Auburn Dam's fate may be decided by Congress soon

Congress probably will be asked in January to decide the fate of the long-stalled Auburn Dam project, a U.S. Bureau of Reclamation official said this month.

Michael Catino, the bureau's regional director, said his Sacramento office is reviewing eight proposals for sharing the project's $2 billion costs. The bureau plans this month to finish analyzing the proposals from local government groups and two private companies.

The bureau also plans to have in hand the Reagan administration's new policies for non-federal shares in water projects, Catino said. A Cabinet council's recommendations on the cost-sharing policies are pending in the White House.

In the meantime, Bureau of Reclamation Commissioner Robert Borden has instructed him to "stay flexible" when considering proposals for sharing the Auburn project's costs, Catino said. "I don't have a pocketful of set percentages."

Recently Catino described the cost-sharing proposals for the Auburn project to the American River Authority, a group formed by Placer and El (Continued on Back Page)

Gas tax increase would bring new jobs for building trades

By James Earp
Managing Editor

Legislation that would add five cents a gallon to the federal gasoline tax was passed by the House of Representatives on December 7, but as Engineers News went to press, a companion bill in the Senate remained in heated debate following a filibuster that had stalled the bill for several days.

The filibuster had been conducted by a small group of Senate conservatives who claimed the tax increase was regressive. But other sources indicate one of the main reasons for the conservative opposition was over language that would provide "Davis-Bacon" prevailing wage rates on all maintenance and repair work that would result from the funding measure.

The gas tax bill is considered a "must" piece of legislation by many Senators to pass before the Christmas break, therefore expectations are high that the measure will be passed.

The House voted 236 to 169 for the increase in gasoline and diesel fuel taxes would take effect next April 1 and is expected to raise about $5.5 billion a year through 1988. The money will be used to repair the nation's roads, bridges and mass transit systems.

The administration says the bill will be passed.

Although it would cost the average motorist an additional $30 a year for gasoline, it would substantially boost excise and highway use taxes paid by heavy trucks.

The House defeated an amendment (Continued on Page 7)

Contract awarded on Golden Gate Bridge deck replacement

Action to keep traffic rolling on San Francisco's Golden Gate Bridge has moved forward in two sectors — a $52.5-million redecking award and a consultants recommendation for a $142-million move and expansion of the bridge's toll plaza to reduce commuter congestion.

An additional $16.2-million grant to the Golden Gate Bridge, Highway and Transportation District by the Federal Highway Administration enabled the district to award the redecking contract to Dillingham Tokola, Pleasanton, Calif. The low bid for the job came in well above estimate, making it necessary for the district to request the supplemental grant.

The bidding calls for removing 800 of the 9,000-ft suspension bridge's 15x50-ft deteriorated concrete deck sections and replacing them with prefabricated orthotropic steel sections.

According to Golden Gate district engineer Daniel Mohn, there will be no delay in starting the redecking, even though two engineers are seeking royalties on the patented modular system that will be used to carry out the job.
By T.J. (Tom) Stapleton, Business Manager

Looking After Labor

(Editors' Note: The following article by Local 3 Business Manager Tom Stapleton was published this month in the Daily Pacific Builder, a construction industry trade publication.)

Not long ago at one of our district membership meetings, a member of our union mentioned to me that his employer had recently received three unsolicited offers from "management consultants" to show him how he could get along without a union.

What was disturbing about this member's comment was not that his employer was solicited, but that firms throughout the industry are accepting these offers in the belief that going non-union will help them to survive the severe recession we are in.

The building trades have always had to contend with the open shop movement—particularly during hard economic times like these—but never have I seen such intense and blatant campaigning against the building trades by employers in this situation.

I am sure many employers will nod their heads in agreement and declare in self-righteous tones that the "chicken is finally coming home to roost," that unions have "priceed themselves out of the game," that they are finally beginning to realize the "error of our ways."

I am sorry to disappoint these individuals, but that is not the message I have to give. I am concerned about the apparent growth of the open shop sector, but not to the extent that I fear it will make unions "obsolete." Building unions are not obsolete, but I am not sure the same can be said for contractors who are considering going non-union.

The message I have to give is this: At a time when the construction industry is suffering worse than ever from the Great Depression, what is needed now more than ever is stability, and it is the building trades unions, not the open shop sector, that can provide it.

Unions must realize and accept the fact that they need unions.

Despite the noise made by the open shop movement, the building trades unions are necessary in the construction industry to preserve stability.

Employers should realize and accept the fact that they need unions.

What is disturbing about this movement is that these industrialists have, in the main, made their move, not because they believe in their own arguments, but because they believe in their fellow workers.

This is not the only reason why employers have gone out of business. Closer examination reveals that the employer is simply taking advantage of the recession to seek more relief than he actually needs.

Employers should realize and accept the fact that they need unions.

In the next few months, the number of contractors that will have to turn off the job and declare bankruptcy will increase dramatically. This will be a most trying time for all of us. If we come out of the recession stronger, it will be because we realized what the ills of this industry are really about.

I believe that what is needed now, and always will be the source of the industry's most productive workers.

Building trades unions have always and always will be the source of the industry's most productive workers.

This final point is perhaps the most important. Too often we lose track of the basic fact that quality workmanship is the single most important factor in an employer's ability to make a profit. Productivity is equally important for union journeymen, because it has historically been what separates union workers from nonunion workers.

