

Highway Program Gets \$5.6 Billion

Sewage Treatment Jobs Speed Up

State Makes Peace Offer?

California's Governor Edmund G. Brown, Jr. appears to be making slow, gradual peace offerings towards the state's construction industry. The latest move is an innovative highway program calling for a total of \$5.6 billion to be spent on California's highways over the next six years.

At a State Highway Commission hearing held in mid-July, the Director of Transportation, Adriana Gianturco, proposed capital outlays for construction ranging from \$422 million for fiscal year 1977-78 to \$332 million for 1982-83.

First priority in the new program would be to fix existing roads, second to projects to make them more efficient, third, to closing essential gaps in the system and fourth, to new construction not falling in another category.

The proposal received mixed reviews from building trades unions throughout the state. Local 3 Business Manager Dale Marr had both praise and criticism for the program. "This is definitely a step in the right direction," Marr said. "While we don't agree with the priorities of Ms. Gianturco, at least now, we know what to expect from the Department of Transportation."

According to the Department of Transportation's Executive Summary that accompanied the proposal, the "1976 Highway Program represents further Department commitment to a State Highway Program which emphasizes our responsibility to maintain and operate the existing State highway system at the highest levels of safety and service our available resources will allow. It places increased emphasis on improving the appearance of the roadsides and on providing community compatibility improvements such as landscaping and noise walls. It also programs non-motorized facilities improvements and projects using traffic management techniques whose objective is to move greater numbers of people in fewer vehicles. At the same time, it provides

(Continued on Page 2, Col. 3)

Brother members of Local 3 will find that many of the district reports did not run in this issue, due to the large volume of late breaking news dealing with several important projects and state appropriations that will mean more jobs for Operating Engineers.

Those reports that did not run in this issue will be held over and updated for September.

ENGINEERS



NEWS

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL MEMBERS AND THEIR FAMILIES



Guam, Where America's Day Begins • Hawaii, The 50th State • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

VOL 35—NO. 8

SAN FRANCISCO, CALIFORNIA

40

August, 1976



Hundreds of Local 3 members converged on Fairfield Community Center July 19 to protest a Bay Area Air Pollution board

decision against a proposed plan for a chemical plant on the Sacramento River. See story page 3.

Union Prevails In Arbitration Hearing

Business Manager Dale Marr has announced the award of a very significant arbitration decision affecting some 500 employees working under the East Bay Equipment Dealers Association Agreement.

The dispute involved pay rates for equipment dealers employees doing on-site repair work for companies bound to the Master Construction Agreement.

Marr said that "this decision means that Local 3 members working for Peterson and other East Bay Equipment Dealers should be receiving retroactive pay checks in the near future. We are not sure yet, how large those checks will be, but the decision is retroactive to September 1, 1974, so some of the checks should be in excess of thousands of dollars."

The dispute stems from a disagreement over Section 07.01.01 of the East Bay Equipment Dealers Association Agreement. That section reads:

"07.01.01 Employees performing maintenance and repair work for Employers bound to the Master Construction Agreement, excluding warranty work as described in 07.10.00, off the Employer's premises, shall receive the following wage rates reckoned by the shift and half-shift. The above includes such work when performed in any other Employer's shop or yard. However, travel shall be paid out

at the rates set forth in Section 07.10.00."

Wage rates for warranty and non-warranty work performed on site and in the yard varied from situation to situation. Members of the Association that had the largest number of Field Service Mechanics generally paid the AGC rate only for actual time worked on non-warranty work at the construction site. House Counsel Larry Miller argued on behalf of the Union that the Field Service Mechanics were entitled to the AGC rate for the full shift or half-shift whenever any non-warranty on site work was performed.

Briefs were filed in August, 1975 and the matter was finally decided by Arbitrator Morris Myers on July 23, 1976. The final Decision

and award states that "whenever during a half-shift any work other than warranty work, as defined in the Agreement, is performed at a construction site or at the contractor's shop or yard, all work, including on-shift travel time, performed during that (half) shift, except for warranty work as so defined and wherever performed, shall be paid the 'AGC rate'." "Warranty work shall be paid at 'shop rates' regardless of where that work is performed—at 'on-site' construction, in the contractor's shop or yard, at marine facilities, agriculture sites, wherever."

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

Marr said that the Union will meet with the employers covered by the East Bay Equipment Dealers Agreement to implement the Arbitrator's interpretation of the Agreement. "What this means in laymen's terms," Marr said, "is that our members working for Peterson Tractor and other East Bay Equipment Dealers should soon be receiving retroactive pay checks. We aren't sure how much money the members will be receiving because we will have to go through all the employment records back to September, 1974. But in any event the members will be receiving checks before too long."

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 3 may be found on pages 5 and 12 of this issue of the Engineers News. Sample ballots, extracts of pertinent bylaws and other material have been placed on pages 5 and 12. Please read rules governing the election carefully. It is the hope of your officers that you will make every effort to participate in this vital election.

ELECTION NOTICE

If you have any questions regarding your Local Union Election ballot for officers and executive board members, please contact the following: Price Waterhouse and Co. 555 California Street San Francisco, Calif., 94104 Phone: Area Code 415/392-1032 Ask for the person in charge of the Operating Engineers Local Union No. 3 election.

S.F. Receives \$200 Million

The sewage treatment construction projects announced last month in the *Engineers News* have already begun to roll in San Francisco, as a result of Governor Brown responding in large part to the pressure exerted by Local 3 and the rest of the building trades to get the jobs moving.

On July 6, John Bryson, chairman of the State Water Resources Control Board, met with Mayor George Moscone of San Francisco to deliver the first in \$200 million worth of contracts, in what will total nearly a billion dollars in sewage construction projects in San Francisco over the next three to five years.

Local 3 Business Manager Dale Marr complimented the Governor for responding to the union's efforts to get the appropriated money out for actual construction.

"It's important in these times of high inflation to get the money in to the worker's pockets before it gets burned up by increasingly high costs," Marr said.

Financing for the projects comes in part from the passage of Proposition 2, the Clean Water Bond, in June 1974. The ballot measure, which was strongly supported by Local 3 called for \$250 million in state funds to be combined with federal and local money.

Marr pointed out that this first \$200 million for San Francisco "will be especially good for Operating Engineers, since \$150 million of it is excavation type work."

The projects will consist mainly of re-routing wet weather (rain overflow) sewer lines into treatment plants.

This will help to alleviate the problem which has plagued San Francisco of wet weather lines overflowing during rainy periods and carrying raw sewage to the Bay.

With bids going out in September and October for most of these projects, construction should be underway on some of them by the end of this calendar year.

Below is a list of the major sewage construction projects scheduled to be let out for bid.

N-1 Tunnel project, with 800
(Continued on Page 3, Col. 3)



LOOKING AT LABOR

By DALE MARR, Business Manager

The recent 48th Convention of the State Building and Construction Trades Council of California, held in San Diego, had to deal with some very tough issues. (See Page 8) Most of the key problems dealt with putting construction tradesmen to work. Despite the nearly ten per cent unemployment in California, there are pockets of construction member unemployment ranging up to 65 per cent in some areas.

Last year there were 24 AFL-CIO-supported labor bills adopted into law and signed by Governor Brown, however, only one of these bills, AB 1, a \$950 million program to provide low interest loans to the state's depressed housing industry, offered any potential for putting union construction workers to work.

The other bills, although outstanding, and badly needed social legislation, simply add new burdens to an already badly troubled economy beset by inflation and high unemployment. The burden of getting the horse back in front of the cart has fallen on the shoulders of the State Building and Construction Trades Council. Under the leadership of Brothers James S. Lee, President and James J. Twombly, Secretary-Treasurer and Richard W. Mansfield, Legislative Advocate, this fine labor organization has faced many critical and unpopular issues at both the local and state levels and has done an outstanding job in keeping billions in construction work on line.

Much of the new work reported in this issue of your *Engineers News* reflects the hard and dedicated effort of both the state and local councils. We congratulate the officers and executive board members on their successful election for another two-year term and thank them for the long hours of hard work they have given in getting work for our brother members.

On page 8 you will find some of the big issues coming up in the next session of the California Legislature. Although we will be in contact, both written and personal, with legislators on many of these issues, your own cards and letters to your assemblyman and state senator will go a long way in helping us make our case.

We would personally like to thank all of our brother members that showed up for that very important hearing (see page 3) on the \$500 million petrochemical complex that Dow Chemical has proposed for Solano and Contra Costa Counties. We understand some 800 construction tradesmen were on hand and that the largest number were Operating Engineers from Local 3. This is the kind of action and unity that we must maintain, to keep our brother members working. It is just such actions by our officers, district representatives, business agents, working members, retirees and our wives and families at hearings throughout our jurisdictions that have brought to a standstill efforts by the no-growthers to halt all construction throughout our jurisdiction.

Once again it seems the Brown Administration and Organized Labor will come down on opposite sides in a major state issue—legislation to protect California's coastline. Both the AFL-CIO and the State Building Trades Council have endorsed legislation by Assemblyman Barry Keene (D-Eureka), AB 3875, as a balanced approach to what in Proposition 20 and the subsequent Beilenson, Smith and Cullen-Ayala bills have been, at best, costly, experimental medicine for a patient who really wasn't terminal. We believe the emphasis on community self-determination, cities, counties and towns has just as much validity as state determination. We think the Keene bill offers a balanced approach for all California citizens.

Finally, we find ourselves coming down on the side of the Campi Plan in the development of the long derailed Yerba Buena project in San Francisco. We feel that of the six plans currently being discussed before Mayor Moscone's blue ribbon committee, the \$350 million project designed around a \$25 million convention center offers the best in permanent jobs, tax benefits, tourism and design. We will do everything possible to bring this project off the drawing board and on to the construction site.

One additional comment, every indication leads us to

State Allocates Hwy. Funds

(Continued from Page 1)

funds for projects which close essential gaps in existing highways and freeways and makes substantial progress toward completing the Federal Interstate System."

"The total six-year Highway Program amounts to \$5.6 billion. The capital outlay funds provide new start construction levels of \$420 million in 1977-78 and \$330-\$350 million per year thereafter.

Only about 100 miles of new roadway would be built by the state during the six-year span, most of it in one Southern California project, 77 miles of Interstate 15. This compares with 700 miles built between 1971 and the current fiscal year, according to a department spokesman, Jeff Rupp. Rupp said this small figure, compared with previous years is because "most of the priority roads have been built. We are now making a total commitment to filling the gaps in the system. You have to remember, that during the 1960's and early 1970's, California was building more highways than any state in the nation. We now have what is described as the best freeway system in the country. What we are trying to do now is to make sure that the system that we have in existence gets completed and that it is maintained properly."

Marr had some criticism on this particular point in the six-year program. "I question the assumption that only 100 miles of new freeways will be needed in the next six years. For example, there are no plans to build the freeway through Eureka, a long planned project that has considerable support in the community, nor is there any plans for Interstate 380 through Pacifica, another project that has wide support in the community. But the Department has told us that they will keep an open mind on projects such as these. I intend to hold them to their word."

In addition to financing con-

struction of freeways, the department budget also is responsible for other types of transportation related facilities. For example, a recent federal inventory has identified 137 bridges on the State highway system with deficiencies totaling \$45 million. The state has identified \$22 million of additional bridge replacement needs for a grand total of \$67 million. The six-year program, totaling \$45 million for bridge reconstruction, does not entirely utilize the increased federal funding that will be available. The Department will, therefore, revise the program as soon as possible to reflect the obligation of all of the federal funding available to the state highway program supplemented as necessary to reconstruct those bridges which are not eligible with other funding.

The program also provides \$175 million to return roadway pavement to usable and economically maintainable status following damage caused by usage and weathering. It also allocates \$22 million per year in capital outlay to protect structural qualities, increase service life, improve riding qualities, and lower maintenance costs by placing one-inch blankets and seal coats on asphalt pavements.

A total of \$165 million will be appropriated for safety improvements. The proposal noted that "accidents on state highways last year resulted in 1,603 fatalities and 54,640 personal injuries. The program includes spot improvements, wet pavement corrections, installation of crash cushions, railroad grade crossing protection, protective screening on overcrossings, and median barriers.

In addition, \$530.9 million is being allocated to other freeway related services. Examples of these types of programs include \$5.5 million for a contingency fund to finance emergency major damage restoration and disaster restoration; \$8.8 million for highway planting and landscaping; \$3.1 million for Rest Area Resto-

ration; \$36.5 million for slope stabilization, drainage facilities, weigh stations and earthquake restrainers on bridges; \$123.1 million for noise attenuation; \$23.7 million for safety roadside rest areas; \$8.3 million for vista points and roadside enhancements; \$202.4 million for traffic improvements which generally involve correction of problems which were unforeseen when the original facility was constructed.

In commenting on the overall effect the proposal will have on the construction industry and the employment picture for operating engineers, Business Manager Marr said that "obviously \$6 billion will have a positive effect on our industry and will go a long way towards putting operating engineers back on their rigs. I don't think there is any doubt that this proposal comes as a result of building tradesmen and their union leaders putting the heat on Sacramento. Just last year we were under a complete moratorium on all bid advertising. It proves once again that the squeaky wheel gets the grease. I guess we were squeaking pretty loud last year.

"By working with our elected officials we were able to put together a program that employs people, completes a system started years ago, satisfies the environmental restrictions imposed on our industry and provides for orderly, planned construction over the long term."

The following major new facilities are programmed for construction in the 1976 Highway Program:

Route 101 north of San Francisco:

- Construction at three locations in Humboldt and Mendocino Counties converting about 13 miles of two-lane road to two-and four-lane expressway and freeway. Revisions and additions to local-freeway service at Russell and Mendocino Avenues in Santa Rosa.

In the Bay Area:

- The approaches to the new Napa River Bridge (under construction) south of the city of Napa on Route 29.

- The gap closure on Route 4 just west of Route 680 in Concord.

- Some of the projects to complete the Routes 680/280/101 interchange in San Jose.

- Ramps to Fourth Street and the Embarcadero (City street) from Route 280 in San Francisco.

- Work on Route 580 gap near Hayward.

- Work on the Grove-Shafter Freeway gap in Oakland.

In the Central Valley:

- Erle Road Interchange on Route 70 near Marysville.

- Delhi Freeway on Route 99.

- Twelfth Avenue Interchange on Route 198 in Hanford.

- Convert additional two miles of Route 77 Expressway to freeway between Madera and Chowchilla.

Coverage of the Semi-annual Membership Meeting that was held July 10 will not appear in this issue, because complete minutes of the meeting were not available at press time. The September issue will carry full coverage of the meeting.

ENGINEERS NEWS

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL MEMBERS AND THEIR FAMILIES



Published each month by Local Union No. 3 of the

International Union of Operating Engineers

(No. California, No. Nevada, Utah,

Hawaii, Guam.)—Subscription price \$3.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103

Advertising Rates Available on Request



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ENGINEERS NEWS
Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94103. Second class postage paid at San Francisco, California.



*A Personal Note
from
The President's Pen*
By HAROLD HUSTON
President

We appreciate all the brother engineers who took time out to fill out the "Equipment Dealers Questionnaire" survey cards which had been mailed to all employees working under the East Bay Equipment Dealers (Independent) Agreement, and the East Bay Equipment Dealers Agreement (Association).

Each member had an opportunity to state his preference in allocating the \$1.00 increase effective September 1, 1976.

In my humble opinion, this is the true democratic way of the members freely expressing themselves to the officers of their wishes.

After carefully reviewing the results from the Employee Preference Survey, the officers recommended to the Executive Board at their meeting held on Saturday, July 10, 1976 the following allocation of the \$1.00 increase, effective September 1, 1976.

Wages	\$.60
Health and Welfare	-0-
Pension	.28
Pensioned Health and Welfare	.07
Sick Leave and Personal Leave	.05

\$1.00

NOTE: Discussions with Health and Welfare Trust Fund Administrator indicate the present \$.87 contribution to Health and Welfare is sufficient to maintain existing benefits for the balance of the contract.

Inasmuch as the Cost of Living data necessary to determine if any Cost of Living Adjustment will be applicable to the agreement will not be available until August; it was also recommended to the Executive Board that if there is a Cost of Living Adjustment above the \$1.00 (which is doubtful) said adjustment shall apply to wages.

The above recommendations were approved by your Executive Board by a unanimous vote. I have listed below the new East Bay Equipment Dealers Wage Rates and Fringe Benefit Rates to become effective on September 1, 1976.

**EAST BAY EQUIPMENT DEALERS
Wage Rates and Fringe Benefit Rates**

07.00.00 WAGES	Effective 9/1/76
Heavy Duty Repairman Foreman	\$10.70
Heavy Duty Repairman	9.84
Heavy Duty Repairman Helper	8.80
Welder	9.84
Production Welder	9.35
Journeyman Partsman	9.35
Partsman	8.58
Utilityman	7.17
Apprentice	
16.00.00 FRINGE BENEFITS	Effective 9/1/76
16.02.00 Health and Welfare	\$.87
16.03.00 Pensioned Health and Welfare	.19
16.04.00 Pension	1.70
16.05.00 Affirmative Action	.05
SICK LEAVE OR PERSONAL LEAVE	PER HOUR .15

Construction Workers Protest Bay Area Air Pollution Ruling

Several hundred disenchanted construction workers converged on the Fairfield Community Center July 19 to protest a Bay Area Air Pollution Control District decision that threatens to block plans for a big petrochemical plant on the Sacramento River.

Waving placards, stamping their disapproval, the 600 construction workers, dominated by operating engineers, voiced their strong disapproval to the decision explained by D. J. Callaghan, chief pollution control officer for the nine-county district.

Callaghan was repeatedly booed as he sought to explain his preliminary decision to deny a permit for the \$50 million styrene plant Dow Chemical wants to build just outside Collinsville.

The 2,700 acre site is now a sheep and grain ranch. Various other large industrial installations are also proposed for the same Delta area.

Callaghan told the audience

that emissions from the Dow plant would interfere with the attainment of air quality standards. He said the standards are already exceeded in the vicinity of the plant and that the development would add "significantly" to the pollution levels. Therefore, Callaghan said, he was obliged under state and federal air quality regulations to deny a permit for the plant.

The proposed plant would be the first unit of Dow's planned \$500 million petrochemical complex, which would include developments on both the Solano and Contra Costa sides of the Delta. All segments of the planned complex must be reviewed by the air pollution district.

Under a barrage of jeers, Callaghan said his permit denial ruling "has nothing to do with any considerations other than air quality. We did not and cannot consider jobs, tax bases or any other economic factors."

