital. He's feel-

ing a lot better, probably won't go back to work for awhile. He was running blade for Ed Buttler on the Jolon Road job in South County. We wish him well, he's a regular around here, along with his son Joe.

Jake Cramer had his innards rearranged lately, he's up and around. Lives in Salinas, works for Granite Monterey, he's working now.

April 12th, Jack Bullard and Harvey Pahel went to Monterey County Board of Supervisors meeting, prepared to fight the proposed moratorium on water well drilling. That directly affects our Brothers at Salinas Valley Pump & Drilling, Roy V. Alsop, Jr., Dougherty Pump & Drilling, and Maggiora Bros. Supervisors Michael Moore and Sam Farr appear to have found a lack of support for this ill-advised plan. Then they supported more preliminary actions the householders must go through to get a well. They supported an Electric log, and a chemical analysis. Ed Norris is a sharp supervisor, he immediately pointed out that Electric logs aren't cheap. Turns out an Electric log costs around \$500, and a chemical analysis runs \$165. That means an additional \$665 per well for the individual homeowner.

Supervisor Kenneth Bloom made it plain the increased costs didn't suit him either. Supervisors Norris and Bloom are to be respected and applauded for pointing out this attempt to price the homeowner out of his drinking water.

We will have held a Kaiser Contract Administration Committee meeting as you read this. Grievances include misassignments under the seniority provisions, manning violations at Natividad, and a joint grievance with our local, and the Teamsters regarding payment of hospitalization for the baby when our wives are hospitalized to bear our children.

There is still no decision on the cost of living arbitration which was held for the second time, January 11, 1977.

Western Pacific Const. has about 15 Brother engineers working on their job in Castroville, this is the job where they are grading and paving Highway No. 1 from Castroville to Marina and it should last until November.

Eilert & Smith has just started on the job at Fort Ord. They'll be pretty busy for a while since they have 700,000 yards of sand to move. They also have started a new project which is the new High School in Castroville.