I have been in the construction industry a long time and know it probably as well as anyone. No matter what theories young MBA graduates from Harvard may have, union—not contractors—have been the driving force behind job training programs.

This is dramatically evident when you consider that, as long as open shop contractors have been around, they have yet to provide for more than five percent of the qualified journeymen workers on the market, even though they claim to have 60 percent nationally of all construction work.

The message that we are giving our rank and file members is that our ability to do a job right the first time is a more effective weapon against the open shop movement than any other weapon in our arsenal.

I hope employers will lose sight of the fact that a qualified, union-trained workforce is their most important asset. It's an asset that has enabled them to survive even the worst of times. It's an asset that cannot easily be replaced—particularly not by the open shop sector.

As the union's most important asset, our rank and file members are the key to our success. We must continue to fight for the rights of our members and the jobs of our fellow workers.

We must continue to fight for the rights of our members and the jobs of our fellow workers.

Our message to the building trades is that we can and will provide stability in the construction industry. Our message to the open shop movement is that we will continue to fight for the rights of our members and the jobs of our fellow workers.

Just as the employer needs the cooperation of the trade union, the trade union needs the cooperation of the employer.

The relationship between employer and union worker has always been one of checks and balances. Neither side historically has been able to extract too much from the other without bringing damage to themselves as well.

It would be a fallacy to maintain that contractors are solely responsible for the growth of the open shop movement. There are cases where some of the trades negotiated too many rigid rules into their agreements, thus preventing the employer from running his own job effectively.

This problem is more apparent in some trade unions than others. But to the extent it reduces productivity, unions are only hurting themselves by "featherbedding."

Contractors and unions need to work towards the same political goals.

One thing that I have found to be a continual source of frustration is that, when it comes to working for more jobs and better wages, the rhetoric of trade unionism that you attempt to force on Capitol Hill, our employers are all too often preoccupied with legislation they claim to have 60 percent nationally of all construction work.

The message that we are giving our rank and file members is that our ability to do a job right the first time is a more effective weapon against the open shop movement than any other weapon in our arsenal.

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"At a time when the construction industry is suffering the worst slump since the Great Depression, what is needed now more than ever is stability, and it is the building trades, not the open shop sector that can provide it."

Unfortunately, too often employers construe the union's willingness to cooperate as a sign of weakness and an opportunity to try and gouge as much as they can out of their employees. That is a serious mistake.

We have recently experienced a number of cases where employers demanded severe wage concessions or threaten to go out of business. Closer examination reveals that the employer is simply taking advantage of the recession to seek more relief than he actually needs.

Employers should realize and accept the fact that they need unions.

The message I have to give is this: At a time when the construction industry is suffering worse than ever from the Great Depression, what is needed now more than ever is stability, and it is the building trades unions, not the open shop sector, that can provide it.

The bottom line is that the open shop unions, not the open shop sector that can provide it.

The bottom line is that the open shop unions, not the open shop sector, can provide it.
$2.7 million contract for Lahontan Dam work

Commissioner of Reclamation Robert N. Broadbent this month announced award of a $2.7 million contract for Safety of Dams modifications to Lahontan Dam, located 50 miles northeast of Reno, Nevada. The contract was awarded to Western Dredging Construction Co. of Loveland, Colorado, for $2,718,056. Broadbent, who officiated at the bid opening in Reno, Nevada, said the contract will acquire a right of way from a private property owner. The project will improve Lahontan Dam, the major storage facility of the New- castor Project, and will involve constructing a concrete overlay on deteriorated spillway and channel surfacing, and raising the outside walls of spillway to increase capacity.

Tahoe Loop Road planning advances

The controversial city Loop Road at Lake Tahoe's congested casino district moved closer to completion last month when regional planners agreed to make it part of the regional transportation plan. The 3.6-mile 860-acre project, has been hampered by environmental concerns and California Regional Planning Agency approvals. Construction of a new bridge across the lake has been delayed by environmental concerns, and the project has been hampered by legal challenges.

Kaiser complex gets underway

During the next two years, and 800,000 sq. ft. office complex, to be known as the Raymond Kaiser Engineers Building, will rise in the Lake Merritt area of Oakland. The project, which will cost between $90 million and $90 million, was budgeted to begin in July. The project will be the largest in the state, and will involve the construction of a new bridge across the lake. The project has been delayed by environmental concerns, and the project has been hampered by legal challenges.

State leaves road project unfinished

The California Transportation Commission has awarded contracts for the construction of the new bridge across the lake. The project will involve the construction of a new bridge across the lake, and will be funded by state and federal funds. The project has been delayed by environmental concerns, and the project has been hampered by legal challenges.

Video Supply Group Buys Land for Plant

Grass Valley Group the largest employer in Nevada County, announced last month it has purchased a 118-acre site on the western edge of Nevada City for an electronics plant that could create as many as 200 new jobs. The company was founded in 1963 by Jack Broadbent, who said it will invest $8 million in the project, and that it will create about 37,000 jobs by the time it's completed. The company was founded in 1963 by Jack Broadbent, who said it will invest $8 million in the project, and that it will create about 37,000 jobs by the time it's completed.

Raymond Kaiser Engineers Inc. celebrated the North Pleasanton complex as a $300,000,000 development project. The complex, which is part of the 249 acres known as the Champion Trails development, Erickson had to finish the job. The unfinished project has been hampered by environmental concerns, and the project has been hampered by legal challenges.

The controversial project, which involves the construction of a new bridge across the lake, has been delayed by environmental concerns, and the project has been hampered by legal challenges.