This cold-hearted approach did not sit very well with the out-of-work construction workers. They immediately let loose with a barrage of cat-calls and boos which should have told the air pollution district that even though the government bureaucracy is not concerned with economic factors, working families are.

At a similar hearing held June 15, representatives from Local 3 told the audience and the pollution district that the project was needed to supply work for "the hundreds of brother engineers who are unemployed." Speaking for the Operating Engineers, Oakland Assistant District Representative Ron Butler told the board that the project would supply long term employment of hundreds of engineers who are in desperate need of work. "The project is worth the risk," Butler said, "we need the products that will be produced, we need the work, we need the tax revenue."

Contra Costa Work Picks Up Steadily

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

Work in Central Contra Costa has begun to pick up. The housing money they are letting go is the big change. The jobs are still small, but more of them. Two men off the list—two men on is the thing now.

McDonald Construction with Bud Lampley is back in San Ramon. This crew swears this job is going to look as neat as the last job out here, but the cracks in that no rain adobe are big enough to lose a dozer in so this might not dress up so good.

E. Pestana, Silva Bros. & M.J.B. all have underground work here and they're just dropping the pipe in the cracks.

Down the road a piece in Danville, Gallagher & Burk put away two small jobs on Stone Valley, and one over at Round Hill. Smoking Joe Foster has some paving left here.

Bosarello is under the wind mill in back of valley green. This is the hill that doesn't want to be a hill. Doyle Cole and the boys make a cut and the hill slides down into the fill, so they push it back up again. This could be a good job.

Gallagher & Burk will start a new unit in Rossmore soon. M.G.M. has the underground here. Independent Construction started one on Dreger Drive in Moraga and there are others to start here later this summer.

Dame and Shappell Builders are going to start new units in Bishop Ranch at the end of summer and try and go through winter. Also, Blackhawk Ranch is going to go this fall with about 200 units.

The real list comes from the highway work. We had about \$900 million federal money and needed about \$200 million of State money. It seems that the State lost this \$200 million someplace and

couldn't find it. Our Business Manager, Dale Marr, jumped in hard here and they found it. This work will come up a little later. Most of this money is earmarked for Northern California.

STEEL MILL-FORGE — The Steel Mill cranes are now running 85 to 90 per cent capacity.

The air cooled cabs in the stripping pits are doing the job sufficiently and we think this was a large step toward the health and efficiency of the operation in this almost unworkable situation. Our thanks to all the operators that work in this department.

THE FORGE & BALL DEPARTMENT — The highlight in this sweat shop is that business is on the uptake and the operators are now back to work in a majority. The other good news is an operator was fired unjustly and has now been returned to his job. After long and heated arguments, the referee decided in favor of the Union to have the man returned without loss of seniority.

THE GRAVEL INDUSTRY—All the rock and sand producers are doing 40 hours per week and are looking forward to a strong last half year.

SHOPS—Work in the shops is still slow with only a couple of exceptions.

Peterson Tractor Company is still slow with men laid off.

R. H. Gorman Company in Hayward is one of the few bright spots, with plenty of work.

Williams & Lane in Berkeley is also staying busy. Their Production Department has recently moved to larger facilities on Doolittle Dr. in Oakland.

We have successfully concluded negotiations with San Ramon National Golf Club, LaVista Land Development Company (Hayward Golf Course) and the Purdy Company. We are currently bargaining with Castlewood Country Club, Sunol Valley Golf and Recreation Company, King-Knight Company and McDonough Steel Company.

We will soon commence negotiation with Peterson Lift Truck and Pacific Resins.

The work picture in Eastern Contra Costa County has changed very little from the last writing. Guy F. Atkinson, working on Highway 4 in Concord, has shut down their dirt spread and have only the finish spread running at this time. They have more dirt to move, but it will be a few months before they start it up again.

Martin Brothers Construction, out of Concord, California, is on

the Guy F. Atkinson job laying asphalt now. They got the contract from Guy F. to do the lay. Martin Brothers bought a new Barber Green last fall to do the job with. A. G. "Whitie" Elswick is the Operator on the Barber Green and is doing a fine job. The bridge structure on this job is coming along good also. The shop is busy going through 10 Dart Trucks and 3 Dart Loaders, so they will be ready for the next job.

Madonna Construction working next to Guy F. Atkinson on Highway 4 in Concord has a small crew working. They are running 3 scrapers and are about out of work for a while. Madonna's bridge work is coming along very good also. Madonna has set up a batch plant and should have it running and ready to go before long.

Brothers we are proud to announce that we are going to be having a pre-job with Peter Kiewit & Sons Company by the end of July on the Antioch Bridge Job. Kiewit got the bid on this job for \$36,300,000. The bridge will be 2.4 miles long with the approaches. This will be a good job for a few engineers. The job will be divided between Eastern Contra Costa County and Sacramento County.

Joe Foster's spread in Concord has moved all the dirt on his big job and has a small finish crew on it right now. Foster told the Union he was very proud of his spread of engineers for the great job they have done for him.

For you brothers out in Eastern Contra Costa County in the area of Oakley and Byron, by the time you get this paper you will have seen pickets on a couple of unfair non-union employers. We are hoping they will get tired of us and sign up. We have slowed them down some.

Dow Chemical and the Bay Area Air Pollution Control Board held a public hearing in Fairfield on July 19, 1976 on Dow's application to build a multi-billion dollar petrochemical complex. Of the 600 people in attendance 90 per cent of them were Building Trades people who raised all kinds of hell. The Chief Executive Officer for the Bay Area Air Pollution Control Board, Judd Callahan, made a special point of praising the Sierra Club for preparing a technical study which was the basis of Callahan's decision to reject the industrial construction application. When members found it was Callahan who made the decision to reject the application they really raised the roof.

Sewage Projects Move Ahead

(Continued from Page 1)

working days for a total of \$10.2 million, will be let for bid on approximately September 1, 1976.

C-1 Berry Street with 800 working days, for a total of \$19.5 million will be let for bid on approximately September 15, 1976.

N-3 Embarcadero project with 800 working days for a total of \$18 million will be let for bid on approximately September 29, 1976.

C-2 4th and King St. project with approximately 600 working days for a total of \$12.7 million, will let for bid on approximately October 13, 1976.

N-2 North Point project with approximately 900 working days for a total of \$28 million, will be let on approximately October 27, 1976.

C-3 Embarcadero project with approximately 800 working days

for a total of \$19.2 million, will be let for bid on approximately November 10, 1976.

C-4 South Side of Channel project with approximately 500 working days for a total of \$8.6 million will be let for bid on November 24, 1976.

N-4 Marina Boulevard project with approximately 800 working days for a total of \$16 million, will let for bid on December 8, 1976.

Islais project for \$22 million, will be let for bid on December 22, 1976.

N-5 Pump Station project for a total of \$23 million, will be let for bid on December 31, 1976.

These major projects in addition to a number of smaller projects will keep quite a few Engineers busy throughout the year, for the next several years.



RIGGING LINES

By BOB MAYFIELD
Vice-President

Last month I made mention of the fact that we (Local No. 3) and the other five basic crafts must do something in the state of Utah to make the fair employers somewhat competitive with open shop and non union entities. The fact was that in the previous year at least \$30 million worth of highway work had been successfully bid and was in working progress at this time by these non-union employers which constituted almost half of the entire highway jobs that had been let. Also inroads were being made in our other right to work state of Nevada by these same non-union employers as well as others. The details of what an answer is to combat this from spreading and to stop it, I declined to detail in last month's issue until the rank & file membership in the state of Utah had a chance to hear and vote upon the proposal at a meeting that had already been set. I'm more than delighted to say that of the 125 brother engineers who took in this Sunday meeting, the vote went 115 to 10 to ratify language and money presented. Following are the memorandums that were ratified:

CHANGES TO THE NEVADA MASTER AGREEMENT

The Operating Engineers Local Union No. 3 recommends to the Membership for their approval the following changes to the Master Construction Agreement:

1. The following Section will be added to the Nevada Master Construction Agreement:

Public Works Project—Davis-Bacon Act and Related Statutes—State of Nevada Prevailing Wage Law:

In the event an Individual Employer bids a public job or project being awarded by a Federal, State, county, city or other public entity which is to be performed at a predetermined and/or prevailing wage rate established pursuant to the provisions of the Davis-Bacon Act and related statutes, or established pursuant to the State of Nevada Prevailing Wage Law, the published hourly wage rates (excluding fringe benefits) set forth in said public award shall apply for the duration of the original contract for the public job or project regardless of any deferred wage increases set forth herein; provided, however, the fringe benefits applicable to such public job or project shall be the fringe benefits set forth in this Agreement; it is further provided, should such public job or project continue beyond the expiration of this Agreement, the fringe benefits then applicable to such public job or project shall be the fringe benefits set forth in the successor Master Agreement.

In addition, if an Individual Employer is awarded a public job or project wherein the award contains provisions for honoring deferred wage and fringe benefit increases or escalators which are set forth in collective bargaining agreements to which the Individual Employer is bound, such provisions shall apply to Individual Employers covered by this Agreement regardless of the above.

This applies to all jobs or projects awarded after July 20, 1976.

MEMORANDUM OF AGREEMENT Wage Rate and Fringe Benefit Supplement 1976-1977

The current Master Agreement between Utah AGC and the Operating Engineers Union was opened effective July 1, 1976, in accordance with Section 26.03.01. The parties hereto have reached agreement concerning wage rates and fringe benefit rates for both the July 1, 1976, and July 1, 1977, openings, which is in satisfaction of both aforementioned opening provisions, and therefore, the provisions of the current Master Agreement, as amended herein, shall remain in effect through and including June 30, 1978, as provided in Section 26.03.00.

Accordingly, said Master Agreement is modified as follows:

(1) Public Works Project—Davis-Bacon Act and Related Statutes: Title No. 34, Chapter 30, Utah Code, Annotated As Amended. In the event an Individual Employer bids a public job or project being awarded by a Federal, State, county, city or other public entity which is to be performed at a predetermined and/or prevailing wage rate established pursuant to the provisions of the Davis-Bacon Act and related statutes, or established by the Industrial Commission of Utah pursuant to the provisions of Title 34, Chapter 30 of the Utah Code annotated, as amended, the published hourly wage rates (excluding fringe benefits) set forth in said public award shall apply for the duration of the original contract for the public job or project regardless of any deferred wage increases set forth herein; provided, however, the fringe benefits applicable to such public job or project shall be the fringe benefits set forth in this Agreement; it is further provided, should such public job or project continue beyond the expiration of this Agreement, the fringe benefits then applicable to such public job or project shall be the fringe benefits set forth in the successor Master Agreement.

In addition, if an Individual Employer is awarded a public job or project wherein the award contains provisions for honoring deferred wage and fringe benefit increases or escalators which are set forth in collective bargaining agreements to which the Individual Employer is bound, such provisions shall apply to Individual Employers covered by this Agreement regardless of the above.

This applies to all jobs or projects awarded after July 1, 1976.

The gist of this agreement is that especially on highway jobs that are 2 or 3 years in length is where our union contractors were being beat. On Davis-Bacon jobs a predetermined wage is put in the bid spe-

\$21 Million Project In Sonoma

Local 3 Business Manager Dale Marr announced last week that construction has just begun on a \$21 million unit at PG&E's Geysers Power Plant in Sonoma County, which is the largest geothermal steam power plant in the world.

After the long awaited approval from the Sonoma County Air Pollution Control Board, grading

and leveling was begun on Unit 12 last week by C. R. Fedrick. Contracts for the mechanical work should be up for bid in the next two or three weeks, said Christopher Newton, alternative energy information specialist for PG&E.

Marr pointed out that the only thing holding back the beginning of construction on units 14 and 15

is approval by the Sonoma Air Pollution Board, since the proposed projects have already received approval from the State Commission for Public Utilities and Transportation.

In service since 1960, the Geysers Power Plant has been under expansion steadily, and by the time of its expected completion in 1979, will have cost over \$158 million, with a capacity of 908,000 kilowatts.

The Geysers became the largest geothermal power plant in the world with the completion of units 9 and 10 in 1973.

In 1969, PG&E entered into new agreements with the Union Oil Company of California and its earlier steam suppliers, Magma Power Company of Los Angeles and Thermal Power Company of San Francisco.

These agreements provided for additional electric generating capacity each year, as long as there was new natural steam available at the Geysers area.

In 1971, the first in a series of turbine-generator units was installed, with considerably larger capacity than steam power units elsewhere.

The 106,000 kilowatt Unit 12 now under construction is expected to be in operation in 1978. Units 14 and 15 are expected to be operable by 1979.

\$8 Million For Bridge Work

Local 3 Business Manager Dale Marr announced July 20 that the state Toll Bridge Authority has allocated \$8.2 million for major maintenance projects on the Bay and San Mateo Bridges in the San Francisco Bay area.

The bulk of the money (\$3.1 million) will go for resurfacing the lower deck of the Bay span, which has worn smooth and become less skid resistant, according to Bridge engineers.

Another \$3 million will be used to reinforce the concrete trestles in the San Mateo Bridge to increase their earthquake resistance.

The work, which is due to get underway during the 1976-77 fiscal year should be let out for separate bids in the near future, according to highway engineer Bill Brewer, of the Department of Transportation.

The authority has also approved plans to install new ladders and walkways to the Bay Bridge span and to strengthen the rail support system. These projects will cost an additional \$1.5 million.

SPECIAL CALLED MEETING

On Wednesday, September 1, 1976, at 8:00 p.m., a special called meeting will be held at the Engineers Building, 474 Valencia Street, San Francisco, California, for the purpose of installing the newly elected Officers and District Members of the Local Union.

cifications for a given job classification (dozers, motorgrader, heavy duty mechanic, crane operator, etc.) to all potential bidders which would include both union and non-union employers. The gigantic advantage the non-union employer was having was that the only thing under the Davis-Bacon he was required to pay was the wages and fringe benefits at the time the job was bid. All other future raises in both wages and fringe benefits he doesn't pay at all—only what was in effect on the job specs at the time the job was bid. In other words, on a 3-year job, the non-union employer was paying the exact same wage and fringe benefit package on the first day of a job & 3 years later he would not be paying one penny more.

On the other hand, our union employers because they were signed to an agreement, had an entirely different set of rules to abide by. It is true that in the beginning the wages and fringe benefits would be equal to that of the non-union employer. In the second year of the job, because of the union contract he was increasing his hourly wage and fringe package over a dollar. (The amount our Utah agreement has averaged the past 2 or 3 years.) In the third year another dollar or more was to be paid because that is what the labor agreement called for—which would now mean the union contractors were required to pay more than \$2 per hour more than the non-union contractor. Any sizeable job will run at least 200,000 to 400,000 man hours. A simple multiplication of \$200,000 x \$2 equals \$400,000.00 more for a fair employer vs. the scabby non-union employer that I have talked about in previous paragraphs. I do hope this explanation is clear as to what I was trying to illustrate.

I'm more than sure that at least some people might attempt to criticize the negotiation committee and make a political football out of what has been negotiated. However, let me only say that it is really easy to sit back and be a Monday morning quarterback and make a lot of noise and accomplish nothing. The absolute proof of what can happen, has happened since the article was printed only one month ago. Being the summer months, this is when most highway bids are let and therefore a lot of work has since been let. As of this writing at least \$20 million worth of heavy highway projects have been bid and not a single non-union employer has been low bidder on any of this work. In Nevada, a specially called meeting was held with all construction members being notified, asking that a provision similar to that in Utah be included in the master agreement for this right to work state. This agreement I might add was ratified with not one single vote being cast against it. We can all sit around and talk tough and accomplish nothing and be like many of our brothers in the eastern states such as New York and New Jersey, and areas which at one time were thought to be invincible as far as the non-union element. Today in New York City over 65 per cent of all work is now being done non-union and open shop with very bad working conditions that are declining daily. In some local unions over one-half of the former membership is now gone. I would say to all members and any critics I find it not the least bit hard to defend what we have done. I along with Brother Marr, and the entire administration don't like to back off from one item of wages, fringe benefits, or working conditions, but we are realistic enough to act somewhat in advance of putting our membership in the condition of many other local unions throughout the United States. A great many members who live and work in these two states (Nevada and Utah) approached me after these meetings and said they didn't particularly like what they had just voted yes on, but they knew in their own minds this just had to happen if the union contractors were going to continue to exist, as they themselves could read the papers and see this work being done more and more non-union. They (our members) more generally had stated to me that the fringe benefits were a way of life they very dearly wanted to keep and they certainly wanted the Health & Welfare and pensions to continue and to continue improving which they have certainly done. The work being done non-union was to them (and should be) large threats to the continuation of these programs. This agreement as you can plainly see only affects jobs awarded in Utah after July 1, 1976, and in Nevada after July 1, 1976, and only on those where a predetermined wage and fringe package exists.

An important note is that all fringe benefits whatever they might go to, will be maintained at whatever level to which they might be increased. We were told this can be maintained as the employers all agreed that the quality of skill of our engineers, as a general figure of speech, were superior to any and this I wholeheartedly concur with.

In conclusion, I would like to make two final comments to all, that the proof of any move such as the entire article refers to is in the pudding. At this writing, not a single project has gone any other way in these two states except to a union contractor, which will guarantee hundreds of thousands of man hours to our union members which in turn guarantees a good living to a whole lot of families. I think this is only a beginning and that from this point forward such a good trend is going to continue, which is what the effort was all about. On the other hand, in our non-right-to-work states such as California and Hawaii, I can't imagine the union entering into any such agreements unless at some time down the road a large amount of the work was to suddenly start being done by non-union contractors, such as was the case in Utah and Nevada. At this time if it were ever to occur, all of us would have to take a serious look at it.

New Wage Increase Announced

BY DON KINCHLOE, Treasurer

Operating Engineers working under the Bay Area Material Dealers Agreement and the Rock, Sand and Gravel Agreement in California have overwhelmingly approved new three-year contracts calling for \$1.05 per hour increases in wages and fringe benefits in each of the first two years.

In both agreements, wages increase the first year by \$.55 per hour, and fringe benefits increase by \$.50 per hour. In the second year, both contracts call for an increase in wages of \$.60 per hour and an increase in fringes of \$.45 per hour.

Wages and fringes are open for negotiation in the third year for the Material Dealers contract. Wages, fringes and vacation is open for negotiation in the Rock, Sand and Gravel contract the third year.

