

# State Wins Out on Water Ruling

## 'Blood Alley' Gets the Green Light

### High Court Decision on New Melones

The long-standing battle between the State of California and the federal government over water rights received a landmark decision this month when the U.S. Supreme Court ruled that the Bureau of Reclamation must comply with state water regulations in its operation of the New Melones Dam on the Stanislaus River.

The 6-3 decision means the bureau must obey state regulations designed to protect nine miles of rapids on the river where white water rafting and kayaking are popular.

It overturns rulings of the U.S. District Court and the U.S. Court of Appeals, which held that the California Water Resources Control Board had no power to restrict the bureau's use of unappropriated water in a federal reclamation project.

Although environmentalists claim the decision has far reaching implications in mandating state authority over water rights, *Engineers News* has been given no indication that the ruling will adversely affect the construction of major water projects currently in progress.

Local 3 Business Manager Dale Marr told union members attending the Semi-annual Meeting in San Francisco July 8 that the court ruling may help to resolve the conflict between California and the federal government over water quality in the Sacramento Delta—thus putting the controversial Peripheral Canal a step closer to reality.

Governor Brown, speaking before the state's labor leaders at the 12th annual California Labor Federation Convention in San Francisco, declared that the court

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OPERATING ENGINEERS  
UNION LOCAL 3, AFL-CIO

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Engineers News Photo

## New Melones Quake Proof

The Sacramento branch of the U.S. Army Corps of Engineers has recently concluded from the results of new earthquake studies that the faults beneath the New Melones Dam on the Stanislaus River are not capable of causing an earthquake.

The research was prompted from speculation that the tremor at Oroville in 1975 was caused by the weight of the huge Oroville Dam on the earth's crust.

The detailed study was conducted for the Army by Woodward-Clyde Consultants, a San Francisco-based geotechnical firm which analyzed existing information and carried on an investigation using aerial photography, geologic mapping and trenching.

They began work in December 1976 to evaluate the potential for surface faulting in the project area, to estimate the size of the largest earthquake that might affect the project and to determine the potential

for earthquakes caused by the reservoir filling.

The studies concluded that the maximum earthquake fault that might occur on the nearest capable faults located 2.6 miles from the dam is of Richter magnitude 6.5 at a depth of approximately six miles. The report further concludes that if the earthquake which occurred at Oroville in 1975 was caused by the reservoir, then the possibility of an earthquake of similar magnitude occurring at New Melones is 30 percent during the life of the project.

If it is assumed that the Oroville quake was not reservoir induced, the likelihood is only 2 to 5 percent.

According to the independent board of consultants for New Melones Dam, the dam will remain stable during local earthquakes of much greater magnitude than 6.5 on the Richter Scale.

### \$40 Million Released for Hwy. Project

By JAMES EARP

Business Manager Dale Marr announced this week that federal and state funds have been released for the 12-mile stretch of Highway 101 south of San Jose known as "Blood Alley."

The announcement came after the Business Manager's office received a call from State Dept. of Transportation Director Adrianna Gianturco informing the union that the three-year environmental impact statement for the project has been approved by CalTrans.

A spokesman for CalTrans told *Engineers News* that all systems are finally go on the long-awaited project. "We have to send the project specs to the federal highway department, but that is just a matter of procedure," the spokesman explained.

According to CalTrans officials contacted by *Engineers News*, the \$40 million project will be divided into three phases totaling about four years of construction work.

Phase 1, which will go out to bid for an eight week period in September, calls for a \$10.5 million contract for grading and the construction of structures and drainage systems throughout the 12-mile project. This includes four underpasses and overpasses, with an expected time of completion set for one and a half years.

The second phase to be carried out in the 1979-80 fiscal year calls for additional grading, drainage systems and three more structures for an estimated \$18.3 million. Phase two is expected to take two years to complete.

Phase three, to be carried out in the 1981-82 fiscal year calls for paving of the entire project, as

(Continued on Page 8, Col. 3)

## Officials to Study Three Sites for New Dams

State Department of Water Resources officials will begin tentative site analysis work this summer on three possible major dam locations for storing Sacramento River water in the 1990's, Director Ronald Robie has announced.

This summer's work will be to gather basic information so that the advantages of the three sites can be compared," he said.

The site studies are in response to the department's determination that California will need more reservoir storage space in the 1990's and beyond. The three sites scheduled for preliminary

investigation are:

- An 8 million acre-foot Glenn Reservoir on Stony Creek in Glenn and Tehama Counties.

- An expanded version of the Colusa Reservoir now being considered by the U.S. Bureau of Reclamation for the Central Valley Project. This plan would result in a 3 million acre-foot lake on the west side of the Sacramento Valley in Glenn and Colusa Counties.

- A nearly ten-fold increase in the capacity of Lake Berryessa in Napa County.

The Glenn and Colusa Reservoirs would be authorized by

the \$7 billion expansion of the California Water Project now being considered by the Legislature. The Berryessa study is being undertaken "to assure that all alternative storage sites are considered," according to the department.

All three reservoir alternatives would involve lengthy transport of Sacramento River water. Glenn Reservoir would require lifting the water more than 750 feet through a 40-mile system of canals and pumping plants.

The Berryessa alternative would require an even larger construction effort, and would in-

crease storage of the lake from its present capacity of 1.6 million acre-feet to over 13 million acre-feet. It would require the construction of a new dam 300 feet higher than the existing Monticello Dam.

Colusa Reservoir could use both Sacramento River water and water from the Tehama-Colusa and Glenn-Colusa Canals.

Enlargement of Lake Berryessa and construction of the Glenn Reservoir were both considered a decade ago in a plan to import and store water from North Coast rivers. Such a plan is not being considered in connection with the

current studies, however.

If it were ultimately chosen, the expansion of Lake Berryessa would be the most dramatic construction project of the three. The department says that in addition to a long water transmission canal from the Sacramento River, the new reservoir would require the relocation of the developments that now surround the lake.

The preliminary studies will include mapping of geological formations at the sites, drilling to determine subsurface conditions and surveys of fish and wildlife to determine the impact of the projects.





By DALE MARR, Business Manager

# Looking At Labor

**The right to organize and negotiate for fair wages should go hand in glove with American foreign aid.**

The serious weakening of the American dollar on the world market is directly traceable to the Marshall Plan after World War II.

Under the Marshall Plan, not only were tax payer dollars used to shore up the economies of Europe and Japan, but American technology with "no strings" attached went right along with the dollar.

Along with such plans as the European Common Market and the import restrictions developed in Japan, Korea and Taiwan came the multi-nationals which sold American technology on the open market for cheap labor, high profits and foreign subsidies. In the meantime, an overly generous government at home was providing additional subsidies and tax write-offs.

During this same period, expropriation of American companies in the Middle East, Cuba, Mexico and some other South American countries became an almost daily occurrence as these emerging nations began to politicize and take control of their own resources and production.

Although during this period American investment abroad became somewhat hesitant and tentative for a short time, it quickly realigned itself with those foreign countries which sorely needed American technology, not only to service the transition to local control, but to provide training for middle management and supervisory personnel.

There is no question that the American tax payer subsidized these efforts in the name of a "free market" and "economic justice" for our friends who would, hopefully, be our future allies

in any confrontation with China and Russia. Remember, the free world was in the early throes of fear and an economical and political effort to oppose the threat of both the "iron curtain" and the "bamboo curtain."

During the same period, the stereotype of the "ugly American" was being propagated abroad and a national guilt was saddled on the American tax payers by liberals at home and abroad. We were the "hogs" of the marketplace gobbling up the natural resources of these underdeveloped countries for our own hedonistic comfort.

The purveyors of this "national guilt" didn't stop there. They lent credence and support to the overgrown ugly American theory in the image of those bureaucrats who consistently interfered with efforts at self-determination, not only in the emerging and backward nations, but even in the application of undue pressure on England and France, who, during this period, were also in an unstable position, both politically and economically.

There can be no question that the Marshall Plan achieved its basic purpose of putting the "free world" back on its economic feet and of providing humanitarian assistance and economic and political courage to those emerging nations which had for so long suffered in the back water of economic justice.

What now must be questioned is the willingness of these nations to reverse the benefits of the Marshall Plan by cooperating with the United States on inflation, energy use and development, and restrictive trade and employment barriers.

More important to the labor move-

ment are the questions of a free trade union climate that guarantees the productive industrial and craft trade worker a fair share in the economy, a safe work place and protection against escalating inflation and irregular unemployment based on a boom or bust world economy.

There has recently emerged the kernel of an idea that would provide Marshall Plan-type economic support for Mexico and South America. We couldn't agree more that there is a need for the Carter Administration to direct such attention to the economic conditions that exist in our own hemisphere, that there is a need for the development of a working middle class in South and Central America and Mexico. It is an idea whose time has come.

However, the trade union movement should strongly question any such plan that does not have the complete cooperation of those governments on a realistic minimum wage, apprentice training programs and work place safety. It should further demand that the right to organize, negotiate for wages, health and welfare and protected pensions go hand in glove with any further expenditure of the American tax payers' dollar.

For only when our Hispanic brothers are allowed to participate fairly and freely in their own economy will we begin to see a reversal of massive illegal entries into the United States that places such an onerous burden both on the job market and the social assistance programs that continue to bleed the productive American tax payer to death.

## ENGINEERS NEWS

WIPA

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## High Court Rules on Water Rights

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ruling would help clear the way for the \$7 billion expansion of the California Water Project he has promised his support on.

He also said in a released statement that the ruling "vindicates the fundamental right of California to preserve and protect its own water resources."

A spokesman for the Corps of Engineers told *Engineers News* that some environmentalists are giving the water ruling a much broader interpretation than the Supreme Court intended. The court decision is limited to interpreting existing laws under the Federal Reclamation Act, and many water projects in California—such as Warm Springs Dam—do not have to contend with those laws, he explained.

The \$306 million earth filled dam near Modesto will be operated by the Reclamation Bureau as part of the Central Valley project.

When filled, the reservoir will contain 2.4 million acre-feet of

water and will submerge the white water rapids that conservation and recreation groups have been fighting to preserve.

After losing a court battle and a statewide initiative to halt construction of the dam, conservationists won a compromise ruling from the State Water Resources Control Board in 1973, regulating water levels behind the dam.

In an effort to keep the white water portion of the river open as long as possible, the Water Resources Control Board ruled that New Melones could be filled to only one-fourth of capacity during normal periods and to one half of capacity during the flood season upon its completion.

The board said the reservoir could be completely filled only when the Bureau of Reclamation could prove there was a need for the water and a plan for its use. Those regulations were held to violate federal reclamation law by the two lower courts and set the stage for California's chal-

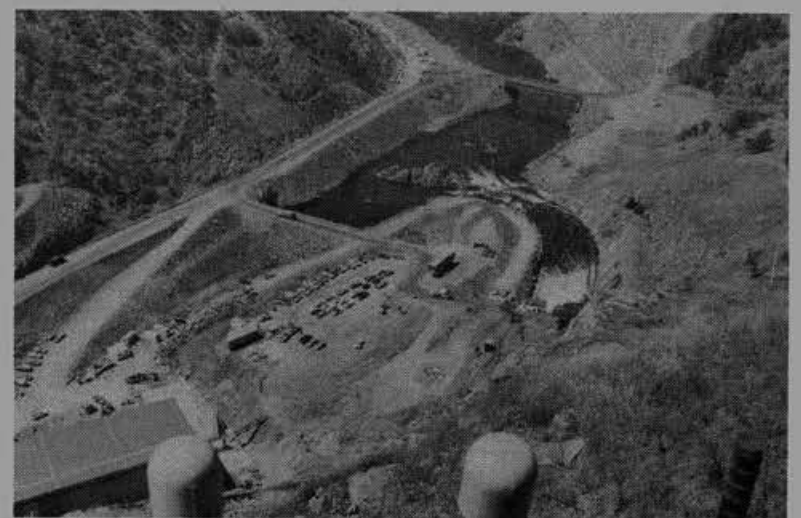
lenge to the U.S. Supreme Court.

In the recent decision written by Justice William Rehnquist, the court held that "under the clear language" of the 1902 Federal Reclamation Act, "a state may impose any condition on control, appropriation, use or distribution of water in a federal reclamation project that is not inconsistent with clear congressional directives."

"Indeed," Rehnquist continued, "until recently, it has been the consistent position of the Secretary of the Interior and the Bureau of Reclamation . . . that in appropriating water for reclamation purposes the bureau must comply with the state law."

He criticized earlier Supreme Court rulings in reclamation cases as being "overly broad" and said they led to the federal government's view that it did not have to comply with state water laws when operating reclamation projects.

Interior Solicitor Leo M. Krulitz



Engineers News Photo

View from the top of New Melones, looking downstream at the Stanislaus River emptying through the diversion tunnel.

said the Supreme Court ruling will require closer cooperation between the Bureau of Reclamation and state governments.

"In assessing the broad impact of the court's ruling, it is important to remember that the Bureau does not build projects state governments oppose—and the state of California has always supported construction of the New Melones Dam," he emphasized. "In general, reclama-

tion projects are designed, built and operated with state interest in mind. The Bureau has always recognized its obligation to obtain state permits."

Krulitz pointed out that Secretary Andrus of the Interior has "made a practice of cooperating very closely with states" on reclamation matters. He added that he does not expect a flood of state restrictions on reclamation projects as a result of the decision.





Engineers News Photo

## Democratic Party Gets Union Check

In 1952, the late Sam Rayburn, Speaker of the U.S. House of Representatives, said, "the Democratic Party has a good heart. And when a man or a political party has a good heart, you know it will never let you down..." Demonstrating that the Operating Engineers Local 3 has a good heart and a firm belief that the Democratic Party is the party of working people, the Local 3 Executive Board approved a monetary contribution to the State Party. Presenting the check to Nancy Pelosi, Northern Chair (left) and Bert Coffey, State Chair of the Party (right), is Local 3 Business Manager Dale Marr.

### Notice of Dues Increase

The dues rate changes published below apply to ALL MEMBERS paying dues for the October 1, 1978-September 30, 1979 period.

Article VI of the Local Union By-Laws provides for an automatic increase in dues of fifty cents (\$.50) per month for each One Dollar (\$1.00) per day increase in the total wage package of the top four classifications in the Master Agreement or Unit Agreement unless a temporary suspension of all or part of the amount is approved by the Membership at the July Semi-Annual General Membership Meeting.

The membership at the Semi-Annual Meeting held on July 8, 1978, acting on the recommendation of the Executive Board, voted to suspend the automatic dues increase due on October 1, 1978, and all prior temporary suspended dues increases with the exception of Three Dollars (\$3.00) for Locals 3, 3-A, 3-B, 3-C, 3-E, and 3-R.

Due to the differences in the wage structure and effective dates of the increases of 3-D and Industrial Units, the amount of automatic dues increase temporarily suspended varies from unit to unit and the members will be notified of the amount applicable to their respective unit.

Billing cards reflecting the new rates have been mailed and should be returned with your payment to assure proper application.

Members who wish to pay their dues by the year and receive year cards and year buttons may do so by paying for the four (4) quarter period October 1st through September 30th of the following year. Members participating in the Credit Union can authorize the Credit Union to pay their annual dues on September 15th of each year by signing and submitting to the Credit Union authorization forms obtainable from the Credit Union or your Business Representative.

If there is any question in regard to the above, please contact your Business Representative or check the dues schedule on page 16.

# PROJECT

### Breakwater Funds Authorized

The Senate has authorized \$8.6 million for construction of a much discussed and long-delayed breakwater project to protect boats berthed at Fisherman's Wharf in San Francisco. Approval of the project that will provide for 345 new berths came as the Senate worked its way through a waterway bill. The Army Corps of Engineers is in charge of the project, which will consist of a series of concrete walls creating an artificial harbor. Total cost of the project is estimated at \$11 million.

### Auburn Dam Design Dropped

One of the designs being studied as an alternative to the present Auburn Dam proposal has been dropped by the U.S. Bureau of Reclamation because of high costs. The straight "gravity section" dam resembling an inverted pyramid, proposed for construction one mile below the present site has been abandoned. The bureau is studying four remaining proposals, including a double curvature, thin arc, concrete structure.

The other three alternatives are a gravity section dam at the present site, an earth filled dam at the present site and an earth filled dam one mile downstream. The dam that was dropped from the study would have cost \$1 billion, would have taken longer to construct than the present proposal, resulting in the loss of 10 years of power revenue.

### CalTrans Opens Highway Bids

The California Department of Transportation has opened bids on 48 highway projects in Northern California. Chief among the projects are a \$4.5 million contract to construct a railroad bridge on Hwy. 17 in Richmond from Canal Blvd. to Castro Street. Roy E. Ladd, Inc. out of Redding was apparent low bidder on a \$2 million contract to resurface three bridge decks in Nevada County on Hwy. 80 eight miles east of Truckee.

Stimpel-Baker and Assoc. were apparent low bidders on a \$1.7 million contract to construct a truck passing lane and to widen shoulders on Highway 20 in Lake County near the Colusa County line. M. L. Dubach, Inc. was apparent low bidder

on a \$3.7 million contract to convert an existing expressway on Highway 99 in Madera County to a full freeway from Road 22 to 21 near Madera. J. F. Shea out of Redding was apparent low bidder on a \$2.6 million contract to rehabilitate the Pitt River Bridge and install a median barrier in Shasta County on Highway 5. Granite Construction was apparent low bidder for an \$838,000 contract to resurface 2.8 miles of Highway 101 in San Benito County and construct left turn lanes.