$1 billion business park rises in Pleasanton

The $1 billion Hacienda Business Park—billed by developers as the largest master-planned business park in Northern California—is under construction in Pleasanton. Approval has been given for the first phase—an estimated 400 acres of the proposed 800-acre project. About 60 miles from San Francisco, the park is expected to attract tenants who want to get away from the long commutes and high housing costs existing elsewhere in the Bay Area. "We are firm believers in demographics," said J. David Martin of Callahan Peirce Partners. "There are 140,000 people living a 30-minute commute from the park, and we think they will choose us when there are no other options available. Martin expects the business park eventually to create about 37,000 jobs by the time it's completed by 2007. The Hacienda Business Park will have approximately 12 million square feet of space suitable for office, research and development, and commercial use. A 15-story office complex, constructed in conjunction with the joint venture of Campbell Construction Co. of Sacramento, is the engine. Contracts are held by Turner Construction Co., Los Angeles, in conjunction with the joint venture of Campbell Construction Co. of Sacramento, is the engine. Contracts are held by Turner Construction Co., Los Angeles, in conjunction with the joint venture of Campbell Construction Co. of Sacramento, is the engine. Contracts are held by Turner Construction Co., Los Angeles, in conjunction with the joint venture of Campbell Construction Co. of Sacramento, is the engine. Contracts are held by Turner Construction Co., Los Angeles, in conjunction with the joint venture of Campbell Construction Co. of Sacramento, is the engine. Contracts are held by Turner Construction Co., Los Angeles, in conjunction with the joint venture of Campbell Construction Co. of Sacramento, is the engine. 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Eureka in the running for Exxon assembly plant

Eureka is one of two sites in the United States still in the running for a major offshore oil rig assembly plant, according to an announcement Tuesday by Exxon Corp., reports District Representative Gene Lake.

Exxon officials called a hasty news conference just hours after receiving word from Exxon that all but two domestic sites have been eliminated from the competition for the project.

Two Humboldt Bay sites were among the six West Coast sites identified for the project by Exxon consultants during the past year. Land near the Samoa U.S. Coast Guard installation on the North Spit was rejected, but city-owned property next to the municipal airport and fronging the bay is still under consideration.

The five-to-ten-year assembly project, which would involve assembling enormous drilling rigs and preparing them to be towed out to sea, could directly employ 500 people. City Councilman Rod Fellows, who represents the Samoa-Bolsa area, has said the project would be a major incentive for local business.

The Eureka site has been in the running for the project for several years. The city has been working with Exxon to improve the site, which includes a public rest area and a public ferry dock. The site is located near the Samoa-U.S. Coast Guard station, which is also under consideration for the project.

In addition to the direct jobs, the project is expected to create indirect jobs, such as those for transportation and fuel suppliers. The project is also expected to boost the local economy, with significant investments in infrastructure and public facilities.

At its meeting on November 21st, the Executive Board approved Honorary Memberships for the following Retirees who have 35 or more years of membership in Level 3:

- Name: Herb Braden
  - Reg. No.: 509456
- Name: Harold Butler
  - Reg. No.: 291548
- Name: Bill E. Janison
  - Reg. No.: 563248
- Name: Lovell Chapman
  - Reg. No.: 569475
- Name: Fred H. Gerard
  - Reg. No.: 464342
- Name: Max W. Wett
  - Reg. No.: 369631
- Name: Fred R. Halsom
  - Reg. No.: 367890
- Name: Lloyd W. Havens
  - Reg. No.: 380107
- Name: Samuel E. King
  - Reg. No.: 526476
- Name: Leroy F. McGouran
  - Reg. No.: 342577
- Name: Donald B. Mullen
  - Reg. No.: 569800
- Name: Herbert Mink
  - Reg. No.: 569854
- Name: C. B. O'Daniel
  - Reg. No.: 381759
- Name: Merle L. Parker
  - Reg. No.: 361472
- Name: Armaise
  - Reg. No.: 51835
- Name: Clyde W. Schofield
  - Reg. No.: 361482
- Name: Robert B. Steeble
  - Reg. No.: 302218
- Name: R. L. Stillman
  - Reg. No.: 51267
- Name: Maurice W. Tully
  - Reg. No.: 569545
- Name: Nathaniel H. Walker
  - Reg. No.: 388543
- Name: Weywood W. Wilson
  - Reg. No.: 353160
- Name: George W. Youngblood
  - Reg. No.: 563172

We hope each member and their family enjoyed a Happy Thanksgiving Holiday, and paused for a moment of thought for all the good things that happened to us during 1982.

Soon 1982 will be behind us, we look forward to 1983 and hope it is a better year for job opportunities. We must continue to fight harder for new jobs that are scheduled for the future. Our goal is that every member be given an opportunity for a job.

I appreciated the opportunity to attend the Western Conference of Operating Engineers, held in Maui, Hawaii, November 10th through 12th. In talking with the representatives present at the conference it seems all the locals in our International, are faced with the same problems — high unemployment, and the non-union employers trying to move in and take our work. It is very important that all labor unite together like never before to fight this battle.

I would like to thank each and every one of you and your loved ones for making the Institute a success in 1982.

We must continue to fight harder for new jobs that are scheduled for the future. Our goal is that every member be given an opportunity for a job!

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State Transportation engineers have zeroed in on a $47 million plan for widening a dangerous Interstate 80 bottleneck that has been the target of highway engineers for more than 16 years.