There is also a provision in both contracts for the second year dealing with the \$.45 per hour increases in fringes. The provision states that: "Effective August 1, 1977, forty-five cents (\$.45) per hour in fringe benefits shall be applicable to this Agreement and shall at the option of the Local Union Executive Board upon written notice thirty (30) days prior to August 1, 1977 to the Employer, be applied in whole or in part to all or any of the existing funded fringes, with any amount not allocated to fringes to be applied to wages."

This means Brothers, that if the fringe benefits funds are in good shape, and your rank-and-file Executive Board does not think that the funds need additional funding, all or part of the \$.45 increase allocated for fringe benefits, may be applied to wages.

Following are the wage and fringe benefits rates and new or modified language for both agreements.

BAY AREA MATERIAL DEALERS AGREEMENT

05.00.00 HOURS

05.03.00 Multiple Shifts. The straight-time rate of a Heavy Duty Repairman working in any Employer's truck shop on a second (2nd) shift (which shall start no earlier than two (2) hours before and no later than one (1) hour after the conclusion of the first (1st) shift, and be maintained for five (5) or more consecutive days), shall be fifty-five cents (\$.55) over and above the straight-time rate set forth in Section 11.00.00 hereof, and their regular workday shall consist of eight (8) hours of work, exclusive of meal period. Any multiple-shift operation in the operating of the plant shall require the mutual consent of the Employer and the Union.

Note: in order for this Section 05.03.00 to apply, there must be a first (1st) shift.

07.00.00 SENIORITY

07.04.00 An Employee shall have no seniority rights and shall be considered a probationary Employee until or unless he has worked a total of thirty (30) working days in any twelve-month period for an Individual Employer at a designated plant, after which time his seniority date for purposes of layoff and recall shall be retroactive to thirty (30) calendar days prior to such qualification date.

09.00.00 REPORT PAY

09.01.00 Show-up. Any Employee ordered to report for work by an Individual Employer and not being put to work shall receive an amount equal to (2) hours' pay at the rate applying to the job. If

the Employee is requested to stand by, and does so, and is given no work, he shall be paid four (4) hours' pay at the rate applying to the job. Any Employee who commences work shall be guaranteed eight (8) hours' pay. The Individual Employer shall notify any Employee at least two (2) hours prior to his regular starting time not to report for work. When the Employee has no telephone, or when the Employee cannot be reached at the number furnished to the Employer, he shall not be entitled to show-up time in the event he reports for work on a day of inclement weather, unless he has previously called the Individual Employer.

11.00.00 WAGE SCALES AND CONDITIONS

11.01.00 Rates Per Hour—Effective Dates

	7/1/76	7/1/77
Batch Plant Operator — Wet or Dry Mix	\$ 9.77	\$10.37
Plant Engineer	9.77	10.37
Cement Pump or Scoop Operator	9.77	10.37
Mechanical Loader	9.77	10.37
Heavy Duty Repairman and/or Welder	9.77	10.37
Plant Crane and Derrick Operator	10.42	11.02

11.04.01 Where two (2) Employees are normally required to operate a plant Monday through Friday, there shall be two (2) Employees on the plant while the plant is in operation. In the event that either the duties of the Batch Plant Operator or the Batch Plant Engineers, as described in Subsections 11.04.02 and 11.04.03 below, are not required overtime hours (before the shift begins or after the shift ends), then that Employee shall not be required; provided, however, if said Employees' duties are performed by any other person, the Employee who would have performed the work shall be compensated for such time lost at the applicable overtime rate.

(1) Saturday Work. Where two (2) Employees are normally required to operate a plant, then there shall be two (2) Employees on that plant on Saturday while the plant is in operation. After four (4) hours if only clean-up work not to exceed one-half (½) hour remains, only one (1) Employee shall be required.

14.00.00 PENSION, HEALTH AND WELFARE. PENSIONED HEALTH AND WELFARE, AND AFFIRMATIVE ACTION

14.01.00 Pensions. \$2.00 per hour—Effective 8/1/76

14.02.00 Health and Welfare. \$1.09 per hour—Effective 8/1/76

14.03.00 Pensioned Health and Welfare. \$.18 per hour—Effective 8/1/76

14.04.00 Affirmative Action. \$.05 per hour—Effective 8/1/76

18.00.00 FUNERAL LEAVE

18.01.00 In the event of a death in the family (father, mother, wife, husband, brother, sister, son or daughter (step or foster), mother-in-law or father-in-law), an Employee who has one or more years of seniority shall be entitled to a maximum of three (3) day's funeral leave with pay. This provision does not apply if the death occurs during the Employ-

ee's paid vacation or while the Employee is on leave of absence, layoff or sick leave; provided, however, once an Employee commences funeral leave, he shall be paid for all funeral leave taken regardless of whether the plant is in operation or not. The compensable day or days must fall within the Employee's regular work week. The Individual Employer may require proof of death.

ROCK SAND AND GRAVEL AGREEMENT

03.07.00 Transportation. An Employee covered by this Agreement, once he has reported to his designated work location in any assigned plant, shall not be required to furnish personal transportation for tools or equipment to another location in the plant.

11.00.00 SENIORITY

11.04.00 For the purpose of this Section, a layoff is defined as a period in excess of one (1) working day. A senior Employee laid off for one (1) day may request reassignment to a job for which he is qualified. However, a senior Employee working continuous reduced work weeks, as defined in Section 11.01.00, shall be required to request reassignment to a job for which he is qualified ONLY ONCE during the reduced work week's period. At such time as said senior Employee returns to his original classification, if such classification is available on a full projection or normal week basis, he must again be laid off for one (1) day to request reassignment. The Individual Employer and Employee agree to word "continuous" shall not be used or interpreted to circumvent a senior Employee's right to the protection of this Section.

11.05.00 An Employee shall have no seniority rights and shall be considered a probationary Employee until or unless he has worked a total of thirty (30) working days in any twelve-month period for an Individual Employer at a designated plant, after which time his seniority days for purposes of layoff and recall shall be retroactive to thirty (30) calendar days prior to such qualification date.

17.00.00 FUNERAL LEAVE

17.01.00 In the event of a death in the family (father, mother, wife, husband, brother, sister, son or daughter (step or foster), mother-in-law, or father-in-law), an Employee who has one or more years of seniority shall be entitled to a maximum of three (3) days' funeral leave with pay. This provision does not apply if the death occurs during the Employee's paid vacation or while the Employee is on leave of absence, layoff or sick leave; provided, however, once an Employee commences funeral leave, he shall be paid for all funeral leave taken regardless of whether the plant is in operation or not. The compensable day or days must fall within the Employee's regular work week. The Individual Employer may require proof of death. Payment shall be made at the Employee's regular straight-time hourly rate excluding shift differential, overtime and premium pay.

19.00.00 TERM OF AGREEMENT

19.01.00 This Agreement shall be effective as of the 16th day of July, 1976 and remain in effect until the 16th day of July, 1979.

19.02.00 Notwithstanding the

(Continued on Page 6, Col. 4)

UTAH MASTER AGREEMENT

Effective July 1, 1976, the negotiated increases will be used to calculate the following wage rates and fringe benefits rates for those members working under the Utah Master Construction Agreement:

UTAH WAGES AND FRINGES

Straight-Time Hourly Wage Rate — Effective Dates

	7-1-76	11-1-76	7-1-77	10-1-77
Group 1				
Area 1	\$ 7.56	\$ 7.76	\$ 8.01	\$ 8.21
Area 2	8.56	8.76	9.01	9.21
Group 2				
Area 1	7.84	8.04	8.29	8.49
Area 2	8.84	9.04	9.29	9.49
Group 3				
Area 1	8.19	8.39	8.64	8.84
Area 2	9.19	9.39	9.64	9.84
Group 4				
Area 1	8.37	8.57	8.82	9.02
Area 2	9.37	9.57	9.82	10.02
Group 4A				
Area 1	8.48	8.68	8.93	9.13
Area 2	9.48	9.68	9.93	10.13
Group 5				
Area 1	8.48	8.68	8.93	9.13
Area 2	9.48	9.68	9.93	10.13
Group 6				
Area 1	8.94	9.14	9.39	9.59
Area 2	9.94	10.14	10.39	10.59
Group 7				
Area 1	9.09	9.29	9.54	9.74
Area 2	10.09	10.29	10.54	10.74
Group 7A				
Area 1	9.20	9.40	9.65	9.85
Area 2	10.20	10.40	10.65	10.85
Group 8				
Area 1	9.50	9.70	9.95	10.15
Area 2	10.50	10.70	10.95	11.15
Group 8A				
Area 1	9.56	9.76	10.01	10.21
Area 2	10.56	10.76	11.01	11.21
Group 9				
Area 1	9.62	9.82	10.07	10.27
Area 2	10.62	10.82	11.07	11.27
Group 10				
Area 1	9.78	9.98	10.23	10.43
Area 2	10.78	10.98	11.23	11.43
Group 11				
Area 1	10.22	10.42	10.67	10.87
Area 2	11.22	11.42	11.67	11.87
Group 11A				
Area 1	11.18	11.38	11.63	11.83
Area 2	12.18	12.38	12.63	12.83
Group 11B				
Area 1	11.63	11.83	12.08	12.28
Area 2	12.63	12.83	13.08	13.28
Group 12				
Area 1	11.79	11.99	12.24	12.44
Area 2	12.79	12.99	13.24	13.44

Section 01.03.01 — Classifications and Rates for Steel Fabricators and Erectors

Group	Effective 6-16-76
1	\$ 9.22
2	9.60
3	10.61
4	10.75
4A	11.04
5	11.52
6	11.93
6A	12.49
7	13.47

Section 01.03.02—Classifications and Rates for Piledrivers

Group	Effective 6-16-76
1	\$ 8.78
1A	9.11
1B	9.26
2A	9.89
2B	10.10
3	10.40
3A	10.78
4	11.33
5	11.48
6	12.49

Section 01.03.03 — Wages — Foremen. Foremen, other than General Foremen, Shifters, Heavy Duty Repairman Foreman and Master Mechanics (Heavy Duty) shall receive:

	7-1-76	11-1-76	7-1-77	10-1-77
Area 1	\$10.22	\$10.42	\$10.67	\$10.87
Area 2	11.22	11.42	11.67	11.87

Foremen/Master Mechanic rate for Steel Erection and Piledriving, when applicable, shall be as follows:

Area 1	Effective 6-16-76
	\$12.48

(Continued on Page 13, Col. 4)



Aerial view shows San Leandro Dam currently under construction with 85 Operat-

ing Engineers working on site. The work is 55 per cent completed.

Operating engineers working on the S.J. Groves and Sones Upper San Leandro Dam Modification project have been moving dirt at a rapid pace. The 85 operators are working on a 200-foot high dam that will insure the continued utilization of the 13.5 billion gallon water supply reservoir.

The new dam is being built approximately 1,000 feet downstream from the existing dam which was built in 1924. Because of a study conducted in 1972, it was determined that the dam was unsafe according to modern criteria for earthquake resistance.

The project was started in January, 1975 and is over 55 per cent completed now. It is scheduled to

Work Pushes Ahead On Dam

be finished by October, 1977. The members working at the Castro Valley site, have kept things on schedule, working as many as three shifts per day at some times.

While keeping the project on schedule, the operators have also been working safely. The last lost-time accident occurred in October, 1975.

Owned and operated by the East Bay Municipal Utilities District, the \$13 million project includes 1,100,000 cubic yards of foundation excavation; 2,600,000 cubic yards of dam embankment; 14,000 cubic

yards of concrete; 2,230,000 pounds of reinforcing steel, 1,000 tons of asphalt pavement; relocation of 860 feet of 54-inch diameter steel pipe.

The first of the project's two phases called for building haul-roads, excavation down to bedrock (average of 30 feet deep) installation of the grout curtain, construction of an 850 feet long concrete cut and cover tunnel to house the blow-off line, backfilling the existing blow-off line access tunnel with 1,500 cubic yards of pumped in concrete, and building a portion

Rock, Sand & Gravel

(Continued from Page 5)

above paragraph, this Agreement may be opened by written notice given sixty (60) days prior to July 16, 1978, on wage rates, existing funded fringes, vacation and for "ERISA" review, where applicable, per Craft Supplement, by any party of the Agreement. In the event that no agreement has been reached at the end of sixty (60) days after receipt of such notice, any party to this Agreement may strike or lockout in support of the demands.

01.00.00 EMPLOYEES, CLASSIFICATION, WAGE RATES

01.01.00 The hourly wage rate applicable to Operating Engineers Local Union No. 3 shall be as follows:

	Effective Dates	
	7/16/76	7/16/77
GROUP I	\$ 9.305	\$ 9.905
GROUP II	9.34	9.94
GROUP III	9.565	10.165
GROUP IV	10.045	10.645
GROUP V	10.44	11.04
GROUP VI	10.59	11.19
GROUP VII	10.775	11.375
GROUP VIIA	11.025	11.625

02.12.00 Operating of Hot Plants.
02.12.01 Effective as indicated below, the following wage rates shall apply to operations of hot plants of Individual Employers covered by this Agreement.

	Effective Dates	
	7/16/76	7/16/77
Plant Engineer	\$10.44	\$11.04
Box Man	9.895	10.495
Fireman	9.895	10.495
Oiler	9.755	10.355

FRINGE BENEFITS

Health and Welfare. \$1.09 per hour—Effective 8/1/76.

Pensioned Health and Welfare. \$1.18 per hour—Effective 8/1/76.

Pension. \$2.00 per hour—Effective 8/1/76.

02.07.00 Where there is equipment to be operated, before the shift begins or after it ends or on Saturdays, Sundays or holidays, the Engineer who regularly operates the particular piece of equipment, and if an Oiler is required, the Oiler assigned to the piece of equipment, shall perform the work. If the regular operator refuses the overtime work the Employer shall assign the work to another Operating Engineer.

(Continued on Page 14, Col. 5)

Drought Illustrates Need For Warm Springs Dam

Every day Marin County commuters pass the Municipal Water District's "barometer" which tells them how much water they were allowed the previous week and how much they used. Many of them are now wishing they had not been so successful in their opposition to Warm Springs Dam.

Experiencing the worst drought in decades, residents from Marinwood to Sausalito have been put under strict water regulations—car washing allowed only with buckets of water, no hosing down sidewalks or driveways, no sprinkling laws or gardens, except with a hand held hose.

Violators, which are usually called in by watchful neighbors, are given a warning citation for their first offense. Second time offenders are penalized by having their water turned off completely, until the offender pays a \$35 fee and agrees to have a water regulator put on his water pipe.

All of this could have been avoided if environmental activists in the county had not voted down twice—once in 1971 and once in 1973—bonds which would have allowed water to be diverted from the proposed Warm Springs Dam on the Russian River in Sonoma County.

But partly because of their lack of support for the bonds, and because of environmentalist opposition in Sonoma County, construction on Warm Springs has been at a standstill for two years, until suits are resolved in federal courts.

Cost on the project, due to the massive delay has increased from the original \$40 million to an estimated \$188 million.

At the present time, Southern

Marin County relies completely on rainfall that drains into its five local reservoirs. According to Jules Tham, administrative assistant to the Marin Municipal Water District one of the reservoirs—Nicassio—will be out of usable water by the middle of August, after which time the entire burden of water usage will be shifted to the remaining four reservoirs.

With the continued enforcement of the strict water regulations and a little luck, Tham believes that there will be enough water to last until the rains come—hopefully—next winter.

This year's drought has made realists out of a lot of environmentalists.

"A lot of people are turned completely around in their thinking," Tham said. "We are now hearing from people who want to get water, no matter where it comes from."

As a result, the water district is proposing a new reservoir to be built in the north coastal area of the county off Walker Creek. The proposal will be put on the November ballot, and members of the water district are hopeful that the public will be encouraged to vote for the project because of the conditions brought by the current drought.

But even if the bond is passed, Marin County still faces the possibility of a drought again next year, in which case none of the reservoirs will do any good.

In that event, residents in southern Marin may look enviously at their neighbors in northern Marin which have not felt the effects of the drought, because they already receive water from Russian River.



Top picture shows the current dry condition of Nicassio Reservoir in Marin County, which will be out of usable water in

August. Bottom picture shows the same lake during a normal wet year.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 3—No. 8

SAN FRANCISCO, CALIFORNIA

August, 1976

Life Saving Technique For Choking Victim

Not too long ago an article appeared in the Operating Engineers *Safety Report* describing ways to help a choking victim. Hopefully, all the members of Local No. 3 and their families had an opportunity to read it, since at least eight people choke to death every day on food and other objects stuck in their throats.

Many of these deaths could be prevented. Most such deaths occur because the old remedies simply do not work. How many times have you found yourself choking on something and have had someone slap you on the back? If this method worked at all, it was because you, rather than the slap, were able to dislodge the object by sufficient gagging.

Sometimes people who really want to help, confuse your predicament with a heart attack. This is not that farfetched since the choking victim usually cannot speak or breathe, will eventually turn blue in the face and become unconscious, all of which may be indicative of heart failure. There are countless cases of people

trying to make a victim comfortable by loosening their collars and then doing nothing more than calling a doctor or ambulance. From the moment that an object is lodged in the windpipe and cuts off oxygen, the victim has four or five minutes to live.

In 1974, Dr. Henry J. Heimlich, director of surgery at Jewish Hospital in Cincinnati, developed an easy-to-apply technique — the Heimlich maneuver—that if properly and quickly performed may just save someone's life. The technique involves sudden compression of the lungs to increase air pressure within the trachea and eject the object in the throat.

The following procedures are recommended by Dr. Heimlich and have received the endorsement of the American Medical Association:

If the victim is standing or sitting:

Position yourself behind the victim, and then wrap your arms around his waist. Make a fist with one of your hands and place it thumbside in above the victim's navel and just below the rib cage.

Grasp the fist with your other hand and press into his upper abdomen with a quick, upward thrust. Repeat several times if necessary until the object is ejected.

If the victim is lying down:

Place the victim face up and kneel astride his hips. With one of your hands on top of the other, place the heel of the bottom hand on the abdomen above the navel and below the rib cage. Press into the abdomen with a quick, upward thrust.

If you are alone and choking:

Try anything that applies force just below your diaphragm. Press into a table or a sink or use your own fist.

The Heimlich maneuver may crack a rib or cause slight internal damage, but the danger is a minor problem when a life is at stake. The next time you are with someone who is choking or become a victim yourself, remembering these procedures could reduce the number of people who die from choking to zero.

Fringe Benefits Forum

Your Fringe Benefits—They Are Important!

