

Convention Delegate Ballots Counted

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Price-Waterhouse Certifies Election

Recording-Corresponding Secretary James R. Ivy reports that the Election Committee for the election of Delegates and Alternates to the 30th International Union of Operating Engineers Convention declared Delegates numbered 1 through 38 and the Alternate Delegates numbered 1 through 2 duly elected in the order in which they are set forth in the certification of Price Waterhouse and Company, the nationally known firm of accountants, as follows:

Price Waterhouse

February 28, 1976

To the Election Committee of
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California

Dear Sirs:

We have completed our count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the election of delegates and alternates to the 30th International Convention of the International Union of Operating Engineers. The procedures followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions of Article XIII and Article XII Section 3 of the By-Laws of Operating Engineers Local Union No. 3.

A total of 11,572 ballots was received of which 199 were determined to be invalid because of the absence of the member's signature on the return envelope, or because the ballot contained more than 38 votes for delegate and 2 votes for alternate or was otherwise irregular.

In our opinion, the accompanying tabulation accurately presents the results of the election.

Yours very truly,

Price Waterhouse & Co.

OPERATING ENGINEERS LOCAL UNION NO. 3 RESULTS OF ELECTION OF DELEGATES AND ALTERNATES TO THE 30th INTERNATIONAL CONVENTION OF THE INTERNATIONAL UNION OF OPERATING ENGINEER

Candidates are listed in sequence according to the total number of votes received by each.

No.	Delegate candidate	Number of votes
1	Jerry Martin	6,073
2	Ray Cooper	5,981
3	T. J. Stapleton	5,939
4	Mike Womack	5,892
5	Art Garofalo	5,890
6	Joseph C. Ames	5,851
7	Kenneth M. Green	5,773
8	R. F. Swanson	5,754
9	Tom Carter	5,745
10	Dale Beach	5,712
11	Jerry Dowd	5,705
12	Dick Bell	5,691
13	Walter Talbot	5,686
14	Jim Brown	5,658
15	Claude Odom	5,642
16	Mike Kraynick	5,604
17	Clem A. Hoover	5,601
18	Joe Miller	5,583
19	Tom Bills	5,574
20	I. J. Neeley	5,540
21	Dennis Wright	5,497
22	Shoichi Tamashiro	5,491
23	Bob Wagnon	5,477
24	Bill L. Dalton	5,453
25	Don C. Dillon	5,405
26	Robert L. Christy	5,391
27	William H. Crozier III	5,380
28	Edward Park	5,376

ENGINEERS NEWS

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



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

VOL. 35—NO. 3 SAN FRANCISCO, CALIFORNIA 40 March, 1976

29	A. A. Alex Cellini	5,365
30	Wallace K. Lean	5,354
31	Ed Jones	5,333
32	Charles Smith	5,326
33	Merle W. Isbell	5,304
34	Patrick O'Connell	5,296
35	Robert S. Skidgel	5,274
36	A. E. Lofton	5,256
37	Ralph O. Wilson	5,207
38	Dan Senechal	5,078
39	Lou Barnes	4,995
40	Norris A. Casey	4,975
41	E. L. Armstrong	4,902
42	Tom Armer	4,880
43	Claude E. Clark	4,846
44	William Burns	4,839
45	Bob Larkin	4,769
46	George E. Carr	4,738
47	Donald Robertson	4,726
48	James L. Hester	4,717
49	Don Luba	4,684
50	Larry Riordan	4,676
51	John M. Zilich	4,670
52	Allen J. Clay	4,667
53	Ted Wright	4,651
54	Ernest J. Henry	4,648
55	Victor E. Lohr	4,641
56	Wain R. Davis	4,632
57	Jim Calvin	4,613
58	Carl Landrum	4,551
59	Francis Scheimer	4,454
60	Aaron D. LaLonde	4,424
61	Paul J. Wright	4,414
62	Ernie Louis	4,340
63	Tim DePace	4,330
64	Rod E. P. Roderick	4,283
65	Clarence Wilson	4,194
66	Harold E. Darewit	4,147
67	Alex Crichton	4,079
68	Ray Helmick	3,975
69	Kay Leishman	3,893
70	Tee Zhee Sanders	3,826
71	John B. Norris	3,742
72	Loren Squier	3,715
73	Bill Heinz	3,715
74	Henry Mallett	3,534
75	Russell Denis Halcro	3,423
76	Larry Douglas	3,393
77	Guy G. Jones	2,333
78	A. J. Hope	2,195
79	Raymond L. Parres	2,139
80	Raymond Royer	2,093
81	Leon D. Remstedt	2,093
82	Wm. Larimer	2,041
83	Wally Hobson	2,038
84	Kenneth C. Dees	1,975
85	Aaron Smith	1,649
86	Neil Clem	990

No.	Alternate candidate	Number of votes
1	Tom Eck	5,459
2	Charles Dale Blackburn	5,424
3	Jay O. Victor	5,422
4	Darrell L. Robinson	5,213

Effective April 5, 1976, the Oakland Dispatch office, the Tech Engineers Division office, the Northern California-Nevada Surveyor's Joint Apprenticeship Committee's office, and the Oakland Public Employees office will be moved to:

675 Hegenberger Road
Oakland, California 94621.

The new phone numbers will be:

Oakland Dispatch office: 415/638-7273

Tech Engineers Division: 415/638-9353

Nor. Cal.-Nev. Surveyor's JAC: 415/638-7225

Oakland Public Employees: 415/638-7710.

The new location is about one block from the Coliseum BART station and on the same side of the freeway as the Oakland Coliseum Complex. Hegenberger Road is well marked from both directions off of Highway 17, the Nimitz Freeway.

Legislation Proposed For Highway Aid

Business Manager Dale Marr announced that with the aid of Operating Engineers, Assemblyman Walter M. Ingalls (Dem.-Riverside) has introduced legislation aimed at helping to insure an adequate revenue base to operate, maintain and rehabilitate the highway transportation system of California. In a bill introduced last week, Ingalls would advance the deadlines by which the state collects fuel tax revenues from oil companies so that the state can enjoy the benefit of allowing the earlier investment of the funds by state and local treasuries and thus gain additional revenue for street and highway purposes.

The proposed legislation would provide a one year only advancement of \$60 million for new highway construction, but is principally being introduced to provide the state, cities and counties of California with additional funds to maintain the service levels of our existing highway system.

Ingalls, Chairman of the Assembly Transportation Committee, in introducing the legislation stated, "We in California enjoy the finest highway system in the world for work, play and commercial purposes. While I favor completing some essential gaps in that system and correcting some serious safety deficiencies, I am most concerned that within the near future we will not be able to adequately fund highway maintenance and thus protect the vast public investment our highways represent.

"This funding proposal will generate a limited, but continuing source of funding able to help combat the vicious impact inflation is having on our current highway program dollars."

Under the Ingalls proposal, the oil companies would pay state fuel taxes by the 15th day of the calendar month following the close of the monthly period in which they distributed the fuel to retail gas station outlets.

Since 1931, the state has allowed fuel distributors one full month to

Continued on Page 12, Column 4

Recording Corresponding Secretary James R. Ivy has announced that the next semi-annual meeting of the membership will be held on Saturday, July 10, 1976 at 1:00 p.m., at the Masonic Auditorium, 1111 California Street near Taylor, in San Francisco.



LOOKING AT LABOR

By DALE MARR, Business Manager

These are truly the times that try men's patience and common sense. It is hard to believe that in a time of excessive unemployment, a sponge-like economy and double-digit inflation, the social engineers, activist politicians, environmentalists and even certain neo-religious groups are making an all-out attack on American working men and women.

The very people that have brought the nation to its economic knees with theories that are noble sounding and full of "sound and fury, signifying nothing" are now saying that we must "lower our expectations" and "reduce community services" by laying off millions of public employees so that the taxpayer won't rebel and "throw the rascals out."

The old "Reagan philosophy" of "cut, slash and gouge" seems now to hang over the whole nation like a cloud, however, there is a strange grab-bag of activists as disparate as environmentalists who wish to stop everything from energy development to water storage and conservation and multi-nationals who are crying about the high cost of government in America, while busy shipping U.S.-developed technology and jobs abroad. A third member of this unholy triumvirate is busy protecting the rights of illegal aliens while demanding increased training of minorities for jobs that don't exist.

Women's groups want to abolish the seniority system and thus destroy a basic union concept. Politicians want to eliminate public service payrolls and the retention rights of all civil service in order to provide work for the so-called poor and disadvantaged.

Rhetoric and activism that lacks any semblance of economic realism or realistic planning has become the battle cry of the day and the non-productive segment of American society has become the "Holy Grail."

We have become a nation of cults dedicated to gazing only at our own navels and so busy casting the imagined more out of our own eye that we are in danger of blinding the genius of a national determination that has provided hope and example for the working society of the world.

Never doubt that in this bi-centennial year the Bill of Rights and the Constitution is under attack from both the right and the left. Never doubt that this society of free working men and women has been betrayed by these "sunshine patriots" who dedicate their time, effort, and all too often, your tax dollar to destroying the system simply to gratify their own "ego causes."

We must rededicate ourselves to the American Dream of "one nation, indivisible, with liberty and justice for all."

We must give of our time and our energy to preserving this nation at a time when the "anarchist activist" seeks as never before to divide us into cults and cultures.

We must demand from our politicians and public officials programs not polemics, positive policy, not promises.

Your membership and affiliation with this local union carries with it the inviolable promise of protection for your job; a fair day's pay for a fair day's work, and a safe and decent work place. We intend to honor this pledge to you in every way possible. We will always need your help and unity of purpose.

Director of Public Relations Ken Erwin has been meeting with NBC production executives in Los Angeles regarding the economic impact that the loss of highway construction funds, uncompleted freeway funds and declining maintenance programs have on the surrounding communities and the state. As the result of meetings with Building Trades President James Lee and Ken, NBC is now planning two thirty-minute programs, one in Northern California and one in Southern California showing uncompleted freeway systems and the impact they have on safety and the loss of jobs both on the construction projects and in the communities they would serve when completed. Four or five other thirty-minute shows would examine joblessness throughout the state and the possibility of at least two regional one-hour white papers have been discussed on land use and the export of American jobs by multi-nationals. Since we desperately need to get our message out to the general public in this important election year, we feel that support for such programs is time exceptionally well spent.

Solution For Crisis In Highway Funding

(Editor's Note: Business Manager Dale Marr recently received the following letter from Assemblyman John Foran concerning the efforts taken by the California State Assembly to help solve the economic condition confronting the construction industry in the state. We are grateful for the efforts of Assembly Speaker Leo McCarthy, Assemblyman John Foran and the entire Legislature to help our industry.)

March 1, 1976

Mr. Dale Marr
Operating Engineers Local 3
474 Valencia Street
San Francisco, California 94103

Dear Dale:

It was a pleasure to meet briefly with you in Sacramento last week.

Unfortunately the constraints of time did not permit us to fully explore the job issues with which you are rightfully so vitally concerned. As indicated, Speaker Leo McCarthy has placed the creation of jobs as the top priority of the California State Legislature and toward this objective we have been working diligently in Sacramento. We can only succeed, however, with the utmost cooperation of you and your organization as we discussed at our brief meeting.

First of all, the biggest single job producing project was enacted during the current Session which created the California Housing Finance Agency. As you know, this program calls for \$450 million in revenue bonds with an additional \$500 million of General Obligation Bonds at the November 1975 Election. It is of utmost importance that the General Obligation Bonds be adopted by the voters in that election. Once the bond issues are approved, we will undertake an unprecedented billion dollar housing construction program in the State of California.

Recently the Speaker and I met with representatives of the financial community to discuss ways and means of removing any impediments to the sale of either the revenue bonds which are presently authorized or the General Obligation Bonds which will be authorized in the November Election. The Speaker pledged his cooperation to eliminate any roadblocks so that the bonds can be issued immediately and to literally "get the dirt flying on this program" as quickly as can possibly be done.

On another front, as Chairman of the Ways and Means Committee, I have been directing our efforts toward getting capital projects where the State of California is involved in the financing into actual construction. Specifically, I would like to point to those areas where California is directly involved in job creating capital outlay construction programs.

First, the State of California through previously authorized bonds is directly involved in the development of State Parks throughout the State of California. In this area my Committee has examined approximately \$100 million worth of construction projects in the Parks System and raised the question as to why they were not underway—particularly where in some cases the money had been appropriated two or three years previously.

Unfortunately the basic reason for the delay on these projects was excessive paperwork, red tape and bureaucracy. Therefore, we called in the various affected state departments and agencies and asked them why the programs were not in the construction phase. We literally knocked heads together so that the projects could be started.

This meant in some cases having the State Public Works Board meet far more frequently than it had in the past. This meant cutting out procedural steps that might be necessary in normal times but can not be tolerated when we are in the depths of a recession such as we are now.

As a result some \$35 million of additional money was put to work in the park development program (not the acquisition program) and we look forward to continuing this pressure so that we can put more money to work and thereby put more people to work.

We next examined the capital construction projects on the University and State College campuses. Here again, in many of the pro-

(Continued on Page 13, Column 4)

Usery Named Labor Chief

W. J. Usery, Jr., a former official with the International Association of Machinists and Aerospace Workers, AFL-CIO, was sworn in as the nation's 15th Secretary of Labor and predicted improved chances for labor-management peace because of better economic conditions.

He also pledged to do all in his power to stimulate employment and to help those in need of work.

Usery replaces John Dunlop, who resigned after President Ford's veto of the Situs Picketing Bill.

"Like all Americans," Usery said at his swearing-in ceremony at the White House, "I have been encouraged by the steady advancement in the rate of employment and the steady decline in unemployment that have occurred during the past few months."

Citing other improving economic indicators, Usery declared: "Each of these plus factors will contribute to the chances for peace on the collective bargaining front during this year of extremely heavy negotiations."

Before he became Secretary of Labor, Usery was director of the Federal Mediation and Conciliation Service and special assistant to the President for labor-management negotiations. He will continue in the latter role. He is also a former assistant secretary of labor for labor-management relations and was a grand lodge representative for the International Association of Machinists and Aerospace Workers, AFL-CIO, before entering federal service.

In his White House remarks, Usery expressed confidence "that labor and management, together, will exercise the reason and responsibility necessary to avoid conflict and to enhance the chances for economic recovery."

"I pledge to both labor and management my full cooperation during the critical year ahead," he said.

Usery said he is "determined to take every action within my power to stimulate the creation of jobs, to help relieve the hardships of displaced workers, to advise and train those in search of work, and to help people find employment."

He pointed out, however, that while the federal government has a responsibility to help those who need jobs, most jobs lie within the private sector of the economy.

Usery promised to administer key Labor Department programs — including occupational safety and health, wage and hour laws, and pension benefits protection—so that their effectiveness is "not constricted by the complexities and sheer bulk of the paperwork involved."

W.L.P.A.
WESTERN LABOR PRESS ASSOCIATION

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*A Personal Note
from
The President's Pen*

By HAROLD HUSTON
President



On December 3, 1975, I attended a public hearing at San Rafael, California, and spoke to the California Legislature Assembly Committee on Transportation on behalf of the members and their families of our Union.

The subject matter was "The Future of State Transportation Financing," which is a very serious problem facing the State of California today. We know if construction of highways and mass transit is continued to be slowed down, or maybe even completely halted, this will mean the elimination of a tremendous amount of jobs which our members have enjoyed for many years.

We know there is no simple solution to the problem. We also know the responsibility your officers have to fight with all our power to protect every job the members now have, and pursue every way possible to make new jobs available in the future.

In my opinion, our craft has the most skilled workers in America today. We have never seen a job whether small or large, which we didn't meet the challenge head on, and accomplish it, which all of us are very proud of our record as Operating Engineers.

The purpose of these hearings which were held in San Francisco, San Rafael, and Los Angeles, was to apprise the members of the Assembly Committee on Transportation of the status of the current, as well as projected short range, funding situation. In doing so, the Committee solicited the views of a wide variety of interested parties. The Legislative Analysts' Office, Caltrans, State Transportation Board, California State Highway Commission, transit operators, regional planning agencies, representatives of various levels of local government, representatives of various employee organizations, private interests, and Operating Engineers Local Union No. 3.

One of the biggest problems facing transportation planners is how to divide a shrinking piece of pie between the many different means of moving people and goods. With a drastic decline in tax revenues construction is at a standstill. Maintenance of the present road system will soon be in the same shape.

The Brown administration proposed elimination of the special gasoline tax fund for highways and transit and abolition of 60-40 split of road construction money between Southern and Northern California.

If successful, the proposals would give Governor Edmund G. Brown Jr. and legislators complete flexibility over how and where the \$840 million in annual gas tax revenues would be spent for welfare or school aid.

Currently, the money must be used by the Highway Commission exclusively for highways and mass transit with Southern California getting 60 per cent of the construction funds and Northern California 40 per cent of the construction funds. The commission would be abolished under the administration plan.

Making the proposals before the Senate Transportation Committee, State Business and Transportation Secretary Donald E. Burns testified he would first seek elimination of the 60-40 split and then strive for repeal of a constitutional provision requiring gas tax funds to be spent for highways and Mass transit.