Other projects include the construction of 5.9 miles of bicycle lanes in Monterey County near Big Sur for \$264,000; a \$656,000 contract for widening and resurfacing two miles of Highway 20 in Napa County; resurface portions of Highway 12 in Solano County near Fairfield for \$234,000; resurface various highways in Contra Costa County for \$373,000; and a \$348,000 contract to flatten cut slopes and reconstruct embankments on Route 299 in Trinity County near Douglas City.

### Tahoe Bypass Gets OK

The U.S. Supreme Court has refused to halt construction of a loop road around high rise hotel casinos in Lake Tahoe. Justice William Rehnquist refused a request by the California Department of Transportation to stay further work on the road project pending a hearing on a CalTrans suit against the project before the Ninth Circuit Court of Appeal. CalTrans has argued the project will adversely affect Lake Tahoe Basin air quality.

Douglas County officials argue that the project is essential to relieve chronic traffic congestion in the stateline area and to protect the public's health, welfare and safety. Excavation and grading for the roadway from the California-Nevada State line around Harrah's, Park Tahoe, Sahara Tahoe and Harvey's Hotel Casino is continuing with completion expected by October.

### Sewage Plant for East Contra Costa

The state Water Resources Control Board has approved a discharge permit for a proposed East Contra Costa County wastewater treatment plant, giving the sanitation district the go-ahead to build the \$42 million facility. At the same time, they rejected a proposal for design changes in the facility that would have added another \$2 million in construction costs. The plant will treat sewage from Antioch, Pittsburg and West Pittsburg. The pro-

posed changes which were rejected would have reduced the discharge of effluent into a slough near the San Joaquin River only four miles downstream from the intake point of Antioch's drinking water.

### High Bids Delay Sewer Job

Construction of the Russian River sewer system will be delayed for at least a year, after Sonoma County Public Works Director Donald J. Head disclosed bids for the project ran \$8 million over the consulting engineer's estimate. Bids for the project totaled \$21.3 million, some \$7.9 million over the \$13.4 million estimate. Most of the lower Russian River resort area has been under a construction ban for several years because of inadequate septic systems.

Voters in the sewer district approved \$2.9 million in bonds to finance the local share of the system, but that is \$1.6 million short of the required local share if the current bids were to be used. Head pointed to the busy work season as one factor in the high bids, speculating that contractors were not willing to be competitive. Head said because of the high bids and few bidders—there was only one bidder on some segments of the project—the state will not accept them and the project bidding will have to be done over again.

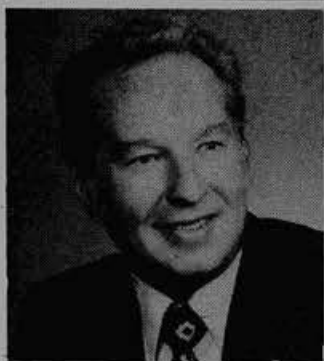
He is recommending to the county Board of Supervisors that the bidding take place in September or October when the season begins to slack off. Contracts for the project were originally scheduled to be awarded in August with completion of the system targeted for August 1980.

Because of the complications of Proposition 13, the public works director said the district is precluded from holding another bond election to increase the local share. Normally, the federal government picks up 75 per cent of wastewater treatment project costs, with the state and local government splitting the remaining costs of 12½ per cent each.

Rugen Construction Co. out of Sacramento was low bidder on the treatment plant; Kirkwood-Bly of Santa Rosa the only bidder on the pump stations; Piombo Corp. of Windsor was low bidder on five of the collectors and CFB Construction of Sacramento was low bidder on a sixth collector.

# UPDATE





By HAROLD HUSTON, President

## A Personal Note From The President's Pen

The Forty-Ninth Convention of the State Building and Construction Trades Council of California, AFL-CIO, held at Sacramento June 14, 15, 16, 1978, was well attended by delegates from throughout the State of California.

I appreciated the opportunity to attend and take an active part.

At the Forty-Eighth Convention in San Diego two years ago, the building trades were having a statewide unemployment rate of 35 per cent. In the past year due to the housing boom, plus other construction projects, the work situation has improved considerably, but we are still plagued with the open-merit shop contractors.

In order to combat the open shop movement the Building Trades Department at the 59th Convention voted unanimously to increase the per capita tax from 10 cents to 13 cents to establish a new organizing division, staffed with experienced building trades craftsman to coordinate campaigns throughout the country. The key target of the organizing push is the

open shop contractor who has become a major threat to unionized craftsmen by undermining wages and standards.

President Georgine of the Building Trades Department stated that the battle against the open shop contractor is a major challenge that will need the cooperation of every Building Trades Council and affiliated Local Union, stressing that the new organizing division would not be able to do the job alone.

I also attended the Twelfth Convention California Labor Federation, AFL-CIO, held at San Francisco on July 10, 11, and 12th. Hundreds of delegates from AFL-CIO unions throughout the state were in attendance.

Representation at the conventions is based on the average monthly number of members on which per capita tax has been paid by cash affiliated local unions during the 24 month period May 1, 1976 through April 30, 1978 as determined by dividing the total amount paid during this period by 360 cents.

Several resolutions were submitted to the convention for consideration by the delegates.

A separate part of the Federation's 12th Convention was devoted to a pre-general election convention which was confined to the consideration of endorsement of candidates and statewide propositions on the November general election ballot and resolutions pertaining to political action.

As usual the politicians were there requesting labor's endorsement and promising the moon! It has always fascinated me how quickly they can forget their commitments after the election is over. *I strongly believe any political candidate who is endorsed by labor and wins the election and fails to follow through on the promises made to labor, should never again receive the endorsement of labor!*

Our appreciation to all the brothers who attended the Semi-Annual Meeting held at San Francisco on July 8th. Again, may I express to you the importance of attending the Semi-Annual Meetings and District Meetings. Our Union cannot remain strong unless every member makes it his responsibility to take an active part!

## Sacramento Gets \$60 Million in Underground Work

District Representative Clem Hoover reports that over \$60 million of underground work has been awarded in the Sacramento area and will be starting soon. This means large crawler backhoes and a need for operators for those types of backhoes. "We are short of those operators, so anyone who can operate the large backhoes and needs a job, get in touch with the Sacramento Office," Hoover urges.

The City of Sacramento has nailed down agreements for two new department stores, office buildings, and an underground parking structure. The price tag is \$30 million, probably one of the biggest redevelopment packages in Sacramento.

The underground parking garage will extend along Seventh Street from L Street under the K Street Mall northward to J Street. The garage will be linked to the existing garage under the downtown plaza shops.

A 200,000 square foot, \$15 million store will be built on top of the new garage. This work will be done by Continental-Heller. Weinstocks will move into the new building when completed.

Downtown Plaza Properties will construct a 50,000 square-foot store for Liberty House directly across the Mall from the new Weinstocks.

At the west end of the Mall is a new 5-level parking lot just getting under way and next to this new structure is the new 15-story Holiday Inn Hotel and Convention Center just getting started.

Asst. District Rep. Al Swan reports that plans have been revealed to build a 13-story office building on the site of the old Fox Theater in downtown Sacramento. The estimated cost of the building is more than \$8 million and construction will take 14

months.

On the Sacramento River, Jim Ferry and Basalt are busy at a number of locations.

All of the rock plants on the west side are busy. Cache Creek Rock, Solano Concrete, A-Teichert, Granite Rock, and Syar Industries are all running full crews.

Business Rep. Bill Marshall reports that Granite Const. is keeping the brothers really busy on their Highway 49 job. If they aren't fighting the water, they're fighting the traffic. This is a project that has been long overdue and will certainly relieve a lot of the traffic problems on H-49.

Ray N. Bertelsen received the award on I-80 from Truckee to the Nevada State Line to remove concrete, etc. from the median strip. Modern Alloys will come in and put the concrete guard barrier in place.

O'Hair Const. Co. received a good contract to remove old asphalt from the sides of I-80 and restore.

Hansen Bros. is keeping the brothers working all of the hours the brothers want, and then some.

Industrial Asphalt in Grass Valley is keeping brothers Bill and Rog working long before the sun comes up in the morning until the sun sets at night.

R. J. Miles' rock, sand and gravel plants are all busy as well as the construction end of the company.

Nielsen-Nickles were the low bidders on the Rollins Lake Powerhouse.

Local 3 members who live in Nevada County are encouraged to help on getting the Highway 20 project off and running. "If at anytime you are called on to attend a meeting concerning that

project, please be there," Marshall urges. It is very important to let your Board of Supervisors know that you are a tax paying citizen of Nevada County and are interested in seeing this project get on line."

Business Rep. George Morgan reports that the members in El Dorado County are loaded with work.

"I attended a pre-job with Roy Ladd Const.," Morgan said. "They are going to have a good

summer job with excavation starting in July and ending in September. The paving will be laid in September and finished in October. This job is in a subsistence area. The project description is located in El Dorado County from 0.3 mile east to 1.0 mile east of Pyramid Creek, and about 0.5 miles east of Twin Bridges."

Hood Corp. is working hours in Pollock Pines. They are putting in underground for the telephone

company. H. M. Byars Const. is moving along on their steel water line. It runs through some real rough country. There have been a couple of accidents, but fortunately no one has been hurt.

Lund Const. is keeping many of the brothers really busy. Warren Const. has many underground jobs going on at this time. Repco has finished the first phase of their job at Sunrise Tempo and are very busy now on the second phase.



Engineers News Photo

### Marr Gives Scholarship

Local 3 Business Manager Dale Marr presents a check for \$750 at the July 8 Semi-annual Meeting to Regina Benzonelli, one of the two winners of the 1978 Scholarship Contest held annually by the union. Miss Benzonelli, daughter of 23-year member Gottardo Benzonelli of Eureka, is a graduate of Eureka High School.





By BOB MAYFIELD  
Vice-President

## Rigging Lines

It seems to this writer that time is flying even faster than ever. Two weeks ago I attended the Eureka, Redding and Oroville District Meetings, which marked the beginning of the 3rd Quarter of 1978. Can you believe that 1978 is now well into three-quarters of the year already, and it seems as though only yesterday all of us were wishing the rains would soon stop so we could hopefully get on with the business of what held some promise of being a pretty good work year. Time since elapsed has proven that 1978 was to be a work year not equaled in many years in the entire jurisdiction of Local No. 3 with perhaps only the work structure in Hawaii showing only mediocrity.

It was certainly a pleasure on this round of meetings to tour these northern areas which for several years now until this year have been among the worst in all of Local No. 3 as to job availability, but now show, with few exceptions, everybody working and basically very happy for the first time in many years. As one officer of this union working very closely with Business Manager Dale Marr and all the rest of the union officers, I was quite proud to see the fruits of a lot of effort by all concerned now showing full-fledged employment and in many other instances many jobs going temporarily unfilled because of lack of qualified manpower.

The dollars your union's Executive Board has spent to lead many environmental fights for projects such as Warm Springs Dam and others were at last paying off handsomely. In traveling up to Eureka, I left early enough that I could purposely spend a couple of hours and tour the dam site for Warm Springs so that I could get an idea of the work picture and construction schedules directly from the horse's mouth. I learned that around 3 million yards of excavation will be moved in 1978, mainly in preparation for the tunnel to begin in September or October of this year. Around 4½ years will be required for completion, with 1979 and 1980 being extremely heavy excavation seasons with at least 10 million yards to be moved each of those two seasons. Altogether, more than 30 million yards is scheduled to be placed in this huge rock and earth filled dam, with the heavy years of excavation to call for two and maybe three shifts just to meet what could promise to be a very tight work schedule. We certainly do wish Auburn Contractors a prosperous and safe job because both of the above conditions means really the good things to the Operating Engineer members who will be the substantial part of the manpower required to construct this long overdue project.

Another bit of information I learned from talking to officials of the Auburn Contractors was that another huge dam in this state previously put on some back burners is now much more likely to be put out to bid and constructed. I'm speaking now of Auburn Dam. For all of us who are very pro-dam construction minded where of course, design, safety and E.P.A. requirements are rigidly met, this was nothing but good news and we are waiting anxiously for further developments. It has apparently been determined now by sophisticated equipment used to detect earthquake faults which was dictated by environmental interests who claimed the Auburn Dam where proposed to be built was too near an earthquake fault but that now doesn't actually exist. Now days this seems to be the big theme of such groups, in California especially, because of the earthquake activity in a few areas.

In other areas, the snail darter fish has accomplished these same construction delays. At any rate, I'm told this alleged fault as claimed by environmentalists now likely has properly been determined to be nothing more than an old blowout hole from an extinct volcano of a million years past and not a fault at all. If all goes well, this job could possibly be let to bid within the next 24 months and would mean a great many quality jobs for many Operating Engineers for several years afterwards. When and if completed, this project would mean much needed power generation, flood control and water-for irrigation and recreational purposes, only to name a few of the many benefits derived from such projects.

Now that we are in the midst of a great work season, I only hope our memories aren't short and we get lulled to sleep thinking all those groups (environmentalists of all sources opposing development) have gone away and that once again work in great abundance is once more here to stay. Quite the contrary situation exists, and on Auburn Dam and most any other worthwhile project all of us can make book that they will be there in force to oppress and set back or even totally kill it.

Since my last month's article, I'm most happy to report that under District Representative Tom Bills' direction and negotiation skills he has successfully completed a new 3-year agreement with the Rock, Sand Gravel employers in Utah. It

(Continued on Page 8, Col. 1)

## Santa Rosa Report

# Warm Springs Dam in Full Gear

Everywhere you look there is activity in the Redwood Empire and more work being let every day, reports District Representative Bob Wagnon. "It is a very fine feeling to be able to see all of our Brothers working again," Wagnon says. "We haven't enjoyed a year like this since the middle sixties and the work picture looks as though it will stay this way for the next couple of years."

There are about forty-five men on the Warm Spring Dam job as of now and more engineers going to work each day. Most of the work to be done this year is the clearing, facing off for the abutments and driving the diversion tunnel, plus setting up the screening plant and screening eight hundred thousand tons of filter material and moving about 3 million yards of dirt. "This is really a tremendous amount of work for our district and should keep everyone very busy through the next year," Wagnon commented.

Business Rep. Pat O'Connell reports that the work at Remco Hydraulics, Inc. in Willits continues very busy. There are about one hundred and seventy-five men working on two shifts. Tonkin Const. Co. has been busy on the Hwy. 101 job, which should last the rest of the season. Piombo Corp. is working all over the county, employing a lot of engineers.

### Geysers Area

The work in The Geysers area will continue for the next twenty years. At the present time there

are four power plants being constructed, each one costing about \$15 million, and two more on the drawing board.

A few of the contractors working at The Geysers are C. E. Fedrick doing site work at Unit No. 13, S & Q Construction working on Unit No. 12, Owen W. Haskell working at Unit No. 14 and M.G.M. and Valley Engineers both busy working in The Geysers area.

Business Rep. Brad Datson reports that Argonaut Constructors are busy all over Sonoma County, from Bodega Bay to Petaluma and Oakmont with 45 plus engineers. Don Dowd Co. and A. B. Siri, Inc. also have all they can handle with over 40 engineers between the two companies. Ghilotti Bros. have had a lot of small, private jobs up to now but have just opened up 80 thousand yards for a 150 lot sub-division in Sonoma.

A lot of construction work is going on between Santa Rosa and Sebastopol to expand the regional sewer system. Dan Caputo Co. is in the later stages of its \$13 plus million work on the Llano Rd. plant expansion. Lloyd J. Rodoni & Son are back with a full crew, trying to finish what the rain stopped last November, with K. G. Walters Co. helping on the pipe totaling over \$4 million.

Vido Artukovich is over half done with his \$4 million outflow main line and Pete Kiewit Sons' Co. is coming along well with the ponds and sprinkler system. In just a few months all the output from Santa Rosa, Fohnert

Park and Sebastopol, should be flowing smoothly from homes to the plant's ponds and then sprinkled over the fields with all bans on home building lifted, Datson said.

### Hwy. 101 Contracts

After all the delays, Cal Trans just awarded the Russell Ave. (Bi-Centennial) over-crossing on Hwy. 101 north of Steele Lane in Santa Rosa. Peter Kiewit Sons' Co. was low bidder at \$4.1 million and has been awarded the job, which was over the engineers estimate. Work will be started the end of July.

Also on Hwy 101 Branaugh Escavators, Inc. of Castro Valley was awarded over \$3.5 million to overlay all lanes, plus ramps from North Novato to Todd Rd., south of Santa Rosa. "The work is starting now and in addition the work generated for the paving hands, we can all look forward to a much smoother ride on the way home from San Francisco in that right hand lane," Datson commented.

Over \$50 million is in the process of being awarded in the Santa Rosa redevelopment area, which is scheduled to be let out in parts.

Napa County has been quieter than Sonoma County so far but there is enough private work to keep full crews for Slinsen Const., Talbot Bros., Montelli Const. and Harold Smith & Son going full steam. J. W. Vickery is just starting almost \$1 million worth of work at Lake Berryessa for the Bureau of Reclamation.

## San Jose Busy with Redevelopment

The 9.5 million dollar State Office Building that is to be constructed in downtown San Jose is also scheduled to start either late this year or early next year.

Business Rep. Bob Fleckenstein reports that the Sewage Treatment Plant in San Jose is beginning to wind down. "This has been a good job for our brothers for the past two years," he pointed out.