By ART GAROFALO, Director of Fringe Benefits

Since we have been doing this column for the past couple of years, one of the things that has greatly impressed us is the tremendous interest that the members and the families of Local No. 3 have in the fringe benefit programs. Each month the Fringe Benefit Service Center and your Union officers receive a number of questions and suggestions about them. Whether it be pension, hospitalization, medical, vision, life insurance, prescription drugs or dental, everyone apparently wants to know exactly how each program and plan works.



Art Garofalo

We have attempted by means of Trust Funds Outlook to answer all of your questions as well as providing you with comprehensive explanations of your benefit plans. In doing this we have hoped to insure your understanding of the various plan provisions and the means of obtaining your benefits.

The Operating Engineers Trust Funds were established by and for you through your Union. They are a result of your requests to your Union officers for collective bargaining purposes, and constitute a vital segment of each negotiation. As such each benefit that the Trust Funds provide has its own singular importance to you as an operating engineer and "bread winner" for your family.

Many of you have offered suggestions as to particular areas that you feel that the fringe benefit programs might be improved. We have presented a number of them to the various Boards of Trustees of the Operating Engineers Trust Funds, and they have led to revisions in both the pension and health and welfare plans.

The availability of adequate contributions to insure proper funding of any new improvements has played an important role in the decision making process of the Boards of Trustees. Nevertheless, the various programs and plans of the Operating Engineers Trust Funds as they relate to your pension and medical benefits have continued to improve both in the amount of dollar benefit and level of coverage.

Your Union officers and the Trustees have done a remarkable job in making our "fringe benefits" a source of financial protection and a means of security for each of us.

The following are a few of the questions that we received this past month in the Fringe Benefit Service Center:

Q: Where can I get a copy of the rules and regulations for the Pension Trust Fund for Operating Engineers?

A: A copy of the rules and regulations can be obtained by writing to the Trust Fund Office, 50 Francisco Street, San Francisco, Ca 94133, or the Fringe Benefit Service Center, 476 Valencia Street, San Francisco, CA 94103. The Trust Fund Office from time to time has mailed copies of the rules and regulations to all participating members. If you have not received a copy in the past, it might be a good idea to check with your district office to insure that they have a current address for you. Also, the district offices maintain copies of the rules and regulations and will forward one to you upon request.

Q: Do I or my dependents have to submit to a medical examination before becoming insured by the Operating Engineers Health and Welfare Plan for Northern California?

A: No medical examination is required for you or your dependents. Eligibility for coverage is based on your meeting the initial eligibility requirements, i.e. 270 hours in a period of three or less consecutive calendar months. Eligibility continues as long as you have at least 90 hours from further work in the industry or your "bank of hours." You are covered for conditions that existed before you came under the plan, including chronic ailments, polio, and tuberculosis. Quarantinable diseases and service-connected disabilities as well as other catastrophic diseases are also covered.

Hypertension—You Can Live With It

In what surely must be considered a hyperactive society, hypertension has become an increasing problem for the people of the United States. Unlike other serious medical problems, it shows no favorite affecting young and old alike without any specific warning. According to a recent article appearing in "Family Health" magazine, nearly half of the 23 million people in the United States suffering from hypertension don't know that they have it, and what is more amazing is of those that do, half of them are doing nothing to treat it. Yet hypertension can lead to a stroke, kidney failure, or congestive heart failure, and is a major risk factor in coronary artery disease.

The human body is an extremely complex and intricate organism and its frailties should be recognized. The body's blood pressure is regulated by the arterioles, the smallest branches of the arteries, which act like nozzles on a hose, narrowing or widening to control the flow of blood to the capillaries throughout the body. When this control goes awry and the opening to the capillaries are permanently narrowed, blood pressure rises.

Most Americans have had their blood pressure checked and probably just as many have not or maybe haven't realized when their doctor was doing it. It is an absolutely painless procedure and can usually be done in a matter of seconds. To check your blood pressure, your doctor will fit a cuff on your arm and inflate it in order to cut off the blood flow through the artery. Then, he will place a stethoscope on the artery and gradually release the air from the cuff until he hears the blood beginning to flow again.

He next reads the number on a pressure gauge attached to the cuff. This reading marks the systolic pressure—the pressure when the heart is in the pumping phase of its beat. When the heart is at rest, he makes a second reading. This is the diastolic pressure.

If the systolic pressure measures 120 millimeters and the diastolic pressure 80, the doctor will indicate that your blood pressure is 120/80 which is considered to be within the normal range. According to the medical authorities, a diagnosis of hypertension is generally justified if the systolic pressure consistently exceeds 140-160

or the diastolic pressure reading is consistently greater than 90-94.

All this is well and good, but what happens if you are unfortunate enough to be a victim of hypertension? Simply, you can probably lead a normal life if you receive proper treatment. Medication to keep your blood pressure under control can be prescribed by your doctor.

Hypertension will continue to be a serious problem for many Americans. If diagnosed and treated correctly, there is no reason that it can't be a problem that we can live with.

Fringe Benefits Service Center

Phone: 415/431-1568

474 Valencia Street

San Francisco, Ca 94103

Trust Fund

Administration Office

Phone: 415/391-4440

50 Francisco Street

San Francisco, Ca 94133

ASK YOUR TRUSTEES:

Name _____
SS # _____
Address _____

Mail to:
FRINGE BENEFITS SERVICE CENTER
476 Valencia Street
San Francisco, Ca. 94103

Building Trades Tackles Key Issues

NEWS

From the

**State Building and Construction Trades Council
of California**

SPECIAL REPORT

On Coastal Bill

Keene Gets Labor's Support

By JAMES EARP

The California State Building and Construction Trades Council has announced its support of State Assemblyman Barry Keene's assembly bill for a "more balanced and streamlined" protection of environmental and economic resources along California's 1,100 mile coastline.

Speaking before delegates to the 48th Convention of the State Building and Construction Trades Council July 14, Keene said that the state legislature is deadlocked on coastline protection legislation.

"One extreme faction wants very strict controls on coastal resources, construction and industry," Keene said. "The other side wants no controls."

Keene emphasized the need for decisive action on good coastal legislation. "The question is no longer who is right," he said. "The question is how these differences can be resolved."

He asked labor leaders to support AB 3875, an alternative coastal bill he recently introduced that "provides strict controls in some areas, but also offers a balanced and reasonable approach to controls on housing, energy, industry and resources."

"Why should you support this bill?" he asked. "I can give you three good reasons—WORK, JOBS AND EMPLOYMENT."

Keene's bill met with the enthusiastic support of Local 3 Business

Manager Dale Marr, Local 12 Business Manager Richard Corbit, IUOE Western Conference Regional Director J. J. Twombly and James Lee, president of the State Building and Construction Trades Council, who have been pushing for a reformed coastal bill.

"It's high time for decent coastal legislation that we can support," Marr emphasized.

Referring to the Operating Engineers and the highway construction industry, Marr said, "We have been accused before of trying to pave the world. But the fact is, there are a lot of our members who are aware of the environment and want a balance between economy and ecology."

"We in the building trades have got to realize that Governor Brown is required to pass some kind of legislation on coastal protection," Marr urged. "And if we don't get moving and support legislation we can tolerate, he's going to pass something we can't live with. Of the three coastal bills now being considered, Keene's is the most reasonable."

James Lee agreed, saying, "It will be at least two years before we have a chance to look at any other reasonable coastal legislation, if Keene's bill doesn't pass."

Keene, whose bill is scheduled to be presented before the State Senate Natural Resources Committee August 2, emphasized AB

3875's provision for adequate industry and building along the coast.

"You cannot stop building, fishing, mineral extraction, power generation, shipping and transportation along the coast without affecting jobs," he warned.

"Two-thirds of us live and work in the 15 counties along the coast," he said. "These counties account for two-thirds of our state's total economy."

Keene referred to statistics showing the sudden slump in building permits and construction along the coast since the passage of Proposition 20 in 1972, which adopted controls and obliged the legislature to implement coastal protection legislation.

"I don't have to explain how that (slump) affects jobs for your members," Keene pointed out. "We don't need fewer jobs. We must take actions that will put people back to work and find new jobs for up to a quarter of a mil-

(Continued on Page 14)

48th Convention Meets In San Diego

The 48th Convention of the State Building and Construction Trades Council met in San Diego July 14-16 to tackle some important issues that should mean more work for construction tradesmen, if legislation is passed by the governor on balanced coastal protection and housing finance.

Keynoting the convention was State Assemblyman Barry Keene's address on coastal legislation, a spotlight on the housing problem in California by State Attorney General Evelle Younger and the review of several bills influencing the building trades that are due to go before the next session of the Legislature (see stories this page).

In another session of the convention, a resolution on bus safety was submitted by Local 3 Business Manager Dale Marr and Harold Huston, calling for the State Building and Construction Trades Council to "actively support legislation now being considered by the California State Legislature which would require semi-annual inspection and certification of all school buses before transportation of students can take place."

Several members of Local 3 were also re-elected to the Executive Board of the Council. These were Ray Cooper, Director of Job Stewards, representing San Mateo County; Bob Wagnon, representing Humboldt and Del Norte counties; and Ken Green, representing Shasta, Trinity, Lassen, Tehama, Modoc and Siskiyou counties.

J. J. Twombly, Sec.-Treas. of the Western Conference of the International Union of Operating Engineers was re-elected as Secretary-Treasurer to the Building and Construction Trades Council.

James S. Lee was re-elected President. Dave Fishman and George Goodfellow were re-elected as vice-presidents representing Southern and Northern California respectively.

Legislation Reviewed At Convention

In the 48th Convention of the State Building and Construction Trades Council, the following legislation, which will influence the building trades and construction tradesmen, was reviewed.

CALIFORNIA COASTAL ZONE CONSERVATION ACT

Senate Bill 1277 by Senator Jerry Smith, would perpetuate the Regional Coastal Commission, the State Coastal Commission and would expand the present coastal zone restrictions. The bill would also give the State Commission veto power over the authority of other state boards and commissions which may have jurisdiction within the coastal zone.

This bad legislation (formally SB 1579 was defeated by the Senate Finance Committee and was amended into SB 1277 by Senator Smith) will be heard in Assembly Resources, Land Use, and Energy Committee on August 9, 1976. Please contact the Members of this Committee requesting a "NO" vote. Committee Members are: Assemblymen Charles Warren, Chairman, Richard Hayden, Vice Chairman, Victor Calvo, Terry Goggin, Eugene Gualco, Gary Hart, Lawrence Kapiloff, Barry Keene, Bruce Nestande, Robert Nimmo, Paul Priolo, Hershel Rosenthal, Alan Sieroty, Tom Suitt and Michael Wornum, State Capitol, Sacramento, California 95814.

INCREASES PENALTIES FOR NOT HIRING APPRENTICES ON PUBLIC WORKS

Assembly Bill 2466 by Assembly-

man Paul Carpenters provides when a contractor willfully fails to employ apprentices on public works the contractor shall be denied the right to bid on public works for one year and \$5,000 shall be withheld from progress payments until proper compliance.

This building trades sponsored legislation has passed out of the Senate Finance Committee with a "Do Pass" recommendation and is now on the floor of the Senate.

MAINTAINED WAGE CLAIMS

Assembly Bill 4506 by Assemblyman Carmen Perino, is State Building Trades Council supported legislation. It provides that an action to collect due and unpaid wages may be maintained without regard to the existence of any private or collective bargaining agreement to arbitrate, except where a grievance proceeding leading to arbitration of the issue has been instituted prior to reference to the Labor Commissioner.

This legislation has passed the Assembly and has been referred to the Senate Industrial Relations Committee.

Please contact the Members of this Committee requesting a "YES" vote. Committee Members are: Senators George Zenovich, Chairman, Alan Robbins, Vice Chairman, Lou Cusanovich, Bill Green, Robert Presley, Newton Russell and John Stull, Sacramento, California 95814.

PREVENTS SPLITTING WORK ORDERS TO EVADE COMPETITIVE BIDDING

Senate Bill 1676 by Senators

John Stull, John Dunlap and Nicholas Petris, makes it a misdemeanor for school districts to split or separate a project into smaller work orders or projects in order to evade the competitive bidding requirements.

This building trades supported legislation passed out of Assembly Committee on Education and will be heard in the near future in Assembly Revenue and Taxation.

Please contact the Members of this Committee requesting a favorable vote. Committee Members are: Assemblyman Willie Brown, Jr., Chairman, Bill McVittie, Vice Chairman, Paul Bannai, Fred Chel, Robert Cline, Vic Fazio, Lawrence Kapiloff, Jerry Lewis, Bill Lockyer, S. Floyd Mori, Frank Murphy, Richard Robinson and Charles Warren, State Capitol, Sacramento, California 95814.

PROPOSITION NO. 20 FOR AGRICULTURAL LAND

Assembly Bill 15 by Assemblyman Charles Warren, provides for state regulations of agricultural land. The provisions of this legislation are quite similar to those of Proposition No. 20. The act would define prime agricultural land and would provide for strict regulation of that land. The net effect of this legislation would be a near complete moratorium on all construction within the state for a period of nine months to one year.

This bad bill passed the Assembly and has been referred to the Senate Committee on Natural Resources and Wildlife and will be heard on July 14, 1976.

(Continued on Page 9, Col. 1)

Younger Says Prop. 1 Will Help Home Buyers And Developers

"One has only to scan the Sunday real estate supplement to any newspaper to realize that the price of homes has sky-rocketed and that the existence of low or moderate income housing as we once knew it hardly exists," said state Attorney General Evelle Younger before delegates to the 48th convention of the State Building and Construction Trades Council.

Younger was speaking on the problems he and his special task force have found in the housing industry during the past year and a half. He urged members of the convention to support Proposition 1 on the upcoming November ballot, which would help alleviate many of the problems low and moderate income buyers are having in securing financing for homes.

The results of their findings illustrate what young prospective buyers and workers in the building trades have known for some time:

- The price of houses in California is escalating rapidly — too

rapidly for most new buyers to afford.

- This problem is compounded by the high cost of loans to finance new houses, along with the large down payments required and high closing costs.

- Low and moderate income housing is fast becoming a thing of the past in California.

- Urban decay is steadily destroying those areas that could provide low and moderate income housing.

- Tax assessments are rising along with the price of homes, as well as the cost of maintenance and repair.

These problems are causing a vicious economic circle impossible for most prospective home buyers to break into, Younger pointed out.

"The very high cost of new homes naturally brings with it a significant drop in the number of new housing starts, which in turn may cause the price of the units to go even higher, which in turn causes lack of buyer demand and thus a housing slump," he illustrated.

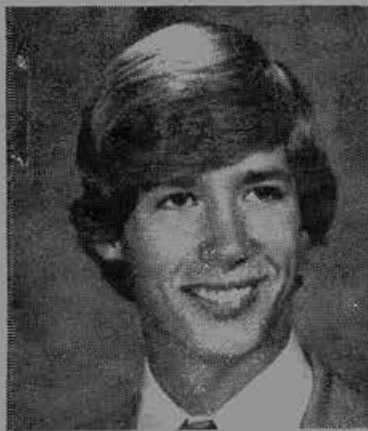
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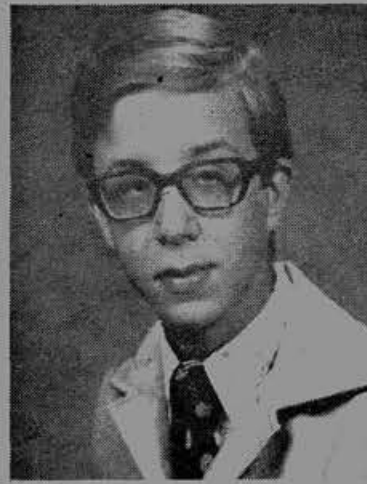
Scholarship winner Amanda Lawhern receives scholarship check from Business Manager Dale Marr and Treasurer Don Kinchloe.



Donette Frost



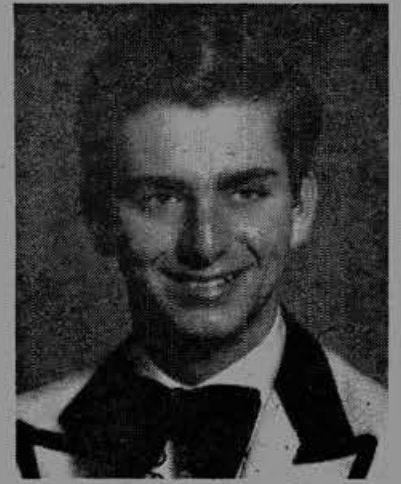
Daniel Farwell



Mark Campidonica



Jane Frederick



Arthur C. Jenkins

Winners Receive Scholarships

The two winners of the 1976 Local 3 scholarship competition were announced by Business Manager Dale Marr at the Semi-annual Membership Meeting July 10 in the Masonic Auditorium.

Scholarships of \$500 each were awarded to Amanda Lawhern, 18, Quincy, Ca., and Mark Campidonica, 17, Visalia, Ca.

Runners up in the competition were Jane L. Frederick, Belmont, Ca.; Arthur C. Jenkins, Hayward, Ca.; Donette Frost, Fresno, Ca., and Daniel Farwell, Portola Valley, Ca.

The scholarship winners and runners-up were chosen by the rank and file Executive Board of Local 3, based on evaluations from the Committee on Undergraduate Scholarships and Hon-

ors, University of California at Berkeley.

Miss Lawhern is the daughter of Arthur Lawhern, a member of the Operating Engineers for five and a half years. She attended Quincy Junior-Senior High, Quincy, Ca. and graduated first in a class of 100 with a 4.0 grade point average.

She plans to attend California Polytechnic State University this fall and major in computer science. Her list of school activities includes school vice president of the California Scholarship Federation, class representative, student body secretary, secretary and chief justice in the Student Court, president of the Business Club, and member of the Girl's Athletic Association and the Plumas Ski Club.

In addition to her outstanding scholastic record and school achievements, Miss Lawhern was also a junior leader in the 4-H Club, delegate to the State Leadership Conference and served as historian, treasurer, secretary-treasurer and representative to the County Council.

Throughout her activity in these organizations, Miss Lawhern has received numerous awards, including the Ford Motor Co. 4-H Achievement Award, National Merit Commended Student Award,

life member of the California Scholarship Federation and County winner of the 4-H Junior Leadership Award.

Mark Campidonica, son of 12-year Operating Engineer George Campidonica, and scholarship winner in the male category, attended Mt. Whitney High School, Visalia, Ca. His excellent scholastic record placed him first in a graduating class of 476 with a grade point average of 4.0.