He conceded his proposals at best have a slim chance of winning approval of the legislature because of stiff opposition. *All of labor must rally together and fight this proposal with every ounce of strength we have!*

Likewise, Burns said a proposal by Senate President Pro Tem James R. Mills, D-San Diego, to raise the seven cent state gasoline tax by two or three cents a gallon would be vetoed by the governor if it passed the legislature. Maneuvering over the expenditure of gasoline taxes was prompted by a lack of enough funds to match federal grants for maximum highway construction and mass transit programs. Mills wants the tax hike to capture the federal dollars.

Dr. John Lindauer, Dean, College of Business and Public Affairs, Kentucky State University, conducted an economic analysis of the construction industry in 1971-72. The analysis resulted in the following findings:

1. That in "normal" economic times, one construction worker's job, generates or supports 5.2 jobs in construction allied industries and the community. (Allied industry jobs include people employed in the manufacture, sale or transportation of items used on construction and those people who are involved in the financial insurance and legal details of the construction process. Jobs in the community include those persons who provide services to construction workers and their families).
2. That in accelerating economic times (an expanding or contracting economy) that one construction worker's job generated or supports 6.8 jobs in construction, the allied industries and the community.
3. Every dollar spent on actual construction (not financing, insurance, or property acquisition), eventually yields 34 cents in state and local sales, income and use taxes.

Based on findings, No. 1 and No. 2 above, every new job created in construction results in a total increase of 5.2 to 6.8 jobs in the total economy. (Conversely reductions in construction employment result in a depressing effect of similar magnitude). Increases or decreases in construction will also impact government revenues as indicated in finding No. 3. Not considered in No. 3, however, are the welfare costs, unemployment payments, etc., associated with changes

(Continued in Next Column)

Jack Short Appointed to Cal/OSHA Bd.

Jack Short, Northern California Safety Representative for Operating Engineers Local Union No. 3 was recently appointed to the Cal/OSHA Advisory Committee.

Short has extensive experience in construction and this is his third year as a Safety Representative for Local 3. He began working in the logging industry when he was young, operating a dozer. After serving a term in the U.S. Naval Air Force, he worked on construction sites in Greenland and Newfoundland. He returned to the U.S. in 1954 and worked as an operating engineer in Utah, Nevada and California. For two years, Short served as a Business Agent in Nevada, he was then transferred to Utah for two more years as a Representative.

Short's experience will enhance his contribution to the Advisory Committee. The Division of Industrial Safety initiates new standards as they are needed to meet national standards or when unsafe conditions prevail. Then, Advisory Committee members who are familiar with the area of the standard are asked to appraise the regulation and make suggestions for improvement. After necessary changes are made, the safety orders are presented to the Standards Board and at public hearings before they go into effect.

The members of the Advisory Board are selected from labor, management and equipment manufacturers who are concerned about occupational safety and health.

In commenting on the appointment, business manager Dale Marr said that "Short will bring years of experience to the Advisory Board. We are proud of the fact that another of our representatives have been appointed to a State Board that has an influence over the working conditions of our members. Congratulations to Brother Short."



JACK SHORT
Safety Representative

The U.S. Labor Department reports that in 1974 women accounted for 49 percent of white-collar workers but only 17 percent of those in blue-collar jobs; in the service sector, 63 percent of jobholders were women.

in unemployment.

Brothers, looking back a few years ago, new projects seemed to come to us automatically. Now we must not only fight to get new projects started, but we have to continue to fight after the project start less they be shut down by some lawsuit. *All of us must continue to work together in order to have job opportunities for all the members!*



RIGGING LINES

By BOB MAYFIELD
Vice-President

Time has a way of flying away and one would wonder how it can do this so fast, as the calendar shows almost one quarter of the year already history. Busy has been the schedule almost 7 days a week since last month's report and therefore the entire month seems like only a week's duration, but these days I'm most happy to report have been very productive and successful in terms of what it will ultimately mean to our members. Last month I reported the successful conclusion of the Valmy Power Plant project agreement in Eastern Nevada and the MGM Hotel project agreement negotiations that had started for the newest and most elaborate hotel ever to be built in the Reno, Nevada area. As of this past week we also were able to complete this project agreement with the Taylor of Nevada Construction Company as well as the Northern Nevada Building & Construction Trades Council. Work should begin on excavation on other initial site preparations as soon as weather might permit in the spring, which is only around the corner. The two project agreements mentioned above will cover a total of almost one-half billion dollars worth of work in Nevada, and the brothers in that state have really got to be pleased. The Nevada District Representative and his Business Agents, along with myself, under the direction of the Business Manager Dale Marr, had much input into these documents and I'm quite happy with the outcome of the guarantee of total protection of our work in the sense it will be a 100% union job.

This past month also has seen all of the oil, gas, and geothermal companies who had been on strike finally agree to terms with ourselves (Local No. 3) and Local No. 12 in a common contract. These agreements are now very close to being standardized with an economic structure and working language similarity. The highlights of this settlement were similar to those in the earlier settlement (R. B. Montgomery), which would include a strict hiring hall, union Health & Welfare, good head-ended money, increases in the Pension and Vacation pay amounts, subsistence increases amounting to around 20%, with opens the second and third year for wages in what is a 3 year agreement. A special thanks should be extended to all Representatives of Local No. 12 and our Organizers and Business Agents, George Morgan and Frank Townley. If our rank and file members working in the oil fields fully realized the total hours and efforts spent by these two men in their behalf these past few months immediately before contract expirations and during the strikes, they would have been very proud of them.

The Rio Algom Mine (Uranium) agreement was settled in Moab in the last week of February a couple of days prior to the expiration date of the old agreement. Our power base was much greater this time to attempt to negotiate from. Two years ago when this contract began we had just won a N. L. R. B. election from this firm (Tinto Rio Algom) and only had a hat full of members in a far off and very non-union minded town. We had at least an 80% membership this time around and the excellent settlement was due to our much greater strength which is now truly reflected in this fine settlement. Some of the featured parts of the settlement were a large head-end money package, a dental plan added to the existing health plan and all employer paid, as well as a cost of living formula very similar to the copper and steel settlements with a permanent roll in of these amounts on the last day of the contract. The mine Stewards, Al Segrillo, Frank Wilkenson and Manuel Barela, along with the Utah District Representative Tom Bills and Business Agent Bill Markus and myself was the composition of the union negotiation committee. The rank and file showed their approval and support in a near unanimous fashion with only a single dissenting vote, with over one hundred attending the ratification meetings that followed these negotiations.

By the time this article reaches press I should be in Phoenix, Arizona, along with most representatives of all Western Conference Locals regarding reopening of the Underground Shaft Mining agreement. Local No. 3 was the beneficiary on many millions of dollars of this type of work, all in the state of Utah during these past 2 years. The Western Conference of Operating Engineers and mostly the states of Arizona, New Mexico, Wyoming and Utah altogether have done collectively at least a couple of hundred million dollars of shaft work that prior to the creation of this agreement was for the most part previously done totally non-union. The only other craft involved is the Laborers union and the jurisdiction is very clear as to who does what and has been a perfect example of the fruits that can be born with cooperation of crafts instead of disagreement.

In closing I am very much looking forward to attending the 30th I. U. O. E. Convention that is only held every 4 years, along with the other officers and delegates that were recently elected by our rank and file membership throughout our jurisdiction and I do hope to report on some of the important happenings of this big event when I return for next month's news column.

According to a recent U.S. Department of Labor study, 192,000 new immigrant workers enter the labor market each year, a number equal to about 12 percent of the annual total national increase in recent years.

Engineers Help Is Needed On Legislation

By EDWARD PARK, Director of Education and Research

It is really bad news by the bundle or at least by many of the bills here in the California Legislature. AB 15 has passed the Assembly and is in the Senate. This is the Agriculture Land Use Bill, by Assemblyman Warren, which defines prime agriculture land and provides for strict regulation of that land. Similar to Proposition No. 20 which set up the Coastal Commission, it also sets up a commission that would take decision making away from local elected officials and turn that authority over to an appointed non-elected body. No matter how it is described, the net effect of this legislation would be a near moratorium on all rural construction within the state for a period of nine months to a year. **We are vigorously opposing its passage.**

If this isn't bad enough, SB 1579 has been introduced by Senator Beilenson and others. This bill would in effect, extend the Coastal Commission, which was due to expire at the end of 1976, as mandated by the people in Proposition No. 20. These two bills were the subject of a lively four hour meeting between the governor, Business Manager Dale Marr, some members of his staff and approximately twenty-five labor representatives here in Sacramento on February 17th. I feel we expressed our opposition in clear and well justified terms. **Proposition No. 20 has had a disastrous effect on employment in California and it is time the Coastal Commission went out of business and matters returned to local elected officials.**

And then comes Senator Behr with four other Republicans and twenty Democrats as co-authors, introducing SB 1482. This measure seeks to add the Stanislaus River to the California wild and scenic river systems. Its principle aim is to stop construction of the new Melones Dam. Democratic Assemblyman Carmen Perino, who represents Stanislaus and San Joaquin, and other legislators in the area that will be affected by the dam are vigorously opposed to SB 1482. Perino had this to say about it: "It's time we listened to the people who live in the area that would be aided by the completion of the dam. In 1974 they told us five to one in Stanislaus County and more than two to one in San Joaquin County that they wanted this dam."

Statewide, the November 1974 Proposition 17 was soundly defeated by over 300,000 votes. The U. S. District Court has ruled in favor of allowing the federal government to proceed with the project as planned, unrestricted by the State Water Resources Board.

Proposition No. 15, the nuclear power plant initiative will be on the ballot on June 8, 1976. Hopefully the engineers are well informed on this issue that would ban construction of nuclear power plants in California and will work against this proposition. However, here in Sacramento, Assembly

Bills 2820, 2821, 2822 and 2823 will be heard in committee very shortly. This series of bills, if they were passed would accomplish the same thing that the initiative would do. Hopefully, we will be able to kill them as they have a long way to go.

"Right to work for public employees" as proposed in Senate Constitutional Amendment by Senator John Stull, is in the Senate Committee on Industrial Relations. This measure could easily be amended to include all employees and then we would have another right to work fight on our hands.

There are a few good bills coming along and we are working on them, but for the most part they are dwarfed by the bad ones that we are fighting.

Negotiations are still continuing and it appears funding for the completion of Highway No. 5, between Sacramento and Stockton, may be forthcoming as well as monies for the Century Freeway in the Los Angeles area. Matters have not as yet developed to the point where a clear prediction can be made, but it looks hopeful.

With SB 100, the highway funding bill that we are supporting, on the shelf in the Assembly Ways and Means Committee, it might be well to review our highway program as it stands.

The state's highway program is diminishing—of this there is little doubt. After hovering at, or near, a billion dollars the program will be down to \$840 million this year and will continue to diminish in real terms due to inflation.

There is no generally agreed upon course highway development should take in the future, but there is general agreement that the program will never again reach its "boom" proportions of the 50's and 60's. The reason for this is twofold: First, much of the system that had been planned has been completed; and second, the money simply is not available. It is anticipated that the federal government will eventually phase-out the highway program, or go to a rehabilitations mode and this would require a doubling or tripling of state gasoline tax in order to continue a major construction program.

The highway program has been one of the major state programs, admirably efficient, responsive to the public's needs and graft free. A public servant cannot, however, mourn the diminished program based upon its past deeds. This is misplaced sentimentality and does no service for the taxpaying public. What is needed is an objective appraisal of the program, its problems and an approach to solving these problems in a manner befitting the public trust.

There are two aspects to the state's highway program problem. First are the conditions leading to the programs diminished capacity; and second, are those problems created with the decline of the program.

The highway program has suffered from the leveling off of fuel revenues and the decline of those funds "spilling over" from the motor vehicle account which first go to pay the expenses of the DMV and CHP. In addition, inflation has compounded the problem by essentially halving the value of highway dollars in the last 10 years.

The federal highway program

hasn't helped the highway condition in the state. Although California contributes about 10 percent of total federal highway funds, fragmentation of the federal program, giving the advantage to other states, has dropped California's share of the total from 8.5 percent to 6.5 percent over the last 10 years.

These conditions leading to the state of the highway program further lead to the associated problems of unemployment and an unfinished highway system.

Currently, California is suffering from a 9.8 percent unemployment rate. A large percentage of the Operating Engineers, who typically make up 26 percent of the work force on highway construction jobs are unemployed. Although general unemployment is high, it is apparent that the construction industry has been placed in a far worse than average situation. To strengthen the state's economy it is imperative that we get our skilled people back to work.

The second problem created by the declining highway program relates to getting people back to work. The state's highway systems, although apparently complete, is filled with numerous major gaps notably I-5 in San Joaquin and Sacramento counties, state route 24 in Alameda County, 101 in Santa Clara County, I-15 in San Diego County, I-210 in Los Angeles County to name but a few.

The highway network, as envisioned, does not work as a system with the number of gaps that exist. The primary thrust of new highway development then should emphasize filling in the gaps.

Assemblyman John Foran will be introducing amendments to a piece of his existing legislation which offers an innovative approach to the resolution of some of the problems within the highway program. The approach is based upon: 1) immediately utilizing moneys currently available to the state, 2) getting new money into the state; and, 3) expediting environmental clearances for projects.

The Foran measure, AB 1923, will take monies from surpluses that exist in other areas of state government and apply them to the following purposes.

1. \$7.7 million from the abandoned vehicle trust fund to match 69.6 million in federal money which is currently available to the state but, which is not being utilized for lack of the state's matching share.

2. \$9.9 million from the drivers training penalty assessment fund to match \$84.5 million in federal funds which might become available to the state.

3. The bill will also include an appropriation of \$100,000 to establish an environmental clearance unit within Cal-Trans. This unit will be expressly directed to expedite environmental clearances. It has been established that the environmental clearance process can be significantly shortened by essentially "hand carrying" the documents through the federal level. It is interesting to note that with current inflation rates a savings of 3 months in the environmental review process would save the state one million dollars on a \$40 million project.

This is then the 3 point program that will be offered in AB 1923. It

will emphasize closing highway gaps and will allow some \$170 million in highway projects to begin almost immediately. This means almost 7,000 jobs directly related to highway construction and an even larger number of support positions.

If AB 1923, is to work, a number of things have to happen. Work on the bill will not simply emphasize its passage but also related activities at the state and federal level.

First, of course, the bill must pass. It contains an urgency clause and will become effective immediately upon signature of the governor. AB 1923 is currently in the Senate Transportation Committee so it has already passed the Assembly. Probably the major hurdle will be getting the governor to sign the bill, but if new funds are made available, as proposed in the measure, it will be difficult for him not to sign it.

A second major effort must be undertaken with members of the California Congressional Delegation in Washington D. C. It must be emphasized that there will probably be additional federal highway funds made available and that we need this money, now, for jobs in California.

These new funds will become available in one of 2 ways. It is likely that the president will release additional federal highway funds; this being an election year. In addition, there is the probability that a re-pooling of interstate funds will take place since some states are unable to match their interstate apportionments. These funds will then be given to states which can match the federal money. In either case, the importance of AB 1923 is apparent. It will allow California to immediately match new funds and get construction going again.

The California Congressional Delegation must be encouraged to actively seek either a new release of funds, or a re-pooling of funds foregone by other states.

A third effort will be directed toward the administration and the president. Ultimately the administration controls new releases of funds or the re-pooling of funds foregone. The employment situation must be brought home to the administration hopefully through activities of the State Legislature, the Governor, and the California Congressional Delegation.

The combination of actions described above can work, they have proved to work in the past and must work now in order to get people back to work and give the citizens of California a usable highway system. Assemblyman Foran says he is willing to stick his neck out as far as it takes to make it work for the benefit of the workers and citizens of the state.

Congressman 'Bizz' Johnson Secures Construction Money

A last-minute appeal to a House-Senate Conference Committee by Northern California Congressman Harold T. "Bizz" Johnson has resulted in initial federal funding of \$500,000 for a Trinity River Action Program to help restore the River's fish and wildlife. The funding initiates a three year, \$7.6 million

Stockton Work Stays Normal

By WALT TALBOT, District Representative, JAY VICTOR, Assistant District Representative and AL MCNAMARA, Business Representative

The work load is expected to be normal for this district for the ensuing year despite the curtailment of highway funds throughout the State. This is largely due to the major projects now under construction and the home building boom that has yet to be affected by the tight money squeeze in this area.

Boecon Corp. of Renton, Wash. was low bidder at \$16.5 million to construct the tertiary water treatment facilities at the Main Water Quality Control Plant in Stockton. The job entails the moving of approximately one million yards of earth to construct the settling ponds. A pre-job conference will be held in the first week of March with Melones Contractors, who were successful bidders at \$40 million plus for the Melones Powerhouse.

Granite Const. Co. should be underway with their pipeline job from East Stockton to Bellota about the time this report is circulated. This thirteen mile pipeline job will bring Calaveras River water from the weir at Bellota to the new East Stockton Water Treatment Plant. The new treatment plant, now under construction has been keeping engineers employed with contracts to McGaw Co., McGuire & Hester, Schuler Plumbing, Stolte Inc. and Charles Plumb Co.

Piamba Const. tried to resume the construction of Interstate 5 east of Lodi during the first week of February only to shut down after a week of operation due to inclement weather. The ironic twist of the situation is that the company could have worked December and January had the permits been approved.

As mentioned in the first part of this report, most all the local contractors have a piece of the housing development action in this area. This includes site preparation, drilling and boring, grading for streets, curbs and sidewalks, utilities, the need for cranes and forklifts and landscaping work.