The City of Sunnyvale is doing a downtown redevelopment which has put quite a few of our engineers to work and will keep them busy throughout the year. "It seems that there's something moving on every corner, which is really good and it should last for a while," he said.

The other big job that's going is the Kaiser Permanente modernization. Buzz Haskins has been working six days a week and nine hours a day for the past three months moving dirt for the project and has just about moved it all. Along with them has been Stevens Creek Quarry with a belt loader loading out trucks.

Conmat and Pacific Ready Mix are setting up a probable batch plant to batch the concrete right there on the job site. They will have trucks from Kaiser Sand and Gravel bringing in the ma-

(Continued on Page 14, Col. 5)

## Contact Main Office for Magic Kingdom Card

Disneyland and Walt Disney World offer discount rates to organizations in the form of membership in their Magic Kingdom Club. Local 3 has established a chapter in the Magic Kingdom Club. What this means to members of Local 3 is saving some money when they take their families to Disneyland or Walt Disney World.

How it works: Disney furnishes Magic Kingdom Club membership blanks to the Local 3 chapter free of charge. On request of a Local 3 member, he is enrolled as a member of the Club and is provided with a membership card. When this card is presented at the main entrance box office at either Disney park, the member receives good discounts on any admission and ticket costs.

To get a membership card, call Local 3 Chapter Director, Ken Erwin, 415/431-1568, or write to him at 474 Valencia Street, San Francisco, Ca. 94103. The card will be mailed, free of charge, and can be used by the member and his entire family for approximately two years. The expiration date is printed on the card. After that period, the member simply asks for another, current, card.

Keep your MKC card handy when you travel, for discounts at motels and other places.

### CLIP AND MAIL

To: Ken Erwin, Operating Engineers Local Union No. 3  
474 Valencia Street, San Francisco, CA 94103

Please send me:

☐ A membership card for the Magic Kingdom Club

My name is: \_\_\_\_\_  
(please print all information)

Address: \_\_\_\_\_  
(street number and name, or box number)

City, State, and Zip Code

Social Security Number





## Treasurer's Report

By Don Kinchloe  
Office Phone: 415/431-1568  
Home Phone: 415/837-7418

Negotiations have just concluded between the Aggregates and Concrete Association and Local 3 regarding wage and fringe benefit increases to apply for one year commencing this month (July) under the Rock, Sand and Gravel and Material Dealers agreements. Represented on your negotiating committee: Don Kinchloe, Chairman; Hugh Bodam, San Francisco; Bob Skidgel, Oakland; Clem Hoover, Sacramento; Tom Carter and Jack Bullard, San Jose; and Bob Wagon, Santa Rosa.

Agreements open in their entirety next year.

The following are the settlements:

### Rock, Sand and Gravel

**Wages:** 69 cents per hour increase across the board . . . effective 7/16/78.

**Health & Welfare:** 15 cents per hour increase . . . effective 8/1/78.

**Pension:** 10 cents per hour increase . . . effective 8/1/78.

**Pensioned Health & Welfare:** 5 cents per hour increase . . . effective 8/1/78.

### Material Dealers

**Wages:** 69 cents per hour increase across the board . . . effective 7/1/78.

**Health & Welfare:** 10 cents per hour increase . . . effective 7/1/78. 5 cents per hour increase . . . effective 2/1/79.

**Pensioned Health & Welfare:** 5 cents per hour increase . . . effective 7/1/78.

**Pension:** 10 cents per hour increase . . . effective 7/1/78.

## Oakland District Report

### Truck Cranes Enjoy Good Season

Business Rep. Bill Dorresteyn reports that truck cranes are busy all over the state and into Nevada.

Sheedy is very busy at the Geysers, in San Francisco, Alameda, Oakland, and down the peninsula. Also, they have some work at Standard Oil in Richmond.

Bigge has been very busy all over the state from Bakersfield to Eureka, Reno, and up in the Sierras. Bigge, Santa Clara is also very busy at Permanente. They have a lot of panel work.

Peninsula is busy. They had an accident and turned over a crane. No one was hurt, but there was quite a bit of damage to the crane. Reinholm is doing good also. He has an almost new 140 P&H coming in for his fleet.

San Jose is doing good. They did some work at the Port of Redwood City for Reinholm. He had a problem with the boom hoist on his 140 and laid the boom against the side of the ship. It did a bit of damage, but no one was hurt on this either, Dorresteyn said.

Winton Jones is busy off and on. He gets a little oil company work and some tower crane work.

"We are starting to pick up a few more accidents," Dorresteyn commented. "Some of them are uncalled for. We had two oilers hurt on jobs in one week.

"Leroy Blalock broke a wrist and Vilo Phillips broke a foot in separate accidents. Brothers, look and work safe, use your out riggers and work as a team on these

truck cranes. You only get one shot at this life, so work safe."

### Contra Costa County

Business Rep. Chuck Ivie reports that the work picture in Eastern Contra Costa County is the same as reported last month. The only difference is that there are several more jobs. A pre-job was held with Leonard Construction Company out of St. Louis, Missouri for a \$700,000 job that just started and will last until November of this year. This job will employ three to four Operating Engineers.

Asst. District Rep. Ron Butler reports that work in the shops continues to be excellent. Peterson Tractor Company is still working two shifts with hours. In addition they will have a full time crew of both mechanics and partsmen at the long awaited Warm Springs Dam Project near Healdsburg.

Western Traction Company has just taken on the Link-Belt Crane line and they have so much work they long ago outgrew their shop, and the fence around the yard is bulging at the seams.

### Southern Alameda County

Buford Barks reports that the Warm Springs area in Alameda County is alive with tract home

builders, warehouse and storage for service companies.

The Dumbarton Bridge is well under way at this time. The Rock Plants are also going great. Some are on a two-shift basis.

Madonna Construction is under way with the widening of 680 and Mission Hill. This job has about 250 work days. Dublin and Pleasanton have a heavy workload with shopping centers, enlarging streets, and storage facilities.

The Steel Mill and Forge are holding steady to slow. This plant is up and down with a steady market. Gallagher & Burk-Centex Homes still have many yards to move. This has been a good job for 25 or so operators. The underground contractors also have some big crews with several miles of pipe.

Union City and South Hayward also have several large tracts of single family and condo apartment complexes. The School for the Deaf and Blind has several engineers with Dickman Builders on Walnut Street in Fremont. The house builders and grading and paving contractors are having a heyday with perfect weather and more permits from the cities and counties as needed.



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DALE HANAN  
General Manager

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- ☐ HOW DOES IT WORK? Members save (through Vacation Pay, payroll deduction or personal deposit) and create a supply of money that is used to make loans to members. Interest from these low-cost loans pays operating expenses, required reserves and the interest rebates and/or dividends paid back to members' share (savings) accounts. The net profit of the organization is returned to members. There are no outside stockholders who profit.
- ☐ AM I AUTOMATICALLY A MEMBER? No. Not all members of Local Union No. 3 are members of the Credit Union. To join, you have to fill out a pink membership card and maintain a minimum balance of \$25 in your share account. When the Trust Fund transfers your Vacation Pay to the Credit Union, an account is temporarily opened for you, but if you withdraw all your Vacation Pay earnings, you close your account.
- ☐ WHAT ARE THE BENEFITS OF BEING A MEMBER? Low-cost credit: our maximum loan rate is 12 percent ANNUAL PERCENTAGE RATE, one of the lowest rates you'll find available. Fast loan service: most of your loan requests can be processed in one day. High-return savings: we have paid 6.5 percent per-annum, compounded semi-annually, since 1974 on qualified share accounts. For serious savers, this offers an annual percentage yield of 6.61 percent. Safety: each member's account is insured to \$40,000 by an agency of the Federal government. Other benefits: you may be eligible to earn life insurance on your savings and loans, according to the terms of our master contracts, at no additional charge to you. You can borrow for almost any purpose. You only have to fill out one loan application. You can apply for a signature line of credit up to \$3,000.
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# Repair Shops Picking Up in Salt Lake

Business Rep. Bill Markus of Utah reports that Abbott G. M. Diesel Company, in the Salt Lake City area, is experiencing the best work season they have had in several years.

The Company has recently acquired three new major customers for service and repair work, which supplies the Brothers with plenty of shop and field service work plus all the overtime they care to accept.

Due to the additional work load at Abbott Diesel, the management is seriously considering a full-time night shift, which will increase the employee force by 10 to 15 new employees.

"It is a pleasure to see a good union employer like Abbott Diesel doing so well and growing after

several years of hard times and rocky road," Markus said.

"We have to attribute the Company's increased success to their recent change in management personnel and operating policies as well as a concerted effort to improve communication lines between the employer and the employees. Fair union employers are not all that plentiful and we commend Abbott G. M. Diesel Company and will support them in their endeavor to become an even bigger and better union employer."

Business Rep. Don Strate reports that construction in Southern Utah is going full blast. The Provo out-of-work list is very close to being depleted.

J. B. Parson Construction is get-

ting started on their overlay job on I-70 west of Green River. They have twenty-three miles of asphalt to put down and there will be approximately thirty engineers on the project.

L. A. Young Sons' Company has started their road job for Utah Power and Light at the Emery Power Plant which will keep about twenty engineers busy for the remainder of the year.

The road job in Spanish Fork Canyon is moving at a good pace now. There were some problems getting the project opened up again after the long wet winter. Brother Neil Black is the Superintendent on the job but he expects to move to the Clear Creek job on I-70 shortly. They will be working two shifts on this project

and expect to employ about forty-five operators.

"A number of asphalt jobs are being advertised at the present time so it looks like we will have a fantastic year," Strate added. "The Section in our Union contract keeping wages at the same level for the duration of the job on all State and Federal projects seems to be taking its toll on the non-union contractors. We have noticed that a couple of non-union competitors have gone out of business and the rest of them have only picked up a few of the smaller asphalt jobs. We believe this points out that if we get all contractors bidding on the same level, we can do a much better and faster job due to the professional quality of our journeymen engineers."

## New Sewer Plant for San Mateo

San Mateo County will soon be getting another new wastewater treatment facility—this one to service Redwood City, Menlo Park, Belmont and San Carlos.

AFB Contractors out of Martinez, Cal. has been awarded the \$41.1 million contract for construction of a tertiary wastewater treatment plant for the South Bay System Authority.

The plant will be about twice the size of a similar plant several miles to the north now under construction, which will serve San Mateo and Foster City. The San Mateo project (Continued on Page 9, Col. 5)

# Soulajule Dam a Race Against Time

After a very shaky start, work is now going full bore on the Soulajule Dam in Marin County. For a populace dead set against growth as Marin County is, the \$6.2 million project is the biggest contract the area has had in a long time. For a while last spring, it appeared that the project wouldn't get on line at all this year.

The problems started when bids were opened for the project, and the low bidder—Piombo Corp. — suddenly asked to be dropped from the bidding because it had inadvertently omitted \$2.1 million from its \$4 million bid. The project was estimated by the Marin Municipal Water District at \$7.7 million.

In the ensuing confusion, the water district's directors dropped the entire set of bids. This delay jeopardized the project, since one of the requirements was that the dam be completed in time to catch next winter's runoff.

For a couple of weeks, it appeared that the dam would be shelved until next year. But a new set of bids were opened on March 22 with Tutor-Saliba taking the contract at \$6.2 million.

They immediately flew into high gear, realizing they would have to move a million yards of dirt, construct spillways, pipeline and clear the reservoir area of growth by November 1.

The dam will be used for a 10,000-acre-foot holding reservoir. Runoff from the area will

collect in the reservoir and be stored until the dry months, when water will be pumped into a previously constructed pipeline that will carry it to a creek emptying into the Nicasio Reservoir in west Marin County.

An official for the water dis-

trict told *Engineers News* that the project is still not out of the woods. By the middle of August, he said, the state Division of Dam Safety will have to make a determination on whether the dam can safely be built by the November 1 deadline.

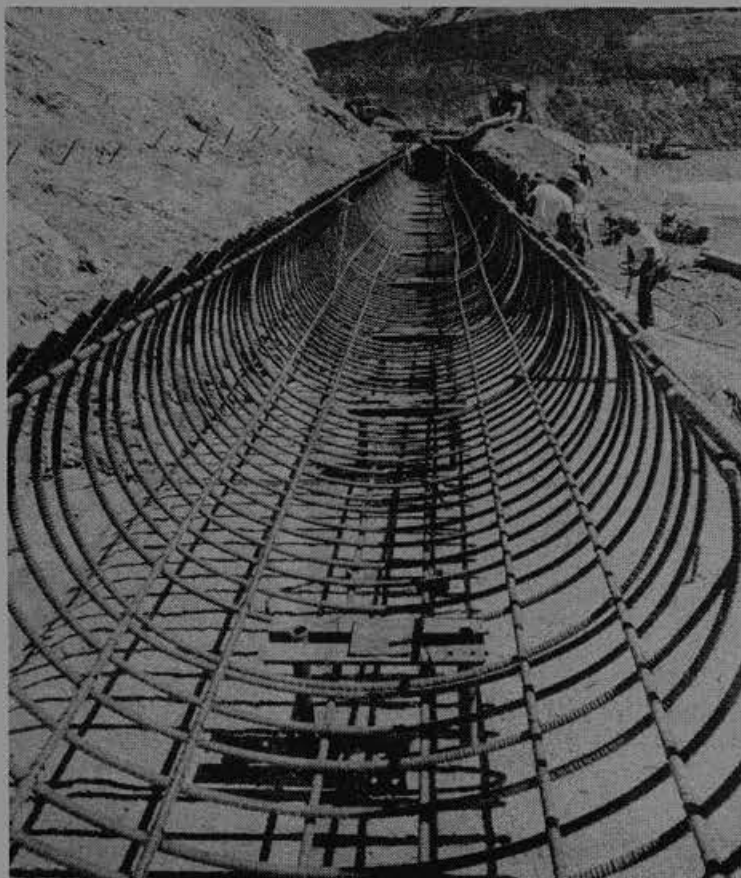
If they decide the dam cannot be completed by November, workers will have to "winterize" the project to prevent erosion damage this winter. The project would then be resumed next spring. If state dam safety determines that Soulajule can be completed by November, chances are the contractor will speed up his operation even more.

"It's a race against time," said Carl Baumsteiger of the Marin Municipal Water District. "We're not positive the contractor will make the schedule because there is still a lot of work to be done."

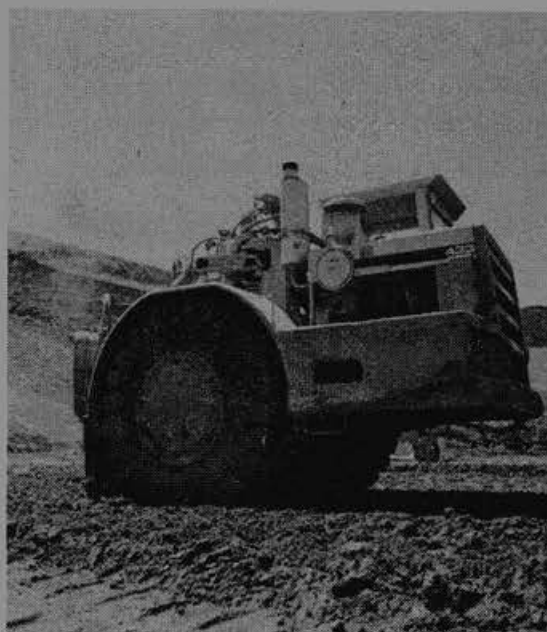
As it is, Tutor-Saliba is running double shifts, six days a week to make the schedule. There have been some complications too, in that some of the rock fill material that was to be borrowed from a pit on site proved to be below the specifications required. As a result, rock has had to be imported from a quarry in Healdsburg.

Business Rep. Ernie Louis, who is servicing the project, notes the contractor is also eyeing the growing cement shortage apprehensively. He will need 3,000 yards of concrete for the spillways and outlet pipeline, and many projects throughout the state are receiving notices from suppliers of the shortage.

Operating engineers working on the job definitely have their work cut out for them if they hope to be done by November.



Engineers News Photo  
PICTURED ABOVE is a top side view of the new Soulajule dam in Marin County. To the right is the old dam. At bottom left, workers construct the 48-inch outlet line that will transport water to the pump house. The scraper pictured below looks like a head without a body—actually the driver was simply making a sharp left turn. Local 3 member Larry Eaton mans the scraper pictured bottom right.





## More from Mayfield

(Continued from Page 5)

featured a \$2.38 per hour economic package over the next three years and a substantial amount of contract language that in total has been heavily ratified by the membership involved. For all practical purposes, the only major agreement left in the State of Utah this year is the Custom Contract and negotiations for this now-expiring agreement are expected to commence immediately.

In closing, I would say that I very much enjoyed the good food and the great conversation with many of our members and families recently at the annual Redding and Sacramento Barbecues held on Saturday, July 22nd and Sunday, July 23rd, respectively. These events annually seem to get bigger and better with good fellowship, food, drink and music attracting good attendance year after year, and these Engineers telling a few other Engineers, who in turn come. It is always nice just to chat like this about old times under no pressure, and this year where full employment exists made the whole scene just an added bonus. For those who might still wish to attend such a fine affair, the San Jose Barbecue is scheduled for August 6, 1978, and the first Annual Nevada Barbecue for August 12th. Hope to see you there.

## 'Blood Alley' Receives Funding

(Continued from Page 1)

well as surface drainage, lights and landscaping at an estimated cost of \$11.1 million.