Campidonica plans to attend the College of the Sequoias, Visalia this fall. Following his education there, he plans to attend the University of California and eventually obtain his Master's Degree in biochemistry. His student activities include senator in the student council, member of the California Scholarship Federation, vice-president of the Astronomy Club, president of the Medical Careers Club, department chairman of the Student Curriculum Committee and member of the Fortran Club and Science Club.

Campidonica's ambition is to become a research biochemist.

Competition was very keen for the scholarships, and the academic records of the runners-up were also outstanding.

Jane Frederick, first female runner-up is the daughter of Walter Frederick, who has been a member of the Operating Engineers for three years. She graduated second in a class of 104 at Notre Dame High School, Belmont, Ca. and has been accepted to the University of Southern California, Los Angeles. She is entering as a pre-med student and plans to eventually specialize in psychiatry.

Arthur Jenkins, first male runner-up attended San Lorenzo High School, San Lorenzo, Ca., graduating with a 3.95 grade point average. He has applied to the University of California, Berkeley where he plans to major in mathematics.

Donette Frost, daughter of 21-year Operating Engineer Donald Frost, was chosen as second female runner-up. She attended Theodore Roosevelt High, Fresno, Ca. where she graduated 14th in a class of 585. She plans to attend California State University, Fresno this fall, where she will major in mathematics.

Daniel Farwell, second male runner-up, is the son of Edward Farwell, who has been an Operating Engineer for 25 years. As a student at Woodside High School, Woodside, Ca., Farwell graduated 35th in a class of 517. He was active in high school sports, receiving letters in varsity cross country competition, track and soccer. He has been accepted to the University of California, Davis.

Local 3 congratulates these students for their fine performance.

More On Legislative Review...

(Continued from Page 8)

Please contact the Members of this Committee requesting a "NO" vote. Committee Members are: Senator John Nejedly, Chairman Rugen Ayala, Vice Chairman Peter Behr, Clare Berryhill, Ralph Dills, John Dunlop, Albert Rodda and Jerry Smith, State Capitol, Sacramento, California 95814.

COASTAL ZONE RESOURCES

Assembly Bill 3875 by Assemblyman Barry Keene, establishes the California Coastal Act of 1976. This legislation establishes in the Resources Agency the California Coastal Zone Commission. It eliminates the Regional Commissions and returns control of the coast to local government upon approval of local coastal plans.

This building trades supported legislation will be heard by the Senate Committee on Natural Resources and Wildlife on August 10, 1976.

Please contact the Committee Members listed above requesting a "YES" vote.

PREVAILING WAGE RATE DETERMINATION

Assembly Bill 2363 by Assemblyman Jack Fenton, transfers the function of prevailing wage rate determination from the awarding body to the Director of the Department of Industrial Relations.

This bill passed the Legislature and was signed by the Governor on June 25, 1976, Chapter No. 281.

After January 1, 1977 it will be necessary for those Building Trades Business Representatives responsible for negotiating collective bargaining agreements to file their respective current negotiated agreement with the Director of the Department of In-

dustrial Relations. It will no longer be necessary to file an agreement with any other public agency. It will be the responsibility of all public agencies performing public works to obtain the prevailing wage rates from the Director of the Department.

COASTAL ZONE CONSERVATION ACT

Assembly Bill 3402 by Assemblyman Mike Cullen, establishes the Coastal Zone Act of 1976. This legislation establishes a coastal planning compliance council with prescribed membership powers and duties in the Governor's office and the Coastal Planning Compliance office in the Resources Agency.

The legislation further returns the control of the coast based upon local approved coastal programs to local government. The bill would also eliminate after January 1, 1977 the existing Regional Commissions and the State Commission.

This building trades supported bill will be heard by the Senate Committee on Natural Resources and Wildlife and will be heard on August 10, 1976.

Please contact the Members of this Committee requesting a favorable vote. Committee Members are listed on page 2.

WAGE INFORMATION FOR EMPLOYEES

Assembly Bill 3731 by Assemblyman Bill Lockyer, this bill revises items shown on a check stub to include gross wages, all deductions, net wages, pay period, name of employee or social security number and the name of the employee and permits any employee injured due to an employer's knowing and intentional failure to comply to recover damages.

This bill has passed the Assembly and has been referred to the Senate Committee on Industrial Relations and will be heard on August 18, 1976.

Please contact the Members of this Committee requesting a favorable vote. Members of this Committee are listed under item 3 above.

San Francisco's Largest Contract Awarded On S.F. Airport Job

The largest contract in San Francisco's history has just been awarded to a Texas-based firm to build a 4,000-stall addition to the parking garage at the San Francisco International Airport, announced Dale Marr, business manager of Local 3.

The \$50,414,295 contract, which was approved July 20, was awarded to Robert E. McKee Inc. of El Paso. The Los Angeles division of the company, headed by senior vice-president Louis M. Stafford was the successful bidder over five other companies that sought the contract.

According to information Marr received, the contract will create some 1,500 construction jobs, "which should provide a boost for our members," he said.

Marr congratulated the brothers in Local 3 who took the time to support the proposed project at the several public hearings which were held.

Airports director William Dwyer told the Airports Commission that the multi-million dollar project would enhance the economy of San Francisco in more ways than additional jobs.

"Locally produced raw materials will account for one-third of

contract costs," Dwyer said. "If a major economic theory is accepted as correct, this one contract will have a beneficial impact of more than \$100 million on the economic vitality of San Francisco and the greater Bay Area."

In addition to the garage, the contract includes:

- A heating and cooling plant to serve the entire airport, located at the center of the octagon-shaped garage.
- New entrances and exits, modification of the existing upper-level loop roadway, and an additional lower-level loop roadway.
- A sub-basement utility tunnel, space for a BART station, and two enclosed pedestrian bridges with moving walks to the North Terminal and utility installations.

The contract calls for completion of the work by Dec. 1, 1978 with actual construction beginning in 30 to 60 days.

The McKee Company has built a number of buildings in the Bay Area, including the Veterans Hospital in Palo Alto, and the Marin County Civic Center. It has also built major sections of the Dallas-Fort Worth and Los Angeles Airports.

Dredging Industry Looking Up As Environmental Activism Ebbs

By JAMES EARP

The dredging industry is beginning to look up after years of environmental attack, but it is still "playing catch-up ball."

This was the overall feeling that summarized the World Dredging Conference (WODCON), which ended July 12 after four days of commentary and technical critique dealing with the state of the art in dredging.

The beginning of an ebb in the flood of "environmental emotionism" and the evolution of technological improvements in the dredging industry have shown that traditional negative attitudes towards dredging are unfounded, said Dr. Roger Saucier, assistant chief in the Dredged Material Research Program, Corps of Engineers. He spoke in the final

"Environmental impact statements make better legal documents than technical ones."

panel discussion which capped off the four day conference.

The panel, entitled "Environmental Effects of Dredging," was composed of Dr. Saucier, Dr. Joel Gustafson, president of the Resources & Ecology Projects Inc., Carl B. Hakenjos, vice president, Williams-McWilliams Co., and Dr. Larry Slotta, Professor, civil engineering, Oregon State University.

Dr. Saucier cited as evidence of the improvement in dredging technology, the fact that 80 per cent of the literature now available in the field of dredging has been published within the last five years.

However, a prime culprit that continues to force long delays and high costs upon potential dredg-

ing projects is the Environmental Impact Statement.

The EIS is the product of the Environmental Protection Agency, a federal agency that grew out of the environmentally aware sixties. The EPA requires environmental impact statements to be compiled on any project that has the potential of affecting the environment.

This covers a pretty broad realm — broad enough to require literally every significant construction and dredging project to file a lengthy and often dubiously credible report at a cost that usually exceeds one per cent of the total cost of the project.

Coined by many scientists as the "environmental boondoggle," the "environmental impact statement is mainly the result of politicians yielding to public pressure," said Dr. Slotta. The result is that environmental statements are often founded on shaky scientific evidence and misrepresentation of raw data.

The studies are not submitted to the same "critical scientific scrutiny" that other research is placed under, Dr. Slotta emphasized. He mentioned that in many cases, environmental statements were based on the supposed qualifications of the researchers conducting the report, rather than the value of the research itself.

In many cases, those contracted to conduct environmental statements have been unable to obtain more lucrative and prestigious

"It's not what dredging does to the environment, it's what it brings to the environment."

government research grants because of their mediocre qualifications.

This has created a situation where scientists, relying on their

past "experience" and "qualifications" in the field of environmental study, travel from project to project, imposing the same unimaginative and inapplicable scientific methods to widely diverse projects and conditions.

What is the result of this chaotic scene? No one can estimate accurately the number of dredging and construction projects that have been abandoned, due to "evidence" that the projects might be adverse to the environment. But there have obviously been millions of dollars of potential wages and commerce lost to this system.

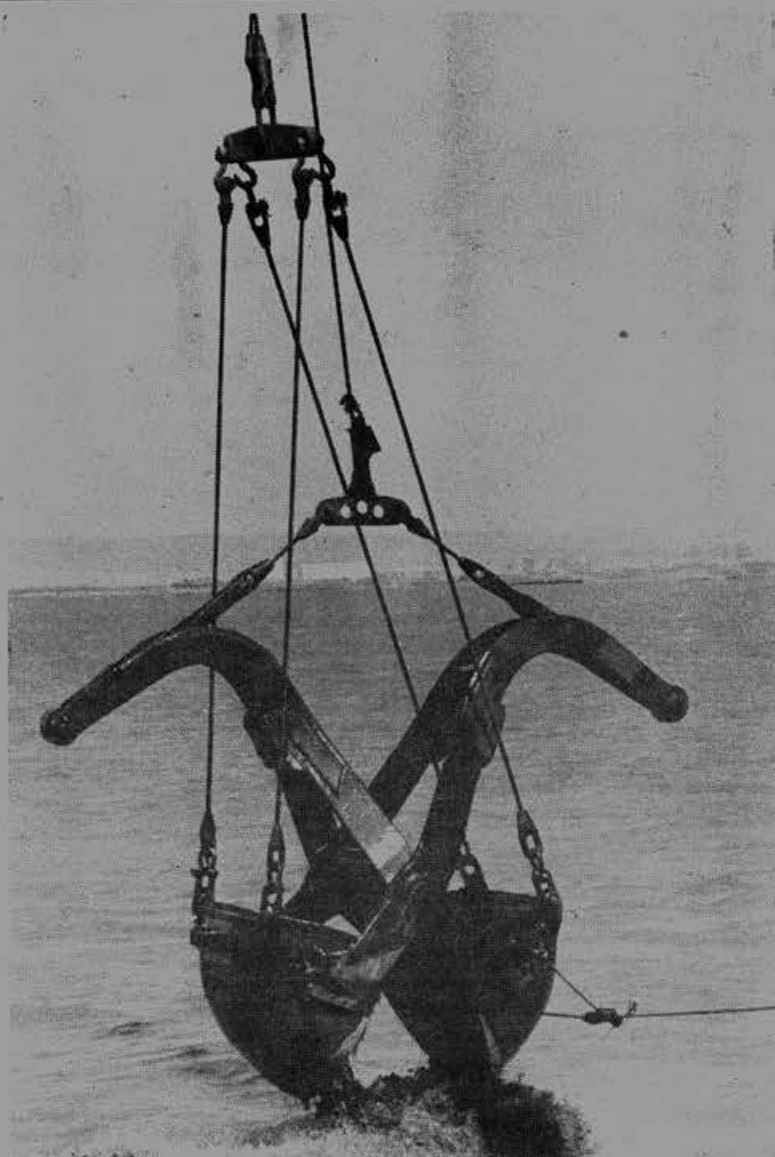
The fact is, "environmental impact statements make better legal documents than technical ones," said Dr. Saucier.

"The environmental impact statement is mainly the result of politicians yielding to public pressure."

Carl Hakenjos, who conducted a study on the extra costs that environmental statements impose on dredging projects, calculated that the average rate increase of dredging operations in the United States has remained at an even \$5 million a year through 1972. However, since 1972, the total cost of dredging has increased at an average of \$32 million a year. Nearly all of the increase has been caused by a combination of higher fuel prices and costly environmental statements, Hakenjos said.

"The tide has ebbed, but has not levelled off," he pointed out. "Costs for environmental statements will continue to rise. As a consequence, we are still playing catch-up ball."

Dr. Gustafson, commenting on the present state of the dredging



industry said, "We are still paying in part to the excesses of the dredging industry in the past."

He was referring to the lack of environmental concern that characterized all major industries in the U.S. a decade ago. Fortunately, this trend has been reversed in large part. On many projects throughout the world, the material that is dredged from the bottom of rivers and sea channels is now being used to create sanctuaries and wild marshes in reclamation projects.

Dr. Gustafson cited a local company, East Bay Mud, which has been using the sludge from dredging projects for soil enriching.

Looking to the near future, the dredging industry is definitely improving, though there are still

significant obstacles to be overcome.

The progress of the dredging industry in the environmental area must be communicated to the public. "It's not what dredging does to the environment, it's what it brings to the environment," said Dr. Slotta.

The public may have begun to realize that there must be a balance between environment and economy, as evidenced in the ebb that is occurring in environmental activism.

It must be realized, said Dr. Slotta, that we can never expect to completely understand or predict man's doings upon the environment, "since man's ability to understand change lags behind his ability to make change."

Dumping Dredge Material In Ocean Doesn't Kill All The Fish!

By GIL ANDERSON,
Dredge Representative

Well brothers, we were told 3 or 4 years ago all the terrible things that would happen if we dumped outside in 100 fathom water. We would kill all the fish with polluted material; smother the little critters, etc.

I am happy to report that environmental quality analysts are finally proving a few things that most dredge hands and sailors have known for years, namely, that when you throw something into the ocean it attracts the sea life.

I had the pleasure recently of attending the World Dredging Conference in San Francisco and was exposed to dredging contractors from all over the world with 2 days of lecturing on the total spectrum of dredging and the environment.

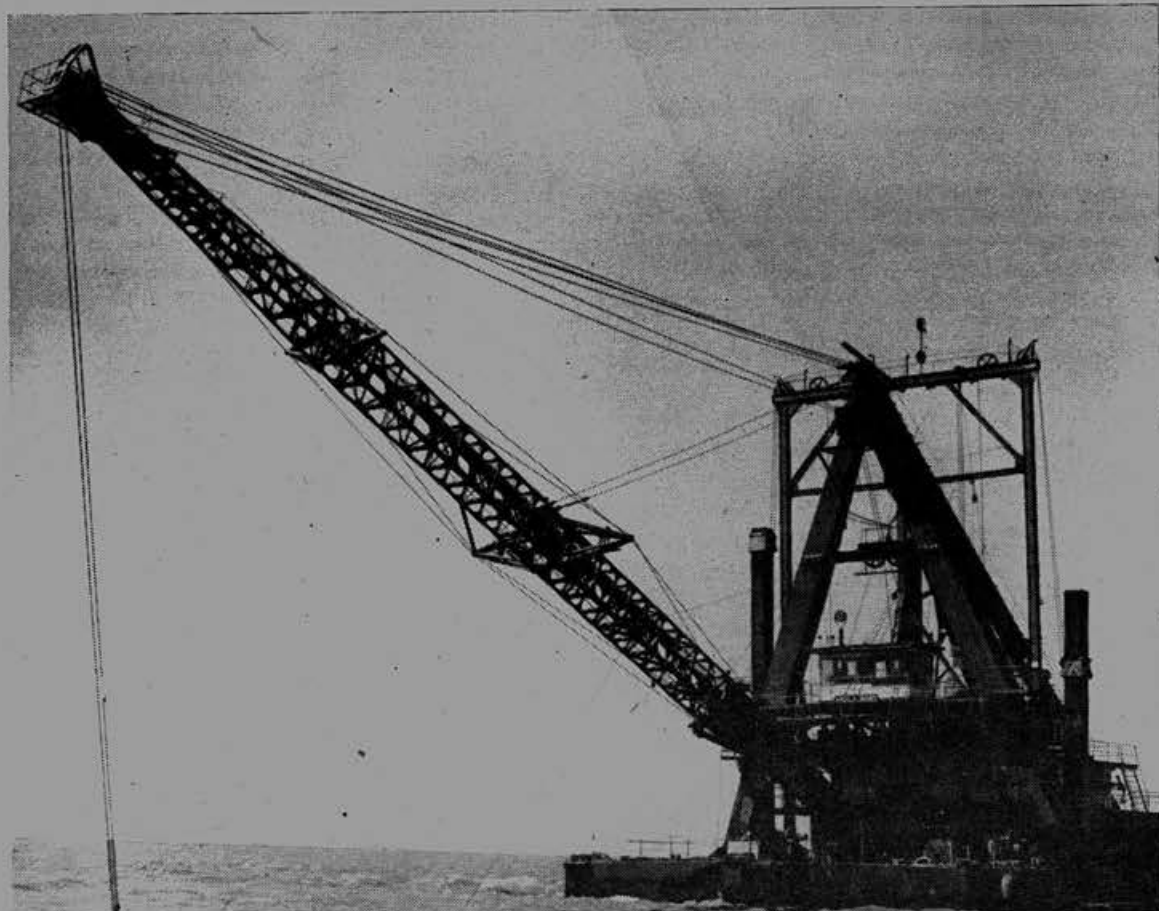
The one that stood out for me was titled "Environmental Assessment of an Ocean Dumpsite in the Strait of Georgia," by Richard A. W. Hoos of the Environmental Protection Services of Canada. Mr. Hoos did extensive tests on a dumpsite that had been used for

5 years and could find no evidence of killing anything. In fact, this Mr. Hoos went down and took color pictures of the bottom and the sealife had increased in the dump area including all the crawling critters.

Also, in the same vein, the Vicksburg Experimental Station is starting to prove its worth. The Vicksburg Experimental Station is a 5 year, \$30 million study and was set up 3½ years ago by the Corps of Engineers. Starting about 6 months to 1 year ago, they have been letting contracts with dredging contractors and then carefully monitoring every phase of the job. In talking to the Vice President of one of these companies, a Mr. Carl Hakenjos of Williams-McWilliams Co., Inc. of Metairie, Louisiana, I asked him if anything positive was coming out of these contracts and he said a definite "yes." He emphasized that it was very slow going, but felt that they were hammering out criteria that will simplify getting future jobs started.

So, there is some hope, but as I said before we still have a long

(Contd. on Page 11, Col. 1)



THIS IS ONE of several dredges owned by Dutra Dredging that is currently working on a pipe crossing at Honker Bay near

Pittsburg. The project is expected to last two months.

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

With our 200th Birthday behind us, a question comes to mind. What does the future hold? In surveying the past, I think our forefathers would be proud of their descendants.