The Construction of new banks and savings and loan buildings has also been a booming business for this area. Every financial institution in Stockton has either enlarged or built branch offices throughout the county. This, in addition to new banks and loan companies has created a financial district in downtown Stockton.

The Tractor repair shops in the district are busy at this time, however the rock, sand and gravel plants more generally are working on a short work week basis.

Federal-State-County program which Congressman Johnson presented as "an urgent need . . . to solve an intolerable situation."

The bill signed by President Ford includes \$235 million for stepped-up construction in federal projects in California.

Grievance Committee Elections Dates Set

Recording-Corresponding Secretary James R. Ivy, has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of Grievance Committeemen shall take place at the first regular quarterly district and subdistrict meeting of 1976. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

DISTRICT AND SUB-DISTRICT MEETINGS

District No.	Meeting Location
10 SANTA ROSA	Veterans Memorial Bldg., 1351 Maple, Santa Rosa. Thursday, Mar. 4, 8 p.m.
12 SALT LAKE CITY	1958 W. North Temple, Salt Lake City. Friday, Mar. 12, 8 p.m.
11 RENO	Musicians Hall, 124 W. Taylor, Reno. Saturday, Mar. 13, 8 p.m.
9 SAN JOSE	Labor Temple, 2102 Almaden Rd., San Jose. Thursday, Mar. 18, 8 p.m.

Article X

GRIEVANCE COMMITTEES

Section 1

District and Sub-district Grievance Committee

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members — one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district; one (1) District Representative or Sub-district Representative, and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No Member shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

Election Committee—Officers Election

James R. Ivy, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3, announces that in conformity with Article XII Section 3 Elections (b) of the Local Union By-Laws, elections will be held at the first regular district meeting in each district beginning in March for Members of the Election Committee which will conduct the election of Officers and District Executive Board Members of the Local Union in the month of August, 1976.

Article XII, Section 3, Elections:

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

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

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

Prepare Income Tax Returns Carefully

By SIDNEY MARGOLIUS,
Consumer Expert for
Engineers News

Take special care with your tax return on 1975 income. Personal income taxes tend to rise faster in an inflation than your other living expenses because you move into higher brackets, even though your income may only keep pace with rising costs. But there are special new credits on 1975 tax liability which some early filers are failing to claim.

The main new credit to make sure you take is the \$30 for each exemption listed on your return. For example, a couple with two dependents (thus, four exemptions), can subtract \$120 from the amount owed. For many moderate-income families, especially larger ones, this credit will substantially reduce or even eliminate tax liability.

A "credit" is much more valuable than a "deduction." A deduction reduces the amount of income on which your tax is computed. But a credit is subtracted from the amount of tax itself.

There's a special line on the first page of Form 1040 for claiming your \$30 credits. It's line 16b and it's printed in red. If you use the short form, you take this credit on the reverse side, line 13b.

Note that a working child or student can take the \$30 credit on his or her return and the parent, too, can take this credit if the child is a dependent. But this is the only double credit permitted. There are no extra \$30 credits for the additional exemptions for age 65 or blindness.

The "earned-income credit" is the other one some people are overlooking. It's limited to workers with children and incomes under \$8,000 (and low-income self-employed people). A worksheet is provided on page 8 of the tax instructions to help eligible taxpayers compute this credit. Unlike the \$30 credit, the earned-income credit can be claimed by workers who owe no tax or owe less than the amount of the credit. They actually will get a cash payment from the Government.

What should you do if you already filed but overlooked these credits? On the \$30 credit, you probably won't have to do anything. Internal Revenue Service spokesman Larry Batdorf advises that the computer will catch this omission and make the adjustment, adding the credits to your refund or reducing your tax liability accordingly. In that case you probably will get a notice from the IRS. The omission may delay processing your return. But if you don't get an increased refund or a notice you can consult the local IRS office.

But recapturing an overlooked earned-income credit may require direct action on your part. Whether you are eligible won't be immediately clear to the IRS. In that case the agency will send you a

letter asking for more information. If you did overlook this credit and seem to be eligible, but don't hear from the IRS it would be safest to file a Form 1040X revising your original form.

A third big change to watch for is the increased standard deduction in lieu of itemizing. The standard deduction has been raised to 16 per cent of adjusted gross income up to specified dollar limits based on type of return (such as \$2,600 for a couple with adjusted income of \$15,000 or more filing a joint return).

But even with the higher standard deduction, don't automatically choose it until you take a trial run on itemizing deductions and see if they will total more than the standard deduction.

If you bought a new house after Mar. 12, 1975, that was built or under construction before Mar. 26, you may be able to claim a 5 per cent credit.

Although the standard deduction has been increased to 16 per cent of adjusted gross income, wage-earners who don't itemize deductions should nevertheless be wary of using a short form return if they have certain "adjustments" they can subtract from income.

The short form provides no place to adjust for qualified sick pay; moving expense in connection with your job or trade; and certain employee business expenses such as lodging costs if you must be away from home overnight, etc. If you use a tax service, be careful about letting them use the short form if you have such potential adjustments.

Also, add up your total potential deductions if itemized to make sure they don't total more than the standard deduction. Homeowners, people who had large medical bills last year or made big contributions still often do better itemizing.

The instructions you get with Form 1040 shows on page 7 at what income points you should itemize. You should itemize on a joint return if you have income under \$11,875 and itemized deductions more than \$1,900; or income between \$11,875 and \$16,250 and itemized deductions totaling more than 16 per cent of line 15 on the tax form; or income over \$16,250 and itemized deductions more than \$2,600. Singles should itemize if income on line 15 is less than \$10,000 and itemized deductions would be over \$1,600; or with income between \$10,000 and \$14,375 and itemized deductions more than 16 per cent of line 15; or over \$14,375 and itemized deductions more than \$2,300.

We can't cover all possible deductions in this space but here are many that often apply to moderate-income families:

Contributions: In addition to cash gifts, you can deduct charges for benefit tickets over normal prices; fair market value of donated goods; expenses of perform-

ing services for qualified charitable and civic groups such as schools; churches, hospitals, Scouts, United Fund, etc., including out-of-pocket car expenses such as gas and oil (or 7 cents a mile plus parking and tolls). You can deduct costs and upkeep of uniforms for serving tax-exempt organizations but not the value of your services or child-care expenses.

Other Taxes You Pay: State and local income, property, sales and gasoline taxes are deductible. Deduct the amounts actually paid in '75, including any balance paid on 1974 taxes plus state taxes withheld or otherwise paid in '75.

Medical: As well as the usual doctor and hospital bills, and some or all of health insurance premiums, other deductible expenditures include glasses; hearing aids; lab fees; transportation to get care, including out-of-pocket car costs of 7 cents a mile plus parking and tolls; special equipment, even an air-conditioner required and used for an ill person; treatment for an alcoholic; support hose; arch supports, etc.

Interest: Wholly deductible are interest or finance charges on installment debts, charge accounts, personal loans, and mortgages.

Other Potential Deductions: Expenditures for child and disabled-dependent care (under specified conditions) so you can go to work; investment expenses, including costs of a safe-deposit box to keep securities; nonreimbursed casualty and theft losses over \$100.

Job Expenses: Among those deductible, if you itemize, are union dues, costs of looking for a job in the same trade or vocation, whether or not successful, including agency fees, necessary travel, postage, phone, resumes, etc.; costs and upkeep of safety clothing and required distinctive uniforms; tools and technical books; courses needed for your present job (but not to learn a new trade); car expenses if you must transport bulky instruments or tools and otherwise would not use your car.

The Consumer Price Index (CPI) is a monthly statistical measure of the average change in prices of goods and services purchased by urban wage earners and clerical workers for day-to-day living. It is based on prices of about 400 "market-basket" items selected to represent all consumption goods and services of these groups.

Get Yours!

Members and their families planning a trip to Disneyland or Disney World may want to join the Magic Kingdom Club first. A free membership card in the Club will take the edge off the costs of such a trip, by getting good discounts on tickets, and motel and auto rental savings. Write to Ken Erwin, Operating Engineers Local Union No. 3, 474 Valencia Street, San Francisco, Ca. 94103, or call him at 415/431-1568 to obtain amembership card in Local 3's chapter of the Club, or for more information.

GRIEVANCE COMMITTEE ELECTIONS

On the dates and at the meetings indicated, the following brothers were elected to serve on Grievance Committees for the ensuing year:

February 17, 1976:	District No. 5:	Larry Braden Marion Whitson Norby Flanagan
February 24, 1976:	District No. 8:	Charles Brashears Glen Roberts Bill McHenry
March 4, 1976:	District No. 10:	Les Crane Dean Harlan Howard Seacord

In Utah

New Equipment For Kennecott Copper Co.

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

The first of four 25-cubic-yard-capacity electric shovels ordered by Kennecott Copper Corporation is in operation in the upper west side (overburden) area of the Utah copper mine. It is believed to be the largest shovel of its kind in the nonferrous mining, 10 cubic yards bigger than their next largest unit.

The new shovel, manufactured by Harnischfeger Corporation, Milwaukee, can handle a dipperful weighing nearly 50 tons, depending on the density of material. Its digging radius is more than 66 feet and its boom stands more than 55 feet—or higher than a five-story building.

six-yard shovels they are "cannibalized" to restore similar units. Anything usable is put on remaining shovels, and reusable steel is sold for scrap or finds its way to the foundry at Arthur, and is made into grinding balls.

Construction on M. Morrin & Son Company's \$6.5 million worth of bridges and overpasses has moved into high gear. Sub-contractor Acme Crane Company has started installing the giant 7½-foot curved girders on two overpasses that will span the railroad yards in Ogden. Construction on the concrete structures that will support the \$3.5 million 24th Street Viaduct has been completed. Nearing completion is the four-lane overpass across the Weber River on the 20th-21st St. route. The first three 187-foot girders on 21st have already been installed on the west side of the railroad yards. These girders are arched

tion of force, leaving a balance of five Operators on the job. Some of the Brothers will be called back in March for the relining of the concrete spillway tunnel. The majority of the operators will not be recalled until April or May, depending on improved weather conditions. Zone one earth-fill material will be composed of clay which must be dry to meet the specifications for compaction. Ron Hoover, Project Superintendent, stated they plan on having two shifts, five days at ten hours and nine hours on Saturdays. This project should keep approximately eighty Operating Engineers busy this summer.

Despite obstacles and rocketing costs, Kennecott Copper Corporation, Utah Copper Division, will meet the July 31, 1977, deadline for compliance with national ambient air quality standards.

According to C. A. Zeldin, special project manager, environmental control program, that due to inflation and the complexity of design needed to meet environmental requirements, the smelter project, estimated in 1974 at \$175 million, will cost 60 per cent more or approximately \$280 million. Mr. Zeldin also stated that engineering for the project was 61 per cent complete, procurement 72.5 per

To process the greater amount of sulfuric dioxide recovered, gas cleaning and acid plant capacity will be increased. Equipment will include waste heat boilers, shot coolers, electrostatic precipitators, and massive gas cleaning equipment. Three existing acid plants will be modified and one new larger acid plant will be installed.

Dr. Robert J. Heaney, process control and environmental engineer, informs us that part of the system uses wind-powered generators to recharge batteries that supply electricity to remote meteorological equipment. Data radioed to a central computer will enable smelter personnel to curtail emissions when necessary.

Cold weather and winter storms continue to create problems on construction jobs in southern Utah and, as a result, our out-of-work list is quite long.

W. W. Clyde's I-70 job at Fremont Junction is still going with about fifteen hands working. As soon as the weather breaks this employer expects to hit it full blast with a second shift and full crew. W. W. Clyde's shop in Springville is filled to capacity with equipment being repaired in preparation for spring activity. Thirty-two mechanics are working

Strike Over
In Oilfields

By GEORGE MORGAN and
FRANK TOWNLEY

The rise of a new era—with all the picket signs put away, and the rigs back to work, we have but one more contract to be ratified. I want to thank all the members and their families for their help through these past few trying weeks of the strike. For the first time in the history of the oilpatch there will be closely comparable wages and fringes at the close of these new contracts. We are proud to announce that the industry ended up with \$1.00 in wages and fringes. With a contract that is close enough in language and wages and fringes, we are in hope that there will be a drilling association formed which will benefit every member. We are glad to have everyone in Local No. 3 jurisdiction in the drilling industry be covered by our Utah Health & Welfare plan. It has been a long and hard struggle to get most everyone an equal wage and fringes. With most of the men trying to get back in the swing of things, there is much to be done in servicing the new contracts with the new hiring hall language and the new language for the Job Stewards. We will be bringing the new contracts around as soon as we get them printed, plus a supply of Health & Welfare forms.

The members of Perryman Drilling ratified their contract, which was the last to be ratified in the industry. I personally want to thank the drillers for their backing to get this contract uniformed. Most contracts have a 3-year language, but open for wages and fringes the 2nd and 3rd year. It is also a joint agreement with Local No. 3 and Local No. 12. All benefits will be contributed to the Operating Engineers Vacation-Holiday and Pension Fund in which you're working.

have felt a great loss since his death last November. We are only glad that he left four sons, all Operating Engineers, and three daughters to carry on in his footsteps. Ray was a friendly, unassuming man with strong character and irreproachable integrity. His wealth was not monetary, but he was rich in the love of his family and the respect and affection of others. He has left many warm memories to his family and friends.

Ray recognized the need for organized labor and early in his career joined the Operating Engineers. Never, during his thirty-four years of membership, was he ever delinquent in his dues. He was always active in Union affairs and served whenever called upon. He was a member of the By-Laws Committee and partly through his devotion and efforts Local No. 3 now has a set of By-Laws second to none.

Ray was not only a good Union man, he believed in being fair and honest in his dealings with his employer. He believed in an honest eight-hours work for eight hours pay and strived to attain perfection in the performance of his assignments. He trained many young men to be Operating Engineers, including five sons, and his support in organizing the non-union worker was endless.

Ray Barney will not be forgotten.



THE FOUNDATION FOR the eastbound lane of the 20th-21st Street Project in Ogden, Utah is taking place as steel girders, 7½ feet high, are put in place. Total cost of the project is \$6.5 million.

The mammoth shovel weighs 800 tons and was shipped to Bingham on flatcars for erection on the 6340 level. The cost, including assembly, exceeds \$2 million. A second shovel of the same make is being assembled at the mine, and two more are scheduled for shipment in 1977.

Dimensions of the new unit are difficult to comprehend. For instance, the crawler shoes are six feet across, and each of 48 shoes per crawler weighs 1,340 pounds. The crawler length is more than 33 feet and its width 31 feet. The dipper, of specially hardened steel, weighs 40 tons and cost \$123,000.

The new shovel will permit retirement of three older six-yard units. However this will not create a reduction in manpower in the Shovel Department at Kennecott Copper Corporation.

As major failures overtake the

into a 5-degree curve to follow the alignment of the roadway. On 21st St., which is the east-bound lane, girders will be 187 feet long between the abutment and the first support, with another 187 feet between the first and second support. Girders 208 feet long will span the main line of the railroad tracks, with another 156-foot leap between the final support and the abutment east of the railroad tracks.

On 20th, the distance between the abutment on the west side and the first support is over 188 feet, with the second girder crossing over 219 feet and the third one east of the tracks crossing 94 feet.

Surfacing of the two-way route will come under a separate contract. The viaduct is scheduled for completion on July 1st.

Most of S. J. Grove Construction's crew at the Current Creek Dam received a temporary reduc-



KENNECOTT COPPER CORPORATION'S new 25-cubic-yard electric shovel is put into operation in the upper west side area of the Utah copper mine. The first of four giant shovels ordered, it is believed to be the largest of its kind in the nonferrous mining industry. (Photo by Kennecott Copper Corp.)

cent and construction more than 20 per cent complete. Prime Contractor, Arthur G. McKee Construction, on this multi-million dollar project and sub-contractors, M. W. Kellogg Company, Leonard Construction, New England Lead Burning, and P.S.&F. Industries are currently employing approximately sixty-five Engineers.

Mr. Zeldin explained that the modified Noranda continuous reactor furnace will be the heart of the emission control project and that the 1,200-foot stack, constructed and now being lined by M. W. Kellogg Company, will not be used until the total emission control system is operational. Process gases will be treated in sulfuric acid plants with efficiencies of about 95 per cent, enabling the company to capture at least 86 per cent of the input sulfur. This means that no more than 14 per cent of the input sulfur will be emitted to the atmosphere with the emission control system operative, compared with about 40 per cent at present. Only dilute captured fugitive gases and tail gases from sulfuric acid plants, mostly nitrogen, will be emitted through the tall stack.

steady at this shop.

Work has been progressing steadily all winter at the Emery and Huntington power plants with about ninety Engineers working on the combined jobs. The employers expect to hire additional men within the next thirty days.

Peter Kiewit Sons Company is getting their hands back on their job at Pintura. Most of the crush-crew is back to work.

Corn Construction of Grand Junction, Colorado, is expecting to get their job at Fry Canyon, south of Lake Powell on U-95, going the first part of February. They have twenty-eight miles of gravel and asphalt to lay down—93,000 tons of hot mix and 179,000 tons of crushed gravel. This is a \$2,250,000 job. Material for the job must be hauled fifteen miles. Corn Construction also has an overlay job on the south side of Soldier Summit, consisting of 52,000 tons of asphalt. Hopefully the job will get started the first part of April.