Marr commented that the "Blood Alley" project is a classic example of the need for union members and citizens groups to become vitally involved in the political arena.

"I can say without a doubt that this \$40 million project would not have the green light today had it not been for the pressure our members and the citizens of San Jose exerted on the state," Marr declared. "Just two years ago this project was not even in the six-year transportation plan. It took every trick in the book, including the threat of lawsuits and a full scale audit of CalTrans to help get this project on line."

Marr explained that an audit taken two years ago revealed a

\$309 million surplus in the coffers of the State Transportation Department. Knowledge of the surplus enabled the Highway Commission—which at the time was at odds with CalTrans—to include the vitally needed project in the transportation budget.

The infamous "Blood Alley" stretches from San Jose south to Morgan Hill, and is continuously interrupted with traffic lights and poorly marked intersections. The dangerous stretch claims on the average of 12 lives a year, making it the most deadly section of highway in the state.

In other highway news, the Assembly budget committee has rebelled against proposals for the construction of "diamond" commute lanes in the state and called for increased spending for the state's highways.

Assemblyman John Knox (D-Richmond) pushed through an amendment in the final hours of preparing the state budget, prohibiting the construction of the controversial diamond lanes, which are restricted to buses and other high occupancy vehicles.

At the same time the committee ordered that the Department of Transportation's \$243 million reserve fund be made available for new highway construction next year.

"We want this money spent, not banked," declared an angry Assemblyman Walter Ingalls (D-Riverside). The revolt came as the Assembly Ways and Means Resource and Transportation subcommittee voted its final take-it-or-leave-it approval of the \$755 million proposed budget for the state transportation department.

## Redding 'Out of Work' List Less than One Percent

District Representative Ken Green reports that the work in the Redding area has picked up to a point that the "Out of Work" list is less than one half per cent the number of members in the area.

Ladd Construction Company was the successful bidder on the Hiway 36 job at Forest Glenn. This leg of the job takes off from where Ladd finished their other project 3 years ago at the bridge at Forest Glenn. For those who are not familiar with this area it is very steep ground with some rock and some dirt and 80 miles east of I-5 at Red Bluff. Bob Blair pushed the last leg of the 36 job so this will only be a continuation of what he had 3 years ago. Ladd started 15 days ahead of the award date with the removal of the timber and clearing.

Ladd also was low bidder on the Hiway 36 job at Paynes Creek. This job starts at the old fish hatchery and goes up the hill to the Paynes Creek turn-off.

Morrison-Knudsen, 5 years ago worked the stretch above Paynes Creek and used an A.C. 41 for the ripping and had very little shooting to do. This job is also fairly steep ground but had a lot of lava rock.

Cal-Ore is paving the I-5 from Cottonwood to Red Bluff. The project is moving along quite well with no traffic delays and next to no breakdowns on the paver.

B. C. Foster is working their hands this season to full capacity. As of this writing they are at the Hilltop Bowl removing the old pavement and getting ready for the paving. Willie Houghtby who is on the Redding Grievance Committee and Job Steward is operating the loader for Dot Foster on this project.

Shasta Sierra Corporation and North Valley Construction are working in various locations in and around the Redding area.

North Valley Construction was low bidder on a new type of overlay which will be an experimental

job. The chips for the seal-coat will have a new type of oil added at the plant and the oil for the sealer will be of a rubber base. From the time the oil is shot to the point the chips are laid there is only a one hour time lag. If the chips and oil are not laid in the proper time period there is a \$2,000.00 a day penalty. It looks like North Valley will have their work cut out for them.

ComConEx has a telephone job downtown and has several brothers working on this job. Brother Wes Whitworth has been very successful in bidding for ComConEx this past three years and has kept several brothers working in and around the Redding area.

Three D Construction is working on their Shasta College job to south Redding sewer lines—they have cut back from three crews to one and are moving along quite well.

Booth Fisher is working on the South Redding Sewer Treatment Plant. The dirt work is all done

but the concrete work is just starting. There is a one year time limit on the project and about September 1979 the project will be winding up.

"With the work we have and you Brothers who are not working and want to work get in touch with the Job Placement Center and we could tell you where the best job opportunities are and if you are willing to travel there is no excuse for you not working," Green said.

Business Rep. Bob Havenhill reports that the City of Alturas will be letting a waste water treatment job this month which will improve the water quality of the Pit River. "It is very gratifying to have so many brothers working and to see the moral as high as it is," Havenhill said.

Peter Kiewit Sons Company is still waiting for word from Holly Sugar Company on whether or not Holly is going to go up higher on the mountain for limestone. They had to shut-down last month because of a drop in the quality of the rock at the lower levels.

J. F. Shea Company had some problems with the Department of Fish and Game over some blasting resulted in a few rocks in the Klamath River—some damaged willow trees the Department of Fish and Game would not

settle for the replacement of the native trees, but instead required Shea to import some trees from over on the coast.

Eastco Construction is winding up on the Hiway 3, job at Yreka and the sewage ponds for the Montague waste water treatment facility.

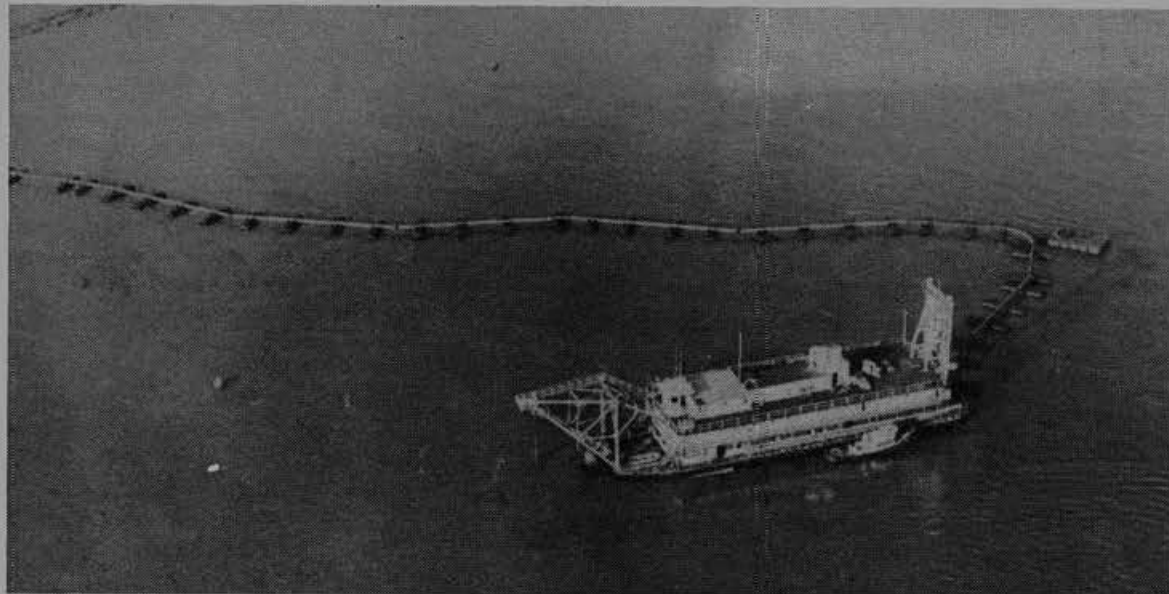
O'Hair Construction is getting set to do the paving on Sheas-Collier Grade By-pass at Hornbrook.

Easley Construction is working full-bore on the Yellow Jacket Ridge job at the Forks of the Salmon River in Western Siskiyou County. John M. Frank Construction and C. L. Fogle Company are both working on the Happy Camp Sewer job.

Tyler-Engelke is a head of schedule on the Adin Sewer job and is the apparent low-bidder on the Orleans Sewer job in the Eureka District.

Leo Davis Construction is working on a large slide stabilization job on Hiway 96, just east of Happy Camp.

J. F. Shea Company will be starting the Pit River Bridge deck rehabilitation job shortly. They will be replacing the temporary decking which has given way in several locations and is a severe traffic hazard.



Aerial view of the 'John F. Shory' dredging north Humboldt Bay

## Several New Projects for Eureka

The work level continues at a high level on the North Coast reports District Rep. Gen Lake. The out-of-work list, at present, is the lowest it has been in this decade. The current construction boom began late last year with the Humboldt Bay dredging project. Since that time several underground, grading, paving and bridge projects have been let. Some of the projects that have been let have not broken ground yet.

The largest project to materialize in the

last month is a maintenance and repair contract at the Crown Simpson pulp mill. "We will be holding a pre-job conference later this week with Brock and Blevins Co., Inc. of Rossville, Georgia," Lake commented "The contract amount is approximately 4 million dollars."

Mercer Fraser Company has been awarded more overlay projects in Humboldt County with more contracts coming up for bid.

## NEVADA PRIMARY

Local 3 has endorsed the following candidates for the upcoming Nevada Primary Election:

U.S. Congress	James Santini
Governor	Bob Rose
Attorney General	Richard Bryan
State Controller	Mike Daly
Treasurer	Mike Mirabelli

### State Senate

District 1	Thomas "Spike" Wilson
(vote for two)	Pat Murphy

### State Assembly

District 23	Jonathan Richards
District 24	Tod Bedrosian
District 25	Sue Wagner
District 26	Dale Goodman
District 27	Steve Coulter
District 28	Bob Barengo
District 30	W. Michael Nance
District 32	Honey Williams

### Washoe County Commissioners

District 3	Jim Underwood
District 5	Leonard Mays



# New Melones Will Top Off this Year

Asst. District Rep. Jay Victor reports that the work load in Stockton and Modesto areas is as good as it has been in the last several years. There are several classifications for which there are no operators. However, the office manages to fill most of these job orders through the adjacent districts and off the C-List.

The New Melones Dam project is just now entering its final stages. The fill should be topped out some time in October or November. The powerhouse will take considerably longer to build, however, a good many brother engineers have enjoyed a lengthy term of employment at this project.

S. J. Groves is just now starting to span the voids between the bridge piers with the bridge sections themselves. The Company is also going to be doing some extra work on the approach roads due to slides.

George Reed Company is running full crews at their rock plant and also does various overlays through the area.

"The Camp Nine project from what we understand is running close to schedule," Victor said. "Completion of this project should not be too many months away."

All the local contractors in the Stockton and Ceres areas, as well as some visiting contractors from surrounding areas are enjoying a backlog of work. When they com-

plete one job they have another to go to.

L. E. Wentz out of San Carlos is building a \$2 million warehouse for a food processing firm in Turlock. Unfortunately these types of jobs do not employ very many operating engineers, Victor commented.

Another recent bid let is for the

water treatment plant for the City of Newman for over \$2 million. This project will give the local engineering firms an opportunity to submit bids for the construction staking.

The apparent low bidder on the Newman project is the Fred J. Early Company. This company now has 3 projects in Stanislaus

County itself. First being the Turlock project, also some additional work to the Modesto Treatment Plant and now the Newman Treatment plant.

The Stockton and Ceres offices reminds the members to register to vote for the upcoming general election.



THE DAY CREW WORKING the New Melones Dam job on the Stanislaus River are, from left to right, Don Shanklin, Jim Anderson, Robert Decamp, Lee DuBois, Job steward, Bob Baxley, Amos Smith, Larry

Tredway, Rolf Larsson, Lester Hodge, Local 3 Business Representative Jay Victor, Foreman Ross Sliger. Kneeling in front are Tony Skimoniski and Bud Wilhite.

## New Sewer Plant for San Mateo

(Continued from Page 7)

(reported in September 1977 Engineers News) is also being constructed by AFB Contractors.

Construction period for the new facility near Redwood City is estimated to be just over two years, beginning early in June. Operating Engineers will drive approximately 2,200 concrete pilings and pour 50,000 cubic yards of cement, utilizing three cranes to do the work.

The design of this major facility incorporates modern state-of-the-art technology for wastewater reclamation to meet very stringent environmental protection requirements. It will serve a population of over 200,000 residents.

Special technology in the design by the engineering firm of Jenks and Harrison out of Palo Alto includes a fluidized bed system with fixed film filtration.

AFB contractors engages in similar projects across the country with major projects currently in various stages of construction in northern Virginia and Missouri, as well as Stockton and San Mateo. Another wastewater treatment facility was completed last year in Tracy, Cal.

## September 12 Marks Nevada Primary Election

By JOHN McMAHON

For over 1,750 members of Operating Engineers Local 3 and their families, living in Nevada, September 12 is primary election day. The election will determine the Democratic and Republican candidates for the six statewide constitutional offices along with the legislative candidates for the state Assembly and Senate.

The campaign commanding the most media attention will be the governor's election. Mike O'Callaghan, governor for the past eight years, will be retiring at the end of this term.

Local 3's endorsed candidate, Lieutenant Governor Bob Rose, is the front runner for the Democratic nomination. Campaigning hard on the issues of continued growth for Nevada, tax reform and a reduction in the crime rate, Rose has pledged to maintain a close working relationship with the people of Nevada "so that the ideas of the people on these matters are given an opportunity to work."

Rose has pledged that he will give top priority in his administration to "keeping Nevada's economy strong and healthy." He says that "Nevada is experiencing growing pains now. The areas of Reno-Sparks, Carson City and Las Vegas are expanding daily. We have to make sure that not only does that expansion continue, but that it continues in a manner that is not det-

rimental to the quality of life we have here in Nevada."

Rose contends that Nevada needs to encourage a strong cross section of economic activity throughout the entire state. He pledges he not only will continue to support the tourist and gaming industries, but his administration will also promote diversification in the type of industry that will locate in Nevada.

Rose would also like to see the economic growth that Nevada is experiencing distributed throughout the entire state, so that the "rural communities can receive their fair share of Nevada's prosperity."

While encouraging economic growth and continuing the government's efforts to promote additional economic expansion, Rose promises to keep a watchful eye on state spending. In keeping abreast of the growing tax reform movement, Rose wants to cut property taxes for homeowners by 30 per cent.

He also wants to reform the sales tax. Currently, Nevada residents must pay the 3½ per cent sales tax on all items. Bob Rose would like to see the sales tax removed from food.

If Bob Rose is elected governor in November, he will inherit the state's largest budget surplus in the history of the state... \$100 million. Rose pledges to develop a program to either refund the sur-

plus or reduce other taxes so that the state will no longer collect more taxes than it needs.

Prior to his election as Lieutenant Governor in 1974, Rose served as District Attorney for Washoe County. During his term as DA, Rose served as Chairman of the Nevada District Attorney's Association.

Rose has earned a reputation as a friend of the labor movement in Nevada. Local 3 Business Manager Dale Marr terms Rose "the best political figure that organized labor has seen come along in Nevada for quite some time. He is a smart, tough effective politician."

Business Manager Dale Marr has called on the leaders of Nevada's labor movement to unite behind the Rose campaign. Marr believes that "the labor movement can make the difference in the Rose campaign. I think it would be a great help to Bob Rose if all labor unions worked together to see that all our people are registered to vote and that they then get to the polls on election day and exercise their right to cast their ballot for their favorite candidate. I just hope it is Bob Rose."

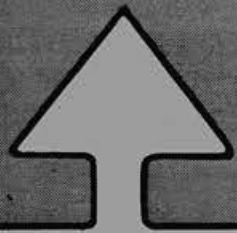
Looking into the future, Marr is certain that Nevada is going to be one of the big growth states in the West for the next 10-20 years. "If the labor movement has any ideas of making progress for its members in Nevada in terms of a strong leg-

islative package, in terms of providing a continuing warming of the economic climate in Nevada, in terms of helping to achieve the good life for our union members, then we better get behind Bob Rose's campaign 100%."



Bob Rose





# Outlook

August, 1978

Vol. 5 — No. 8

Operating Engineers Trust Funds

## Smallpox: An Endangered Species?

In three drab freezer chests in a laboratory near Atlanta, Georgia are more than 300 specimens of the most bizarre and malevolent endangered species on earth.

The laboratory, at the federal government's Center for Disease Control, is one of the last refuges of a living thing that has killed many millions of humans and has spread panic and destruction for thousands of years. It is the virus

that caused smallpox.

Stored in little glass vials at 94 degrees below zero are specimens from many different years and places, from deadly outbreaks in which almost half of the patients died and from others that were relatively mild.

The Center for Disease Control has samples from the last smallpox outbreak in Bangladesh, in 1975; from the last outbreak in

India, the same year, and from what may prove to have been the last case of smallpox on earth—in Merka, Somalia, last October.

Public health experts think it's likely, though not proved, that the smallpox virus has already been eliminated as a human infection everywhere on earth.

At present, scientists at the Center for Disease Control do most of the world's laboratory diagnostic work on smallpox — testing each new suspect sample to determine whether it is really smallpox virus.

The preserved virus samples are kept under lock and key in a laboratory that few people are allowed to enter. When no one is in the laboratory, the whole area is bathed in the baleful blue glow of ultraviolet light intense enough to kill an escaped virus.

No one may enter the laboratory without proof of a successful vaccination in the past three years. Those who work there regularly are vaccinated yearly.

The air is filtered continuously and the air pressure is kept slightly below that of the outside atmosphere so that air flow, except through the filters, is always inward.

Nothing leaves the enclosure without being disinfected. Every person who goes in must shower before leaving and blow his or her nose to eliminate anything lodged in the nasal passages. Only laboratory clothes can be worn inside and every garment is sterilized after use.

The dread virus has not been found anywhere outside a laboratory since the case in Somalia, a young man who has recovered. But no one can be certain that he was indeed the final victim, and specialists at the CDC say the war over the Ogaden has hampered surveillance, especially on the Ethiopian side.