Mike Womack

Many organizations, such as Local Union No. 3 that are deeply involved in voter education and participation are seeing an increased interest in state and federal affairs, in urban and regional planning, and countless other public concerns. In our Local Union activities, we see strong cause for hope. Local No. 3 has won their legislative credentials and this will continue, and improve. Selling snake oil is a thing of the past. Input from all of us will help to cement communications and create a master plan to help put America back to work. Proposition 15 was a good example of voter support. To suppress nuclear energy would be utter stupidity. The challenges are so wide and so great that one is baffled by the sheer magnitude of the confrontation. There are many jobs to be done in America. The first of which is to let the politicians know what you want.

Another facet of Local No. 3 is their avid interest in the safety of their members. Currently, we are working on a safety program for the Technical Engineers.

In order to initiate and maintain a Surveyor's Safety Training Program and meet the strict requirements of the OSHA Regulations, the Operating Engineers Local Union, working in conjunction with the Northern California Surveyors Joint Apprenticeship Committee, is currently producing an audio-visual training aid. This training aid will primarily deal with personal equipment, traffic warning devices, work preparation and safe work practices.

In order to furnish a safety program that would be meaningful to the Tech. Engineer, many departments of the Local Union are being utilized. The professional audio-visual technicians of the Public Relations Staff are providing the expertise to produce the presentation. The Safety Department with the vast knowledge of the complex Federal and State Laws are providing the technical advice. The equipment and skilled Tech Engineer Instructors at R.M.T.C. were utilized to stage actual working conditions. The Employer and the Tech Engineer Department contributed input to develop the script. Newness and complexity of the laws demanded that the Legal Department of the Union be utilized.

Notwithstanding all the time and energy contributed by the staff of these Local Union Departments, it also costs money. As one of the additional Tech Engineer Training Projects, the Northern California Surveyors Training Fund is financing the production from the 0.24 cent per hour contribution.

Safety is like insurance—you can't afford to be without it. A person skilled in both their occupation, with emphasis on safety is the most productive employee in the world. Ask yourself this question: "Would I hire someone that is unskilled and unsafe?"

More On Dredging

(Continued from Page 10)

way to go. For example, you the members must get off your collective duffs and do one or all of the following:

1. Come to the meetings so you are better informed.

2. Also, come to any E.P.A. or Corps of Engineers meetings that you can fit in your schedule. I called 23 hands to the recent Oakland Corps meeting and got 9, which is good but we can do better.

3. There was an incident in Half Moon Bay when they were building the Breakwater where the fishermen were going to sue the dredging company for ruining the fishing by dumping the spoils on the fish and before they could get to court they discovered that the fishing had increased tremendously at the dumpsite (they came for the food). The suit was dropped. This is the kind of ammunition we need so we can disprove the E.P.A. and Brothers, like it or not the burden of proof is on us. We are guilty till we prove ourselves innocent.

I was talking to Al Cantor of Bohemia Umpqua the other day and he said he knew of a similar incident and would forward the particulars and dates to me. We need all we can get so we can build a book on this stuff. So, anyone who knows of something similar should

contact me at the Oakland Office.

4. We are still not going to be home free till we get rid of about 90 per cent of these agencies and regulations, and the only way we can do that is to convince the politicians that we have more votes than the E.P.A. So register to vote then go and vote for someone who will help you, and it sure as hell isn't a Republican. Remember, if you don't vote someone else is talking for you.

Now for some of the jobs—we expect to be fairly busy by the end of November. The Oakland Outer Harbor is almost a sure thing, mostly because the Port Director, Ben Nutter, and an aggressive Port Commission have done their homework, including a complete, and I mean complete, E.P.A. report. It will still be over a year going through Congress and once again we the members and voters might be able to hurry this up by sitting down and writing letters to our Congressmen,

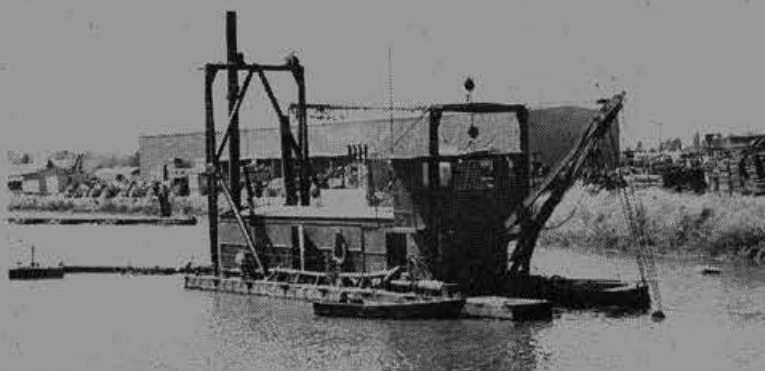
Senator, etc. Remember, the squeaky wheel gets the grease, and the more we yell and holler and scream the more chance we have of moving these jobs faster. The only thing the politicians are interested in is VOTES.

Healey Tibbets was awarded the contract at Standard Oil which should be good for 3 or 4 months.

Shellmaker is busy now with both the Vanguard and the Vagabond working.

Dutra Dredging has about 2 months on a pipe crossing at Honker Bay. Dutra Construction has a piece of this job so they are keeping all of their hands working, plus a few off the list.

So things are looking a little better and we believe this will continue. But, if you the member and any of your friends who are working stiff don't exercise your right to vote and let the Fords and Reagans back in you can depend on 4 more years of the same old garbage.



SUCTION DREDGE owned by Shellmaker clearing out a channel at Petaluma.

New Marin Jobs In The Offing

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

A cooperative project is tentatively scheduled for next year between the City of Novato and the California Department of Transportation to improve old Route 101 through downtown Novato, that stretch replaced by the Novato Freeway Bypass.

Basically the proposed project would involve reconstruction and alteration work from south of Novato Creek Bridge to south of Atherton Avenue Interchange, a 1.6 mile distance.

Provisions under the proposal include landscaping, pedestrian walkways, bikeways, bus stops, parking zones and two lanes of traffic in both north and south-bound directions.

Bids should open in late July on a cooperative project to provide improved access into Golden Gate Bridge Highway and Transportation District's Larkspur ferry terminal.

Under this contract, the existing railroad trestle will be reconstructed to accommodate two additional traffic lanes. One lane will be added in both directions to the outside of Sir Francis Drake Boulevard, a two-lane road, through the Greenbrae Interchange-Sir Francis Drake Boulevard ramp intersections.

Another contract is being administered by the City of Larkspur to widen East Sir Francis Drake Boulevard from the railroad trestle to the ferry terminal.

Once construction begins this contract should be finished within three months.

Novato and the county are once more honeymooning over Hamilton Air Force Base, but it became clear that the city is a most reluctant bride. Two council members refused to help pick a con-

sultant that is to plan a general aviation airport there. The city's position is non-aviation.

The Corte Madera Town Council has decided to take the controversial Marin Mall Shopping Center proposal to the people in November.

The council will frame a measure asking for voter opinion on the shopping center proposed by Ernest W. Hahn to be put on the November ballot. Such a vote would be an expression of opinion only and would not be binding upon the council.

Taking the matter to the voters after the most recent revision of the shopping center plan is the

latest development in the four-year struggle between the developer and some townspeople to resolve the issue.

Plans for a 90-unit single-family home development on Olive Avenue and a 146-unit townhouse development in San Marin were approved by the Novato City Council. The single-family homes are to be built by Hoffman-Albritton.

Despite protests from Simmons Lane residents that they were being "forced to pay for something we don't want," the city council voted 5-0 to proceed with the \$300,000 reconstruction of that Lane.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

Many of us have recently watched the 21st Olympic Games where records were broken right and left by some real competitors. The BEST.

In each case, the winner utilized competent instructors, developed a great deal of time and invested a large piece of himself in order to be the BEST.

The same elements are offered Local Union No. 3 Tech Engineer members for preparation to be the BEST in today's competitive job market.

Local No. 3 Tech Engineer members have not only been provided with competent instructors who are dedicated to excellence in the occupation of field and construction surveying, but also the place, the materials and the system.

During the past 12 month period, over one hundred (100) Journeymen Local Union No. 3 Tech Engineer members voluntarily, and on their own time, participated in the Training Program.

These Journeymen Tech Engineers are not vying for gold medals to place around their necks, they are after kind of gold that buys bread.

A pilot safety program has recently been developed.

As you are already aware, stringent new Federal and State Laws, rules and regulations are being implemented. Fines and even jail sentences are provided for violators. Because of the newness of the law, most employers and employees are not quite certain of exactly what is expected of them.

A series of short presentations are contemplated in order to provide information to both the employer and the employees. Each presentation will cover one general type of work normally experienced by Tech Engineers.

For a starter, a short narrated slide show has been prepared by the experienced staff of Local Union No. 3. It will cover safe practices while working in and around streets and highways.

Each person who attends a session will receive material for his own use.

In addition, Individual Employers will receive the same material including a reminder to become a part of the regular equipment in each survey vehicle.

Historically, it has been difficult to generate interest and enthusiasm for matters of safety. However, it is well to remember that these new laws were not written for the benefit of the employer. They were written in an attempt to prevent employees from being maimed and killed at their place of work.

It is well to note that the Employer Association not only passed a special resolution endorsing this safety program while realizing the cost factor involved, but is also participating fully in the project.

Your Union and Employer have prepared a presentation and are providing a forum. The success or failure of the project will depend entirely on the desire of the employee to help himself.

Experience tells us that when Tech Engineers understand what is expected of them, they will accommodate the necessary techniques and get on with the job.

We will make it as painless as possible. A short, narrated slide show, a short discussion and head for home.

This has been a goofy work season. During these normally stable work months, employers have been adding and subtracting survey crews on a continual basis. There appears to be lots of action but it is sporadic and short term for the most.

The BEST, in the eyes of the employer, seem to be doing pretty well, but the marginal worker is suffering the sporadic and short term opportunities.

The realities of the world demand that now is the time to hone the skills, sharpen the knowledge and broaden the work opportunities.

We previously reported that meetings had been held with representatives of our counterpart in Southern California concerning the training of Chiefs of Party and the impact of that as it affects the provisions of the Davis-Bacon Act.

Local No. 3 Business Manager Dale Marr, who is also an International Vice President, recently took a large packet of information to Washington, D.C., and has interested the International Union in the project. Even at this moment, pressures are being applied at the Congressional level.

Official Union Notice

Recording-Corresponding Secretary James "Red" Ivy directs the attention of all Members of Operating Engineers Local Union No. 3 to Article XII, Elections, Local Union By-Laws, as printed on pages 47 through 53 inclusive, and specifically calls attention to the following portions:

Section 3

Elections

(a) The election of Officers and

SPECIAL ELECTION NOTICE Unopposed Candidates

Pursuant to Article XII, Section 7, 1st sentence, "When any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective offices."

The Election Committee has found that the following Officer and Executive Board candidates have been duly nominated for their respective Office or Position, and by virtue of Article XII, Section 7, said candidates' names and the Office or Position they are seeking will not appear on the Official Ballot.

OFFICERS

President

Harold Huston

Vice President

Bob Mayfield

Recording-Corres. Secretary

James "Red" Ivy

Financial Secretary

Harold K. Lewis

Auditors

Dick Bell

Walter Talbot

Dennis Wright

Conductor

Ray Cooper

Guard

Mike Kraynick

DISTRICT EXECUTIVE BOARD MEMBERS

District No. 3

John R. Dorton

District No. 4

John R. Frederickson

District No. 5

Norby Flanagan

District No. 6

Robert L. (Bob) Christy

District No. 8

Jim Brown

District No. 11

Ed Jones

District No. 17

Shoichi Tamashiro

District Members of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the Membership of this Local Union under the supervision of the Election Committee and a nationally known firm of Certified Public Accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member

SPECIAL NOTICE

Only ballots received in the Post Office Box in the return envelope by 10:00 o'clock a.m., August 26, 1976 will be counted.

In a white envelope marked "OFFICIAL BALLOT" you will receive your ballot envelope, business reply envelope and ballots. Watch for the envelope. When you receive your Official Ballot envelope, open it, mark the ballots and enclose them in the ballot envelope, and follow the directions on the ballot envelope.

Under no circumstances change the address on the business reply envelope since the address is designed to prevent your ballots from being mixed up with the general mail of the Union.

DO NOT insert dues payments, letters, etc.

If you have a foreign address, you will not receive a business reply envelope, but will be required to pay the necessary postage yourself, since under present regulations it is impossible for the Local Union to arrange matters otherwise.

In the event you do not receive a ballot by August 15, 1976, or your ballot is destroyed or lost, you should contact Price Waterhouse & Co., 555 California Street, San Francisco, California. (Phone: 415/392-1032 and ask for the person in charge of the Operating Engineers Local Union No. 3 election.

OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 12

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

KAY LEISHMAN (Incumbent) ☐

LYNN BARLOW (Rubber Tired Scraper Operator) ☐

OFFICIAL BALLOT

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

BUSINESS MANAGER (Vote for One)

DALE MARR (Incumbent) ☐

JOE "CHIEF" ALMODOVA (Scraper Operator) ☐

NORRIS A. CASEY ☐

JAMES (JIM) LOGSDON (Dozer Oper.) ☐

TREASURER (Vote for One)

DON KINCHLOE (Incumbent) ☐

JOE ANSBRO (Certified Chief of Party) ☐

LAKE AUSTIN (Crane Operator) ☐

TRUSTEES (Vote for Not More Than Three)

TOM BILLS (Incumbent) ☐

KENNETH M. GREEN (Incumbent) ☐

PAT O'CONNELL (Incumbent) ☐

LOU BARNES (Blade Oper.) ☐

OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 2

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

TEE ZHEE SANDERS (Incumbent) ☐

BILL ROGERS (Crane Oper.) ☐

OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 10

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

CHARLES (CHUCK) SMITH (Incumbent) ☐

GARTH A. PATTERSON (Dragline Operator) ☐

NOTE: The Sample Ballots set out on this page are subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 1

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

RAY HELMICK (Incumbent) ☐

WILLIS BENNETT (Bladall Operator) ☐

JIM O'BRIEN (Crane Operator) ☐

OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 7

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

JOSEPH C. AMES (Incumbent) ☐

CHARLES DALE BLACKBURN (Scraper Operator) ☐

OFFICIAL BALLOT

For

Election of District Executive Board Member

District No. 9

August — 1976

In order to vote for a candidate make a cross (X) in the square (□) beside the name of your choice.

Ballot Box Closes — August 26, 1976 — 10:00 A.M.

Vote for One

BILL L. DALTON (Incumbent) ☐

B. D. MILLER (Plant Engineer) ☐

shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a Member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or Nominator of a candidate for any office or position.

(Continued on Page 13, Col. 1)

1976 OFFICIAL UNION NOTICE CONTINUED

(Continued from Page 12)

The Nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

(d) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the Nominees for Business Manager first and the Constitutional Officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for Nominees for District Member, listing the incumbent for each office or position first and the other Nominees for the same office or position in alphabetical order by their last name (the candidate's name and one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee form) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

(e) The Certified Public Accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box for the first and last time on the August 26th next following, at 10 o'clock a.m. of that day. In the event August 26th should be a Sunday or a holiday, the post office box shall be opened by the Certified Public Accountants on the following day at the same time.

The Certified Public Accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(f) The Election Committee shall declare the candidate for each office and position receiving a plurality of the votes elected, except that the three (3) candidates receiving the highest number of votes for the office of Trustee and the position of Auditor shall be declared elected. The certificate of the Certified Public Accountant shall be published in the September edition of the *Engineers News* following the election.

(g) The newly elected Officers shall be installed, at a specially called District Meeting in District No. 1, not later than September 15th.

(h) Every Member who is not suspended for nonpayment of dues as of August 11th, the date for the first mailing of ballots, shall have

the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a collective bargaining agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Eligibility to vote for District Member shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on August 1st prior to the mailing of the ballots, and each Member shall be eligible to vote only for the Nominees for District Member for the District in which such address is located.

Section 6

The Recording-Corresponding Secretary, upon request of any bona fide candidate for office, shall distribute such candidate's campaign literature, by mail or otherwise; provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such request shall be honored if made on or after 5:00 p.m., Local Time, the 5th day of August next preceding the mailing of the ballots.

tensive upgrading of the existing plant.

The contractor that submitted the low bid on the \$20 million San Mateo Sewage Plant has not set a definite date for a pre-job conference with the San Mateo Building Trades Council, so at this time we do not know what Sub-Contractors will be on the job or how many Operating Engineers will be required, it should be a very good job for Engineers however as the new plant will service San Mateo, Foster City and at least a part of Belmont.

Highway construction in the county is still an absolute zero, which is hard to understand since there are several incomplete State highway projects in San Mateo County and the Federal Government has appropriated almost \$600 million in highway funding for the State of California, also State matching funds are available, this leaves the question of why isn't the State of California requesting these Federal funds for Highway construction? I think it is high time that all of us sat down and wrote to our State Senator and Assemblyman and asked this very question.

Subdivision work in the county is still very slow, the one exception being the Foster City area where Centex has several new projects started as well as some canal work. These are new projects which require site prepara-

tion, underground facilities, street paving and curb and gutter work as well as landscaping, all of which require Operating Engineers, so Foster City area is keeping many Engineers busy.

Peter Kiewit has started driving piling for a new Foster City Condominium Project in the area of Foster City called "The Islands."

Piombo Construction has started the site preparation work for the new shopping center in Foster City. This project will keep quite a few of the Brothers busy for some time to come. This project is being done for the City of Foster City so naturally the City Council is anxious to get the site prepared and some buildings up and occupied so that tax dollars will start coming in to the City Treasury, so I look forward to work for Operating Engineers in this area for quite some time.

The overpass that will link Marineros Island and Foster City will start as soon as the job is awarded, there is some question as to who actually was the low bidder on this job, so we will just have to wait until this problem is resolved to find out who the contractor is on this \$2,444,000 job.

More than half of the women 18 to 64 years of age were in the labor force in 1974, according to the U.S. Department of Labor's 1975 Handbook on Women Workers.

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.