We wish to pay tribute to a man who, we believe, was a cut above the average individual in service to his fellow man. Ray Barney was that man.

Ray's family and many friends

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 3—No. 3

SAN FRANCISCO, CALIFORNIA

March, 1976

Know Your Dental Plan

The importance of the Operating Engineers Dental Plan cannot be overemphasized. All of the benefits available through the Operating Engineers Health and Welfare Trust Fund are important, but certainly dental coverage must rank close to the top.

The dental plan is self-funded and has been for over a year. A tremendous improvement in the turn around time on claim payment coupled with an increase of benefits has made the Operating Engineers Dental Plan one of the best in organized labor.

The dental plan currently pays for 85 per cent of the dentist's usual, customary and reasonable fees for basic benefits and 60 per cent for prosthetic benefits.

Basic dental services include the following:

• Diagnostic: all the necessary procedures to assist the dentist in evaluating the conditions existing and the dental care required. This would include visits and consultations, prophylaxis "cleaning" each six months, complete mouth x-rays every three years, and supplementary bite wings if required.

• Oral Surgery: extractions and all other oral surgery including pre- and post-operative care.

• Restorative Dentistry: all the necessary procedures to restore the natural teeth to normal function including amalgam synthetic porcelain and plastic restorations, and gold restorations when required to restore the teeth properly.

• Endodontics: all necessary procedures for the treatment of diseases of the pulp chamber and pulp canal.

• Periodontics: all necessary procedures for the treatment of diseases of the gums and bones supporting the teeth.

• Emergency care: when required for care or treatment of the teeth due to an accident not covered under a Workmen's Compensation Act or similar legislation.

Prosthetic dental services include:

• Bridges.

• Partial and complete dentures.

• Prosthetic appliances will be provided once only in any five-year period.

If further information with regard to the dental plan or claim submittal is desired, contact the Trust Fund Office or the Fringe Benefit Service Center.

Federal Pension Law Increases Security

Although the term "fiduciary" has been around the legal profession for a long time, it has been given new meaning and greater importance by the passage of the Employee Income Security Act (ERISA). Many persons who were not considered fiduciaries before ERISA are considered as such now.

Simply stated a fiduciary is a person who occupies a position of trust and confidence and is charged with certain responsibilities because of that position. The key to a fiduciary's status under ERISA is discretion. A person having discretion with respect to a pension fund will be a fiduciary of that fund regardless of his job title.

Know The Rules For Medicare Services

Did you know that there are special rules for Medicare coverage of kidney dialysis and kidney transplant services?

There are three groups of people who are eligible for Medicare. The first of these groups is almost all people age 65 or over, even if they are still working. The second group includes disabled people under age 65 who have been entitled to social security disability payments for 24 consecutive months.

To be eligible for Medicare under the kidney disease provision of the law, you must have worked long enough in a job under the social security or be the wife, husband, or dependent child of a worker with enough social security credits. Only the family member with permanent kidney failure is eligible for Medicare under the law, other members are not.

Medicare coverage because of permanent kidney failure can begin either on the first day of the third month after the month a course of maintenance dialysis treatments begins, or if earlier, the month you are admitted to an approved hospital and receive a kidney transplant or the month before the kidney transplant takes place if you are admitted to an approved hospital for the purpose of preparing you for the kidney transplant.

ary authority over fund assets and/or management.

ERISA requires fiduciaries to act in all fund matters "with care, skill, prudence, and diligence under the circumstances then prevailing that a prudent man acting in a like capacity and familiar with such matters would use in the conduct of an enterprise of like character and with like aims." In addition, there are specific obligations such as proper diversification of investments.

ERISA is basically an extension of fiduciary responsibilities to positions heretofore not considered as such. The act attempts to provide guidelines for individual as well as joint action in these areas. Considered vague and ambiguous by some critics, the legislative intent of ERISA seems relatively clear—protect the retirement benefits of the American people.

For people under age 65 who have Medicare because of permanent kidney failure, Medicare protection ends 12 months after the month they either no longer require maintenance dialysis treatments or receive a kidney transplant. However, if maintenance dialysis or another kidney transplant is needed during the 12 month period following kidney transplant surgery, Medicare coverage would continue.

Fringe Benefits Forum

More Questions Answered

By ART GAROFALO, Director of Fringe Benefits

Q: I was injured on the job two weeks ago and am a bit confused about filing the claim for my hospital and medical expenses? Could you please give me some help on this?



Art Garofalo

A: Any accidental bodily injury arising out of and in the course of employment is covered by benefits under a Workmen's Compensation Act or similar legislation. Your claim should be submitted to your employer's workmen's compensation carrier. Charges of this nature are not covered by the Operating Engineers Health and Welfare Plan.

Q: What beneficiary benefits are available from the Operating Engineers Pension Plan if a member dies before he has had a chance to retire? My husband was an 11-year member of Local No. 3.

A: Under the rules and regulations of the Pension Trust Fund for Operating Engineers if an engineer dies after he has accumulated at least 10 pension credits with at least two quarters of future service credit, his beneficiary is entitled to a "pre-retirement death benefit." The benefit will be 36 monthly payments equal to the amount that the engineer would have received on a normal pension at the date of his death.

Q: I am totally disabled and have applied for disability benefits from Social Security. Can I apply for disability benefits from the Trust Fund now, or should I wait to hear from Social Security?

A: In order to qualify for a disability pension from the Pension Trust Fund for Operating Engineers, an engineer must be deemed totally disabled. Proof of your total disability is a copy of your award of a social security disability benefit from the Social Security Administration. Of course, if you have just made application to Social Security you will not have this document at this time. But this does not prevent you from filing your application for a disability pension with the Trust Fund Office.

Q: Is there a mandatory retirement age under the pension plan? I'm 67 years old, feel great, and want to continue working.

A: There is no mandatory retirement age under the pension plan. An operating engineer may continue working as long as he desires. However, it is important to note that pension benefits will be computed on the most recently accumulated 35 pension credits.

Q: My doctor has prescribed therapeutic vitamins to treat my anemic condition. Are they covered by the prescription drug program?

A: Yes, therapeutic vitamins prescribed by your physician to treat a specific illness will be considered for payment under the prescription drug program.

Q: Does the Operating Engineer Prescription Drug Program cover the cost of medication administered during a hospital confinement?

A: The Prescription Drug Program only covers expenses incurred for out of hospital prescription drugs. However, in-hospital prescriptions are covered under the hospital extras provision of the general hospital benefit of the comprehensive program. Hospital extras will be covered up to \$1,000 during any one period of disability. You will also be reimbursed 85 per cent of additional charges in excess of \$1,000.

Q: How often should I send in my prescription drug cards?

A: According to the Trust Fund Office, prescription drug claims must be filed within 90 days from the date on which the prescription is filled. Apparently, many members feel that they should hold on to their claims until they have accumulated two or three cards. This is not necessary and often results in a delay in payment of your claims. Send the card to the Trust Fund Office as they are completed by your pharmacist.

ASK YOUR TRUSTEES: [Form with lines for questions and contact information]



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

More goals and timetables have been imposed on the Training Program. This recent newspaper article by Jackson Rannels of the San Francisco Chronicle seems to explain it well:

Apprenticeship programs in California are being ordered to open their doors—or open them wider—to women.

At a recent meeting, the California Apprenticeship Council set the new policy, requiring that 590 state-endorsed craft and trade training programs establish "affirmative action" goals and timetables for women by 1977.

The action, overriding labor and management arguments that the program is unneeded and unworkable, was one of the most aggressive, if unheralded, acts of Governor Brown's year-old administration.

Three months earlier, at the council's previous quarterly meeting, state industrial relations director Donald Vial couldn't even get a second for essentially the same proposal.

The terms of ten of the 14 appointive commissioners expired in January, and Brown replaced all ten.

The new-look commission unanimously backed Vial's plan, with the exception of retaining the term "journeyman" instead of switching to "journeyman."

Brown's sweeping turnover of the commission's members caused thunderous grumbling, but no public protests.

The status of women in apprenticeships is meager. Only 312 of the 30,233 active apprentices in December were women.

Most of the women were in fields other than construction, where the brunt of the new program, unique in the nation, is expected to fall.

Unlike similar affirmative action plans for racial minorities, goals for admission of women will not be based on their percentage of the population—which is, of course, somewhere in excess of 50 per cent.

Instead, each apprenticeship council is charged with a responsibility to determine the "interest and availability" of women in their particular lines of work and area.

From these finding, goals—something less than quotas—will be set, and the councils will have an obligation to seek interested women to fill them.

The battleground obviously is going to be around those abstract terms "interest and availability."

Becky Mills of Advocates for Women here said there already are ample showings of interest and availability in the Bay Area.

Public utilities and some employers have been forced by government edict or court order to open their blue-collar jobs to women, and they have lists of women applicants, she says.

Advocates for Women, which gives women pre-apprenticeship training and then counsels them through the trying days of finding and completing their training jobs, has a list approaching 2000 names, Mills added.

Industrial relations director Vial's letter to the 590 apprenticeship councils calls for good faith efforts, marked by an immediate start on information gathering.

The building in which we have offices has been sold. Sometime during March, the Administrative Office will be moving to a new location.

Obviously, a few letters will be misguided and a few telephone messages missed. Please bear with us during the move. We will try to make it as smooth as possible.

AFTER APRIL 5th, address all mail to:

Northern California Surveyors Joint Apprenticeship Committee
675 Hegenberger Road
Oakland, California 94621

The new location is about one block from the Coliseum BART Station and on the same side of the freeway as the Oakland Coliseum Complex. Hegenberger Road is well marked.

When the move is made, notification will be sent to all Apprentices along with any needed instructions.

Workbooks are in the process of revision.

Recently, all the Related Training Instructors were brought together at an all day meeting to discuss and recommend changes.

From the Instructor's experiences with the material in the classroom, areas of deletion, addition and expansion were designated.

Several of the Instructors were assigned specific units and topics for revision. Other Instructors were assigned new material.

All of this is in process, but will take some time to research, write, edit and print.

Time could have been saved by assigning the work to professional, commercial writers who could have worked full time on the project.

The decision to use the Instructor was based on the fact that they have the best knowledge of the problems involved in communicating with the students.

The Instructors are not only experienced in using the material, but are also experts in the field of Surveying in their own right.

It may take a little longer because they will be working on the project after regular work hours and Saturdays and Sundays. A better product will be worth the extra time.

Revised material will be furnished to the Apprentices as soon as it is available.

California Poll Shows Split On Prop. 15

When California voters read just the abbreviated description of Proposition 15, the nuclear power plants initiative to appear on the June 8 primary election ballot, a plurality are inclined to support it but when they read pro and con arguments on the measure, a majority oppose it.

That was one of the key findings of a California Poll conducted by Mervin D. Field in face-to-face interviews with California voters from January 24 to February 2.

"There is evidence that the vote on the initiative . . . will be markedly influenced by the pro and con campaigns," Field said.

He said that the segment of the voting population claiming to be aware of the measure had increased from 45 percent in November to 54 percent last month.

Last month's poll presented two different forms of questions to randomly divided half-samples of its overall survey of 1,134 adults to test the effect of pro and con arguments, he explained.

"One half was shown the ballot wording and the other half was shown pro and con arguments. The form of the question had a significant effect on the response," Field said.

Of those shown the ballot wording and who said they were aware of the initiative, 48 percent said they would vote "yes" and 45 percent "no," with 7 percent undecided.

But when a matched sample of aware voters were shown a list of pro and con arguments, only 42 percent said "yes" while 52 percent said "no." Six percent were undecided.

But the poll also found that among the "unaware" 46 percent segment of the public, the form of the question "had little effect." In this group between 43 and 45 percent were inclined to vote "no" and 38 to 39 percent were leaning toward a "yes" vote, with between 17 and 18 percent undecided.

The poll suggests that the more aware voters become of the adverse ramifications of the meas-

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO



Mike Womack

In like a lion and out like a lamb! (we hope). With a combination of weather, bird watchers and politicians, new projects have been few and far between (paychecks too). If the old slogan about March holds true, and the bird watchers don't sue, the politicians promises for work is in the near future for you.

The Tech Department has just received their first order for a chief of party this year, not that one order changes the picture but information from the majority of engineering firms indicate the heaviest work load for Techs in the past three years.

More and more of the members and their wives have been attending political meetings and are being recognized by the politicians.

One such meeting recently attended by Business Manager Dale Marr, Public Relations Department staff member John McMahon, Business Representative Al McNamara and Tech Representative Mike Womack was in San Andreas with representatives from Calaveras County Water District, the County Board of Supervisors and the engineering firm of Tevco, Inc., concerning a hydro-electric water project in Calaveras County that will take approximately eight years to complete with the help of hundreds of operating engineers. At the moment the biggest hurdle is a revenue sharing bond that the voters of Calaveras County will have to pass this fall. From information already documented, this project will produce clean water and power and will completely pay for itself.

The Tech Department just won another election with the testing firm of X-Ray Engineering Company (Peabody Inc.) of San Mateo. Welcome aboard!

Negotiations with S.E. & A. Engineering in Reno are ragged at the moment but the new members are standing up like old-time troopers.

Seven firms were represented in a meeting in Fresno recently to discuss the possibility of negotiating a union contract. Only two are signatory at this point.

As of April 5, 1976, the Tech Department will move to the new location on Hegenberger Road, in Oakland. We will print a map of the location in the next issue.

ure, the less inclined they are to support it.

Field said that the abbreviated description of Proposition 15 shown to one half of those surveyed read as follows:

"NUCLEAR POWER PLANTS INITIATIVE. Initiative Statute.

After one year, prohibits nuclear power plant construction and prohibits operation of existing plants at more than 60 percent of original licensed core power level unless Federal liability limits are removed. After five years, requires derating of existing plants 10 percent annually unless legislature by two-thirds vote has confirmed effectiveness of safety systems and waste disposal methods. Permits small-scale medical or ex-

perimental nuclear reactors."

The pro and con arguments shown to the other half of those surveyed read:

"PRO—People in favor of the measure say that nuclear power plants have not been proven to be absolutely safe; that no way is yet known to dispose of radioactive waste materials and that the need for large amounts of power in future years has been exaggerated."

"CON—People opposed to the measure say that nuclear power is needed to meet short and long-range energy needs; that the chances of nuclear accidents are so small as to be insignificant to the public; that it will reduce pollution, and that it will help conserve scarce natural resources."



WHEN WAS THE LAST time you saw a crew this size? Can you identify this picture? A lollypop to anyone with the right

answer. We will print the identity in the next issue of Engineers News.

Rain Slows Oakland Area Work Warm Springs Dam Still A Long Way Off

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

Now that the rains have come the work picture in Eastern Contra Costa County is very slim. Most of the big jobs are shut down and it looks like they will be down for a while. Bechtel Corporation is about to finish up their job at Avon. This job was not as big as the last one. Fred J. Early at the Sewer Treatment Plant in Concord is about to finish also. It looks like a very good year when the weather breaks and the contracts are let. We have several big jobs proposed for '76.

Work in Southern Alameda County has been holding fairly well all year. Hopefully the work will open up when the rains cease.

I-580 has been moving along at a very good pace with between 25-55 brothers keeping busy.

Dublin, Livermore and Pleasanton have had tracts and some commercial buildings going. There is talk in the valley of the possible expansion of the Livermore Airport. The current proposal is to triple the present size. Since the Rad. Lab. is going to pay a portion of the money this project should have no problem in getting the go ahead.

Fremont, Newark, and Union City have been fair to slow with a bunch of BIG jobs proposed. How long these jobs will be held up is the big question. Just to name a few of these jobs—Dum-

barton Bridge, Super Sewer, Union City's Hillside Residential Project, Fremont's Northern Plain residential project. The list is endless brothers.

Please help your Union Administration and yourself by attending any meetings that pertain to work.

Work in the shops has picked up somewhat.

Williams and Lane in Berkeley is keeping busy with their Muni Bus overhaul job.

Peterson Tractor Company in San Leandro is back to full time.

I-R Equipment in San Leandro is busy.

Alcan Metal Powders in Berkeley has started to call back some of the men they had on layoff.

Western Traction in Hayward has also picked up.

The R. H. Gorman Company in Hayward is also keeping busy.

These shops are just getting back into full swing after a long slack period, so let's hope the work holds up.

CRANES—Crane work is fair even with a little rain and I don't see any change for awhile. We have a few of the brothers working at Ft. Ord and also at Port of Redwood City loading a little scrap steel.

Reinholm is also working with San Jose Crane at U. C., Davis taking down and loading out a tower crane.

Kier Crane out of Modesto is working all over the place, as they are very busy. They have rigs as far north as Vacaville and south as far as Fresno to the coast.

M & M has changed owners and are slow.

Bigge is slow but may pick up as some rigs are going to Sacramento and are also doing a little

ship loading. Bigge has at this time bid on some overseas work. This is to be a big project in Arabia.

I am still waiting for information on overseas work and will write on this as soon as I find out more information.

Rosenthal is very slow at this writing and so is Bay Cities.

Sheedy is fair as usual in the San Francisco area and they are doing work all over the place.

Bean is still fair to slow and San Jose Crane is doing well.