### PENSION APPLICATIONS GROUP I

If you cannot submit any one of the documents below then two of the Documents in Group 2 are necessary for a Pension Application.

1. A birth certificate.
2. A baptismal certificate or a statement as to the date of birth shown by a church record, certified by the custodian of such record.
3. Notification of registration of birth in a public registry of vital statistics.
4. Certification of record of age by the U.S. Census Bureau.
5. Hospital birth record, certified by the custodian of such record.
6. A foreign government record.
7. A signed statement by the Physician or midwife who was in attendance at birth, as to the date of birth shown on their records.
8. Naturalization record. (Photostat not permitted; submit original.)
9. Immigration papers. (Photostat not permitted; submit original.)

### GROUP II

10. Military record.
11. Passport. (U.S. Passports may not be photostated; submit original.)
12. School records, certified by the custodian of such record.
13. Vaccination record, certified by the custodian of such record.
14. An insurance policy which shows the age or date of birth.
15. Marriage records showing date of birth or age (application for marriage license or church record, certified by the custodian of such record; or marriage certificate.)
16. Other evidence such as signed statements from persons who have knowledge of the date of birth.
17. Letter from Social Security stating your date of birth as shown in their records.

Note: If you are married at the time of your retirement, proof of age for your spouse will be required and a copy of your marriage certificate.

## Fringe Benefits Forum

By MIKE KRAYNICK,  
Director of Fringe Benefits



Business Manager Dale Marr thought we could do a better job of providing information to the member who was considering retirement by holding pre-retirement meetings in all of our Districts. He instructed me to set up a schedule which we have just concluded with a meeting in Salt Lake City on August 3. It has been gratifying to all our officers to see your interest by both your attendance and your questions.

This series of meetings was informative to us here in the Fringe Benefit Service Center, too. From the experience I gained from these initial meetings we are now preparing material to help in our talks at the pre-retirement meetings now planned for the early spring of 1979. Keep in touch with your District Representative and your business agents for the date of your area's pre-retirement meeting.

One of the subjects that we reviewed in detail at these meetings was the Pension Application. Because of the number of prospective Retirees filing applications (about 75 per month) I think it is important to review the Application in this column not only for those facing retirement in the immediate future but also for young active engineers because of the Records needed to establish a work history.

Following is an outline of the information requested on a pension application:

### Personal Data

This is the usual information necessary for identification, name, address, etc. . . . including Registration Number(s). Documentation, of course is necessary to establish your birthdate, your wife's birthdate, and date of marriage (we have printed the list of acceptable documentation on this page.)

### Employment History in Local 3's Jurisdiction

This section of the application is for listing your periods of employment as an Operating Engineer in Local No. 3's jurisdiction prior to (establishment of Local 3's pension) the date hours and contributions were first reported to the Trust Fund in your behalf. This information provides the necessary key to further research by the Trust Fund Office to establish all credit to which you may be entitled in this P.an. Quite often a Social Security earnings search is required and there is usually a three to four month waiting period for this information.

### Employment Outside of Local 3's Jurisdiction

If you worked as an Operating Engineer outside of Local 3, you may be entitled to some credit under the International Reciprocity Agreement. Listing the other jurisdictions in which you worked will help speed up any payment that might be due you from another Pension Trust Fund.

If you had worked in another local union of the International Union of Operating Engineers during the time that union had an established pension program prior to your leaving or transferring out of that local's jurisdiction, there is a possibility that you may be entitled to some pension credit from that local.

### Union Membership; Military Service

Union Membership Records are requested from IUOE in Washington D.C. and are usually received within 4 weeks of the request. Your indication of membership in other Locals will expedite research in other Locals.

Your records of enlistment and Discharge are essential to establish any period that might be considered for pension credit under the Rules and Regulations of the plan.

The Application provides you with an opportunity to update your beneficiary designation while your Application is being processed.

### When Should You Apply?

If you think you have the necessary pension credit, and if you are of Retirement Age or approaching age 55, (or if you are disabled . . . and are applying for a Social Security Award), and if you are seriously considering retiring then request an Application from your District Office, the Fringe Benefit Center, or the Trust Fund Office.

There is a one month filing requirement. An Application filed in any month entitles you to pension benefits the first of the following month assuming of course that you meet all of the requirements. If you should file in August, Benefits could be payable in September. However, remember that accumulation of the necessary documentation and research of all periods of your work history in order to establish all of the pension credit to which you may be entitled takes time . . . so prepare ahead—allow sufficient time for processing, at least 3 to 4 months.

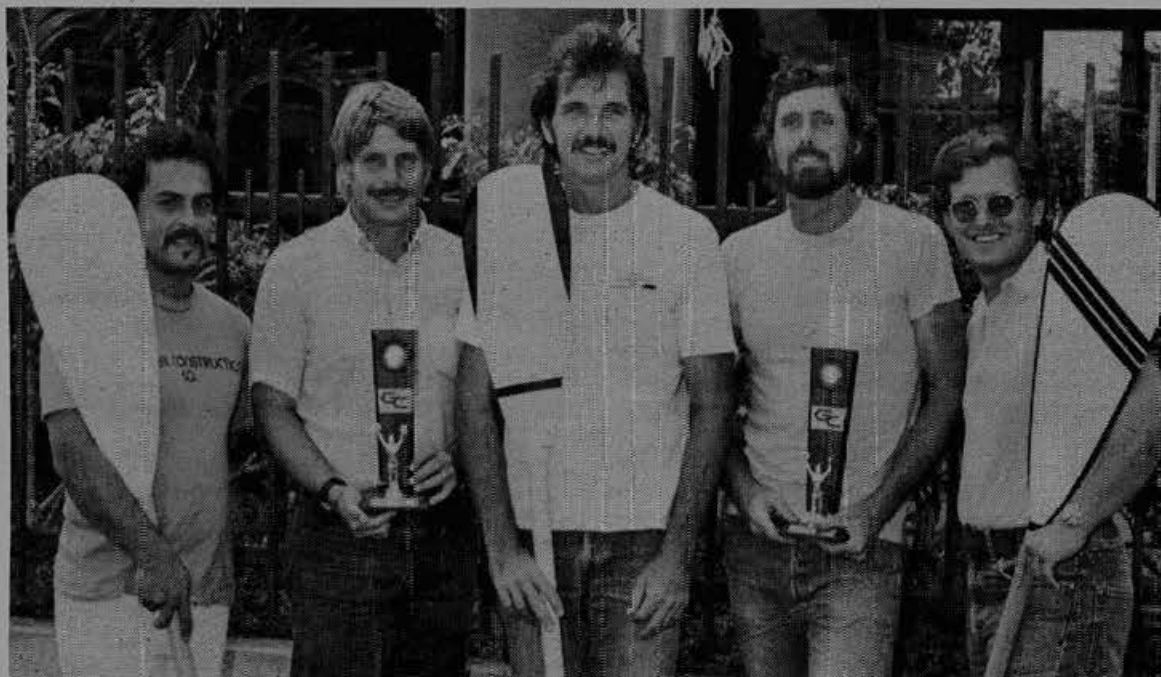
No benefits can be paid without filing an Application . . . it is the first step, a must in getting things started! The information you give in your Application is the basis of the research necessary to establish your work history. By completing the Application carefully and in detail, you are assuring yourself of obtaining all of the pension credit/benefit to which you may be entitled.



Engineers News Photo

FRINGE BENEFITS DIRECTOR Mike Kraynick answers a question about the Local 3 pension plan to a couple attending the recent Redding "Pre-retirement" meeting.





Engineers News Photo

WINNERS OF THE SECOND ANNUAL Honolulu canoe racing regatta are Local 3 members (left to right) Solomon Chang,

Mike Krochina, Jim Beyer, Peter Drost and Charles Kotlowski. They are employees of General Construction, Hawaii.

## In Fresno

# Hwy. 41 Project Gets Underway

This article was specially prepared for *Engineers News* by Claude Odom, Bob Merriott, Jerry Bennett and Harold Smith.

Construction of Fresno's Freeway 41 is a little behind schedule, but is so far costing the State about \$700,000 less than budgeted, according to local CalTrans officials.

Most Fresnoans are aware of the first phase of the project, as they drive through detours at Dakota, Ashlan, Gettysburg and Shaw Avenues. The work has been delayed somewhat due to heavy winter rains, but with construction continuing at a fast pace, the four underpasses are still expected to be completed by

March of next year.

The cost savings resulted from a low bid being awarded to C. C. Meyers Company of Sacramento, which is the firm working on the first phase of the freeway. They're doing the job for \$2.6 million, lower than the budgeted amount of \$3.36 million.

The second phase of the project, bringing 41 from where it currently stops at Divisadero to Olive Avenue and connecting Freeway 180 from Blackstone to 41, is currently cut to bid. The bids will be opened July 19, with work expected to begin within two months from that date. That portion of the north-south freeway is estimated to take two years before completion, and should cost between \$9.8 and \$11.8 mil-

lion.

Some critics have said the 180 link in this second phase shouldn't be included, since the State may not approve or fund full 180 construction in the future. It will provide continuity to the 41 route, because north area traffic will be able to leave the freeway at Blackstone and Abby, rather than travel all the way down to Tulare. If all that traffic went to Tulare, the ramp there couldn't handle the load during peak hours. Completing the 41 route from Olive to Bullard (cost estimate, \$20 million) will come after bids for that phase are advertised in December of 1979.

The only real problem that could delay ongoing construction (Continued on Page 12, Col. 1)

## Hawaii Opens New Office

District Representative Wallace Lean reports that a sub office has been opened on the Island of Maui. Brother Richard Shuff has been assigned to the area.

"Brother Shuff will be missed on the Island of Oahu and the members that he formerly serviced in the trucking industry, dredges and on the Island of Kauai," Lean said. "He will indeed be a boon to the Island of Maui and we all wish him the best in his new assignment."

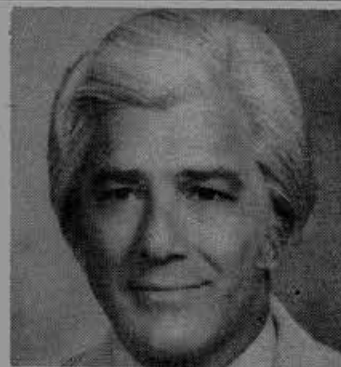
The Maui office will be open from 7:00 a.m. through 5:00 p.m. and dispatching will be from 3:30 through 5:00 p.m. The Maui phone number is 242-9410 and the address is 1975 Vineyard St.

Work throughout the District has not improved at all, nor is it expected to in the near future. The jobs that do break are for those that are already employed and finishing up on one job then going to the next. The out of work list is moving, but very slowly.

Some of the larger jobs that will be starting shortly are the 20 million dollar Middle St. Interchange with Hawaiian Dredging and Construction Co. being low bidder, the 25 million dollar Lihue Power Plant on the Island of Kauai to be performed by E. E. Black Ltd., and the Poipu Golf Course and Condominiums job, which will be done by Morrison-Knudsen.

## Footnotes From the Pacific

By HAROLD LEWIS  
Financial Secretary



Members of Local Union No. 3 won top honors in the second annual Honolulu canoe racing regatta. They are employees of General Construction, Hawaii (the team photograph was taken at the Harold Kanohoalii Lewis Office Building in Honolulu.) Comprising of boating canoe paddlers, 56 crews entered the Race of Champions. As reported by Jim Beyer, (Steward) to Hawaii Engineers News Editor, it was the culmination of many hours of paddling in the surf, but as a team of safety workmen in out-rigger togetherness, they competed for the first spot down to the final line of champions. The Team entry fee of \$100 was donated by the Crane Operators to the Honolulu Canoe Club for Hawaii's Youth.

\* \* \*

The Society of Professional and Safety Engineers has named the Honolulu International Airport reef-runway one of the ten outstanding engineering achievement of 1977. Workers on the project included more than 250 operating engineers. Coral fill was pumped from the deep ocean floor to build the offshore airport. The constructed reef runway airfield is the first major facility which utilized three dimensional models in determining the overall effect on circulation patterns within the area of Keehi Lagoon.

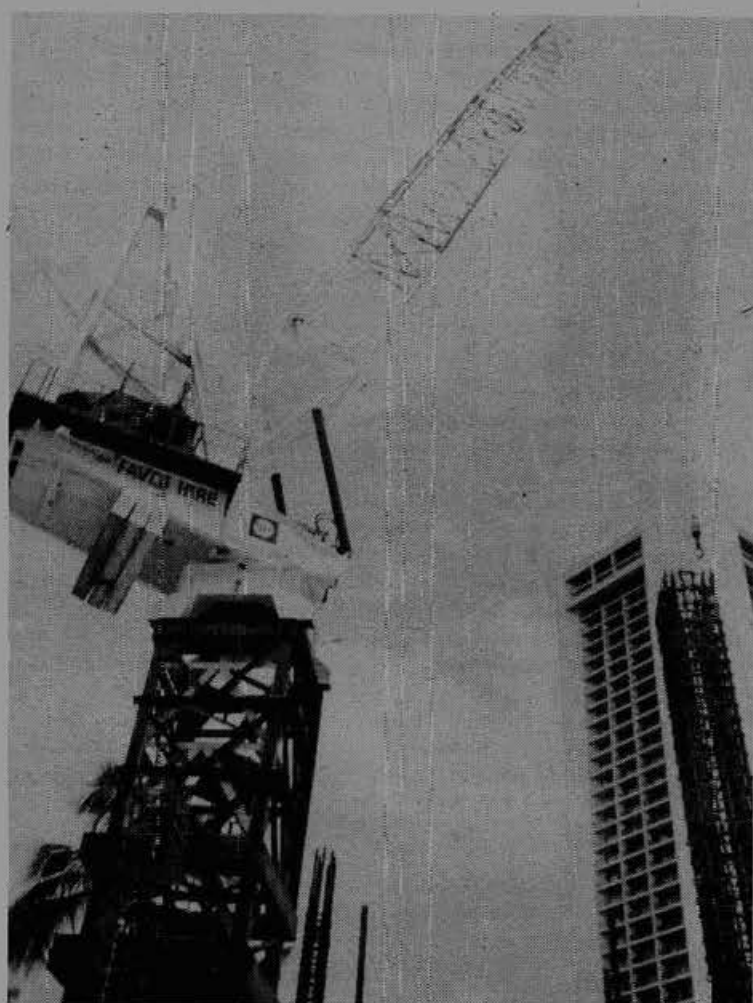
\* \* \*

Supplemental funds of \$255,560 for the Disadvantaged Youth Program have been released by the Department of Labor for summer jobs in the State of Hawaii. Of the total amount, \$195,800 will go to the City of Honolulu. The remaining \$59,700 will be used to create new job opportunities for the economically disadvantaged in other counties of the State. The funds employ young men or women aged 14-21 for a work period of nine weeks. Working on an average of 25 hours weekly, and paid the minimum wage scale, these youths, sons and daughters of Union members, serve in such positions as recreation leaders, museum aides, lifeguards, clerk-typists and maintenance assistance in various categories from industry and the public sectors.

\* \* \*

Education and related safety and health training courses under OSHA and the Department of Labor Training Institute, has made available to Local Union No. 3 the 40-hour Construction certification program in occupational Safety and Health Practices for Hawaii's Building and Construction Craft Unions. The first Program in our State and sponsored by Labor in conjunction with the AFL/CIO Building Trades Council, was needed to share the benefits of the program with the Stewards and joint labor-management safety-committee established programs under Hawaii's Safety and Health Regulations, adopted by the 1978 legislature (S.C.R. 53-H.D. 1)

## Favco Crane Introduced to Hawaii



Engineers News Photo

The first Favco crane of Australian design is being introduced for the first time to Hawaii Operating Engineers. The new crane is operated by Local 3 member Harry Chang, who was amazed at the line speed and accuracy of the all hydraulic controls.

The slewing speed is double that of the Hammerhead crane, commonly seen around Hawaii construction sites, Chang says. This Australian crane uses a moveable jib as opposed to hammerhead operation, as well as a fixed horizontal 130 foot boom that carries a counter-weight on one end and a trolley with hook on the other.

The advantage of using the lifting jib is that the counterweight is attached directly behind the Operators control station and does not interfere with other buildings, power lines or obstructions in proximity to the building construction near a jobsite. The external power source is not required since the Favco Crane, uses the Detroit or Volvo diesel engines.

A Hawaii operating engineer, Chang has been a member since 1952 and is in charge of the Favco crane activities at the Pacific Monarch Hotel project located at Waikiki.

Concrete pads supporting the Favco crane and the tower sections made of high tensile steel enables the Crane to free-stand at 150 feet. Due to health environment noise conditions and strict regulations in the tourist area of Waikiki, diesel engines are used. The Crane also has the capability of self-climbing and self dismantling if used externally. There is no need for a stiff-leg crane to dismantle after the site completion of the structure.



# Fresno

(Continued from Page 11)

is the high cost of cement, which has been going out of sight lately. But the project can stay within budgeted amounts totaling about \$42 million.

The U.S. Forest Service is calling for bids on July 5 for approximately 13 miles of reconstruction of Sherman Pass Road beach section, in southeastern Tulare County. The contract calls for widening, grading and paving of the existing road from the south fork of the Kern River into Beach Meadows.

The Bureau of Reclamation will open bids on July 27 for approximately 200 miles of collector pipeline systems for Westlands Water District near Mendota.