The 2.1-mile section of road through Auburn has had a fatality rate six times the state-wide average. Local and state officials have been discussing possible remedies since 1966. Earlier this year California Department of Transportation engineers presented five alternatives for widening the freeway, but none of the projects from $25 million to $106 million. After public hearings in Auburn, Caltrans has decided to support the $47 million plan, design chief Arlie Skelton said this month.

“It will handle freeway traffic through this area for the next 20 years,” Skelton said.

By the time expansion begins in 1985, it would cost $41 million for construction and $6 million to acquire rights of way.

Now that engineers have selected a plan, they will start fine tuning the design. A freeway agreement would have to be negotiated with the city of Auburn and final environmental documents completed by September 1983. Otherwise the project would not qualify for federal funds.

The federal department of transportation would consider funding about 91 percent of the freeway expansion while the state would pay for the remaining costs.

The project would rebuild several local interchanges, including some ramps that give drivers little time to enter or leave freeway traffic.

The Auburn City Council voted 3-2 last month to support the $47 million plan, but proposed that two additional local interchanges be redesigned. Council members also proposed a truck climbing lane be added to the section, which rises sharply from 200 feet to 300 feet in elevation as cars move northeast toward the Sierra.

The truck climbing lane would add $3 million to the project's costs. If the lane were added, the freeway widening would displace 35 Auburn dwellings and 22 businesses. Without the lane, 28 dwellings and 17 business would be affected.

The narrowing section built in 1947, was designed for 50 mph speeds. Motorists approaching Auburn must squeeze quickly into two lanes, often in heavy vacation traffic going to and from Reno and Lake Tahoe.

Motor traffic is expected to increase as Auburn continues to grow, according to a draft environmental plan.

Accidents in the bottleneck are occurring at twice the statewide rate, and annual fatalities have been at six times the statewide average for comparable stretches of freeway.

Fatality rate six times state average

$47 million plan for widening I-80 at Auburn

Executive Board approved Honor-4111-350

In a draft agreement with the city of Auburn and final environmental documents completed by September 1983. Otherwise the project would not qualify for federal funds.

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Several small jobs still running in Sacramento

Business Representative Ken Powersmith reports that several small jobs are still going in the south area of Sacramento... and other costs created by the withdrawal. These costs have increased dramatically in the last three years.

We have members who call to withdraw their Vacation Pay every month as soon as it is received by the Credit Union. The money is not on deposit long enough for the Credit Union to earn any income from it. The expense created is not offset by any revenues, therefore it is paid for from general revenues.

In other words, the entire membership pays for a service provided to a few. We think it is unfair to members who pay the expense they create or reduce their withdrawals to no more than 1 per quarter.

You can also avoid this charge by keeping your membership open and deposit in your share savings account.

AUTO DRAW - Members who do not want to go to the trouble of writing a check or want to have a fixed amount from their share savings account sent to them automatically every month are interested in our newest service: Auto Draw. For a $2.00 monthly charge you can have a fixed amount or all of your monthly Vacation Pay earnings sent to you automatically without any inconvenience to you. The minimum fixed amount we can send is $50 per month.

(Continued on Page 8)
The work in the Wasatch Front area from Utah County thru northern Utah will slow down, except for some state road work being let, reports Business Representative Don Strate.

L. A. Young Construction Company has been awarded a bridge job in Boleo County. This is a replacement over the Utah State Route #13 (temporary I-15) east of Garland. This is a federally funded project. The engineer's estimate was $96,315. Young reports that the job is estimated to start in early June. The starting date has not been determined as yet, but the job is to be completed by November 15, 1983.

Gibbons & Reed Company is the successful bidder for construction of bituminous surfacing, grading, drainage, and sidewalk in Salt Lake County on Redwood Road from 4700 South to 5000 South. This is a federally funded project with 120 working days at a cost of $917,987. Completion of this job will be the fall of 1983.

General Dynamic, Utah had the low bid on the South State Street project starting at 6400 South to 9400 South. The project calls for 31/2 miles of overlapping, improved medians at the intersections and some curb and gutter work. This is a federally funded job, which has an engineer's estimate of $1,182,246. Geneva Rock's estimate was $914,762. This job has 60 working days involved and will begin when the weather permits. Helm and Sons were low bidders for construction of the Wasatch Street project to be started on 1450 South and 500 West, near CB & I's yard. The engineer's estimate for the job was $1,210,000. Helm picked up the job for $225,000. This project is a federally funded job, which has 40 working days involved.

To the left Construction of Salt Lake were low bidders on the Draper Regional Priハイway 44 job. This project consists of a new 144-bed medium security prison. Work includes site cleaning, excavation, fencing, securing, and landscaping around the prison building. The engineer's estimate is 14,8 million. Toblo bid the project at the low price of $13,621,000. They expect to begin sometime this month.

Monroe Sand & Gravel of Salt Lake has negotiated a contract with Union Pacific Railroad to supply ballast for their railroad grades running through Wyoming, Utah and Nevada. They will have to revamp their Lake operation to be able to supply the required tonnage, which will include new stackers, conveyor systems, and crushing equipment.

Redding District Representative Donald Dozer reports that Cal-Ore Constructor's Shingletop Hiway 44 job was in full swing until the rain started and now the project is down for the winter.

Their Hiway 44 Victor over-crossing job is also down at the present time as it is too wet to work. "We are hoping for a few dry days to complete construction of the foundation fills in so that they can work on the bridge during the winter months," Dozer said.