Economy Crane moved back to Los Angeles, but they are coming back to a new yard in a few weeks. They also have a job here next week.

Reliable is still going fair and so is Valley Crane in the Stockton area.

As for crane rental work, I think we'll do well this year as there is a lot of work in the making in San Francisco, Oakland and up the river as far as Sacramento. So crane rental should do well.

Even during a fairly bleak winter job-wise we still continue to start new work. At Crockett, Lauritzen is driving concrete piles and Elmer Freethy is doing the excavating and grading on this site.

Over at Union Oil in Rodeo Winton Jones is busy on the site preparation for the plant expansion which C. F. Braun will start this year.

Out on Pt. Molate Santa Fe, Pomeroy, Thomason, and Asphalt Surfacing are busy on the rebuilding of the navy fuel pier. This job will go about a year. These and smaller jobs are continuing to keep many engineers busy during this otherwise slack period.

Redding Looks Forward To Spring

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

As of this writing there has been very little rain in the Redding area. So far we have only had less than three inches when seasonal total should be upward at this time to 13 inches.

Several contractors are presently working on projects bid and let in the fiscal year '75.

Glen Shook is working a full crew on his Central Valley sewer project. Presently there are 16 engineers working on the laying of the main truck lines and laterals to the sewer project.

Spike Voudouris is finishing the sewer ponds and site preparation of the sewer plant for the Central Valley sewer system. Spike worked in the Redding area a few years ago on the Burney sewer project. Presently there are 5 engineers working on the Voudouris job.

Batzer Construction Maintenance Machine & Erectors are at present working on a re-vamp project for Kimberly Clark at Anderson. The work is mainly Iron Workers and Millwrights.

P&Z Drilling has completed their phase of the Clear Creek project. When completed the new span across Clear Creek will be down stream from the present one way bridge.

In mid February I had an opportunity to go to Sacramento

with Brother Marr and take part in a labor meeting with Governor Brown and some of his appointed staff. We were hashing out the pitfalls of Proposition 20 and a new environmental stop work bill which is the Beilenson Bill S.B. 1579 and is in the Senate.

Also, I wanted to talk to Governor Brown about his appointment of Dan Frost to the California Water Commission. Dan Frost has been opposed to all construction in the north state regardless of the needs of the people—such as irrigation, flood control, recreation and in general work.

If any of you Brothers have the time—it would be worth your time to send a letter to Governor Brown opposing Dan Frost's appointment to the California Water Commission.

Although the Winter was quite slow in arriving, it will probably be just as slow leaving. When Spring finally does get here, we will have several good jobs continuing from last year; and although many jobs which were scheduled to be let this Spring have been held up because of a lack of funds, we will, if our estimates are correct have a work load about the same as last year.

The largest jobs, those employing the most operators, will be the two P i o m b o Construction projects in Siskiyou County on Hiway I-5 at Dunsmuir, and the Hiway 97 project at Deer Mountain Lodge. Both of these jobs

will also be worked by employees of O'Hair Construction who will do the paving.

Contri Construction will be moving back into the Mt. Shasta area to complete the new sewage treatment facilities there; they have already completed the collection system and leach fields, but have considerable work left to do on the plant and ponds.

Eastco Construction will be starting their new road job near Mt. Shasta, behind Lake Siskiyou, as soon as the melting snow permits them to move in and start clearing operations.

George Reed Company will be moving back in Lassen and Modoc Counties to finish their Hiway 395 overlay as soon as the weather permits.

The City of Dunsmuir will be letting a contract this Spring for a new sewage collection system to complete their new waste water treatment and collection facility.

Trico Contractors of Merced was the apparent successful low bidder on the Eagle Lake Road job near Susanville with a low bid of \$672,256.00.

Be sure to check your registration slip for the eighty-fourth day deadline to re-register. Brothers, it's pretty rough to ride the out-of-work list all Winter and then go 085 in the Spring because you forgot to register.

By **RUSS SWANSON**, District Representative, and **BILL PARKER** and **STAN McNULTY**, Business Representatives

Water rationing? We certainly hope not, but should that be the case be sure to remember those legislators who have been so strongly opposed to the building of Warm Springs Dam. At this time those we should remember in Sonoma County are two Supervisors, Wm. Kortum and Charles Hinkle. Be sure to register your complaint at the polls by voting against them. For those of you living in either Kortum's or Hinkle's district, there has been a recall petition circulated and there were plenty of signatures to support a recall. As a consequence you will have a chance to show your concern in the June election by seeing to it that they no longer serve on the Board of Supervisors.

Even if the rains do finally come, and we certainly hope so, the scare is still with us. Without the benefit of water, which by this time could have been stored behind Warm Springs Dam in sufficient quantity to guarantee a water supply, we could be in real trouble, along with the farmer, the contractor, etc., etc. Let's hope and pray for rain—rain—rain in a huge amount in a short time so that we have the benefit of water and work can commence early in the season.

Here, for your information, is the latest on Warm Springs Dam. The Army Engineers should have their EIR reports finalized on the three items which have been the big concern of the opposition. The favorable reports on archeology, seismic conditions and water quality control should be in the hands of the court by the end of February. Then, hopefully, the court calendar of Judge Spencer Williams will be set for a hearing either on March 12th or April 12th. Here's hoping for a favorable ruling—should it come, some road and tunnel work could start this year with a major portion in the 1977-1978 fiscal year.

At this writing work in the Sonoma, Napa and Lake Counties area has practically come to a complete halt due to the rains, as is also the case in the Santa Rosa area. There was one fair sized job let recently to Bay Cities Excavators of Richmond who were low with a bid of \$345,672 on the Austin Creek Channel improvement job, however, work will not get going until spring.

In Lake County there soon will be some sewer jobs let, plus all of the secondary lines and we expect them to be let early this spring.

Empire Tractor, in Santa Rosa, is fairly busy at this time, but not as much as they would like to be.

Berglund, Inc., the cat dealer in Napa, is busier now than they have been in over a year. Every bay in the shop is full, some with more than one rig, and there are more outside the shop waiting to be done.

Brothers, if you have not already done so, please send in the questionnaire that was recently sent to those working in the construction industry, requesting a preference on how the \$1.00 in-

crease, which is due June 16th, should be allocated. It is extremely important that the officers have this information as soon as possible.

Sonoma, Lake and Mendocino Counties Bld. Trades met with P.G. & E. and Swinerton & Walberg Co. to commence negotiations for a project agreement to cover construction of Geysler Power Plants 12, 13, 14 and 15. The approximately \$80 million dollar project is located in Northeastern Sonoma County and Southern Lake County on the slopes of Cobb Mountain. Basically, the project agreement will attempt to standardize working conditions for all crafts, with wages remaining the same as negotiated by the A.G.C. P.G. & E. spokesman Chuck Sudan waved a very strong negotiating club when he stated, "without a project agreement, other cheaper methods of performing the work will be attempted." He further suggested that one alternative would be to do all construction with Local 1245 members. Local 1245 currently constructs all transmission lines, small sites and related work for P.G. & E. The other alternative, not mentioned by P.G. & E., but frequently rumored for the past year in the Geysers area is Brown & Root, a non-union contractor based in Texas.

After much heated discussion the Bldg. Trades agreed to meet with Swinerton & Walberg as labor relations coordinator to hammer out a project agreement. Business Manager Dale Marr called on all crafts to stick together to ensure a fair agreement.

Budget highlights concerning construction on a city by city basis were released at a recent Sonoma County meeting. Santa Rosa expects about \$3.8 million in capital improvements in addition to the \$23 million wastewater plan project currently under construction. Another item of interest is the accelerated progress on the Russell Ave. overpass. Right of way is being acquired, engineering underway and city officials are hoping for a start before the end of 1976. Petaluma reported their highest concern is for water and continuing development of the five year plan. Rohnert Park is awaiting voting results on the proposed 20,000 sq. ft. City Center Bldg. Rohnert Park also recently completed EIRs covering several large developments within their city limits. Cotati, Sonoma and Cloverdale all report highest expenditures will be for digging new wells. Healdsburg also reports well expenditures and a one mile widening of South Fitch Mtn. Road. Sonoma County is awaiting arrival of federal matching funds before advertising for bids on this year's road work.

Lange Bros., of Lakeport, were successful bidders on two recent Mendocino County jobs; Orchard Plaza site work in the City of Ukiah and as sub on the Potter Valley School addition. Lange has been keeping a crew of 10 to 12 operators busy preparing a road and drill site for McCollough Oil. Further work appears to be held up pending successful completion of the well.

Giant Protest For Work In San Jose

By **MIKE KRAYNICK**, District Representative, **TOM CARTER**, Assistant District Representative, and **JACK BULLARD**, **BOB FLECKENSTEIN** and **NATE DAVIDSON**, Business Representatives

Cranes, Blades, Bulldozers, Garbage trucks, Crate carriers, Cement mixers—they all turned out—stacked eight lanes side by side on the unfinished Guadalupe Parkway to show support for San Jose Councilman, Joe Colla's unique crusade to try to release state funds to complete the now useless project. The demonstration was the first step in a series of actions to be initiated by a management, labor, and public coalition entitled "Colla's Crusade." The parade was led by a "Spirit of '76" cement mixer and representatives from various trucking and construction companies in the County. This whole thing is for the governor to get the matching money moving with state and federal governments. Colla announced that he will mount a big march on Sacramento on March 15th to present his case to the legislature to complete the freeway construction that has already been started.

Meanwhile, the downtown section of the proposed Guadalupe Freeway became a parkway and the prospect brightened for early construction. The Metropolitan Transportation Commission approved funds for the \$5.1 million project which could be under construction by July of this year. The parkway will extend between Julian Street and Interstate 280. Funds for the parkway also have been approved by the city, county and state in recent months. Construction will take about 12 months. The parkway right of way will include space for light rail transit to be built later.

San Jose City Council members have clamped a three month freeze on residential construction activities in the Evergreen-Alum Rock section of the city. The measure would allow exceptions for builders who agree in advance to pay "up to \$1,000" per house to pay for the street work—if such a new tax is enacted. The council also agreed to a citizens task force to study the mayor's plan and alternative methods of street financing. The new committee will address the issue of who should pay for new street improvement and repair of old streets. Local No. 3's District Representative, Mike Kraynick, was appointed to this committee.

In Palo Alto, construction has started on a \$4.1 million water reclamation plant—the first of its kind in the Santa Clara Valley. The treated water will force out salt water through nine extraction wells. The "cleaned" water will be used for irrigation and industry. The project is scheduled to go into operation in mid 1977.

Funds for the Guadalupe Parkway four lane expressway link between Interstate 280 and downtown San Jose were approved by the Metropolitan Transportation Commission, according to the San Jose City Council.

Approval of the \$5.1 million project by the M. T. C. was the last hurdle for the parkway which could be under construction by July of this year.

The Guadalupe Expressway was originally planned as a \$30 mil-

lion freeway but has been scaled down to the State fund for freeway work being withdrawn.

The parkway will run from highway 280 North to Julian St. in the downtown area. The construction of this section is estimated to take about a year.

The parkway right of way will include space for a future light rail transit system. Light rail transit is similar to a streetcar system with small rail cars on fixed tracks.

Well, brothers, the time has come again, when we will have to start the contract negotiations for Kaiser Permanente and also all the Material Dealers in the area, plus the Rock, Sand and Gravel Agreement.

Also the Aro contract is due in July this year. I mention this particular one because these should be very interesting negotiations for the last contract they got they had to go on strike for 2 weeks to get what they wanted in their agreement. One good thing I'd like to point out is that all the men stuck together out there, considering that there are 3 different unions involved in that plant. These unions are the Machinists, Electrical Workers and the Operating Engineers L. U. No. 3. I attribute this to the 3 fine stewards we have out there and specially to John Cole of the Operating Engineers L. U. No. 3. These brothers do a very fine job and we have very few problems with other crafts doing each other's work.

Work in the area at this time is pretty good. Carl W. Olson is doing an extension to the new sewage treatment plant in Palo Alto and have Peter Kiewitt driving some 150 piles at the present time. This is going to be a good job for a few brother engineers during the winter. Carl Olson is also doing another sewage treatment plant in Sunnyvale for the City of Sunnyvale. Freeman & Sondgroth did the dirt moving for them, which came in handy since all the work they had in Santa Clara is done. There are a lot of small jobs going on in the area, but nothing that lasts for very long. We have been pretty lucky, however, since we have been able to get a few men off the Out of Work list.

Peter Kiewitt is busy out at Mission College driving some 700 or so piles for the new school. Malcom Drilling is also out there doing some pre-drilling for them. This has been a strange deal since there is no prime contractor on the job and they are letting it out in stages. Galeb Paving out of Saratoga did all the excavation for the job and was a welcome help for them because they were out of work, and this gave in turn the brothers a couple more months' pay checks and a chance for the company to get some other work in the mean time. The Marriott Park is just about 100 per cent completed now. They have A. J. Shooter out there doing the final touches on the landscaping. The hotel is about 60 per cent completed and they are shooting for an opening date of June 1, 1976. These 2 jobs gave a lot of brothers some good pay checks over the past 2 years. We need some more jobs like that in this area.

The Rock Plants and Concrete companies have been holding their own throughout the area

and are hoping for a better year like everyone of us in Local No. 3.

Kaiser Corporations pre-contract negotiation meetings were held February 12th at the Salinas Local No. 3 office. Brothers from Moss Landing and Natividad plants met at 1:30 p.m. and 4:30 p.m. Holding two meetings provided opportunity for all shifts to express their views. Bob Lindstrand is Steward at Natividad, Sid Rigor is Steward, Jim Adkins Safety Committeeman at Moss Landing.

March 1, '76, another meeting will be held by all 11 crafts including 17 locals who are signatory to the Kaiser Corporations at Permanente, Natividad, & Moss Landing. Here, all crafts including Local No. 3, will combine their demands into one comprehensive demand. This demand will then be presented to Kaiser soon after. Agents for Local No. 3 will be Mike Kraynick, District Representative, Bob Fleckenstein, Business Representative for Permanente, and Jack Bullard for Moss Landing & Natividad. Jack is also Recording Secretary for all crafts at the negotiations.

Kaiser-Union Arbitration on Cost of Living has been scratched twice now, presently scheduled for April 7th, 1976.

Graniterock Aromas Quarry and Hotplant members have held a pre-contract negotiation meeting to express their views on the Rock, Sand, and Gravel Agreement. Don Kinchloe, Local No. 3 Treasurer, Mike Kraynick, District Rep., and Jack Bullard, Business Rep., attended. This agreement expires July 15, 1976.

We're meeting with Gabilan Iron over a classification and lay-off problem. Ivan Hall and Dwight Noggle are Stewards there.

Quinn Tractor had several members on sick list lately. Ed Mayhew, Steward, down a week with flu and cold, Phil Adkins flu also. Herman Langston, Quinn Trowmotor division, thought at first he had just a bloody nose. It wouldn't stop, he made the hospital, Dr. went up inside his mouth, entered sinus, cauterized a blood vessel. Herman say having your nose packed with bandages about makes you bawl.

The work picture in this area has slowed considerably; however, a few jobs have been let and are under way. Some of these jobs are: The UCSC Student Commons Building at a cost of \$738,400.00 to be built by Vanderson Const. Co. The Class "A" Storage Magazine at Lockheed Facilities in Boulder Creek; a shopping center mall to be built in Capitola by Johnson & Mape Const. Co. Quiller Construction Co. was awarded the contract for construction of the Aircraft Hangar & parking facilities Phase I at Fort Ord at a cost of \$3,375,993.00. Granite Construction Co. was awarded site development Phase 1-A at Neary Lagoon Park in Santa Cruz and also road repairs in the Pajararo Coast area.

The Dickman's job at Fort Ord is under way. Eilert & Smith has the excavating work keeping five engineers busy. S & H Construction Co. is doing the underground work keeping about three engineers busy. Collins Electric Co. is in charge of the underground electrical work.

Daniels & House's job at Ford Ord is approximately 60 per cent completed. This job has kept Granite Construction Monterey Dept. busy through this slow season.

M. L. Dubach's job is still going on and is keeping 22 brother engineers busy on Hwy. 1 between Castroville and Marina. For the last two months the truck haul has been moved from the pit site North of Castroville to the County Dump site just North of Marina, off Hwy. No. 1.

Williams & Burrows is just giving the finishing touches to their project at USCS at College No. 7.

The long-fought San Felipe Water Project will not go to bid until sometime in April this year, this writer has been informed, by the Bureau of Reclamation. This date is a far cry from January 1, 1976 as it had been planned. The reason for this delay, I've been told, is because the Bureau and Santa Clara Water District are presently in negotiations on the cost per acre foot to the public in re-payment back to the Bureau. Hopefully they will settle this dispute and it will go to bond issue election and the job will fire up first part of summer of 1976.

Sorry to report we had an industrial accident last part of January in this area. The employer involved was Monterey Sand Co. and the injured was Al Gaske. Al was running the mill at the Sand City location and tripped late in his shift on the first deck of the mill, falling through the improper guard railing and into the 8 mesh holding tank, hitting bracing on the way down. Al Gaske and Ralph Southland were running the 2nd and 3rd shift by

themselves. This was called to the attention of the Safety Department of the Union. Sam Coburn, Safety Representative and myself sat down with the employer and discussed the problem at hand and resolved the unsafe situation of a man working by himself by implementing a radio telephone as pictured in this issue, and correcting the guard railing which caused the accident.