The contract calls for 165 miles of collector line and 35 miles of main truckline. The project will take up to 3 years to complete at a cost of up to \$25 million.

This past month we have been in negotiations with Stuart Radiator of Merced and have had quite a time of it. We had Job Steward Merv Thomas and Safetyman Frank Martin on the negotiations committee. The company

(Continued on Page 13, Col. 4)



## Teaching Techs

By ART PENNEBAKER  
Administrator,  
Surveyors' JAC

The N.C.S.J.A.C. has determined that over 27 per cent of the Registered Apprentices are deficient in their apprenticeship obligations.

At its July 12, 1978 meeting the Administrator was directed to advise each Registered Apprentice of the expectations of the J.A.C. and then take positive action toward implementation of those expectations.

Please take note of the following which will be furnished to each individual Registered Apprentice:

The Northern California Surveyors Joint Apprenticeship Committee has instructed the Administrator to SUSPEND a REGISTERED APPRENTICE from ON THE JOB WORK TRAINING OPPORTUNITIES when the records in the Administrative Office indicate that the PROGRESS of the Registered Apprentice is DEFICIENT.

Each Individual Apprentice should carefully read and understand the contents of this packet in order to evaluate progress, be aware of Rules, Regulations and obligations, and to know what records will be used to determine when disciplinary action is appropriate.

The Northern California Surveyors Joint Apprenticeship Program consists of three (3) basic parts:

1. ON THE JOB WORK TRAINING EXPERIENCES where the Registered Apprentice actually works as an integral part of a Survey Party, learning from the Journeyman and practicing the practical skills necessary to the occupation of Field and Construction Surveyor.

2. RELATED AND SUPPLEMENTAL INSTRUCTION normally conducted in a classroom setting, utilizes material especially prepared by the N.C.S.J.A.C. to introduce, expand and broaden the skills being learned at the job site.

If the world was perfect, then information gained in a Related Training Class would be used and reinforced in the next day at work.

Unfortunately, the diversity of normal work experiences encountered in the occupation of Field and Construction Surveyor and the necessities of the client of the employer make that perfect situation virtually impossible. The Related Training is therefore aimed at providing a broad spectrum of knowledge that can be referred to when a specific on the job experience develops.

3. SAFE WORKING PRACTICES information and the AMERICAN RED CROSS MULTI MEDIA FIRST AID course are basic parts of Apprenticeship training. Because Survey crews often work in undeveloped locations with no nearby medical or first aid facilities, the goal is to provide one or more persons on each crew competency to administer First Aid should safe work practices be ignored or fail.

MINIMUM TIME LIMITS have been set to provide reasonable and balanced progress through the program:

FIRST (1) through FOURTH (4) period Registered Apprentices are advanced from period to period upon completion of 500 hours of OJT hours indicated on the Employer Contribution Report AND possession of an American Red Cross Multi Media First Aid Certificate AND completion of appropriate Related Training Material indicated by the School Record Sheet.

FIFTH (5) through EIGHTH (8) Period Registered Apprentices are advanced from period to period upon completion of 1000 hours of OJT hours indicated on the Employer Contribution Report AND possession of an American Red Cross Multi Media First Aid Certificate AND completion of appropriate related training material indicated by the School Record Sheet.

In addition, an EIGHTH (8) period Registered Apprentice must function as a CHIEF OF PARTY on a Survey Crew for 1000 hours

(Continued on Page 14)

## Talking To Techs



MIKE WOMACK  
Paul Schissler  
Gene Machado

The Technical Engineers Department is pleased to report, along with other crafts, that this has been the best year in almost a decade for work-hours and job opportunities for members in the Surveying and Testing and Inspection Industries. With the increased demand for additional Survey Crews, we find an increased demand for Chiefs of Party. Many Journeyman Chainmen have already taken advantage of this situation by upgrading their talents and skills. This is a direct result of the Surveyors Apprentice, Pre-Apprentice, and Journeyman Training Program. There is still at this time a demand for Party Chiefs; don't wait until next year to get started. Do it now! Contact the Northern California Surveyors Joint Apprenticeship Administrative Office at 675 Hegenberger Road, Oakland, California; telephone (415) 638-7225 for information.



Mike Womack

### Contracts:

We have recently concluded negotiations with Nuclear Energy Services located in Richmond and Pittsburg Testing Laboratories located in Emeryville. We would like to take a moment to complement the Job Stewards Pete Ward of Nuclear Energy Services, and Ray Denny of Pittsburg Testing Laboratories. As many of you know, a Job Steward is an important individual to his co-workers and invaluable to the Business Representative servicing the job or project. In addition, Pre Negotiations with the San Jose Water Works Engineering Department have been scheduled for next month.

### Dispatch:

We are finding that a few members are working for employers without a current dispatch to that firm. If you have changed employers be sure that you have been properly dispatched. The Union By-Laws require a current dispatch at all times and members working without one may be subject to disciplinary action in accordance with the applicable procedures of the International Constitution and Local Union By-Laws.

Effective July 16, 1978 the wages and fringes negotiated in the Tech Agreement are as follows:

Job Class	"AREA A" Wages	"AREA B" Wages
1131 Cert. Chief of Party	\$12.81	\$8.30
1301 Chief of Party	12.51	8.00
3731 Inspector	12.51	8.00
3761 Instrumentman	11.62	6.75
7491 Soils & Material Tester	11.62	6.75
6321 Senior Tech	10.78	5.80
6311 Chainman/Radman	10.48	5.50
9981 8th Period Apprentice	10.48	5.50
9971 7th Period Apprentice	10.48	5.50
9961 6th Period Apprentice	10.48	5.50
9951 5th Period Apprentice	10.48	5.50

(Continued on Page 14)



## Wife Presents 'Hot Air' Gift To Surveyor

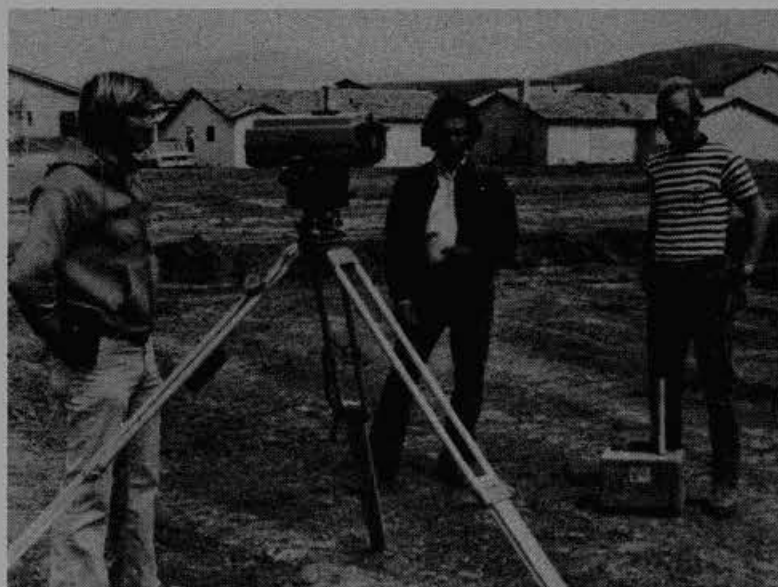
Local 3 Tech. Engineer John Lait wondered what in the world was going on recently when he was rudely awakened at 4 a.m., stuffed into a car still groggy-eyed and found himself on the way to the wine country in Napa Valley. It turned out to be a surprise birthday gift by his wife, Norma, who thought it would be a real blast to take a ride on a hot air balloon.

Tech Engineer Rep. Paul Schissler had to do the hard part—that was to get John up to Yountville north of Napa without letting him know what was going on. It became pretty evident though, when he saw the crew employed by Adventures Aloft (pictured right) getting the balloon ready for takeoff.

Liftoff was at 7 a.m. and about one hour later John, his wife, some friends and the pilot touched ground in Napa. Pictured above is John Lait and his wife. John is a certified chief of party.

## Tech Engineers On the Job

Tech. Engineers working at the San Ramon Housing Development are, from left to right, Bob Bryant, certified chief of party; Stan Rose, instrument man and Jim Pierce, senior soils engineer.





# 35 YEARS

At its meeting on May 21, the Executive Board approved Honorary Membership for the Retirees listed below, who have 35 or more years of membership in Local 3.

Name	Reg. No.	Initiated by	Local
Merton C. Anderson	368987	7/42	3
Ramon J. Andrade	293370	11/40	3A
Arthur Ball	369876	7/42	3B
Frank E. Bullock	280399	11/39	3
Earl L. Gibson	342647	2/42	3A
Grover C. Goldie	295040	12/40	12B
Elwood Guinn	349723	5/43 transferred to 3B	
		3/42	701A
		10/42 transferred to 3A	
William C. Hawley, Jr.	394305	11/42	3
Santos Hernandez	418400	5/43	3A
Fred Hohman	386755	10/42	3A
Emerson J. Ingalls	413110	3/43	3
Gordon Johnson	267678	10/38	59
Adrian Kirk	369916	7/42	3B
Robert C. Knapp	314029	7/41	3
Henry Morris	322407	9/41	3A
Nephi Nemelka	329169	11/41	3
Anthony A. Oliver	418324	5/43	3
Roy G. Pierce	354411	5/42	3
George O. Roesch	394599	11/42	3
Vernon J. Ruckman	402619	1/43	3
Herman A. Sandner	332449	11/41	3D
Henry Schmidtpott	418459	5/43	3A
Vincent Selich	418333	5/53	3
Frank Tanforan	418478	5/43	3A
Clarence Toscano	321277	9/41	3
George T. Tuso	369311	7/42	3

## Nevada Work at All Time High

Business Rep. Dave Young reports that construction in Northern Nevada is now at an all time high. The Reno office has dispatched 800 members in the first six months of this year.

In Eastern Nevada, Jack B. Parsons is ready to start concrete paving on I-80 near Wendover and asphalt paving at Cherry Creek on Hwy. 93 near Ely. Peter Kiewit is paving Hwy. 93 at Jackpot and the project is on schedule. Max Riggs is near completion on I-80 at Wells and Elko, and is currently working at Winnemucca on the I-80 bypass.

Stewart Construction is now paving at Dixie Valley near the Humboldt salt marsh. J. C. Compton has begun work at Fernley on the newly awarded I-80 overlay, and is currently working two shifts on the crusher which is extremely dusty.

"We have had the N.I.C. on the project to establish a suitable working environment for our members," Young said. Robert L. Helms Construction has begun work on the \$2.5 million dollar Hwy. 50 (Spoooner) overlay and is rapidly nearing completion on the

Hwy. 395 overlay between Minden and Topaz Lake.

Robert L. Helms Construction is also currently excavating some 500,000 yards of material on Phase I of Harrah's World which, when completed, will cost in the neighborhood of \$120 million. Golden West Paving and Nevada Paving were both outbid on \$600,000 of Reno Area Heater Remix by Robert L. Helms. Negotiations were recently completed with Wells Cargo Truck Shop and a

substantial increase was secured for Local 3 members—some getting as high as a \$1.45 per hour wage increase.

### PICNIC

District 11 will be having its first annual picnic on August 12th at Deer Park in Sparks. All members and their families are invited. For tickets contact District 11 Office or its business agents.

## More from Fresno Area

(Continued from Page 12)

gave us a final offer that we took back to the members, and it was rejected 100 per cent. They also voted 100 per cent strike. We went back in negotiations and couldn't get the company to agree to any more money so the 100 members walked off the job at 9:30 a.m. on June 14.

We met with the company the same day and they came up with another final offer, and held a meeting with the members Fri-

day, June 16. The members turned it down 67 to 33, and voted to stay out on strike. We met with the company next day, in Merced and they came up with a money offer that we thought the members would accept. We took the offer back to the members the following Monday for ratification and they accepted it 65 to 35. I would like to thank the members for their support and their peaceful and gentlemanlike picket line.



## WITH SAFETY IN MIND

By JERRY MARTIN, Director of Safety

## Beware of Power Lines When Operating Cranes

### Think Safety Work And Play Safely



Jerry Martin

#### Job Stewards Activated Month of July

Dist. Member	Agent
03 Eugene Gurney	N. Davidson
11 Keith Jorgensen	C. Canepa
12 Gary Anderson	D. Strate
12 Paul Barlow	D. Strate
12 Duane Franklin	V. Abbott
12 Clark DeLong	L. Lassiter
20 K. W. Legg	R. Butler
20 J. J. Gahagan	B. Barker
20 Raymond John	R. Butler
30 Frank Mendes	B. Blagg
40 Billy Joe Wright	E. Lake
50 Frank Martin	H. Smith
50 Billy Splawn	J. Bennett
50 Douglas Sutterfield	J. Bennett
90 John Miller	B. Dorresteyn

#### Safety Committeemen Activated Month of July

Dist. Member	Agent
11 George Skivington	C. Canepa
30 Marvin Withraw	B. Blagg
50 A. J. Elias	H. Smith
50 William Cogburn	H. Smith
50 Leon Goad	J. Bennett

#### Job Stewards Inactivated Month of July

Dist. Member	Agent
01 Wilford C. Shinn	C. Snyder
12 Virgil Albrecht	D. Wright
12 Robert Marshall	D. Wright
12 Don Rigtrop	D. Wright
20 Michael Dye	R. Butler
30 Phillip Mohrmann	R. Morgan
90 Larry A. Stefanick	B. Marshall

#### Safety Committeemen Inactivated Month of July

Dist. Member	Agent
90 Ken J. Stefanick	B. Marshall
90 John Miller	B. Dorresteyn

In recent weeks there have been several accidents occurring that have caused the deaths of three workers, when the booms of the rigs we have been operating came in contact with overhead high voltage lines.

Coming in contact with electrical overhead wires is an unsafe act that can and must be prevented. Naturally it will take the cooperation of everyone concerned.

Number one is that the employer MUST properly instruct all personnel of the dangers that exist whenever a power line is so located in a work area, that the real danger of electrocution is a possibility.

We as Operating Engineers rely so heavily on the ground personnel that we service and really look to our fellow workers, oilers, iron workers, carpenters, cement finishers, laborers etc. to be ever so alert and never cause a rig to swing the boom into high voltage by giving lackadaisical and incompetent signals, especially when we are performing work in the blind.

Electrocutions are among the most frequently repeated of all construction accidents and most of them are caused by cranes contacting overhead power lines. Power line contact is also the largest single cause of fatalities associated with cranes. This involvement is primarily with mobile cranes but tower cranes are potentially just as dangerous! There is an area surrounding every live power line that is referred to as "An Absolute Limit of Approach." It is strictly forbidden to move any part of the crane or load line or load into this area unless the line has been positively de-energized insulated or grounded. THERE ARE NO EXCEPTIONS.

Generally speaking the absolute limit of approach varies such as:

Line Voltage	Approach Limit
up to 125,000 volts	12 feet
125,000 to 250,000 volts	17 feet
250,000 to 550,000 volts	27 feet
550,000 to 1,000,000 volts	42 feet

A good rule to follow, is whenever any of us move a boom rig into a job-site having electrical hazards, please communicate with your supervisor immediately and establish the ground rules, if you are not, I repeat, not satisfied with his answers contact your local hall immediately and we will give you immediate assistance. BE CAREFUL!!!

### IF A WORKER COLLAPSED FROM HEAT, WHAT WOULD YOU DO?

Got sunburn pain? Try shirts again. The long, hot summer is the time of year most looked forward to by contractors and maintenance officials.

It is also a period of an ever-increasing health hazard to workers, becoming more prevalent with each passing year. We're referring to hot weather ailments such as sunburn, heat exhaustion, heat stroke and heat cramps. In the past, when air conditioning was not widely used, people usually acquired an immunity to extreme heat and humidity. Nowadays, workers spend a lot of their off-hours in air conditioned cars, homes and entertainment facilities.

Extreme heat most seriously affects older workers and those temporary summer employees who are not used to being out in the weather for an 8- or 10-hour day. Couple the heat with high humidity, and serious problems can be the result.

Office personnel in your organization may notice the effects of extreme heat only on the weekends, but a worker felled on the golf course is every bit as useless on Monday morning as the worker over-come by heat on the job.

Let's look at the common symptoms and first aid action required for common heat emergencies:

• **Sunburn**—Men who work without shirts are asking for trouble. In fact, many employers require that shirts be worn at all times on the job. It's a sound policy. Failure to be able to report for duty in the military due to severe sunburn carried severe penalties.

Unlike regular burns, sunburn is caused primarily by the ultraviolet rays of the sun. A slight overexposure causes tiny blood vessels in the skin to dilate, reddening the skin. Continued overexposure results in blistering and swelling, and headache and fever can develop quickly.

The best first aid for sunburn is to avoid the exposure by wearing adequate clothing. That failing, the use of many commercial preparations on the market will usually prevent pain and promote healing. Some preparations, however can cause an allergic reaction. In severe cases, a doctor should be consulted.

• **Heat Exhaustion**—In mild cases, the victim feels unusually tired, and may experience

headache and nausea. In severe cases, sweating is profuse, weakness is extreme, and the skin is pale and clammy. Body temperature will register close to normal; vomiting may occur.

The American Red Cross advises that bed rest is the best form of first aid for heat exhaustion. A salt solution, consisting of a quarter-teaspoon of salt per glass of water, should be taken every 15 minutes for three or four doses. A doctor should be notified.

• **Heat Stroke**—Older people are especially good candidates for heat stroke, and brain damage can result in severe cases. Symptoms include headache, dry skin, rapid pulse, dizziness and nausea. The body temperature goes way above normal, often to 106 degrees F and sometimes as high as 109 degrees F.