A & H Construction jobsite is down for the winter at Lassen Park to Hiway 36. Ferrante Construction Hiway 44, 97, is down for the winter. All asphalt paving and miscellaneous clean-up. Madonna Construction at the Herlong Army Base just shut down the winter — too cold and got anything down.

Stukel Rock and Paving intend to keep plugging along at Herlong Army Base as long as weather permits. Tescher Construction's subdrain job on I-5 from Red Bluff to Butte County line should be able to continue if there is any clear weather.

One job on the schedule for 1983 is Interstate 5 close to Dunsmuir, a $4 million job calling for either overlay asphalt or realignment. Other jobs on the books: Descubi's overcrosing Hiway 44, Engineers estimate: City of Redding — west side taxi way municipal airport $1.2 million; City of Redding — new swimming pool $125,000; Water transmission line at Lake Redding Estates $225,000; Upper Cherry Creek sewer project $1.4 million.

Winter storms shut down work in Santa Rosa area

District Representative Chuck Smith reports that the Santa Rosa area had a definite improvement in the amount of work in progress during the last month. "It was the busiest we have been for quite a while," Smith said. "It was nice while it lasted, but the storm, which moved in on November 17th, has practically shut down all work in the Santa Rosa area since then."

The Warm Springs Dam is topped out and just a skeleton crew is working on the concrete which should be done by late spring. The Sonoma County Board of Supervisors is trying to get some federal money for the recreational developments at the dam. This would put several million dollars into various projects such as access roads, camping grounds and boat launches and would put quite a few Brothers to work.

It looks like a better work picture for next year than the past one. There is about $8 million of assessment work for the City of Santa Rosa that will start this spring. There also is work being done on the Fountain Grove Ranch in Santa Rosa with quite a bit more coming up on this side for $8,3.

Hewlett-Packard is just starting on its multi-million dollar plant at their new site in Rohnert Park. In the upper area, Parmut started work on the $3.5 million job on the Mendocino Community College. "I spoke with Leroy Chase and Royce Props recently and they said there would be quite a few hands on Parmut's phase of the job, which will be completed by next November," Smith added.

(continued on page 7)

LOCAL 3 ANNOUNCES 1982-83 SCHOLARSHIP COMPETITION

Rules and Instructions for College Scholarship Awards: 1982-1983 School Year

Two college scholarships of $1,000.00 each will be awarded. Applicants must be currently enrolled at an accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

Two college scholarships of $500.00 each will be awarded. Applicants must be currently enrolled at an accredited college or university, one award to a daughter and one to a son of Members of Operating Engineers Local 3.

The Local 3 scholarships will include no restrictions on the course of study. Recipients may accept any other grants or awards which do not in themselves rule out restrictions of any kind on the course of study.

Who May Apply:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one year immediately preceding the date of application.

Sons and daughters of deceased Members of Local No. 3 must also be a Member of Local 3 for at least one year immediately preceding the date of death.

The applicant must be a senior high school student who has, or will be, graduated at the end of:

- 7s: (1) the Fall Semester (beginning in 1982), or (2) the Spring Semester (beginning in 1983), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the college or university of their choice. Students selected for scholarships must have achieved no less than a "B" average in their high school work.

Applications will be accepted between January 1, 1983 and March 1, 1983.

Awarding Scholarships:

Upon receipt of the applications and required forms, Local 3 Scholarship Selection Committee will submit the applications for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

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

Instructions:

(1) The Application to be filled out and returned by the Applicant.

(2) Report on Applicant and Transcript — to be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.

(3) Letters of Recommendation — every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the Applicant to Local No. 3.

(4) Photograph — A recent photograph, preferably two inches by three inches, with the Applicant's name written on the back. The photo should be submitted with the application, or sent directly by the Applicant to Local No. 3.

(5) Service and Activity — a statement of any service and activity, including work, community service, church, boy scouts, girl scouts, and other organizations.

News Article:

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

James R. Ivy

Recording Corresponding Secretary

Operating Engineers Local Union No. 3

347 Valencia Street

San Francisco, California 94103

or to College Scholarship at the address shown above.
Gas Tax boost would add $3.5 billion

(Continued from Page 1)

that would have limited high paying "prevailing wage" jobs, as defined by the Davis-Bacon Act to new construction, thereby expanding high paying jobs provision to repairs and road resurfacing. The planned increase is part of a $70.8 billion highway and mass transit authorization bill. The bill also would offer a variety of safety and other taxes, shifting the burden of highway maintenance toward heavy trucks, which the administration believes are responsible for most of the damage to the nation's highways.

The bill would provide for a $10 billion program of federal-aid for states to construct and build new projects, which would be eligible for reimbursement. The program would be phased in over four years, with $3.5 billion available in fiscal 1987, $5 billion in fiscal 1988, $6 billion in fiscal 1989, and $11 billion in fiscal 1990.

Business Representative Marvin Clark, Basalt Rock and Syar Industries, who works in the Napa area—two and three shifts. Basalt has about 50 operators and operators working at the Napa plant and Syar Industries, AFL-CIO will be heavily lobbied by the Building & Construction Trades unions.

The AFL-CIO also welcomed the measure, but Legislative Director Ray Deretz said highway work should be coupled with a broader program of public works and public service jobs, measures to revitalize the housing industry, and a federal commitment for automobiles sold in the United States.