Allison, Donald P. (Phyllis Jean, Wife)	7- 5-76
15 Alhambra Ct., Antioch, Calif.	
Bechtold, August (Maggie, Wife)	7-14-76
2227 Yosemite Dr., Lodi, Calif.	
Board, Noah (Jean Waller, Daughter)	6-11-76
2549 N. Beecher Rd., Stockton, Calif.	
Brereton, George (Alvera, Wife)	7- 5-76
1901 - 2nd Ave., Walnut Creek, Calif.	
Chown, Wesley (Rachel, Wife)	6-25-76
600 Renfrew Rd., El Sobrante, Calif.	
Conyers, Guy (Katherina, Wife)	7-4-76
12095 S. Hills Dr., Reno, Nevada	
Dickey, Sherman (Bessie, Wife)	7- 8-76
1108 Mae St., Turlock, Calif.	
Dupler, C. W. (Donna, Wife)	6-23-76
3157 Benham, Placerville, Calif.	
Faria, A. F. Jr. (Lorraine, Wife)	6-25-76
1644 Russ Ave., San Leandro, Calif.	
Gentry, John (Myrna Goss, Daughter)	7-10-76
P.O. Box 596, Pinedale, Calif.	
Florey, Paul (Erma, Wife)	7-13-76
Box 404, Clearlake Park, Calif.	
Hardin, Grover (Violet, Wife)	7-10-76
Rt. 3, Eufaula, Alabama	
Haynes, Glen K. (Lavelle, Wife)	6-12-76
3649 Hawkeye, Granger, Utah	
Huntington, W. W. (Amanda, Wife)	7-14-76
17250 W. Whitbridge, Kerman, Calif.	
John, Carl (Carol Lee Hallowell, Daughter)	6-14-76
119 E. Lindsay, Stockton, Calif.	
Johnson, Ray (Sharon, Wife)	6-18-76
5712 Chipping Way, Citrus Hgts., Calif.	
Johnson, Raymond (Sadie, Wife)	6-29-76
2322 Lariat Ln., Walnut Creek, Calif.	
Jordan, H. C. (Frances, Wife)	6-12-76
481 Twin View Blvd., Redding, Calif.	
Keeler, Jerald (Bertha, Wife)	6-27-76
5529 Harrison St., No. Highlands, Calif.	
Lange, Al C. (Georgia, Wife)	6-19-76
N. Blmfield, Box 615, Nevada City, Calif.	
McDougall, Hazard (Eunice, Wife)	6- 7-76
41-757 Kumuhau St., Waimanalo, Hawaii	
McNeil, Charles (Berdalia, Sister)	7-11-76
1167 Bush St., San Francisco, Calif.	
Meritt, Charles (Wanda, Wife)	7- 8-76
P.O. Box 8145, Manteca, Calif.	
Parsons, Albert (Edith, Wife)	6-20-76
3535 McLain Rd., Loomis, Calif.	
Perman, Henry (Ruth, Wife)	11- 1-75
P.O. Box 262, Battle Mtn., Nevada	
Preloran, Sammy (Jewell, Wife)	6-16-76
702 E. 9th, W. Frankfort, Ill.	
Silva, Louis (Albert Silva)	3-17-76
56 Quincy Place, Oroville, Calif.	
Stidham, Solon (Jackie, Wife)	6- 8-76
7227 23rd Ave., Lemoore, Calif.	
Van Dorn, John (Frances, Wife)	7-17-76
8618 Whittier Blvd., Pico Rivera, Calif.	
Wilcox, Charles H. (Frank, Brother)	6-26-76
11300 Speaker Rd., Kansas City, Kansas	
Williams, James A. (Lucille, Wife)	7- 7-76
3840 Sharon, Modesto, Calif.	

DECEASED DEPENDENTS

Boune, Linda—Deceased: May 15, 1976
Deceased wife of Richard Boune
Bowman, Jennifer—Deceased July 12, 1976
Deceased wife of Ralph Bowman
Brown, Ruth—Deceased July 12, 1976
Deceased wife of Walter R. Brown
Galloway, Emily Adeline—Deceased June 23, 1976
Deceased wife of Robert Calloway
Ehrhorn, Alice L.—Deceased April 30, 1976
Deceased wife of Phillip Ehrhorn
Huston, Lynda Kristine—Deceased May 21, 1976
Deceased daughter of Harold Huston

UTAH MASTER AGREEMENT

(Continued from Page 8)

Section 12.00.00 — FRINGE BENEFITS

(a) Fringe Benefits shall be increased in the following amounts and shall be effective on the dates set forth hereunder.

12.02.00	Health and Welfare and Sick Benefits
	\$.75 per hour—Effective 7-1-76
	\$.90 per hour—Effective 7-1-77
12.03.00	Pensioned Health and Welfare
	\$.115 per hour—Effective 11-1-76
	\$.155 per hour—Effective 10-1-77
12.04.00	Pensions
	\$1.50 per hour—Effective 11-1-76
	\$1.55 per hour—Effective 10-1-77
12.05.00	Affirmative Action
	\$.14 per hour—Effective 11-1-76
12.06.00	Vacation and Holiday Pay Plan
	\$.85 per hour—Effective 11-1-76
	\$.95 per hour—Effective 10-1-77

Work Improving In San Mateo

By DICK BELL,
District Representative,
HARVEY PAHEL,
Business Representative,
San Mateo

The work picture in the San Mateo Area has improved somewhat in the last month although it is still below normal for this time of year.

Work at San Francisco Airport has increased somewhat over last work season with the new parking garage. The Airports Commission awarded a contract for \$50 million, believed to be one of the largest single construction contracts ever given by the city, to a Los Angeles firm to complete a five-level garage addition at San Francisco International Airport.

The contract was given to Robert E. McKee Inc., builder of among other projects, the Marin Civic Center, Laney College in Oakland and the Veterans Administration Hospital in Menlo Park.

Swinerton and Walberg Co. have just started their new Jet Fuel pipeline job at the Airport, this pipeline will go beneath some of the taxiways and runways and will have about six Operating Engineers when the jobs hits its peak of production, and will wind up sometime next year.

Homer Olsen Co., making progress on the Daly City Sewage Treatment Plant, this job will last for some time as it consists of ex-

With Safety In Mind

Local 3 Hosts Research Team To Study Equipment Vibration

By JERRY MARTIN, Director of Safety

Looking at our medical records, looking at our health and welfare claims, our International death records and talking to the guys in the operator's seat tells us that the big unanswered questions in occupational health and safety are the effects of vibration and noise over the working life of an operating engineer.



Jerry Martin

We've long suspected that excessive decibels of noise from heavy equipment is a culprit in hearing loss among operating engineers and we just don't know what effect vibration has over a long time. We need to know, though, and that's why we recently hosted a team of researchers from the National Institute of Occupational Health and Safety (NIOSH) to conduct the first long-term study on vibration and sound on heavy equipment at Rancho Murieta.

I first met Don Wasserman at a safety conference in Chicago. Wasserman was a guest speaker and talked about his plans for this vibration study. He was having trouble finding a site with many different pieces of equipment and operators. It was nearly impossible for a single contractor to provide the diverse situations Don needed to test, so after the meeting we talked about Rancho Murieta as the possible experimentation site. A few weeks later he visited Rancho Murieta and we firmed up the plans when he found it suitable.

A Dodge power wagon ambulance was rebuilt to serve as a mobile laboratory and housed \$150,000 worth of electronic recording instrumentation. Tiny sensors were attached to three operators, Les Metz, Jim Brock and Ed Cavelli who participated in the experiment. The sensors relayed 14 channels of vibration measurement on head, chest, lower back area, kidneys and legs. One sensor was located at the exposed tip of a "bite bar" that the operators held in their mouth between their side teeth. Three channels of vibration measurements were taken from sensors in the seat of the equipment and two channels relayed data on muscle fatigue in the postural muscles of the neck and back. Each operator had a continuous EKG while they were on the equipment and a microphone recorded noise levels. A television camera recorded the ride the operator was experiencing.

All these measurements will make it possible to duplicate this exact situation in a laboratory so that the effect of vibration and noise can be tested further on humans and accelerated exposure levels can be given to rhesus monkeys to determine the effect of long-term whole body vibration.

If this and other studies do confirm serious cause and effect relationships between different types of vibrations and operator illnesses, we'll have the solid scientific evidence to present before OSHA hearings for standards on safety designs and procedures for manufacturers, employers and operators of heavy equipment.

A part of our work in the field of safety is to eliminate hazards that face us today. Equally important is keeping our eyes on the road ahead; discovering elements in our working environment which we don't even know at this time are harmful and then eliminate them, too. An operator should exchange his labor for his paycheck—not his life—and experimentation like this will move us another step toward providing the best and safest possible occupational environment for Operating Engineers.

By JAY VICTOR,

Assistant District Representative

The employment in Tuolumne County has picked up since the last writing. There have been three major projects let. They are as follows: relocation of Hwy. 108 six miles above Groveland, L. D. Folsom, out of Coalinga, was the low bidder. This was reported in last month's *Engineers News*, however, there are 24 operating engineers working on this project now. It is a good dirt job and should be a good season's work for the brother engineers. L. P. Jones is building the bridge structure on this project. They are using two brother engineers on truck cranes to get forms set and hang rebar. Brother Sutton has been busy putting parking lot in for the City of Groveland. Gantz Const. out of the Fresno area has won the bid for the pipe and water treatment plant in the Groveland area but they are having trouble getting the job awarded because of the assessment on hookups to property owners.

C.F.B. Const. out of Sacramento has won the bid for the pipe job at Pinecrest. They have schedule A-B which is just over \$1.1 million. This job should be awarded some time in the next few days.

We will have a pre-job sometime next week. We won't know how many brothers we will have until after the pre-job. George Reed Co. of Sonora has had several small jobs in the county. They had a crew working in the Beardsley area crushing rock and putting it down on some of the forest serv-

ice roads. Sierra Paving out of Sparks, Nevada has some realignment and paving in the same area.

E. Piestoni has a contract in the Pinecrest area also. C. W. Roen and Lee White Paving will be working as subcontractors for this Company.

Twain Harte Plumbing is finishing up the pipe job in Twain Harte. They have cut back on their crews. George Reed Company has had a heavy cut back on their crew in the last few days. This cut has been necessary because the company has not been able to obtain any new contracts,



Jerry Martin points out Ed Cavelli's "bite bar" which he keeps in his mouth like a cigarette. The vibration sensor is at the exposed end.



Inside the N.I.O.S.H. instrumentation van, senior technician Tom Doyle monitors equipment and logs his observations for further study.

Keene Gets Support

(Continued from Page 8)

lion workers entering the labor force in California each year."

Yet, said Keene, "It's embarrassing for me, as a state legislator representing state government, to tell you that your government—while promising to fight unemployment—has been making a strong effort to enact the kind of coastal legislation that may make it harder to find jobs."

Keene pointed out some of the faults of the current proposed legislation—a strong central commission that overrides local feelings, a prolonged time for processing building permits, and a duplication of reports and labor that would cause a "burdensome added layer of government bureaucracy and red tape."

Pointing to the bill he has submitted, Keene said, "My legislation was drafted on the basis that there are areas both sides can agree upon, and compromises that both sides can and must make on

the most serious differences."

"My bill," Keene said, "would require local government and a statewide commission to cooperate—in a partnership—and work together on coastline issues."

Other points covered in Keene's bill are:

—the creation of a state agency with ample but limited powers, which utilizes existing government functions.

—creation of a coastal zone limit of 1,000 yards, instead of the present limit of up to nearly five miles.

—strict control of so called "sensitive" areas, but more liberal standards on the rest of the coastline, which the present bills do not give.

"Fortunately, there is a middle ground," Keene said. "We can have coastline protection with orderly growth and jobs. We can have a beautiful, scenic coast with abundant recreational facilities."

Rock, Sand & Gravel

(Continued from Page 6)

For maintenance or repairs, the Individual Employer will endeavor to distribute equally the overtime work to be performed on Saturdays, Sunday and holidays among the Repairmen at that plant.

As the Chairman of the negotiating committee for both of these agreements, I believe that the members working under these contracts got a very good deal. I would like to thank the other members of the committee for their hard work and long hours in obtaining contracts that Operating Engineers can be proud of. Special thanks should go to Clem Hoover, District Representative in Sacramento, Mike Kraynick, District Representative in San Jose, Bob Skidgel, District Representative in Oakland and Ralph Wilson, District Representative in San Francisco.

however, they are doing everything they can to keep their old hands working. This tells us that contractors from other areas are bidding and winning contracts in Tuolumne County. The out of area contractors however bring a good portion of their crews with them. Although we have dispatched quite a few brother engineers to the Motherlode area.

Moving down towards the valley we have Madonna Const. finishing up the highway job in the western part of the county. This has been a good job for quite a few brother engineers for two seasons.

The number of projects in Stanislaus County has also picked up since the last writing. The local contractors have been fairly busy working throughout the county. Flintkote is about to finish up their dirt project in Oakdale for the shopping center that is being built there. George Reed Co. of Modesto has also had some work in the Oakdale area. P.M.I. has finished their tank job at Hunts Foods. There is still some mechanical work to be done at this location. Western Pipeline and the Flintkote Co. have been busy on the Beard Project in Modesto. The Hahn Shopping Center is progressing.

(Continued on Page 15, Col. 3)

Three Big Projects Let Near Modesto



Highway 108 relocation near Groveland increases work load.

Personal Notes

OAKLAND

Our deepest sympathy is extended to the family and many friends of Brother Donald R. Allison. Don was well known and very well liked throughout the area. Don was with Antioch Paving in Antioch working with his father and brother running the business. Don will be sorely missed.

Our deepest sympathy to the family and friends of Brother Raymond Johnson. Brother Johnson was a member of Local No. 3 for many years. Raymond had been sick for several months. He worked around the area for many years and will be missed by all.

REDDING

Our deepest sympathy is extended to the family and many friends of Brother Humphrey Craig Jordan. Brother Jordan worked in and around Redding for many years prior to his retirement. At the time of his death he lived in Redding.

Brother William Barstow worked and lived in Marysville—working mostly out of the Marysville hall. At the time of his death he was living with his son, William Barstow Jr., in Redding.

EUREKA

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

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

STOCKTON

The following brothers were either hospitalized or under a doctor's care since our last report: Robert Mendoza, Fred Herbert, Henry McBride and Albert McNamara. A speedy recovery is wished for all.

Our deepest sympathies are extended to the families and friends of departed Brothers James Williams, Charles Meritt, August Bechtold and Harry McKown.

VALLEJO

Brother Jim Votaw, suffering from heart trouble, has relocated to his home state of Texas. We wish you a speedy recovery Jim, and hope to see you back on your Oiler's job soon.

Congratulations are in order to Brother Rick Bickford and his wife on the recent arrival of their new baby daughter; also, Brother Alan Tapps and his wife have their first baby daughter home now, both mothers and babies doing well.

Brother Joe Passanado is recovering from a recent heart attack in the Fairfield Community Hospital, and from all reports is doing well. All of your co-workers hope to see you back on the job soon Joe.

After a recent major surgery Brother Calvin Cowan is up and around and looking well. He has asked that his thanks be extended to the Oakland Dispatch office on their prompt donation of blood in his behalf that was so urgently needed by him.

We would like to extend our deepest sympathy to Brother Frank Emmington, to his family and friends on the loss of his wife, Beatrice. Brother Carlos Roxburg is home from the hospital after another minor heart attack. Like you have been told Carlos, you must take life easy now that you are retired, but glad you are doing well.

SACRAMENTO

Our deepest sympathies are extended to the families and friends of deceased members Ray Johnson, Albert Parsons, Al Lange, Carl John, C. W. Dupler, and Jerald Keeler.

Our deepest sympathies are extended to Brother Walter Brown and family on the loss of his wife, Ruth.

A speedy recovery is wished for Chris E. Whitworth who has recently been hospitalized.

SAN RAFAEL

In observance of our Nation's Bicentennial Celebration, Shamrock Material has decorated four of their ready-mix trucks with red, white and blue colors. Shamrock, with a history of community dedication, hopes to express its great pride in the achievements of our Country through this visual display.

Best wishes for a speedy recovery to the following members who have been hospitalized: Brothers Bob Grant, Geo. Demick.

Congratulations to Brother Greg Ghilotti and his wife on the birth of their baby girl on May 21st.

Also to Brother Barry Cooper and his wife on their "Bicentennial" baby boy born on the 4th of July—home delivery, weighing in at 8 lbs., 3/4 oz.

Brother Sandy Slack and his wife have a new baby boy born on June 9th. Congratulations to both.

SANTA ROSA

We wish to extend our condolences to Hugh Burton and Mike Cari who both lost a son recently, and to Ralph Bowman on the loss of his wife, Jennifer. We also regret having to report the death of a long time retired Brother, Paul Florey. Our deepest sympathy to his family and friends.

Brother Russ Strickland, Job Steward at Basalt Rock in Healdsburg, was stricken, while working, with a heart problem. At this writing he is in Healdsburg General Hospital and we sincerely hope he is well on the road to recovery by the time you read this. Our best wishes, Russ.

At its meeting on the 10th the Executive Board approved Honorary Memberships for the following Retirees:

Name	Reg. No.	Initiated by	Local
Elbert Evans	294559	12/40	3
John M. Gaffney	310721	7/41	3C
William Tucci	309688	6/41	3
Richard Zimmerman	313308	7/41	3

SWAP SHOP CORNER: Free Want Ads for Engineers

WANTED: MOTOR HOME or Camper van in trade for 10 acres w/ 10'x50' mobile home. Good well, fenced & cleared, fruit trees, garden, no equity on vehicle trade. R. Pounds, P. O. Box 246, Garden Valley, CA 95633. Reg. No. 0367253. 6-1.

FOR SALE: 17' SILVERLINE DOLPHIN OPEN 17 SAILBOAT, 22' anodized aluminum mast, 163 sq. ft. 575 lbs. Dacron sails. Brand new. Ph. 415/757-5914 after 5 p.m. Reg. No. 1637625. 6-1.

FOR SALE: 3 TRANSFERS (slam bangs): '66 Mac Cummings 335, \$9,500. '66 K.W. Detroit 318, \$15,500. '65 Peterbilt Cummings 335, \$17,000. B. Kinney, Rt. 1, Box 438-T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 0879591. 6-1.

FOR SALE: CHOICE PLOTS, spaces 1 & 2 Lot 12, Section C Lakeview Sky Lawn Memorial Cemetery Call collect 209/239-9497. Register No. 0649453. 6-1.

FOR SALE: GARWOOD DUMP BOX & HOIST 8-10 yards size \$350. Cummins crankshaft, elec. motors 1/2 and 1/4 h.p. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 6-1.

FOR SALE: 1976 F-350 RANGER FORD SERVICE TRUCK complete w/utility box, air compressor, 225 amp. Lincoln welder, vise, bench grinder, and a 150 model Malsbury steam cleaner. H. Kerr, 1704 Greer Ave., Concord, CA 94521. Ph. 415/689-7734. Reg. No. 1229564. 6-1.