Medical care is urgently needed, and the victim should be transported to a hospital as soon as possible. While awaiting transportation, remove the patient's clothing and provide him indoor bed rest.

Sponge the victim's body freely with rubbing alcohol or lukewarm water to help reduce the temperature to more tolerable levels. Pulse should be reduced to below 110 per minute, and sponging should cease when temperature and pulse appear to be under control. Observe the patient for about 10 minutes and if the temperature starts to rise, begin sponging again, but cautiously.

• **Heat Cramps**—This condition can be associated with heat exhaustion, and is characterized by severe cramps in the abdominal muscles or limbs. Heavy sweating with resulting loss of fluid usually brings on heat cramps.

Heat cramps usually respond better to firm pressure than to vigorous kneading. Applying warm, wet towels to the affected area will usually give relief. In addition, it may be helpful to administer the salt water solution described for heat exhaustion.

Common sense can stave off many hot weather problems on the job. Water coolers should be plentiful and available to all work crews, along with salt tablets. Make sure your water source is clean and unpolluted. Avoid using a "Community Drinking Cup." A cup dispenser should be provided at the job site cooler.

Men working in confined areas should be given the opportunity to get some fresh air every once in a while. This is especially important in hot, humid weather, when breathing is more difficult than normal.



# Teaching Techs

(Continued from Page 12)

before qualifying as a JOURNEYMAN Chief of Party.

The RELATED TRAINING CLASS Instructor reports to the Administrative Office at the conclusion of each RT class session by means of the ATTENDANCE ROOSTER which contains the following information:

Name, period of Apprenticeship, OJT hours, completion of Related Training Material, Red Cross First Aid Certificate, previous history of attendance, and current attendance that includes make-up classes, excused absences, medical leave, etc.

The Related Training Class Instructor keep an ongoing SCHOOL RECORD SHEET for each Registered Apprentice indicating progress through the Related Training Material. Each Registered Apprentice, the Instructor and the Administrative Office all have ACCESS to the same PROGRESS INFORMATION which is updated before each class session.

It is the RESPONSIBILITY of the INDIVIDUAL REGISTERED APPRENTICE to be aware of the balance of OJT hours, RT progress and First Aid Certificate status!

The Northern California Surveyors Joint Apprenticeship Committee has instructed the Administrator to SUSPEND a REGISTERED APPRENTICE from On The Job Work Training Opportunities when the records in the Administrative Office indicate that the PROGRESS of a Registered Apprentice is DEFICIENT.

That means TERMINATION of EMPLOYMENT and/or REMOVAL from the Out of Work List and/or is cause for CANCELLATION of the Apprenticeship Agreement by the J.A.C.

It is recognized by the J.A.C. that the learning skills of individuals may vary widely. The TIMING SEQUENCE has therefore been set at MINIMUM STANDARDS. Each individual Registered Apprentice must decide on the appropriate EXTRA TIME and EFFORT to devote to study and practice.

There are specific RULES and REGULATIONS that the individual Registered Apprentice is EXPECTED TO KNOW and CARRY OUT. Keep a copy handy for reference. If the copy is lost or destroyed, request another from the Administrative Office. FAILURE to COMPLY with these rules may mean SUSPENSION from employment opportunities or eligibility to be employed or REMOVAL from the program. The Rules and Regulations are on a separate sheet of paper attached to this packet together with other forms and documents for the information of the Registered Apprentice. If it is not there, ask for one.

A COMPLETE FILE is maintained at the Administrative Office for each Applicant and Registered Apprentice. The file is available to be examined by the individual Apprentice in the presence of the Administrator. Phone ahead for an appointment to make certain that sufficient time is allocated for the examination.

ACTIONS of the ADMINISTRATOR are subject to APPEAL to the appropriate SUB COMMITTEE. ACTIONS of the SUB COMMITTEE are subject to appeal to the JOINT APPRENTICESHIP COMMITTEE. ACTIONS of the JOINT APPRENTICESHIP COMMITTEE are subject

to APPEAL as provided by State and Federal Law.

Certification To The Northern California Surveyors Joint Apprenticeship Committee

By The Undersigned Applicant or Registered Apprentice

The Northern California Surveyors Joint Apprenticeship Committee requires that every applicant and Registered Apprentice certify that the following documents have been received, read and understood:

1. Selection Procedures for Chainman/Rodman Apprentice.
2. Selection Procedures for Chief of Party Apprentice.
3. Notification of time, date and place of Related Training Class.
4. Curricula Material Order Form.
5. School Record Sheet.
6. Related Training Class Rooster.
7. Applicant and Registered Apprentice Rules and Regulations.
8. Master Record Sheet.
9. Notice of Responsibility for Union Membership.
10. Appeal Procedures.
11. Certified Chief of Party Standards and Application.
12. Information packet for the Applicant and Registered Apprentice.

I hereby certify under penalty of perjury that I have received, read and understood the contents of the 12 listed documents.

S. S. No. \_\_\_\_\_ Name \_\_\_\_\_ Date \_\_\_\_\_

## Talking to Techs

9941	4th Per. Ap.—2-man crew—100%	10.23	5.50
9941	4th Per. Ap.—3-man crew—70%	7.16	3.85
9931	3rd Per. Ap.—2-man crew—100%	10.23	5.50
9931	3rd Per. Ap.—3-man crew—60%	6.14	3.30
9921	2nd Per. Ap.—3-man crew—50%	5.12	2.75
9911	1st Per. Ap.—3-man crew—40%	4.09	2.65

### AREA "A"

	Journeyman Fringe Package Ef. 8/1/78	Apprentice Fringe Package Ef. 8/1/78
Health & Welfare	\$1.50	\$1.50
Retired H & W	.33	.05
Pension	2.35	.10
Affirmative Action	.24	.24
Holiday/Vacation	1.15	.15
	\$5.57	\$2.04

### AREA "B"

	Journeyman and Apprentice Fringe Package
Health & Welfare	\$1.50
Retired H & W	.05
Pension	.10
Affirmative Action	.24
Holiday/Vacation	.15
	\$2.04

## More from San Jose

(Continued from Page 5)

terial when they go to the plant to pick up rock. This will cut down on the truck traffic going into the plant, which was one of the problems in getting this project started.

Business Rep. Harvey Pahel reports that the San Felipe project should be starting in mid-September. A contract will probably be issued within 30 days to Daniel & Shanklin, in the amount of \$1.2 million to build the access roads for the intake portal of the tunnel.

That will be in the Merced County area. The other portal will be in Santa Clara County, where there is approximately one-half mile of access roads to be built. Then, they will let bid on the tunnel portion of the project.

Everyone seems to be very busy in the San Jose area; water and sewer lines seem to be running on every side street around the Milpitas area.

The members working in Piazza's pit, out in Blossom Hill area, have been working nine and ten hours per day for the last couple of weeks.

Most of the rock plants are going pretty good to furnish material for all the projects that are going throughout the area. Willie Franks has nine to ten operators busy on his rock pile.

Pahel points out that, although the work picture looks good for this year and next, the members should remember to vote in the November election, and are urged to follow the advice of the Grievance Committee and the Executive Board, who have spent a lot of their time to interview and talk to politicians endorsed by Local 3.

## Canal Project Goes Full Bore In Marysville

"This month, work on the West Side in the Marysville District is truly the name of the game," reports Business Rep. Warren Reed. "The race is on against the clock to get as many of the projects completed as possible." Ball, Ball and Brosamer is going full bore with its Canal trimmer and Paver. They have completed three miles on the East Side of the Tehama-Colusa Canal near Williams, California.

Granite Construction Company is working on another reach of the Canal at Arbuckle, California. They have over 150 men working on just two jobs, which has kept the Marysville Dispatcher on his toes. Any unemployed Blade Operators should give the office a call. Peterson Tractor in Chico has the task of keeping a major part of the iron for Granite in operating condition. If that in itself isn't enough, they opened a lift-truck repair division.

Dan Mostats reports that the work picture on the East Side is still moving along very well. "We are starting to pull a lot of jobs from other areas that do not have men on the out-of-work list," Mostats said. Baldwin Contracting

(Continued on Page 15, Col. 1)

## DEPARTED BROTHERS

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

Avila, Rudy (Irma, Wife)	5-31-78
1990 Lowney Way, San Jose, Calif.	
Awa, John	5-13-78
47 358 Kam Hwy., Kaneohe, Hawaii	
Baker, Claude (Dorothy Fetherland, Sister)	6-12-78
3632 9th Street, No. 7 Ceres, Calif.	
Crabtree, C. W. (Lorene, Wife)	6-11-78
4185 Isgrigg Avenue, Dunsmuir, Calif.	
Duarte, Frank (Garnet, Wife)	6-4-78
P.O. Box 15085, Sacramento, Calif.	
Gonzales, Phillip (Jane, Wife)	3-15-78
2213 N. Franklin, Stockton, Calif.	
Harrah, Art (Joe, Son)	5-31-78
1335 College, Fresno, Calif.	
Higgins, Nate (Isabelle)	5-30-78
625 6th Avenue No. 18, Midvale, Calif.	
Hudson, T. E. (Gladys, Wife)	6-25-78
1208 East Avenue, R2, Palmdale, Calif.	
Hurlbut, Walter (Ruth, Wife)	6-4-78
2159 Old Oregon Trail, Redding, Calif.	
Kaaihue, Ernest (Mary, Wife)	6-19-78
P.O. Box 193, Waianae, Hawaii	
Ladd, Otis (Vernell, Wife)	6-14-78
1508 Sierra Lane, Los Banos, Calif.	
Lively, Lewis (Helen Lively)	6-25-78
300 East H Street No. 160, Benicia, Calif.	
Loman, Claude (Wilma, Wife)	5-12-78
507 West Holland, Clovis, Calif.	
Mayben, Roy (Mary, Wife)	6-20-78
773 E. Costner, Farmersville, Calif.	
Miller, Alfred	6-9-78
P.O. Box 533, Newman, Calif.	
Morris, Alva (Ilma, Wife)	6-8-78
967 Crockett Avenue, Campbell, Calif.	
Nicolas, Eugene (Gail Dibble, Daughter)	6-3-78
P.O. Box 3313, Eureka, Calif.	

Obert, Clarence (Liatha, Wife)	6-15-78
Star Rt. 3, Box 424, Jackson, Calif.	
Pierson, Roy (Thelma, Wife)	6-19-78
1318 Darryl Drive, San Jose, Calif.	
Salizar, Albert (Claire, Wife)	6-2-78
1168 Elm Street, Livermore, Calif.	
Sherman, Lyle (William, Father)	6-13-78
1060 Aileen Street, Lafayette, Calif.	
Spires, Clarence (Oleta, Wife)	6-15-78
200 Grandview Road, Sebastopol, Calif.	
Stark, Edgar (Ethel, Wife)	6-4-78
525 So. 225 West, Cedar City, Utah	
Starkey, Alvin (Viola, Wife)	6-21-78
1338 Bing Drive, San Jose, Calif.	
Tremblay, Dan (Pauline, Wife)	5-31-78
3961 E Street, Eureka, Calif.	
VanWinkle, Orlando (Melissa Gale, Sister)	5-4-78
276 Cedar Pob 284, Chadron, Nebraska	
Vargas, Joaquin (Ana, Wife)	4-24-78
4326 Railroad Avenue, Pleasanton, Calif.	
Ward, Sylvester (Leola Harrian)	6-25-78
1936 Quesada, San Francisco, Calif.	
Wilson, Everett (Sarah, Wife)	5-31-78
4275 Omega Avenue, Castro Valley, Calif.	

### DECEASED DEPENDENTS

June 1978

Ashby, Helen—Deceased June 11, 1978	
Wife of Richard Ashby	
Bailey, Verna—Deceased June 3, 1978	
Wife of Gilbert Bailey	
Beach, Lorraine—Deceased June 5, 1978	
Wife of Raymond Beach	
Dawson, Rhoda—Deceased June 24, 1978	
Daughter of Denzil Dawson	
Gordon, Glenna—Deceased June 4, 1978	
Wife of Robert Gordon	
Horan, Yvette—Deceased June 19, 1978	
Daughter of William Horan	
Flanagan, Dawnette—Deceased June 6, 1978	
Daughter of Norby Flanagan	
Loewen, Anna—Deceased May 30, 1978	
Wife of Jake Loewen	
Lucchetti, Helen—Deceased June 8, 1978	
Wife of Charles Lucchetti	



# Swap Shop: Free Want Ads for Engineers

**FOR SALE: SPECIAL INTEREST, 1968** Calif. Special Mustang, auto, A/C, radio, heater, one owner. Jerry H. Reynolds, 2318 South Chestnut Ave., Fresno, Ca. 93725, 209/251-6338. Reg. No. 0376490. 6-78

**FOR SALE OR RENT: 4 YARD** Michigan Loader, Model 175, rubber, diesel, rops. D. W. Barnard, P.O. Box 1447, Mt. View, Ca. 94041, 415/961-2909 or 268-6931. Reg. No. 557446. 6-78

**FOR SALE: HOUSE** Healdsburg, near Warm Springs Dam project, 2 bdm w/fire place on 1/4 acre. Good location in town. Manuel Lopez, 131 Lincoln St., Healdsburg, Ca. 95448, 707/433-5644. Reg. No. 1528542. 6-78

**FOR SALE: 2 COMP sets of 1941 Dodge** Gel, running gear tran & transfer cases also front & rear diff plus wheels & 1 flame \$175.00. Burk Howard, 3083 Caldwell Dr., Cameno, Ca. 916/644-1366. Reg. No. 0895926. 6-78

**FOR SALE: 1964 TERRY** trailer-18' self. Cont. all wood interior stove, refig. wall heater, excel cond. \$1500. D. Kruger, 3444 Highway 49, Placerville, Ca. 95667, call after 5:30, 916/622-7883. Reg. No. 0563105. 6-78

**FOR SALE: CAT 10-gasoline rig, pre** WWII, running but needs work, good track, for antique buffs, \$850. D. Kruger, 3444 Highway 49, Placerville, Ca. 95667, 916/622-7883. Reg. No. 0163105. 6-78

**FOR SALE: 65 BUICK** Riviera Orig. owner, 73,000 miles, excel. cond., elect. Windows, power steering & brakes, no air, \$2195. Don Kruger, 3444 Highway 49, Placerville, Ca. 916/622-7883. Reg. No. 0563105. 6-78

**FOR SALE: 1968 MACK** Truck, 2 axle, 129" wheel base, 270 cat engine, 10 speed road ranger trans, R170 rear end, 1124.5 rear tires, Holland 5th wheel, Ron Wake, 185 E. Oak Ave., Willits, Ca. 95490, 707/459-5634. Reg. No. 1545343. 6-78

**FOR SALE: 1971 Freight** Liner, 3 axle, 4.11 rear ends, 270 cummings, just rebuilt, 15 speed RR trans, Holland 5th wheel 1124.5 tires. Ron Wake, 185 E. Oak Ave., Willits, Ca. 95490, 707/459-5634. Reg. No. 1145343. 6-78

**FOR SALE: 2 LARGE** boxes heavy duty mechanics tools; 1 large ice chest; steam & diesel book; several pieces luggage like new. John A. Jensen, Box 1035, Redwood City, Ca. 94064. Phone: 415/369-9643. Reg. No. 0619558. 6-78

**FOR SALE: 1974 260Z DATSUN**, sil/blue. AM/FM, air, Mags, 50,000 mil., \$4,500/best offer. call day 414/431-1568, eve. 415728-3186. 6-78

**FOR SALE: 25-1/2' FULLY** contained excel. travel trailer w/easy lift hitch. Used 8 weeks, sale Price \$5,500. Calvin Jones, 13840 Chamy Dr. Reno, Nev. 89511, 702/826-1310. Reg. No. 1558149. 6-78

**FOR SALE: M-2460 GRADALL**, Diesel up & down, 10 attach., good cond., good rubber, \$7,000. Ted Simmons, 19671 Drake Dr., Cupertino, Ca. 95014, 408/446-2775. Reg. No. 1011254. 6-78

**FOR SALE: 1969 CHEV.** with 8' Camper in top shape. \$3,200. or best offer. Johnnie G. Coell, Rt. 1 Box 510, Wilton, Ca. 95693, 687-6337. Reg. No. 0982917. 6-78

**FOR SALE: 1 ARCTIC** circle water cooler for trailer house. Down Draught 2 speed in very good cond. M. J. Bebbly, 2540 Grass Valley Hwy., Auburn, Ca. 95603, 885-0581. 6-78

**FOR TRADE: INCOME PROPERTY**, Huntington, Utah-3 bdrms home plus 5 trailer park spaces, underground wire & blacktopped. Will trade for Duplex or income property in Provo or Orem, Utah area. Norman Clemens, P.O. Box 188, Spring City, Utah. 462-2541. Reg. No. 1238702. 6-78

**FOR SALE: CEDARRAPID PAYER** MODEL NO. BSF-2, Serial No. 21406, good cond./folding. Hopper & exten. to 14' \$3,000. Pete Thornton, 2016 Laguna Vista Dr., Novato, Ca. 94947. Call eve. 415/897-1025, day 415/453-2324. Reg. No. 1027871. 6-78

**FOR SALE: KEUFFEL & ESSIE** CO. hand level, 6" No. N5702, also belt loop leather case. Both for \$22.50. Casey O'Brien, 5585 Marquette Dr., San Jose, Ca. 95118. Tel 264-4027. Reg. No. 1020174. 6-78