The amendment, also offered by Howard, allows the federal government to post 100 percent of the funds the first year and states—many suffering budgetary problems—up to four years to repay the debt. The bill would not provide a much-needed shot in the arm to the construction industry, which is why it being heavily lobbied by the Building & Construction Trades unions.

Work has been slow in Fairfield area

Work has been slow in the Fairfield area with a few exceptions reported. Business Representative Marvin Clark, Basalt Rock and Syar Industries, who works in the Napa area—two and three shifts. Basalt has about 50 operators and operators working at the Napa plant and Syar Industries, AFL-CIO will be heavily lobbied by the Building & Construction Trades unions.

Independent Construction will be starting full bore on their assessment district project in the Sonoma area. However, they have started cutting back for the winter.

The Yuba County Water Agency has moved ahead with plans for the construction of a 27 million South Yuba canal project that will deliver some 1,000,000 acres of water annually to farmers in the Southern section of Yuba County. Plumas County will be putting out two bridge jobs this coming year. There is also a road job coming out this month on Alleghany Road.

Highway 49, Baldwin has also started the overlay on 22nd Street in Marysville. Baldwin is also about to finish the Bridge job in Orville.

Kaweah Construction from Sacramento was low bidder on the contract for the Tehachapi Irrigation District to expand the filter plant. The expansion will double the plant's capacity.

The Yuba Sutter Disposal, Orvile Solid Waste and Western Placer Recovery has moved ahead with plans for the construction of a $27 million South Yuba canal project that will deliver some 1,000,000 acres of water annually to farmers in the Southern section of Yuba County. Plumas County will be putting out two bridge jobs this coming year. There is also a road job coming out this month on Alleghany Road.

Business Representative George Morgan reports that work in the Marysville area is going on fairly well in spite of changing weather conditions.

Pestano is in their clean-up stage and rebuilding part of the job. Gerhards & Company is back on the Glenn County project.

South Geyers Power Plant. The construction of the OXY Power Plant is in full swing with both Granite Const. and Valley Engineers laying pipe. Business Representative Pete Kiewit's Co. is continuing work on the Bottleneck Road Project.

There should be several other projects starts in the near future at The Geyers. Burns added. The Department of Water Resources is looking at another power plant out for bid while MSR has two well pads up for bid. This month will be big one for Bee Line and Brighton and the mechanical phase of the SMUD plant project.

Another job in Area 2 is the $4.2 million Indian Valley hydro-electric power plant which Granite Const. recently started.

The county office would like to take this opportunity to wish everyone a very Merry Christmas and a Happy and prosperous New Year.

Work still holding up in Marysville

The Santa Rosa office would like to thank the following for their continued support of the Blood Bank, Ukiah on November 18th, to fill the gap that we will never really need the Blood Bank and supply will not be

PAGE 7
Credit Union report cont.

(Continued from Page 3)

This is a good program for those members who do not want to save with the Credit Union but want their Vacation Pay sent to them each month, or for the worker who want to save a portion of their Vacation Pay and have a portion sent to them.

Effective January 1, you will have $150 sent to you each month. If the Credit Union receives $200 in Vacation Pay, we will send you the $150 and have $50 in your share savings account after we deduct the $2.00 charge. The dividends you earn on your savings will help pay the $2.00 monthly service charge for the automatic withdrawal.

TELEPHONE LOAN PAYMENTS

Do you call often to have money on deposit to help with your household expenses or to pay for your share savings account? If so, you may pay the withdrawal charge discussed above because such transactions will be counted as withdrawal.

To avoid the withdrawal charge, you should sign up for Auto Pay and have your payments made automatically for you by transfer from your share savings account.

If you have $1,000 or more on deposit in any one or any combination of your Credit Union's savings programs, you may set up a direct deposit account for a small fee of $0.50 per transfer. This will allow you to transfer your share savings account directly into your checking account.

The purpose of Auto Pay and Auto Transfer is to reduce costs and improve the efficiency of service. The income we receive from the service charges will help offset the costs involved, and the number of telephone calls and re-submitting checks will be reduced. This will give our staff more time to attend to members requesting information, wanting a withdrawal or applying for a loan.

RETURNED CHECK CHARGE

If your bank does not honor your check because you did not have sufficient funds to cover it, we will charge you $7.50 to help recover the costs involved in reversing transactions, contacting you and re-submitting the check for payment.

DAY-IN-TO-DAY-OUT DIVIDENDS

Starting January 1, 1983, you will be paid your dividend for the year your savings are on deposit 1 day, 10 days or 100 days. You will be paid from date of deposit to date of withdrawal.

You will, however, have to have an open account with a minimum balance of $150 to be paid dividends at the end of the year after you have held your account for six months.

All of these changes and charges are intended to make the Credit Union more efficient and to reduce costs. If you have less than $1,000, the charge is $1.00 per payment.

At a recent seminar of the Credit Union members, the member of calling the Credit Union to make your loan payment was asked, "What are the benefits of calling the Credit Union to make your loan payment from your share savings account?"

examinations, and alcohol rehabilitation if necessary. These are available only at the Credit Union Savings Centers.

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WITH SAFETY IN MIND

By JACK SHORT, Director of Safety

A recent decision handed down by the Cal/OSHA Appeals Board has cleared up a rather simple standard, to begin with, involving the crane industry.