FOR SALE: 1953 FORD F 800, 3 axle 10 yd. dump truck, dual dr. Late model 391 cu. in. eng. 5 spd. main, 4 spd. Brownie, telescopic lift hoist. New brakes, 10.00 x 20 tires. Bud wheels. Hvy. duty axle, power steering. VG cond. H. Sand, 8669 E. Sedan Ave., Manteca, CA 95336. Ph. 209/239-2242. Reg. No. 1101983. 7-1.

FOR SALE: LIKE NEW LINCOLN 300/300 AMP 220/440V SHOP WELDER, cable & leads complete. McCulloch chain saw. H.D. 24x32 in. bar. Case 580 B Backhoe 300 hrs. 9 ton trailer, 4 yd. dump truck. D. Barnard, P.O. Box 1447, Mt. View, CA. Ph. 415/961-2909 after 5:30 PM. Reg. No. 0557446. 7-1.

FOR SALE: CASE DIESEL UNILoader w/4 & 1 Bucket w/fork attachment. Case 580 Swing Crane w/Tac-Boom 12-20 ft. Grt for any crane wrk. Diesel, w/3 point hitch backhoe hook up & loader. D. Barnard, P.O. Box 1447, Mt. View, CA. Ph. 415/961-2909 after 5:30 PM. Reg. No. 0557446. 7-1.

FOR SALE: 2 MOBILE HOMES on 1/2 acre in city limits. Landscaped, fenced, sprinklers, garage, shed, sun porch, \$23,500. \$7,000 down. E. Stevens, 2280 Poole Way, Carson City, Nev. Ph. 702/883-6303. Reg. No. 1212581. 7-1.

FOR SALE: WHITE FIBERGLASS GEM TOP for '71 El Camino pickup, like new. \$125.00. R. Anderson, P.O. Box 1333, Palo Alto, CA 94302. Ph. 408/733-9067. Reg. No. 0845493. 7-1.

FOR SALE: SF BASED TOWING SERVICE. Hvy duty truck & bus, & auto towing. Contract for SF Tow-Away. 3 hvy duty trucks, 8 small trucks. All 2-way radio equipped. Gross business over \$200,000/yr. Owner retiring due to illness. \$150,000 or offer. Terms available. J. Elkin, 69 Keystone Way, San Francisco, CA 94124. Ph. 415/333-9278. Reg. No. 250258. 7-1.

FOR SALE: 1974 CHEV C-60-2 TON TRUCK w/14 ft. steel flat bed w/ double boom-triple stage hoist, trailer hitch & vacuum brake set up. 12 ton miller tilt bed trailer new in '75. M/F-30 const tractor w/frnt end loader & Ganon scraper w/hydraulic rippers. 81" hvy duty roto tiller power take off. \$25,000 firm. J. Haslouer, 12964 E. Tokay Colony Rd., Lodi, CA 95240. Ph. 209/931-0781. Reg. No. 0921408. 7-1.

FOR SALE: 1 REG. APPALOOSA GELDING 9 yr. old. \$750. Will make gd. competitive trail horse. J. Sudori, 1839 Circle Dr., Eureka, CA 95501. Ph. 707/443-2523. Reg. No. 1431724. 7-1.

FOR SALE: 1973 EL DORADO 5th wheel 33ft fully self-cont., converter for lights, like new. \$8,000. O. Parker,

P.O. Box 374, Benicia, CA 94510. Ph. 707/745-5986. Reg. No. 1142822. 7-1.

WANTED: U.S. & FOREIGN COINS & world paper currency. G. Lambert, P.O. Box 21427, San Jose, CA 95151. Ph. 408/226-0729. Reg. No. 1225584. 7-1.

FOR SALE: GRADALL 600 USED PARTS: swing & boom cylinder complete, valve bank, turntable rollers, oil tank & 4' bucket. Tanks-used metal gasoline 2,000-10,000 capacity. G. Blair, 6111 Panama Ave., Richmond, CA 94804. Ph. 415/325-2165. Reg. No. 0291501. 7-1.

FOR SALE: SO. LAKE TAHOE HOME, 4 bdrm., 2 ba., 2 story, built-ins, w/w cpl., nat. gas, carport, nr. hi-shl., shopping, fix to suit. \$31,800. Negotiable, will consider sm. van or house in San Jose. F. Etchison, P.O. Box 9148, So. Lake Tahoe, CA 95703. Ph. 702/882-8219 or 883-1902. Reg. No. 1181919. 7-1.

FOR SALE: BAR & RESTAURANT. Hwy No. 49 nr. Angels Camp, CA. Lrg. din. rm & kit, nice bar rm. w/ fp, well equipped, living quarters, sm office & lrg separate rm., view sm. lake, grt potential, bargain. F. Etchison, P.O. Box 9148, So. Lake Tahoe, CA 95703. Ph. 702/882-8219 or 883-1902. Reg. No. 1181919. 7-1.

FOR SALE: TOOLS: open end-box end —1-5/16", 1-7/16", 1 1/2", 1 3/4", 2" snap-on, 15/16"-2", some deep sockets. 1/2" ratchets, sockets, cat bars, chisels, hammers, etc., pipe wrenches 18". P. Campbell, Ph. 415/686-2147. Reg. No. 0484671. 7-1.

FOR SALE: 7+ ACRES. Lake Co. 600 ft. frwy frontage + 600 ft. Co. hwy, unimproved, fenced, power on prop. Zoned-MH 1-HA 1. Can be split. \$11,750 or offer. Will carry 2nd. M. Waugh, 1147 Santa Catalina Wy, Santa Rosa, CA 95404. Ph. 707/527-9033. Reg. No. 0702414. 7-1.

FOR SALE: DRY CLEANING ESTABLISHMENT—Complete shop equipment. Sell, cash, terms, swap. Low price—\$3500. List available. Swap for pick-up, trailer house, mobile home, 24" Diamond Rock saw. A. Paulazzo, RFD 2, Box 171, Yreka, CA 96097. Ph. 916/842-3689. Reg. No. 0603448. 7-1.

FOR SALE: 2 PARCELS. Christmas Valley, Ore. Sell, cash or terms at county assessed valuation. 5 acres \$1,130; 80x160 lot \$1,590 or trade for house trailer, boat, motorcycle, scuba air compressor well drill water truck, lapidary equip. A. Paulazzo RFD 2, Box 171, Yreka, CA 96097. Ph. 916/842-3689. Reg. No. 0603448. 7-1.

FOR SALE: RETIREMENT CONDO. 1 bdrm., drapes & rugs. Sun City, Arizona. \$22,500. Have \$7,000 equity. Will trade for land or mobile home. G. French, P.O. Box 7, Nevada City, CA 95959. Ph. 916/273-4238. Reg. No. 0269256. 7-1.

FOR SALE: 1959 INTERN. 220 TRUCK TRAC w/549 C/I Eng. w/new H.D. clutch, etc. \$3,750. Lock up Utility Trailer for tools, spare parts, etc., \$495. 2 90 lb. Pavement Breakers, \$250 ea. 1 Air Tamper \$150. LeRoI Air Compressor \$1,295. N. Sardo, Ph. 707/642-2362. Reg. No. 1036021. 7-1.

FOR SALE: REBUILT TD24 ROLLERS. \$80 ea.; 1 1955 Cad. eng. complete w/ starter, gen., compressor, trans. Exc. \$150. L. Goltz, 3624 Haven Ave, Redwood City, CA 94063. Ph. 415/369-3453. Reg. No. 0698364. 7-1.

FOR SALE: 5 OR 10 ACRE PARCELS 30 ml. east of Fresno. Owner will finance & will take late model Travel Trailer, S.C. as down payment or part down. P. Tessa, 504 Doyle Rd., San Jose, CA 95129. Ph. 408/252-0540. Reg. No. 0538760. 7-1.

FOR SALE: 14 A CAT & DOZER No. 25 double drum on back. No. 30 low profile unit on front, motor overhauled, \$15,000. Woolridge carryall 28-30 yds. \$1,500. Le Tourneau Carryall 15-18 yds. \$1,300. J. Bassi, P.O. Box 732, Placerville, CA 95667. Ph. 916/622-0723. Reg. No. 0346961. 7-1.

FOR SALE: 1955 K.W. 3 axle dual dr. 262 Cummings/20 ton-26 ft. tilt bed trailer. \$9,500. D. Venturini, 1717

Lake St., San Mateo, CA 94403. Ph. 415/349-3979. Reg. No. 1506929. 7-1.

FOR SALE: COLLECTORS ANTIQUE DUMP-STICKS 1948 KB 7 Int'l. original miles under 40,000. \$1500 ea. D. Venturini, 1717 Lake St., San Mateo, CA 94403. Ph. 415/349-3979. Reg. No. 1506929. 7-1.

FOR SALE: LOT AT INCLINE VILLAGE, TAHOE. All utilities underground, almost level, trees. D. Barnard, P.O. Box 1447, Mt. View, CA 94041. Ph. 415/961-2909 after 6 weeks. Ph. 0557446. 7-1.

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

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

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

FOR SALE: HEATHKIT GW14A CB TRANSCEIVER w/ antennas base power supply & extras base or mobile, \$150.00. N. Weaver, 6665 Singletree, Pleasanton, CA 94566. Ph. 415/846-7019. Reg. No. 1651958. 8-1.

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

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

FOR SALE: 1974 STATION WAGON. Excellent condition, radio and heater, new tires, luggage rack. \$2500, call after 5:00 p.m. 415/682-4895. Reg. No. 0531652.

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

RULES FOR SUBMITTING ADS

● Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or sidelines.

● PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

● Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

● Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

● Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

● Address all ads to: Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, California 94103. Be sure to include your register number. No ad will be published without this information.

Prop. 1 To Ease Housing Slump

(Continued from Page 8)

trated.

This condition has caused a high unemployment rate in the building trades—between 20 and 40 per cent—a situation construction tradesmen have been well aware of, and a situation which ironically makes it even more difficult for them to get into homes of their own.

Yet there is a demand for housing, which would alleviate much of the unemployment in the building trades, if that demand were only being met.

"It has been estimated that in the next five years, more than one million housing units will need to be built in California to accommodate new households and to replace housing units removed through normal attrition of housing stock," Younger said. "Thus far we are not keeping up with the demand. For example, the

housing starts in 1974 were less than 60 per cent of the projected need."

Responding to the pressure given in part by Local 3 and Local 12 business managers Dale Marr and Richard Corbit, and Building Trades president James Lee, the California Housing and Finance Agency was created with the intent of the state becoming committed to promoting and financing low and moderate income housing.

The Agency is to attempt to make mortgage financing available in areas that private lenders have been unwilling to commit themselves to.

The Agency would make this possible by providing funds which would assist both developers and home buyers in securing low cost financing.

The problem at this point is getting the necessary funds. A bond

issue is currently on the upcoming November ballot, labeled Proposition 1, which will provide \$500 million dollars to be used in the programs of the Housing and Finance Agency.

The important thing about this money, said Younger, is that "there should be no cost to the taxpayer, since the bonds are to be repaid by the borrowers," that is the buyers and developers of low and moderate housing.

"Passage of Proposition 1 will not just benefit low and moderate income Californians who will now be able to purchase a home, but will benefit all Californians," he emphasized. "The hoped for result is that in addition to providing new housing, thousands of new jobs will be created and maintained in many industries and millions of dollars of new purchasing power will be developed. . ."

DISTRICT & SUB-DISTRICT MEETINGS

AUGUST

4 San Francisco, Wed., 8 p.m.
 5 Oakland, Thurs., 8 p.m.
 10 Stockton, Tues., 8 p.m.
 17 Fresno, Tues., 8 p.m.
 24 Sacramento, Tues., 8 p.m.

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

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

Hilo, Kapiolani School, 966 Kilauea Ave.

San Jose, Labor Temple, 2102 Almaden Rd.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, 23rd & Valdez.

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

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

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

Salt Lake City, 1958 W. No. Temple.

Reno, Musicians Hall, 124 W. Taylor Street.

Marysville, Elks Hall, 920-D Street.

Watsonville, Veterans Memorial Bldg., 215 Third.

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

Provo, Carpenters Hall, 600 South, 600 East.

Ogden, Ramada Inn, 2433 Adams Ave.

New Univac Computer System To Save On Time; Reduce Costs

By T. J. "TOM" STAPLETON, Special Representative

Operating Engineers Local Union No. 3 currently has in operation a new computer system, the Univac 90/30, which will provide the Local and the membership, long term as well as immediate benefits. These will touch numerous aspects of the day-to-day operation and ultimately will be measured by dollar savings in many areas, including reductions in inter-office telephone calls, a decrease in personnel workloads and the elimination of many computer reports, all of which will reflect improved service to the member.

An illustration of that service can best be shown by comparing what was required with what can and is being accomplished through the use of new technological advances available within the new system. Information relating to membership, contracts, applications, employers who are delinquent in the payment of fringe benefits, etc. were not immediately available at district or sub-district offices and resulted in unavoidable and costly delays when responding to membership requests. These hindrances were the result of information having to be extracted from a variety of computer printouts in the main office.

All current files are now stored in the computer and are accessible for direct inquiry by means of display terminals located in district and sub-district offices. A display terminal is equipment used to request and receive information from the computer based in the main office and is known also as a C.R.T. (cathode ray tube.) This terminal consists of a typewriter-like keyboard and a small T.V. type tube which receives and displays information requested from the computer. Membership information, etc., since 1964, is available simply by typing on the display terminal keyboard either a social security number or name. In a matter of seconds, all information pertinent to that name or number will be displayed on the screen of the display terminal. In effect, this summarizes all the information in one location which was previously separated in various computer printouts in the main office.

By approximately the first of

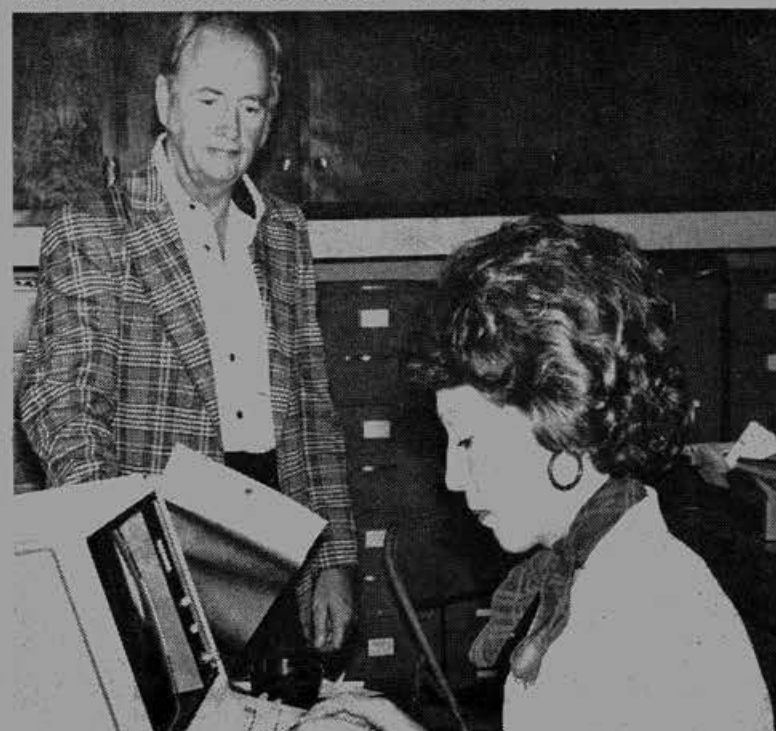
September, the out-of-work and dispatch systems will be digested within the computer. Presently, the out-of-work and dispatch lists are printed on a bi-weekly basis and because of constant registrations and dispatches, are outdated by the time the printouts arrive in the job placement centers. The Univac IMS/90 assisted

• Automatic and immediate deletion of name from all lists upon dispatching.

• Automatic substantiation of an employer's current contract position and status of fringe benefit payments prior to dispatching.

• Instantaneous history for dispatching under regulations governing five and ten year letter requests.

Additionally, in the very near future, a record of hours worked for Individual Employers, pension credits and health and welfare eligibility for each member will be absorbed into the system and will be instantly and inexpensively available.



TOM STAPLETON and Gloria Hart are shown with a terminal on the new Univac 90/30 system in the main district office's Files Department. The present system has the growth capabilities to facilitate Local 3's informational needs for at least the next 10 years.

out-of-work and dispatch system will accomplish the following:

- For each registered job classification, immediate appearance of registrant's name in the proper sequence on the out-of-work lists.
- Verification that registrant is not improperly registered in more than one job placement center.
- Confirmation of hiring status.
- Elimination of files currently maintained on a manual basis.

In review, the new system has the power and growth capabilities to implement the informational requirements of Operating Engineers Local No. 3 and its members for at least the next ten years and will manifest itself in a higher quality of immediate and less costly service to the individual member and his union. This is another important leadership investment in all our futures and the futures of our families.

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Modesto Employment Picture Improves

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sing very rapidly. There have been 8-10 different companies and will continue to be working on this project at one time. There will be quite a few more coming in as one company finishes up their portion of the work. We have had several crane companies at this location, also one local crane company has been there several times. The Kasler project is still slow because of the time it has taken to build the overpass. This job should be completed some time this year.

The new projects that have come up are 26 Mile Road in Oakdale, Flintkote Company was low bidder on the job. Also, the Crows Landing Road job in the Modesto area. Brown Const. out of Fresno area was low bidder on this project. George Reed Co. was low bidder on the Waterford project which is putting curb and gutter

and improving some streets. In the Turlock area, Morrow and Waggner is working on several small jobs. They also have some subdivision work to do. There are some other projects in Stanislaus County that should go soon, however, they are still in the planning stages. We are hoping they will get started soon. A lot of the work

that is being done now is because of the efforts that have been put forth by the officers, district representatives, business representatives and the membership, by such things as attending public meetings and being on different community projects. This show of interest seems to have a definite effect.

MEETING DATE CHANGES

REGULAR QUARTERLY MEMBERSHIP MEETINGS

On the 10th the Executive Board approved changing the following regular quarterly membership meetings as indicated.

Dist. No.	Changed to	Meeting Place	Changed From
12—Salt Lake	Fri., Sept. 10	Engineers Bldg 1958 W. No. Temple Salt Lake City, Utah	Sept. 3, 1976
11—Reno	Sat., Sept. 11	Musicians Hall 124 West Taylor St. Reno, Nevada	Sept. 4, 1976