Word came out late this month, that Granite Rock Co. is planning to build a \$7 million cement plant in the Cienaga Area in the Hollister Hills. Granite Rock is seeking a use permit from San Benito County to build the facility on a 630 acre parcel which is now known as the upper ranch of the Hollister Hills motorcycle playground.

The company plans to have the facility engaged in limestone processing within 3-5 years, producing 150,000 tons of raw material annually, about half the capacity of the old ideal cement plant in San Juan Bautista.

Plans call for the facility to employ 14 people and generate over \$120,000 a year in property taxes.

Granite Rock's use permit application will be heard before the county planning commission in Hollister on February 19, 1976.

Chuck Lettunich, gradechecker for Granite Const. Co. Monterey Dept. had a stroke the first part of February and is now at home recuperating. A lot of engineers in the Southern area of District 90 know Chuck, if you're one of them, he would surely appreciate a call from you!

We wish Brother Lettunich the very best and a speedy recovery.



BILL BEECHER, third shift operator on the mill at Monterey Sand Co., is shown above holding a new radio telephone used by workers when working alone. The telephone works on an answering service, which the man calls every half hour. If the man fails to check in, an attempt is immediately made to locate the worker.

At its meeting on the 22nd the Executive Board approved Honorary Memberships for the following Retirees who have been members of Local 3 for 35 years or more:

Name	Reg. No.	Initiated	by Local No.	District
L. L. Clark	293332	11/16/40	3	10
Ervin E. Cox	248604	6/ 7/37	59B	2
Harry F. Delfino	295367	12/21/40	3	10
Roy Hinkley	282574	2/ 3/40	3	2
Harry C. Lefever	241556	3/ 8/37	45	2
Robert A. Lacey	296915	1/18/41	3	10
W. D. Sorensen	238823	4/ 5/37	59	2
Paul E. Spencer	293603	11/ 2/40	3	2
Wm. A. Russell	272318	4/10/39	3	1
J. W. Waddington	284288	3/26/40	370	6
		2/15/41	transferred into No. 3	
Ted Waidely	270951	2/22/39	3	3
Odd N. Wie	239395	12/ 8/36	45	8

In Sacramento

Granite Construction Gets Big Job

By CLEM HOOVER, District Representative, TOM ECK, Assistant District Representative, and BILL BEST, AL DALTON, BILL MARSHALL, and AL SWAN, Business Representatives

Granite Construction Company was awarded a contract for \$5,271,792.00 in the Pocket area. They will start March 1, 1976 and will finish about February, 1978. Their peak of employment will be July, 1976, and will employ twelve engineers. Granite will then start construction of canals, pump station, bridges, and sewer and drainage facilities.

Novo-Rados Construction Co. is coming along real well on their project at Madison, California, on Interstate-505. They have kept a lot of the brothers busy since November, 1975, and hope to be hiring lots more this coming spring.

All of the contractors on the west side have been doing real well keeping the brothers as busy as possible.

C. W. Roen, on their project on Sims Road, have started their dechlorination line to connect at the sewage treatment plant in Sacramento.

Most of the rock, sand and gravel plants have been shut down for their winter repairs.

Morgan Equipment and Interstate Tractor are keeping the brothers busy and are hiring more mechanics all the time.

Continental Heller has started their complete reconstruction of the State Capitol building in the amount of \$40,000,000.

In the mountain area around the Placerville area the jobs are slowing down. Old man winter is here again. Wunschel & Small is unloading pipe on their underground job at Georgetown and this should take care of a number of our brother operating engineers for a while.

Joe Vicini, Inc. has a number of our engineers working in the shop at their main headquarters in Placerville overhauling the

equipment for the work next season.

Lone Star Industries is still working a full crew at their plant on Sunrise Boulevard, near Folsom. This plant will soon be moved to another location near Grantline Road and Area Jet property when the time is right to do so. There will be a lot of new equipment to set up.

Henningsen & Sons is still working a skeleton crew at their plant in Placerville, and also Lotus Aggregates.

Harms Bros., Inc. is working a few of their men on their plant at Prairie City Road in El Dorado Hills.

What happened to old man winter this year? No one seems to know. Work has been moving along as if it were spring. Some of the local contractors in the Sacramento area have lost virtually no time to speak of, which is fantastic to say the least, but it does make one wonder how this is going to effect the work picture for the spring and summer of 1976. Most of the contractors are doing the work that they would normally have started later in the year. We just hope that there is a lot of new work coming up for us here in Sacramento this year.

We just recently had a pre-job conference with the W. M. Lyles Construction Co. on their sewer treatment facility that they will be doing in Lincoln, California. This is a 1.2 million dollar job and much needed for that area, also a pretty good piece of work.

Teichert Construction has really been making the dirt fly on their subdivision job on Old Auburn Road and Fair Oaks Boulevard. Brother Jim Church is ramrodding a fair size crew over there. Teichert is also putting the finishing touches on their Madison Avenue job, which was two subdivisions site preparation jobs, that kept a few of the brothers busy over there. Teichert has managed to pick up quite a large piece of the work that has come up in this

area. Their aggregate plant has been going strong as it usually does.

Granite Construction has had to cut their work force drastically this year due to a large lack of work, which we hate to see, but hopefully things will pick up for them as for the other contractors in the area. We sure do need the work.

Nielsen-Nickles Construction on their project in Roseville are getting down to some of the finishing touches on that project. Brother Bill Stinnett, who is running the Bantam center mount crane on all of the erection work, says things are looking pretty short for the crane there, possibly another three or four weeks. It was a pretty good winter job with very little time lost for Bill.

Overall, the work pictures has been good for some of the Sacramento brothers, but not nearly good enough for the amount of people on the out-of-work list.

A lot of the smaller contractors have stayed fairly busy throughout the year on sub work. Underground work and paving jobs have been fruitful for them, which has been some help to our swollen out-of-work list.

Z X & L Const. recently picked up a fair size pipe line job on Oak Avenue in Orangevale. This company is out of Oxnard, California, and has managed to keep three to four brothers busy throughout the season.

We are sorry to hear of President Norman Bowler's acknowledgment of considering closing the Interpace Corporation in Lincoln within two months. There will be a loss of approximately 220 jobs.

Contri Construction submitted low bid of \$1,462,476.00 for the combie north phase to aqueduct. The project includes the construction of 12,500 feet of earth canal and 16,000 feet of pipe line to be located about eight miles north of Auburn.

U.C. Medical Center Still Delayed

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

An attempt has been made to lift a court injunction on the proposed \$60 million University of California Medical Center project located at the base of Mt. Sutro. Superior Judge Ira Brown set a March 1st hearing to determine why a December injunction should be removed. It is estimated that each months delay will result in an additional \$350,000 increase in the cost of the project.

The 1st phase of the project involves renovation of the existing facility, plus a nine story wing adjacent to the existing structure.

The \$38 million Pacific Trade Center to be built at Van Ness and Golden Gate Ave., has been given another 120 day extension. This project will consist of two 10 story office buildings, one 12 story, 135 unit apartment building with additional low rise commercial shops.

Several meetings have been held on a workable solution to the problems that have plagued and delayed the go ahead of the proposed Yerba Buena Sports Arena project. Demands have been less stringent than those presented in the past leaving a glimmer of hope that the project may eventually get started.

San Francisco's sewer problems have again met possible delays due to the wording in terms of the law. The regional board felt that ocean discharges should be excluded and have attempted to have the laws changed. Their attempts were futile and have now decided to enforce the law in its entirety. The City has again temporarily avoided a building ban when the new Mayor promised to have his staff personally oversee

North Coast Work Okayed

By E. D. (GENE) LAKE, Business Representative and North Coast Regional Coast Commissioner.

A few words on the activities of the North Coast Coastal Commission at our February meeting in Fort Bragg. The most important items to come before us was the application from the city of Fort Bragg to expand and upgrade their sewer treatment facilities and extend the outfall line 500 feet into the Pacific Ocean, also included were provisions to take care of storm water overflow in north Fort Bragg. The cost estimate of the project would be approximately \$3,000,000. After a public hearing the commission voted to approve this project.

College of the Redwoods applied for permits to build a museum, tennis courts, police science building and phase one of a 20 acre lake park on the Eureka campus. During the public hearing there was opposition to the building of the lake. The four applications were voted on and all approved.

A very small portion of the McKinleyville sewer project which was in the coastal permit zone was also on the agenda. Approval of the permit with certain conditions was the vote of the commission. Incidentally the conditions will not hold up or affect the project in any way.

The usual applications for lot splits, home building permits, etc. were heard. Most were approved and of course there were some denials. In closing I am happy to report that the type of projects that provide work for the members of Operating Engineers Local No. 3 and other building and construction tradesmen were approved.

the City's performance and a May 18th date set to achieve progress towards its waste water master plan.

Fresno District Holds Meetings On Pension

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

It was good to see many turn out for our February District Meeting. We are proud and appreciative of the interest the members show in their Union's affairs.

Congratulations are in order to Brothers Norby Flanagan, Larry Braden and Marion "Cleet" Whitson on their re-election to the Grievance Committee. The Business Agents certainly appreciate the help they have received from them in the past.

We have had Educational Committee meetings in Fresno, Visalia, Coalinga and Merced to date. Discussion has been held on Pension. The members have shown such an interest in the meetings that we are going to be holding additional meetings for those who have not been able to attend as yet. Please notify the Fresno office at 209/485-0611 if

you are interested in attending one of these meetings and we will notify you of the date and time a meeting will be held nearest you.

Due to the late rains in this District, contractors have been busy finishing up their jobs. Snow has been minimal allowing E. Pestana at El Portal, Jaxon Baker and Gentz Construction at Bass Lake and Roy E. Ladd at Mariposa to keep their work going. Work on the Westside by Granite Construction on their I-5, Kettleman City and Mendota-Firebaugh jobs, as well as C. R. Fedrick and Flintkote jobs, is moving right along. L. D. Folsom has work in various locations in Madera County and Great Valley at Corcoran, Kassler Corp. at Highway 198, Minnis & Wright at Centerville and Fresno Paving at Lemoore along with smaller jobs around Fresno have kept many Engineers busy in an otherwise slow season.

We have had pre-negotiation meetings with members of Kabo Karr Corp. of Visalia and Holt Bros. of Los Banos for their forthcoming Contracts.

The State Highway Commission

has postponed for 90 days, a decision on whether to abandon plans for a Highway 145 freeway between the San Joaquin River and Highway 180 in Kerman.

The City of Kerman asked the Commission to turn down a recommendation from the State Department of Transportation that the proposed freeway route be abandoned.

Location of a new \$3.5 million National Guard Transportation aviation repair shop in Fresno appears firm after a recent discussion on sites was held. Lt. Col. Larry Della Bitta said the Guard still plans to locate the shop in Fresno, following the recommendations of a staff study. He said the Guard is "shooting at" a start of construction in early 1977 with a completion date eighteen months later.

Great Valley Construction Co. of Fresno has finished their Highway 43 project south of Corcoran in time to move their spread to Jane Avenue in Southern Fresno County, a project they have recently been awarded. The job is a five mile stretch between Lassen

Avenue and Avenal Cutoff at a cost of approximately \$500,000.

Lloyd J. Rodoni & Sons have moved approximately half the dirt on the Highway 198 and Highway 99 Interchange south of Goshen and will begin moving the rest later on this year after detours and traffic controls are completed. Kassler Corp. has moved in on this project and started C. T. B., one of the several moves to be made before this two year project is completed.

A pre-job conference was held with Granite Construction Co. of Watsonville for \$1.5 million of pre-consolidation work to be constructed for Westlands Water District for future pipeline contracts to be let.

The Brewer Construction Co. of Fresno is the low bidder for the earthwork portion of a project which will divert water from Ash and Berenda Sloughs into the Chowchilla River about eight miles northeast of Chowchilla.

Doyle Thornsberry of Woodland is the low bidder to build the Berenda Reservoir. Construction of the canal will be performed

simultaneously by the two contractors. The project is the first step toward the completion of a distribution system for the La Branza Water District. The project is scheduled to be completed 90 calendar days from the date the contracts are awarded.

W. M. Lyles Co. of Fresno has been awarded a contract of \$4,530,000 for construction of 27 miles of pipeline from the San Luis Water District. The pipe ranging in size from 10" to 45" in diameter will connect the six pumping plants together that C. R. Fedrick now has under construction. This job is scheduled to begin the first of March and continue through November of this year and will employ approximately 11 Engineers.

Nearly 609,000 Vietnam-era veterans were placed in jobs in fiscal 1974. The U.S. Labor Department's Employment Service and its affiliated state employment service agencies placed an additional 51,628 in job training programs.

Marysville Slows Down For Winter Lack Of Funds Hurt Nevada Road Jobs

By A. A. CELLINI,
District Representative,
GEORGE HALSTED and
JOHN E. SMITH,
Business Representatives.

Work on the east side is very slow at the present; cold weather and rain have the jobs pretty much shut down. We do have several jobs working as the weather permits.

Tenco Tractor at the Tech Center is going very well at the present time. The fellows working there have been getting some good time. We have the opening of the contract negotiations coming up there shortly as the current contract expires at the end of May, 1976.

Burdick Construction Co., working in Oroville on Phase II of the underground, has been working most of the winter as there have been very few rainy days and have kept about 10 Brothers working.

R & D Watson in Chester is shut down with snow, mud and water at the jobsite. It will probably be April before they get cranked up again. Ladd and McConnel at Indian Valley is down and it will probably be the middle of April before they crank up again.

A new project, the proposed Thermalito Irrigation District bypass tunnel, will be put to bid sometime in May through the

State Dept. of Water Resources. This project will consist of over a mile of new tunnel, eliminating part of the old canal inundated by the lake above Bidwell Bar Bridge. Robinson Construction Company has started the Industrial Development Access Road adjacent to Highway 70 in Oroville which will connect Marysville Baggett Road to Georgia Pacific Way.

Work in general is still slow but the outlook for the coming season is pretty good.

WEST SIDE

Detour Bridge (see photo): The Sacramento River flows under a new detour bridge being built just north of the more than 60 year-old Meridian Bridge (background). When work on the temporary span is completed in the next 4 to 6 weeks, all east-west traffic on Highway 20 will be rerouted over the detour bridge and work will begin dismantling the old highrising draw-bridge.

A permanent span will be constructed on the site of the old bridge which was built in 1912 by the Northern Electric Railway. The total value of the highway project is about \$5.5 million and the main contractor is Hensel-Phelps of Burlingame.

The Construction work is still slow in our area. Butte Creek Rock has started work on the Durham Overpass job. Claude C.

Woods is setting up a screening plant in Willows to make material for Ball, Ball & Brosamer on the canal and the word is that they will be there 4 to 5 months.

The shops are moving real well at the present. Diamond Steel has been working overtime and has started a second shift.

BLOOD BANK

Thanks to Tom Adair, Don Politovich, Jerry Davern, Frank Arostegui, Earl Garner, Gib Lohner and Nate Tolbert for their blood donations. One of our Brothers had quite a number of units of blood during and after his surgery this month so we are in the same state as we were last month, about nil. We certainly would appreciate any of your donations and they can be made at the following locations:

Chico:

Every Monday—3 to 6 p.m.

Every Tuesday—8 to 11 a.m. and 1 to 4 p.m.

Every Friday—8 to 11 a.m.

at the Chico Donor Center, 169 Cohasset Rd., Chico

Marysville:

2nd Tuesday of each month—1 to 7 p.m., at the Marysville Art Club

Oroville:

1st Thursday of each month—1 to 6 p.m., at the Medical Center Hospital.

Lack Of Funds Hurt Nevada Road Jobs

By DALE BEACH,
District Representative, and
DAVE YOUNG, PAUL WISE
and ED BARRINGTON,
Business Representatives

Overall construction in Nevada showed only a modest gain last year and 1976 should show some improvement. While the picture looks a little brighter for most contractors, the highway contractor's future looks worse than it has been for many years. Nevada's highway construction faces a number of problems for 1976. Recent cutbacks in federal funding of highway programs, coupled with environmental delays on badly needed highway projects have reduced the number of highway projects being bid throughout the State.

Construction planned for Ely which will be installation of curbs and gutters, improvement to the street drainage system and paving of streets at an estimated cost of 4.1 million dollars. Plus approximately one mile of 12" cast iron waterline and two open-cut cased highway crossings and all appurtenant work.

A shopping center is being planned for Gardnerville and, this time, it looks like Walker Boudwin Construction is holding all the marbles.

A tournament level golf course on a 214 acre parcel on the corner of Sullivan Lane and Wedekind Road in Sparks is being designed at the present time and should be ready for construction by spring.

A proposed project in Carson City is the Watasheamu Dam at a cost of \$57 million. This project seems to come and go every couple of years—nothing to get excited about. Carson will soon have a \$1 million, 24 lane bowling alley as soon as the weather permits.

A \$25 million project which will be a 12 story hotel with 319 rooms, 6 story garage, 410 seat theater restaurant, 250 seat cocktail lounge was presented to the Reno City Council with favorable reactions.

The \$2.5 million Sierra Ice Arena in Reno has been approved and should be underway shortly.