For your information, included is the Standard that the company appealed, the appeal being based on the fact that hydraulic cranes were not included in this Standard:

(a) All mobile cranes including truck-mounted tower cranes, except as provided above, having either a maximum rated boom length exceeding 20 feet or a maximum rated capacity exceeding 50 tons shall be equipped with a load indicator or a clear, visible warning signal before high or low audible boom angle or radius are reached; the indicator should be mounted in the cab, adjustable, and under the control of the operator at all times; and a visual inspection of the indicator shall be made each day by the operator to see that it is properly functioning.

(b) Spirit levels, or equivalent shall be provided to indicate the level of the crane fore and aft and across the width of a crane. California: hydraulic cranes must meet a motor truck crane requirements.

(c) Cranes having a boom exceeding 60 feet in length or a maximum rated capacity exceeding 15 tons shall be provided with a approved boom angle or radius indicator which would make the boom angle or radius clearly visible to the operator at all times; the indicator shall be capable of being utilized in all directions and must be adjustable.

(d) Stairways - Guarding - Applicability to Structure Being Erected - Cranes - Stairways Guarding Applicability to Oilers Not Giving the Employer Sufficient Notice of Overload Condition

The Judge erred in ruling that safety regulations applicable to motor truck cranes did not apply to hydraulic cranes operated at a construction site, the Appeals Board ruled, and assessed $150 for failure to provide load limit rotation indicators, approved boom angle indicators, and approved load indicator or load moment devices.

Another Decision that would have a great significance on the industry was ruled on by the Federal OSHA Review Board involving the presence of Oiler's within the barricaded swing radius of cranes. Testimony was given at this hearing by Brother Vance Abbott in Utah and his testimony was very important as to the decision of the Review Commission.

The American National Standard A192.550(a)(9) reads as quoted: “Accessories areas within the swing radius of the rear of the rotating structure of the crane, permanently or temporarily mounted, shall be barricaded in such a manner as to prevent an employee from being struck by the crane.”

After due consideration, the Appeals Board has cleared up a rather simple standard, to begin with, involving the crane industry.

Alcoholism is a deep tragedy - not only because it destroys a person’s ability to enjoy and appreciate life, but because it is impossible to work. In the past I have witnessed some of the most highly qualified journeymen in the industry cut down by this dread disease. Those of you directly involved in the industry know how often we have had to face this tragic reality.

It is generally recognized that 10% of industry goers are permanent victims of the disease of alcoholism. It seems to me that as dirt shifts we have a larger share of this national statistic.

Those individuals who are recovering from this disease in retrospect describe it as being a running battle with nothing to gain because it destroys a person’s ability to enjoy and appreciate life.

It is reasonable to think of what the experiences of each and every one of you have brought you in contact with alcoholism. This is an entirely different topic; it is about something about it and what we can do.

In spite of good will by many people, there are a number of obstacles that face us when we attempt to deal with this problem, first of all, there is the stigma that is associated with our members. We are still a united group. It is hard to deal with, and we need to do it in some way or another to prevent them from coming forward and seeking treatment. It is not necessary.

We have difficulty telling the difference between alcoholics and drinking men in their early stages of alcoholism. Furthermore, alcoholics, whether they admit it or not, have a deep-seated desire to keep drinking, and the toll it takes in death and injury to the younger age groups is dramatically increasing.

It is reasonable to think that the experiences of each and everyone of you have brought you in contact with alcoholism. This is an entirely different topic; it is about how we can deal with this problem.

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While the apprentice program has decreased in numbers so has the journeyman workforce. That means when loads increase, the number of trained persons to fill those needs simply will not be available. It is now that we should be training the greatest number of journeymen to fill the future needs of the surveying industry. Housing has always been a boom or slack year. The up trend will come and we have to be prepared.

The NCSJAC is upgrading the present curricula and will be introducing some new programs for the journeyman apprentices. This is much of the new effort aimed at increasing the skills of the Party Chief.

A scope staking and gradechecking course is very close to being offered and a heavy construction program is over halfway completed. Many of the chart- men that have not been in the training program should contact our office and find out where we can help you further your skills and better prepare you for job opportunities that are lost to you at your present level.

The winter is the best time to attend classes and learn a little more about surveying.

A notice was mailed out that stated as of November 1st it will be mandatory that apprentices attend two classes per month or be subject to removal. This notice has to be signed and returned to the NCSJAC. Many have not returned this notice and should do so. We are trying very hard to bring the training hours up in each class and in all steps.

The hours of training are a necessary part of our program and if we are moving to have a good training program, attendance will be required.

The apprentice class has moved to the Skill Center, 2751 Stockton Blvd., Room #350. This move was made to save time and money on the part of the apprentice. We hope this location will be more convenient to some that are not participating at present. If you now feel you could come to this class, write us and request our course. Any person who is currently dispatched from a "A" or "B" out of work list to an employer signatory to a collective bargaining agreement with Operating Engineers Local Union No. 3 or who is otherwise eligible may apply for entrance into the Journeyman Educational Program.

The council's debate on the proposal was as stormy as the controversy itself. Fletcher, in a lengthy speech, accused council of political game-playing and said the compromise was "simply a smoke screen for a delayed denial." A chorus of cheers from the partisan crowd greeted his words.

Many old time surveyors, chainmen, and party chiefs alike can recognize the fact that this type of test is necessary, as new electronic development offers new equipment to aid in the performance of your job. The size of the crew, the accuracy and the amount of work completed has changed noticeably in just a few years. With these changes comes new demands on the party chief. The work load is now greater and new skills are in constant demand. Most workers are now almost as fast as it takes to learn all its' capabilities. The amount of different EDM's is growing every day with new and better lasers, prisms and recording devices. Some classes and/or seminars are needed to update the current Party Chiefs and the chainmen as well. To that end, the NCSJAC is working toward programs that will aid you in updating your skills.