**FOR SALE: 1969 ELDERADO**, all elec. w/air \$1475.00; TD18 Crawler \$2975.00, portable welder \$1250.00, tilt bed trailer \$1975.00. William Maddox, 17311 S. Mercy Springs, Los Banos, Ca. 93635, 209/826-0684. Reg. No. 1043556. 7-78

**FOR SALE: EXCAVATING**, sewer, and crane equipment, take over 18 yrs est. business, illness reason for sale. Lee A. Designori, 4201 Crows Landing Rd., Modesto, Ca. 95351, 209/537-6719. Reg. No. 0689121. 7-78

**FOR SALE: LARGE** old 4 burner Wedgewood stove, natural gas or propane w/wood trash burner, ideal for mountain or summer home \$175.00. C. W. Sharp, 2313 Foothill, Oroville, Ca. 95965, 533-6949. Reg. No. 0509859. 7-78

**FOR SALE: 2 1/4 ACRES**, lovely Calif. valley, 40 mi. east of San Luis Obispo, \$3,000. w/low taxes. Harry Pearson, 601 So. Grant, San Mateo, Ca. 415/348-1295. Reg. No. 0707346. 7-78

**FOR SALE: 2 FURNISHED** mobile homes plus over 200 walnut trees in production including all equip., such as storage bldg., dryer, cultivators, tractor etc. all this and more on beautiful 5 acres, near Redding, Ca. \$94,500. Ed Siroshon, 4344 Riverland Dr., Anderson, Ca. 96007 916/365-2904. Reg. No. 0904458. 7-78

**FOR SALE: TRAVEL TRAILER** 32' Kenskill, 1976, 2 double beds, stereo, good cond., Vernon Bonner 133 Fairchild Dr. Mtn. View, Ca. 94043, 415/964-1216. Reg. No. 1257246. 8-78

**FOR SALE: LORRAINE TRUCK** CRANE 15 ton, 50' boom tag lines fair leed, 4 aluminum out rigger stands, 2 Hercules motor upper & lower \$6,000; 12' Aluminum boat w/trolling motor \$250; 175 Honda Trail or Hiway bike, low mileage \$350; 1 large Scintillator for Uranium w/case never used, very nice \$500. J. Basham, 223 MacArthur, Pittsburg, Ca. 94565, 415/439-9056. Reg. No. 0413422. 8-78

**FOR SALE: 2 1/4 ACRES**, unit No. 1, lot No. 107 in Calif. Valley, east of Paso Robles, near Simler for \$1,500 or trade for travel trailer. Larry Walker, 5747 Pearl Dr., Paradise, Ca. 95969, 916/877-4558. Reg. No. 181352. 8-78

**FOR SALE: 2-1963 INTERNATIONAL** HODERSTAR 1700, 22 passenger buses, V8 power, 5 speed, front wheel drive, low mileage, good cond.; 1-1973 Ford 20 passenger bus 6 cyl. power, 4 speed trans., good cond.; 1972 Matador 4 dr. sedan P.S., P.B., A/C, radial tires, good cond.; 1963 Volds Convertible, a classic auto, good cond. Call 658-6539; for all the buses call 916/459-3160, 916/842-3689 or write to Joe M. Paulazzo, Box 171 RFD No. 2, Yreka, Ca. Reg. No. 0865537. 8-78

**FOR SALE or TRADE: SITE** in recreational vehicle park, security gate, pool, club house, near Truckee, value \$10,000, will take cash or terms or trade for equal value of construction equip. V. Vutterfield, 100 Rainier Circle, Vacaville, Ca. 95688. Reg. No. 0232961. 8-78

**FOR SALE: DIESEL CAR** 30 mpg 1969, 220D-Mercedes Benz 0 miles since O.H. \$5,700. Cecil W. Shelley, Rt. 1, Box 771, Yreka, Ca. 96097, 916/842-3409. Reg. No. 1484794. 8-78

**FOR SALE: 1-EURCOUP** 46 Model 415CD, T.T. 1375, 350 S.T.O.H. Exten. rebuilt 1977 licensed 10-78, \$5,200. Cecil W. Shelley, Rt. 1, Box 771, Yreka, Ca. 96097, 916/842-3409. Reg. No. 1284704. 8-78

**FOR SALE: 1-TRI PACER-190**, 1958 new paint, good engine, 1 1/2 radios, 2600 T.T., 1344.6 Smoh, 450 Hrs. Stoh. \$7,500 Cecil W. Shelley, Rt. 1 Box 771, Yreka, Ca. 96097. 916/842-3409. Reg. No. 1284794. 8-78

**FOR SALE: TORQUE CONVERTER** new for T.D. 20th. gear also fit hough 120c. very reasonable \$1,000., also Copier 3M Model 409., \$100. Terrel E. Abshire, 1575 B. Toad, Redwood Valley, Ca. 95470, Reg. No. 1208389. 8-78

**FOR SALE: 3/4 inch DRIVE** SAE 12 pt SOCKET set. 1 1/16 to 2" chrome fin 14" exten., reversible ratchet: craftsman \$78.50. Casey O'Brien, 5285 Marquette Dr., San Jose, Ca. 95118 408/264-4027. Reg. No. 1020174. 8-78

**FOR SALE: SAILBOAT** 23' Pearson, berth in So. San Francisco, bottom & hull comp. repainted, out board motor, head, good sails, new rigging, many extra, boat is in mirt cond.. Mark Harland, 95 Kathleen Ct., Pacifica, Ca. 94044, 415/359-3831. Reg. No. 0657793. 8-78

**FOR SALE: 1976 Ram** Charger 12,000 miles auto, P.B., P.S. heavy duty package, 2 sets wheels & tires, 318 V8, 2-tone yellow & white, positrack, rear end, E-Z lift hitch & brake control \$4,500.; 1-2 1/2" 7 H.P. Wisconsin Irrigation pump, \$250.; 1-9 H.P. Wisconsin engine \$100.; 1-Glenn Roberts Arc Welder, \$75.; 1-New 1/3 yd. Ford Loader Bucket \$325. Donald F. DeSair, 605 W. Madill St., Antioch, Ca. 94509, 415/757-8464 or 754-7414.

**WANTED: SMALL METAL SHEAR** for use in Volunteer search and rescue work. Metal hole punches also reasonable. Hart Postlethwaite, 1811 Hillman Ave., Belmont, Ca. 94002, 415/341-4000 day/night. Reg. No. 0908620. 8-78

**SACRIFICE: 1976 32' BOAT** \$18,000 F.G. Sloop-sailboat, for \$12,895, hot and cold shower, diesel R/B, many extras. This is a real bargain, or make offer. Kenneth Mahoney, 455-41st Ave., San Francisco, Ca. 94121, 415/387-2552 or 585-6659. Reg. No. 883769. 8-78

## 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, Calif. 94103. Be sure to include your register number. No ad will be published without this information.

## More from Marysville

(Continued from Page 14)

has a lot of work in the Marysville and Olivehurst area and also out at Beale Air Force Base.

Murchison Construction has started the work on the new Mervyn's Department Store in Marysville. They are anticipating completion on this store in time for the Christmas Sales. Robinson Construction in Oroville is busy finishing up the many jobs they have going in the Oroville area and on Kelley Ridge.

Also, at this time, they have a job in the Lake Madrone Area. Butte Creek Rock is still in full swing crushing rock in Chester.

They have also started the Airport job in Quincy. Cal-Ore Construction is busy on the Airport job in Beckworth.

Crooks' Brothers are about to finish their road job in Sattley. John McAmis will be starting a job on Highway 4—the low bid was \$259,750.00 on this job.

## BLOOD BANK

We would like to thank all the people who donated blood recently. We sincerely appreciate all of these donations and, as usual, we would like to remind everyone that we are badly in need of these donations.



## WHAT SOME PEOPLE DON'T KNOW ABOUT POWER LINES IS SHOCKING.

There are two ways dangerous electrical conductors. And construction workers can find out about overhead power lines.

The easy way. And the hard way.

The easy way is PG&E's public safety information program called "Why Bet Your Life."

This free program is designed to show construction contractors and their employees how to avoid accidents and injuries when working near overhead and underground power lines. How to handle high-rising equipment, booms, cranes, machinery, and construction materials, so they don't become

how to handle emergencies, if they do arise.

All you have to do is call your nearest PG&E office. We'll arrange for your group to see a 16mm color movie or slide film and receive our free power safety pamphlets.

English and Spanish language versions of all materials are available.

Now that you know there's an easy way to find out about power lines, give PG&E a call.

Why wait to find out the hard way?

**PG&E'S "WHY BET YOUR LIFE" PROGRAM**

## Personal Notes

### Marysville

Our deepest sympathy to the family and friends of deceased Joe D. Houghland, Jr., son of member Brother Joe D. Houghland, Sr.

### Santa Rosa

With regret we report the death of retiree member Lucius Baker. Our deepest sympathy is extended to the family and friends of our late Brother.

### Sacramento

Homer Kerr, job steward for Syar Industries Plant at Madison, has retired after many years with this Company. Homer was also known as the "Ice Cream Man" at our Annual Picnic in Sacramento where he always brought home made ice cream and different games to entertain the little kids. We wish Homer good luck.

Condolences are extended to the families and friends of deceased members Alfred Fountain, James Clark, Robert Miller, Elvin Erickson, William Greenleaf, Jose Angel, Walter Durfee, Harold Keener, Aaron Mills, Otto Never, Richard Wightman, Omer Christensen, Ollie Connerley, Egbert Whipple, Frank Duarte, Tom Pettibone, Clay Cook, and James Fleming.

Get well wishes go to Roy Moore, Jr., Ellis Eddingfield and A. C. Dunlap.

Sympathies go to Denzil Dawson on the passing of his daughter Rhoda, Albert Kloppek on the passing of his wife Lucy, Carl Sagen on the passing of his wife Margaret, and Jake Loewen on the passing of his wife Anna.



## DISTRICT AND SUB-DISTRICT MEETINGS

## AUGUST

3 Oakland, Thur. 8 p.m.  
8 Stockton, Tue., 8 p.m.  
15 Fresno, Tue., 8 p.m.  
22 Sacramento, Tue., 8 p.m.

## SEPTEMBER

6 Salt Lake City, Wed., 8 p.m.  
7 Reno, Thur., 8 p.m.  
14 Santa Rosa, Thur., 8 p.m.  
21 San Jose, Thur., 8 p.m.

## DISTRICT AND SUB-DISTRICT MEETING PLACES

**San Francisco**, Engineers Bldg., 474 Valencia St.  
**Fairfield**, Fairfield Community Center, 1000 Kentucky St.  
**Ignacio**, Nave Lanes.  
**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.  
**Yuba City** — Yuba-Sutter Fairgrnds, Arts/Crafts Bldg., Franklin Ave.  
**Reno**, Musicians Hall, 124 West Taylor.  
**Watsonville**, Veterans Memorial Bldg., 215 Third.  
**Provo**, Provo City Power Building, 251 West 800 North, Provo, Utah  
**Ogden**, Ramada Inn, 2433 Adams Ave.

## For More Information:

## CREDIT UNION

## OPERATING ENGINEERS LOCAL NO. 3

6300 Village Parkway, Dublin, CA (415) 829-4400

Please send me information as indicated below.

- ☐ Membership
- ☐ Phone-A-Loan
- ☐ Shares/Dividends
- ☐ 7% Investment Certificates
- ☐ Vacation Pay/Monthly Transfer
- ☐ Signature/Personal Loan
- ☐ New/Used Auto/Pickup/Van Loan
- ☐ New/Used Motor Home Loan
- ☐ New/Used Mobile Home Loan
- ☐ New/Used Boat/Motor/Trailer Loan
- ☐ Travel Trailer/Camper Loan
- ☐ Share/Investment Certificate Secured Loan
- ☐ Assistance in Refinancing Automobile Loan
- ☐ Temporary Disability Insurance
- ☐ Share Insurance Protection on Share Deposits

## Have You Checked Your Dues?

Dues Schedule for Period 10-1-78 through 9-30-79

Local 3	\$90.	(Per Qtr.)
Local 3A	\$87.	(Per Qtr.)
Local 3B	\$87.	(Per Qtr.)
Local 3C	\$87.	(Per Qtr.)
Local 3E	\$87.	(Per Qtr.)
Local 3R	\$87.	(Per Qtr.)
Local 3D	*Variable by Unit	

Please Note: An amendment to Article VI — Dues of the Local Union By-Laws adopted by the members at the semi-annual meeting held on July 9, 1977 deletes the provision that a member can pay dues in advance of an increase at the "old" rate (the rate in effect prior to the effective date of such increase). **Therefore, the dues rates for the periods as indicated above apply regardless of when payment is made.**

\*Due to the variation in the wage structures of the 3D and Industrial Units, the members will be notified of applicable dues for their respective units.

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## IMPORTANT

Detailed completion of this form will not only assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

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



## Be True to Your Own Self; Then You Cannot Be Untrue to Others

## AN ETERNAL QUESTION

*So high this never ending sky,  
That I must stay myself,  
To search a beacon's worth  
Of fame and froth,  
And scattered specious depth,  
That lives, then dies  
Of shattered, blinding fancy  
And to such an end  
Is man brought forth,  
To Sun?*

To Spawn?

To melt?

(KSE-1952)

As rational beings we are all plagued with the eternal "whys" of the purpose of our creation. The very "accident" of our existence cries out for reasons of some kind all the days of our lives. Why was I born tall? Why was I born short? Why was I born white, an American? A girl? A boy? Blue eyes, brown eyes? Talented, untalented? Crippled, healthy? In the words of an old Jerome Kern son, "Why was I born? Why am I living?"

Not only do we continuously seek some understanding of the "whys," we must also seek out and make decisions on the "hows" and the "whats."

What shall I do with my life? How shall I accomplish the "what" when I have finally decided? Where and when shall I begin? How much do I owe myself? How much do I owe others?

Since man crept out of the cave, and possibly even before, he has been faced with a variety of self-assessments. Despite the simplistic "survival of the fittest," in the "good old days" everything remains relative and technology and time have not tarnished the essential truth of Thoreau's "All men live lives of quiet desperation."

## A POLITICAL ANALYSIS

## Art Of The Possible

BY KEN ERWIN



We all are at any given time the sum of our heredity, environment and accident (experience.) Since we have no control over our heredity, we must adjust to certain weaknesses and strengths. Since we have little or no control over our early environment, we must again seek adjustment when we have the choice at majority. Finally, we find our choices of experiences limited to economic, societal opportunity and physical conditions that frame our existence.

Add the "pied pipers" who peddle "their salvation" and "their lifestyle" in the market place to the bleak picture lined out above and you can see the poignancy of the poet Auden's couplet: "Lost and afraid/In a world/I never made."

So we stand alone in a hostile environment and on human spirit and faith alone must run to the edge and jump off into the uncharted darkness that surrounds our uncertain soul. Fragile. Subject to disease. Physically weakest of our species and uncertain victims of the terror of nature's storms and tempests.

Yet we challenge the unknown. Chart and plan to conquer the universe and fly boldly in the face of time and space. Laugh at defeat and overcome every form of adversity. Why?

I simply do not know. Do you?

Some things I am sure of include the constancy of truth. Of good and evil. Of justice and injustice. Of hope and hopelessness. Of calumny and praise. Of beauty and ugliness. Of selfishness and unselfishness. Even though all the above are in the eye, mind and heart of the beholder. It seems equally true that in the words of Shakespeare one should: "First be true to thine ownself and it follows as the night unto the day, thou canst not be untrue to any man."

## Resolution Offers Illegal Alien Solution?

(Editor's Note: The following resolution has been submitted to the State Democratic Party.)

WHEREAS the Carter Administration has shown expressed verbal concern for international human rights and has indicated that such concerns must become an integral part of United States foreign policy; and

WHEREAS human rights are best exemplified by the right of free people to share in the economic largess and culture of their own country; and

WHEREAS the repressive and depressive economic, political and social conditions in many Latin American countries has brought about an influx of an estimated eight million illegal aliens to the United States; and

WHEREAS this influx has placed an unfair, unjust and onerous burden on the American work force, tax-supported social services, law enforcement, housing and rental availability, and other community services; and

WHEREAS efforts to correct illegal alien abuses have been given little more than lip service by countries of origin, since illegal entry to the United States by their nationals removes the burden of responsibilities enumerated above; and

WHEREAS problems of economic depression of the dollar on the world market, high

unemployment, inflation, a major energy shortage, a diminishing and deteriorating environment and a nationwide tax payers revolt are continuously accelerated by this uncontrollable influx of illegal aliens: Therefore be it

RESOLVED, That the California Democratic Party go on record in support of the Carter limited amnesty program; and be it

RESOLVED further, that a Hemispheric Conference be called for Mexico City in late 1979 or early 1980 to discuss new policies of economic self-help, cooperative energy development, job training and guaranteed nation of origin employment; and be it

RESOLVED further, that a Hemispheric common market be developed to cooperatively market and set prices on food, clothing, shelter; a Hemispheric minimum wage and an in common import export tariff; and be it

RESOLVED further, that the California Democratic Party transmit this Resolution to the National Democratic Party for consideration and to President Carter, Vice President Mondale, the Secretary of State, the Secretary of Labor, and all Congressional members from the State of California.

KENNETH S. ERWIN  
Co-Chair, 6th SD