It looks like all green lights for the M.G.M. 80 million dollar, 1000 room hotel casino which will have a lake, 50 lane bowling alley, 500 spaces for overnight campers, etc. Foundations are to start approximately in May and completion date is June 1978. This project will set on the old Nevada Aggregate pit consisting of 110 acres. Centex is presently shifting some dirt around.

Brunzell received their building permit for the \$4.5 million Kit Carson Casino-Hotel with work to commence any time now.

A one story, 270,000 square foot, shopping center is being planned for Kietzke and Moana Lane.

The Washoe County Commission blessed a \$434,000 project to relieve traffic congestion at Longley and Huffaker Lanes at South Virginia Street. The project will widen Huffaker and Longley with four way intersections as well as realigning the roads.

Bids are out for the \$2 million extension of Highway 395 from downtown Reno south.

There is 14½ miles of road and overlay from Fallon to the Naval Base coming up for bid.

Teichert was the successful bidder for some more work on the Glendale Water Treatment Plant with a figure of \$1,500,000.

The \$16 million railroad relocation at Elko has been approved so look for action soon on this project.

Highway I-80 at Carlin went to the low bidder, Max Riggs Construction, for \$1,447,335. This is the second phase on a four phase project at Carlin where construction of two interchange structures and bridges at Maggie Creek and Susie Creek will be involved. Just over six miles of roadway will be affected, from west of Carlin to three miles east of the east city limits.

Happy to report that Anaconda Mine in Yerington has hired back thirty hands. As you Brothers know, they had a cutback in January of eighty employees.

This is a National election year, so be sure you and all your eligible family members are registered to vote.



THE END IS NEAR for the 64 year old Meridian Bridge over the Sacramento River on

Highway 20. Work is now in progress building a detour bridge over the river.

After Five Years

Marin Project Finally Starts

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

Grading has begun on the 72-unit Shelter Hill moderate income housing project in Mill Valley, after five years of planning and negotiation. The \$3.2 million complex is sponsored by a group of Southern Marin churches known as the Interfaith Housing Foundation.

Shelter Hill was originally planned as a conventional 67-unit project costing \$1.3 million. In 1971, HUD 236 monies were depleted, momentarily leaving Shelter Hill without federal funding. The project was redesigned to conform to Operation Breakthrough, another HUD project, centered around the use of a special prefabricated kitchen and bathroom core. The revised project called for 70 units. By the time the Breakthrough application was completed in 1972, however, inflation had pushed construction costs to \$1.5 million, exceeding HUD's allowable limit. Congressional lob-

bing and other tactics resulted in an increase of those limits in the Bay area, again saving Shelter Hill from collapse.

In 1974 the project was delayed once again when it was discovered that an early Miwok Indian transient campsite bordered on the construction site. The Indian grounds were excavated by the San Francisco State University Department of Anthropology with the aid of the Miwok Archaeological Preserve of Marin. Whether an environmental impact report is needed on a proposal to partially lift the Marin Municipal Water District's moratorium on new connections was discussed by district directors. Proposed was a program that would make water available to some 1,560 single lots on existing water mains throughout the district.

The long-delayed Dominican Priory elderly housing project in Kentfield has cleared another hurdle in its legal battles with oppo-

sition neighbors. The state appellate court upheld a Marin Superior Court decision favoring construction of 102 low and moderate-rent dwellings.

Corte Maderans got their first chance to look at Ernest W. Hahn's revised plans for a shopping center on 45 acres east of Highway 101. The new plan is the latest development in a long chain of events dating back to 1971, when Hahn first proposed a 1.1 million-square-foot center.

Traffic experts have predicted massive congestion when the \$18 million ferry terminal opens in April. State highway engineers have estimated, however, that widening the roadway could not be completed until the end of next year—and not even then unless someone comes up with about \$475,000.

Assemblyman Michael Wornum has said improving access to the terminal "has the highest priority

Continued on Page 15, Column 4

Highway Legislation Proposed

(Continued from Page 1)

pay state fuel taxes. The existing schedule of collection gives the oil companies more time for payment than either the Federal government or any other state allows for receipt of their fuel tax revenue.

"Under the current crisis in highway funding, I think it is incumbent on every elected official to search for fair and equitable methods to increase the amount of funding necessary to maintain our indispensable highway system," declared Ingalls. "In this bill, the state, through simply changing the tax collection schedule, would receive about \$60 million more in the first year and about \$2 million per year thereafter for the motor vehicle account without increasing anyone's taxes and without creating any more state red tape or administrative bureaucracy."

The \$60 million in funds would become available only in the first fiscal year of the proposed law because by advancing the pay-

ment schedule the state would actually be collecting 13 months revenue during a 12 month fiscal year the first year.

By allowing the state to collect the taxes earlier it allows both state and local treasuries to invest the gas tax funds over a longer period of time and get a slight head start on inflation by being able to advance expenditure of the funds that would mean about \$2 million in additional revenue for street and highway purposes per year on a continuing basis.

About \$31.2 million of the additional \$60 million would go for the state highway program and about \$28.8 million would be available to city and county road programs. This will allow advancement of some critically needed state and local projects.

It should be noted that the State Board of Equalization which collects the tax raises 99 per cent of all fuel tax revenues from only 38 major oil distributors out of 115 licensed distributors in the state.

Obituaries

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

Anderson, Henry (Florence, Wife) 1001 Granada, Belmont, Calif.	2-12-76
Blackwell, Hugh (Mary Louise, Wife; Gary, Son) 49 Blanca Sp. No. 612, Watsonville, Calif.	2-12-76
Bradley, Carl (Geneva Bowman, Sister) General Delivery, Hamilton, Mont.	2-10-76
Brereton, Marvin J. (Ellner, Wife) 1545 N. State No. 1, Orem, Utah	2-15-76
Dahl, Gilbert (Virginia, Wife) General Delivery, Tuolumne, Calif.	2-5-76
DiMartino, Manuel (Mary, Wife) 442 Hendrix Ct., San Jose, Calif.	2-18-76
Gentry, A. J. (Sylvia, Wife) 705 Fern Ave., Pacifica, Calif.	2-12-76
Hodges, Paul (Geraldine, Wife) 3022 W. Villa, Phoenix, Ariz.	1-31-76
Hoover, Ethan (Mary L., Wife) 36710 Olive St., Newark, Calif.	2-10-76
Huntington, James (Violet, Wife) 17667 W. Belmont, Kerman, Utah	2-14-76
Johnson, Harry A. (Florence, Wife) 73 Clinton, Yuba City, Calif.	1-28-76
Libchitz, Robert (Charlotte, Wife) 205 Eastman Lane, Petaluma, Calif.	2-2-76
McNair, George (Meta, Wife) 4800 Daisy St. No. 4, Oakland, Calif.	2-29-76
Martin, Charles (William E., Son) 1829 - 8th Ave., Olivehurst, Calif.	2-6-76
Michael, Lonnie Jr. (Freida, Wife) 6847 Mayhews Landing, Newark, Calif.	2-3-76
Murakami, Stanley (Gladys, Wife) 1465 Aala St., Honolulu, Hawaii	2-18-76
Peterson, Marshall (Minnie Smith, Mother) P.O. Box 562, Petaluma, Calif.	2-6-76
Powless, Ellsworth (Helen, Wife) 4034 Kerckhoff, Fresno, Calif.	1-8-76
Rood, Carl (Ruth, Wife) 2301 Hickory Drive, Concord, Calif.	2-19-76
Saylor, Wm. (Louise Robinson, Friend) P.O. Box 358, Palerme, Calif.	2-15-76
Slavens, Merle (Beatrice, Wife) 2518 Ontario St., Bellingham, Wash.	2-2-76
Teach, Wm. (Alta, Wife) P.O. Box 1252, Red Bluff, Calif.	2-20-76
Thomas, Z. F. (Beth, Wife) 460 So. 4th East No. 1, Salt Lake City, Utah	2-7-76
Upham, Jesse (Elsie, Wife) 146 W. Adams, Elko, Nevada	2-9-76
Veronda, Tony (Alice, Wife) 928 W. Sierra Ave., Cotati, Calif.	2-10-76
Vest, Edgar (Edythe, Wife) 1735 Long St., Santa Clara, Calif.	12-13-76
White, James (Favian White, Son) 2951 Calderwood No. 64, Sacramento, Calif.	2-14-76
Williams, Wm. (Virgie, Wife) P.O. Box 17, Central Valley, Calif.	1-26-76
Williamson, Fred (Mary C., Wife) 8446 DeAnza, Stockton, Calif.	2-4-76

DECEASED DEPENDENTS

French, Zelna—Deceased December 11, 1975 Deceased wife of Gilbert French
Nolan, Carol—Deceased February 16, 1976 Deceased wife of Laverne Nolan
Thomas, Sthirey Ann—Deceased February 1, 1976 Deceased wife of Henry Thomas

The Reason Why?

Have you been wondering why the policies and programs coming out of Washington, D.C. seem to be a little confusing and contradictory lately? The following piece of information may be part of the answer why.

Since 1969, the year Richard Nixon first took office as President of the United States, the country has been governed by:

One President and one Vice President who have been forced to resign in disgrace; one appointed President and two appointed Vice Presidents; six Attorneys General; five Secretaries of Commerce; four Secretaries of Defense; four Secretaries of the Treasury; four Secretaries of Labor; four Secretaries of Interior; three Secretaries of Health, Education and Welfare; and three Secretaries of Housing and Urban Development.

Add to this, three C.I.A. Direc-

tors; three F.B.I. Chiefs; four Directors of Energy Policy; and we don't know how many top White House aides. More than 50 major changes at the highest levels of our government in just seven short years.

Is it any wonder that we have had wrong policies and more often no policies to deal with our national problems?

Is it any wonder then that we continue in deep recession, high unemployment and record inflation with no end in sight?

Is it any wonder that many people have lost faith in government? Perhaps the real wonder is that the country has done as well as it has in the past seven years with all these high level shake-ups in Washington. With so many people moving in and out of offices, it is a wonder they have gotten anything at all accomplished.

Modesto Area Work Moving

By JAY VICTOR,
Assistant District Representative

Brother Engineers, the activity in Stanislaus and Tuolumne counties has been above normal for this time of year due to the late coming inclement weather. The Brothers that were lucky enough to be working under the adverse economic conditions of our country have enjoyed several weeks of employment that they normally would have not enjoyed due to the weather.

The contractors that were working this area of Stanislaus and Tuolumne Counties have advanced their projects to springtime conditions. They have been able to do the work that normally would have been done in the spring. The major building projects in Stanislaus County is CVC Project which has employed four Brother Engineers for a lengthy amount of time. The subcontractors for Swinerton & Walberg have also had some Brother Engineers on this project and it is advancing rapidly. They are going to take down the tower crane in the next few days, however, there will be a man lift and several other supporting pieces of equipment.

The same contractor has another gigantic facility going in for Tillie Lewis Foods, Beard Industrial area. We are looking forward to several Brother Engineers on this project. The excavation has been partially done by George Reed of Modesto. This employed six or seven of their old hands.

The Hahn Shopping Center is progressing very well. The multiple companies building in the shopping center have kept quite a few of the Brother Engineers busy.

The Kasler Company working on Highway 99 has about a week or 10 days for their crews and then will be having a shutdown of approximately 4-6 weeks.

The rock plants in the area are working one shift at this writing which is keeping the regular employees on the payroll.

The local contractors in most cases are at a very slow pace just doing small street and park jobs in the City of Modesto and surrounding areas.

The activity in Tuolumne County is holding its own. Madonna Construction Company on Highway 120 between Oakdale and Jamestown has had a reduction in the work force because of the late inclement weather. However, I understand the company does contemplate on running a crusher setup at Knights Ferry. At this writing is setting up a hot plant to pave the completed portion of the project. In addition to this there will be several Brother Engineers on offramps on the project itself. They are working as the weather permits.

The other projects in Tuolumne County are, of course, the water and sewage treatment plants. Twain Harte Plumbing is still working on their project with a limited number of people because of the weather.

L. D. Folsom was low bidder on the project above Groveland, however, at this writing this job has not awarded as yet. We will set up a prejob in the near future.

Pennsylvania Pie and Construction Co. has been a very difficult organization to cope with. We have been successful under the expert guidance of the District

Funding Crisis Cont.

(Continued from Page 2)

grams, the money had been appropriated but was bogged down in red tape or inordinate delays. We have been pressuring the Regents of the University of California and the Trustees of the State College System to examine every one of the projects in order to get them off the drawing boards and into construction. We simply told them that jobs are needed now to affect not only their campus building program but also to bring about a recovery in the economy.

Finally, the biggest area of state involvement in construction programs is the highway program. As you know, inflation has raised havoc with our highway program so that there has been a considerable cutback in construction and a good deal of the money is going into maintenance and operation of the existing system.

There was even a danger that the State of California would not be able to come up with the matching funds to obtain approximately \$120 million of Interstate Highway money for this fiscal year 1976-77. As you know, however, the Governor changed the state policy of rebating registration fees due to the staggered registration system and the matching money is now available so that California will have all of its Interstate Highway Fund money to which it is entitled for fiscal year 1976-77.

Prior to the action of the Governor, however, I was quite alarmed at the prospect of our losing those Interstate funds and; therefore, introduced Assembly Bill 1923, which I mentioned to you at our last meeting. This is an extremely important piece of legislation insofar as the creation of construction jobs are concerned. Assembly Bill 1923 takes funds that are presently dedicated to the Abandoned Vehicle Program in addition to funds in the Excess Penalties Fund and provides that they shall be used for a match for additional allocations to the State of California for its highway program.

The amount of money involved as far as the State is concerned is anywhere between \$17 and \$20 million. This \$17 to \$20 million can be used to request the Federal Government to give California an additional allocation of approximately \$84.6 million for a total capital outlay Highway Construction Program of approximately \$100 million in this fiscal year 1976-77.

In order to bring about this result, we will need the prestige of your office and your organization, particularly in Washington, D.C., to see that this additional allocation is made to California. I believe that we have an excellent argument because we will be one of the few, if not the only state, that can come up with the matching funds for the additional allocations.

Further, it is my understanding that there is money existing in the Highway Trust Fund that can be allocated to a state that can come up with the matching money. Furthermore, this is not an unprecedented action. It has occurred repeatedly in the past, and it should occur at the present time because of the need for jobs in California—particularly in the construction industry which has hit us so hard.

I should also point out that there have been some efforts to use the funds referred to in Assembly Bill 1923 for other purposes. These other purposes in my opinion are not labor intensive, and we simply cannot afford to embark upon programs that do not create jobs when we are in the depths of a recession.

I would, therefore, hope that we can continue to cooperate in the California State Legislature and particularly in the Congress of the United States and the Department of Transportation to see that we do get these additional funds and put people back to work in the state. Your efforts so far have been tremendous, and I am sure that we will be able to succeed in working together on this program.

Once again, may I say that I enjoyed our brief conversation in Sacramento last week, and I look forward to getting together with you again in the very near future.

Sincerely,
Signed: JOHN FRANCIS FORAN
Assemblyman, 16th District

Agent and the outstanding leadership of the officers in San Francisco with the help of the contracting agencies, Water District No. 2 and the City of Sonoma and thus we were able to all but bring this problem to standstill. The Labor Commissioner's Office is also being very helpful in obtaining all the desired goals to get this contractor back in line with the terms and conditions of the agreement which he is signatory to and also was a member of the Underground Association.

Arthur King and George Reed have very little activity in Tuolumne County in the last month or so. Some of the employees of George Reed Company have as of this writing gone back to work at their Table Mountain Crushing site. Engineers in the shop have been making the necessary repairs for the upcoming projects in the spring, which I might add are very few.

What we as Brother Engineers have to do to change this I say again, we have to become involved in our upcoming local city and county elections. We cannot just mark the ballot, we should be knowledgeable of the candidate's records so we can put people into political offices who have the same desire as everyone of us who draws a weekly paycheck. We have to help to create a stable economical and environmental growth and by knowing the candidates we vote for in these political offices will help us to create the desired situation.

The United States Employment Service and state employment service agencies have cooperative agreements with the Veterans Administration and Defense Department to provide services to veterans.

With Safety In Mind

Duties Of CAL/OSHA Standards Board

By JERRY MARTIN, Director of Safety

Since Governor Brown has made this appointment to the California Safety and Health Standards Board, I've received so many calls from members and their families wanting to know just what the duties of a Board member are that I feel it's important to spell it out for your review.



Jerry Martin

The Standards Board was created by the provisions of the California Occupational Safety and Health Act of 1973 as the successor to the Industrial Safety Board. The Standards Board is the only agency in the State authorized to adopt, amend or repeal occupational safety and health standards or orders.

The Standards Board has responsibility for several functions. As required by the California's State Plan Agreement with the U.S. Department of Labor, the Board must adopt standards "at least as effective as" the Federal Occupational Safety and Health Federal Standards for all issues under the Williams-Steiger Act of 1970. These standards must be adopted within 6 months of the effective date of the Federal standards. This procedure is necessary when emergency Federal OSHA standards are adopted, too.

The policy of the Board with respect to the adoption of standards is that they must be "reasonable, enforceable, feasible," and in short—make sense. All standards follow the same basic route to the Standards Board. The Division of Industrial Safety has primary responsibility for the development and promulgation of all occupational health issues. Proposed standards are evaluated by Advisory Committees consisting of industry, labor representatives, public and other interested representatives as well as the State. The Committee's proposals must then be approved by the staff of the Division of Industrial Safety and the Department of Health. If the standard is OSHA related, the agency must coordinate the proposed standard with the Federal OSHA and obtain the Advisory opinion on whether or not it is "at least as effective." At this point, the proposed standard is submitted to the Standards Board and scheduled for one of the Board's public hearings.