As we are in the process of outlining this material, some suggestions from the membership would be well received. If you have a reason to support the proposal benefit the industry as a whole, then proper consideration will be made.


For sale: 1974 TOYOTA Landcruiser, green hardtop w/big lock, $2,150 or best offer. Ken Parrick, 1742 Sunnyvale Ave., Hayward, CA 94545. Ph. 415/478-4695. Reg #1883271. 11/82.

For sale: 1979 KAWASAKI KZ250, like new, $950 or best offer. Rusty Fish, 1526 Pine St., San Jose, CA 95112. Ph. 408/226-2614. Reg #0330673. 12/82.


For sale: 3.78 ACRES of the prettiest land around Valley Springs. Fisherman’s dream. 7 mi. ea. way to three lakes. Three miles to gill. For sale. Lloyd Hack, 560 Lakeview Drive, Strawberry, CA 95687. Ph. 209/764-9261. Reg #1116107. 12/82.


For sale: 1979 KAWASAKI KX250. Mint cond., never raced or misused. Less than 100 hrs on bike. $900. Rusty Fish, 1526 Pine St., San Jose, CA 95112. Ph. 408/226-2614. Reg #0330673. 12/82.

For sale: 3.500 Sam Cheskey, 6130 Monterey Rd., San Jose CA 95123. Ph. 408/222-6765. Reg #0110650. 12/82.


FOR SALE OR TRADE: FOR LIVERMORE HOUSE 9.6 acres Grass Valley, CA Includes 828 # (1) (II) (3) & $10 storage shed. $5,000. Ronnie Pliskin, Ph. 415/447-5718 exts. Reg #1904203. 11/82.

FOR SALE:而且还提到，发动机的逆变器的控制是一个重要的问题。例如，当发动机在静止状态下运行时，逆变器会对电池施加电压，从而导致电池的电压上升。如果电池的电压上升得足够快，那么电池的保护电路就会自动切断电源。这种现象称为“电池电流过载”，会对电池造成损害。因此，必须对电池的电压上升进行有效的控制，避免电池的过载。}

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**Personal Notes**

Sacramento: We would like to express our deep sympathy to the families and friends of departed Brothers Carl Baker, Ray Benny, Albert Hanna, Kenneth Henry, Ray Nielsen, Jack Pearson, James Ridley, and William Walker.

Sacramento: Our sincerest sympathy is extended to the family and loved ones of Brother Joe Strickler, whose daugther, Donna, passed away on Thursday, February 15th.

Santa Rosa: Congratulations to Bus. Rep. Bill Burns and his wife, Vicker, on the birth of their first child on November 27th. Vicker, the proud parents of a beautiful baby girl, named Aaron. Our deepest sympathy goes to Brother George Ernst, whose daughter, Donna, passed away on October 17th.

Reno: Our sincerest sympathy is extended to the family and loved ones of Brother John David, whose daughter, Donna, passed away on October 17th.

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ATTEND YOUR UNION MEETINGS

All District Meetings convene at 8:00 p.m. with the exception of Honolulu, Hilo and Maui, which convene at 7:00 p.m.

December
1st Ogden: Ramoda Inn, 2433 Adams Ave.
2nd Reno: Musicians Hall, 124 West Taylor
16th Reno: VFW Hall, 150 Lake Blvd.

January
11th Eureka: Engineers Bldg., 2806 Broadway
12th Redding: Engineers Bldg., 100 Lake Blvd.
13th Oroville: Village Inn, Oroville Dam Blvd.
20th San Francisco: Engineers Bldg., 474 Valencia St.
25th Honolulu: UPW Hall, 1426 N. School St.
26th Hilo: Kapiolani School, 966 Kilauea Ave.
28th Maui: Cameron Center Aud., Conf. Rms. 1 & 2, 95 Mahalani St., Wailuku

February
1st Stockton: Engineers Bldg., 1916 N. Broadway
3rd Oakland: Labor Temple, 23rd & Valdez St.
15th Fremont: Laborers Hall, 5431 E. Hedges
22nd Sacramento: Laborers Hall 6545 Stockton Blvd.

March
2nd Salt Lake City: Engineers Bldg., 1958 W.N. Temple
3rd Reno: Musicians Hall, 124 W. Taylor
10th Santa Rosa: Veterans Bldg., 1351 Maple St.
17th San Jose: Labor Temple, 2102 Almaden Rd.

LOCAL 3 MEMBERS—Save dollars on your Disneyland trip. Ask for your free membership card. Mail this coupon below to:

Attn: M. Kelly, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, California 94103

Please send me: A Membership card for the Magic Kingdom Club

My name is: [PLEASE PRINT ALL INFORMATION]

Address: [Street number & name, or box number]

City, State & Zip Code Social Security Number

CREDIT UNION INFORMATION

Dear Credit Union:

Send me the following brochures, kits or applications.

☐ Phone-A-Loan Application ☐ Membership Card
☐ Tax-Savers Certificate ☐ Money Market Certificate
☐ Vacation Pay Kit ☐ Save From Home Kit
☐ Easy Way Transfer ☐ Loan Plus

(my name)

(social security number)

(address)

(city) (state) (zip)

Operating Engineers Local Union No. 3 CREDIT UNION
P.O. Box 2082, Dublin, CA. 94566

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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