Following hearings, all testimony is returned to the promulgating agency for further review and revision as necessary. The amended standard is returned to the Standards Board along with a written response to the comments received at public hearings.

The Standards Board staff reviews the testimony and the amended proposal. If appropriate testimony has been incorporated into the standard and a satisfactory explanation provided for rejection of testimony, then the Standards Board schedules a public meeting to consider adopting the standard.

At least once a month, public hearings and a public meeting are required to be held at locations rotated throughout the State for public comment on proposed revisions or new standards being considered by the Board for adoption. Written and oral testimony is encouraged and received at public hearings.

All Board meetings are open and public and notice of the meetings must be published at least 20 days in advance. In addition, written notice and an agenda shall be given to all persons who request such notice from the Board.

At each of its public meetings, the Board is required to make time available for any interested person(s) to propose new or revised orders or standards concerning any occupational safety and health issue. The Board must consider the proposed standard and report its decision no later than 6 months following receipt of the proposal.

A third function of the Board is to consider petitions. Any interested person may petition the Board to adopt, revise or revoke an occupational safety and health standard and the Board must issue a decision on their review within 6 months.

The Board is also responsible for granting variances. Any employer may apply to the Standards Board for a permanent variance from any standard or portion thereof upon showing an alternate program, means, method, device or process that will provide equal or superior safety for employees.

Upon receipt of a request for a permanent variance, the application is referred to the Division of Industrial Safety or the Department of Health for examination. Notice of filing of a variance and information regarding the application is published in major metropolitan newspapers of general circulation. A hearing is set, usually within 60 days and conducted by an Administrative Law Judge from the Office of Administrative Hearings. Following the hearing, the Judge drafts a proposed decision and the Board, by majority vote, may adopt the recommended decision or decide the case itself.

The Board may also grant temporary variances and these appeals are handled in the same manner as a request for permanent variances.

Now that I'll be involved on the Board and cannot serve any longer on the Advisory Committee, we are all very pleased and proud to have one of our Safety Representatives, Jack Short, take up where I left off after three years. We all feel very confident that Jack will be making contributions that will be very helpful to all of us.

THINK SAFETY — WORK AND PLAY SAFELY

Eureka Dredge Project Starts

By ROBERT WAGNON, District Representative and E. D. (GENE) LAKE, Business Representative

Dredging operations at the Eureka small boat basin are finally getting underway. At the present time the "dredge," if that's what it can be called has not yet arrived. The crew is laying out the 6 inch discharge line. This line is similar to irrigation pipe—light and easy to handle. The dredge or "mudcat" as it's called has an eight foot screw type cutter and will make a maximum cut of 15 feet in depth. It is powered by a 671 GMC diesel. Due to its small size it should be ideal for maneuvering in the tight areas between the berthing docks.

NEW MARINA FOR HUMBOLDT BAY. About 25 acres of city-held tidelands lying south of Woodley Island will be granted to the Humboldt Bay Harbor, Recreation and Conservation District for use in a new small craft marina.

The action was taken by the Eureka City Council after the district said it needs the "legal interest" in the tidelands before the California Coastal Zone Conservation Commission will act on a permit application.

The district said that the \$6.2 million marina will have 214 berthing slips in the first unit of development and that in the first phase of construction, an access road would be built from the Samoa Bridge highway, nine acres of land developed and 13 acres of water area taken for berthing sites.

Parking will eventually have to be provided for 450 cars for the berthing units and for the restaurant, coffee shop, office, and restrooms areas.

The project is expected to be able to accommodate boats by late 1977. The commission decided to take on the project after the city decided not to build a new marina to replace the 130 berth Eureka Small Boat Basin.

When the commission first asked the city for the tidelands off Woodley Island, the city proposed that as a condition, the commission take over the city boat basin, which is losing about \$100,000 yearly.

The commission balked, saying it felt that the tidelands and the Eureka boat basin are two separate issues and should be handled as such.

CITY OBJECTS TO HBWA PROPOSED SEWAGE INTERCEPTOR LINE ALONG 7th STREET. The City of Eureka objected to the Humboldt Bay Wastewater Authority's (HBWA) proposed sewage interceptor line along Seventh Street.

The proposed line would run from a planned pump station on Hill Street, near the Eureka Slough, to another pump station on Washington Street adjacent to Humboldt Bay.

The city's objections, presented at the regular meeting of the HBWA Governing Board, were based on projected problems due to interference with traffic on this heavily traveled route.

The city proposed moving the sewer lines to Eighth Street. HBWA General Manager John Stratford recommended a combination of the two alternatives.

Under Stratford's proposal, the

Stewards' NEWS

by Ray Cooper, Job Steward Director

Probably every Steward, Business Agent and jobsite supervisor has a different idea of the procedures a Steward should use to represent the people he works with.



Ray Cooper

Lets start from the beginning when you were appointed Steward. Some Business Agents go to a jobsite to make an appointment and ask the men who they think would be the best person to represent them. Other Agents simply choose a man they know will do a good job and inform the members of his selection. It's all a matter of choice; there's no right and wrong way.

The Steward, in turn, has his own methods. Each dispatch slip lists the Steward and Safety Committeeman on the site, so a newly dispatched member knows who the representatives are before he gets there. Some Stewards make it a point to go one step further. They introduce themselves

to the new employee and give him a rundown on the situation he'll be working in. This extra step makes sense.

A Job Steward who makes himself available and open to the men on the site is one who will be more effective in the long run. **Communication is the key.** If the men feel free to talk to the Steward then the small problems that come up will be taken care of before they grow into something harder to handle. A Steward should know the working rules and be able to quickly judge whether the member's complaint is due to his lack of knowledge of the rules, if it's something that can be settled by talking to the supervisor or if it's a situation that calls for the expertise of the Business Agent. When there is good communication between the Steward and his men, his judgement will carry a lot of weight.

Close contact between the Steward and the men, also means that, based on personal knowledge, he'll put a little extra into representing them. Personal knowledge of a situation naturally lends itself to a more thorough representation.

Union members need Stewards and Stewards need Union members. The whole system falls apart when one doesn't support the other. **How** a Steward chooses to build communication isn't important but whether that communication is there or not is crucial.

line would run down Myrtle Avenue to Seventh Street; west on Seventh to P Street; then south to Eighth Street.

From there it would travel west to B Street, then back to Seventh Street. It would continue along Seventh Street to Broadway. Where it would cross railroad property to the proposed Washington Street pump station.

While this route would be more expensive than the Seventh Street proposal, Stratford said it would cost less than the City of Eureka's alternative.

The estimated cost of the Seventh Street proposal is about \$1.7 million. However, the city argued this estimate does not adequately portray the difficulties of construction along a heavy traffic corridor and that strict construction controls will have to be imposed if this route is used.

According to Stratford, the city's suggested alternative would cost approximately \$1.8 million.

Stratford estimated his combination proposal will cost about \$44,000 less.

Robert Kelly of Winzler and Kelly Engineering Firm, the consulting engineers for the project, said under the Eighth Street alternative the pumping costs would "I'm sure, triple . . . No, maybe they'd only double.

"I think even worse than the first cost is the continued operation cost," Kelly added, explaining that there is a potential hydraulic problem inherent in constructing at Eighth Street's higher elevation.

Kelly did not have an estimate on the increased pumping cost, but he said he will have it ready to present by the board's next meeting in February.

Construction on the \$40 million sewage disposal project, now in the designing phase, is scheduled to begin by the end of next summer, Stratford said.

He said the local share of the

cost will be about \$6 or \$7 million.

SAMOA-FAIRHAVEN The project involves constructing a sewage treatment plant on the Samoa Peninsula between Samoa and Fairhaven.

Two interceptors will feed into the plant. One will start in McKinleyville and travel across Mad River, through the Arcata Bottoms and along the length of the peninsula.

The other will cross the bay from Washington Street. Two lines will feed into the Washington Street pump station. The first runs north along Broadway from Arcata along Highway 101 to a pump station on Hill Street. From there it travels through Eureka to Washington Street.

A description of the proposed construction of the bay crossing from the foot of Washington Street pumping station to the Samoa treatment plant is as follows:

Excavation of the pipeline trench will involve the dredging of approximately 360,000 cubic yards of bay sediment to an elevation of .54 feet below MLLW. Dredged material will be disposed of on land, the particular site for which has not yet been determined. Alternatives, including a possible disposal site on the Samoa Peninsula, are presently being evaluated by the Humboldt Bay Wastewater Authority. The area selected for disposal will be diked as necessary to contain the dredged material and will provide sedimentation area for treatment of supernatant liquid. Overflow from the disposal area will be discharged either to Humboldt Bay or to the Pacific Ocean.

The pipeline will consist of either one 39 inch continuous concrete cylinder pipe or two similar 30 inch pipelines laid side-by-side. The pipelines will be assembled on the Samoa Peninsula and pulled along the 2800 foot trench into place.

Personal Notes

EUREKA

We extend our sympathy to the family and friends of Brother John H. Cotton who passed away January 23rd after a long illness.

FRESNO

Our deepest sympathies to Brother Louie Bacon on the recent loss of his wife Helen. Also, our condolences to the family and friends of Brother Henry Schmuck. Brother Schmuck's death was accidental. He was employed by Ziebarth-Alper.

Several of our retired brothers have recently passed away. Our sincere sympathies to the families and friends of Brothers Fred Bishel, Johnnie Henagar, James B. Huntington, Robert L. Keck and Ellsworth Powless.

We wish a speedy recovery Brothers W. W. Huntington, Tom Littles and Frank Jackson who have either been hospitalized or under the care of doctors.

MARYSVILLE

Our deepest sympathies to the families and friends of deceased Brothers Harry Johnson and Charlie Martin. Charlie had only been retired for a couple of months so he really hadn't had a chance to enjoy himself yet. We will certainly miss him around the office "giving us a bad time" as he used to refer to his occasional visits. Mrs. Johnson has sent a card of appreciation to the Operating Engineers for their kindness and sympathy following the death of her husband, Brother Harry Johnson. Brother Ken Davis is on the mend in Rideout Hospital after trying to "do it in the dirt" as Dan says, in his dune buggy.

OAKLAND

Best wishes to Brothers Heinz Panschar and Martin "Swede" Ericson, employees of the R. H. Gorman Company who are on the sick list at home.

REDDING

Our deepest sympathy is extended to the family and many friends of brother Rod Zanoline. Brother Zanoline was a member of Local No. 3 for a number of years—at the time of his death he was working for W. Jaxon Baker and making his home in Redding.

Heartfelt sympathies to the family and friends of William F. Williams. Brother Williams was on pension for a number of years—at the time of his death he was living in Santa Clara. He was the father of William "Al" Williams of Central Valley.

RENO

A belated Christmas present for Donald and Arlene Woods was a baby girl born on December 27th. Congratulations!

We would like to extend our condolences to the family and friends of Jess Upham who passed away on February 9th.

SACRAMENTO

We would like to extend our condolences to the family and friends of James White. Our sympathies go to Brother Gilbert French and Brother Laverne Nolan on the passing of their wives, Zelva and Carol.

SAN JOSE

Our deepest sympathy to Henry Thomas and family on the loss of his wife, Shirley Ann. Henry works for Chapin & Clark out of Salinas. The sad news came as a shock to all of us in the San Jose office. Also our deepest sympathy to the family of Grover C. Braddock.

Our most sincere appreciation to brother Thomas E. Milton for his blood donation.

SPECIAL NOTICE

San Jose Councilman, Joe Colla's March on Sacramento is scheduled for March 15. If you are interested and have the time, we urge you to get on the chartered buses and go up to Councilman Colla and his supporters — he is going all out and is gung-ho on trying to help us get the Governor into gear on completing the uncompleted freeways to nowhere here in San Jose.

SAN RAFAEL

Congratulations to the following who have joined the ranks of Retirees:

Bill Dunivent, Bill Russell, Guy Simpson, John Van Drunen.

Our best wishes for a speedy recovery to the following brothers who have been hospitalized:

Frank Szomjas at Hillcrest Hospital; "Rip" Van Winkle at Marin General; Al Hansen at Franklin Hospital. Also Helen Desimone, wife of Brother Bob Desimone at U.C. Hospital; Milo Hurey at U.C. Hospital.

Our deepest sympathy to the family of our late Brother Bob Libchitz who passed away on February 2nd, and to the widow and son of our late Brother Tony Veronda, Sr., who passed away on February 10.

Thanks to Brother Duane Hope for his donation to the Blood Bank.

Best wishes for a fast recovery to Brother Rick Fedrick who was in the Novato General Hospital, but is now at home recuperating.

SANTA ROSA

Brother E. B. Brixey has been in Healdsburg General Hospital, and should be home by the time you read this. Best wishes for a speedy recovery. We deeply regret having to report the death of several of our Brothers, namely Marshall Peterson, Tony Veronda and Rod Zanoline. Our sincere condolences are extended to the families and friends of our late Brothers.

STOCKTON

Brothers Paul Hamby, Jack Elmore, Harvey Widner, Tom Davies, Russell Pearce, Lyle Reinking, Robert Quandt, Ken Downer and Frank DeLosAngeles have either been ill or hospitalized during the past month. A speedy recovery is wished for all.

Our deepest sympathies are extended to the families and friends of departed Brothers David Strong and Fred Williamson.

Brother M. W. "Jack" Abernathy has returned to Stockton after spending several years on overseas jobs.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 1973 DODGE CHARGER S.E. Like new. Power steering, power brakes, power windows, AM/FM radio. G. Cairo, 225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1006588. 1-1.

FOR SALE: 1929 CHEV. Couple with rumble seat. Runs good, all original. \$2,500. G. Cairo, 225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1006588. 1-1.

FOR SALE: STARCRAFT Tentrailer—like new. 1969, sleeps 6 stove, icebox, sink. \$1,250 or offer. G. Cairo, 225 Goldcrest Cir., Pleasanton, CA 94566. Ph. 415/846-9284 after 6 p.m. Reg. No. 1006588. 1-1.

FOR SALE: 26' TRAVEL TRAILER, self-cont., '68 model, 2 door, forced air heat, sleeps 6, twin beds in back, oven, shower, toilet, 12 and 120 volt elec. system, refrig., 7 gal. propane tank, load leveler hitch, new battery and charger. \$2,950 or offer. F. Wilson, Ph. 209/826-1450 (Los Banos). Reg. No. 0386991. 1-1.

FOR SALE: 2 MOTOR GRADERS, 1963—777 and 666 LeTourneau Westinghouse (WEBCO). Asking \$9,000 for 666 and \$9,500 for 777 or best offer. Call Bill Craft 415/758-4916 or Dave Craft 707/422-5774. Reg. No. 1296126. 1-1.

FOR SALE: BARKLESS BESENJI PUPPIES, purebred, good hunters, & good pets. 1 tri-color male, 3 red males, 3 red females. Born 12/23/75. No papers. E. Vogt, Rt. 1 Box 120, Trinidad, CA 95570. Ph. 707/677-3838. Reg. No. 1196400. 1-1.

FOR SALE: 7' Kifler disc. One two-ton Holt Caterpillar. J. Silveira, 10 Donna Lane, Danville, CA 94526. Ph. 415/837-2194. Reg. No. 0828730. 1-1.

FOR SALE: THE SMALL ONE. Very hard to find & in exc. cond. 1969 Allis-Chalmers Model DD Grader (diesel). All hydraulic w/rippers & side shift moldboard. \$8,000. D. Winkle, Star Rt. Box 227, Rough & Ready, CA 95975. Ph. 916/273-2882. Reg. No. 1243033. 1-1.

FOR SALE: MCCULLOCH CHAIN SAW. Model 660, heavy duty 36" bar, like new. Cost \$365—make offer. Ph. 415/961-2909. Reg. No. 0557446. 1-1.

FOR SALE: '73 HARLEY DAVIDSON motorcycle, 74 cubic in. fullrider electra glide. 20,000 miles, black w/extra chrome \$3,500. A. Schuitze, 898 Evelyn Ave., Sunnyvale, CA 94086. Ph. 403/736-0745. Reg. No. 0512587. 1-1.

WANTED: OLD DECANTERS: Wild Turkey No. 1 or Cyril Noble Miner. Will swap or buy. M. Pacheco, 408 Grand Blvd., Half Moon Bay, CA 94019. Ph. 415/726-4514. Reg. No. 1075459. 1-1.

FOR SALE: 1/3 SHARE IN UNIMPROVED 10 ACRES, San Lucas — Lockwood area, fishing nr by \$2,800. Also, 21' cabin fishing boat & trailer, 35 h.p. Evinrude outboard motor, made from kit \$850. A. Rodriguez, Ph. 408/246-7848. 1851 Bellomy St., Santa Clara, CA 95050. Reg. No. 1022442. 1-1.

FOR SALE OR TRADE: GRADALL—2640, best offer or trade for self-cont. travel trailer, late model. Gradall can be seen at Rancho Murieta Training Center, Ph. 408/252-0540. Reg. No. 0538760. 1-1.

WANTED: TANDEM AXLE EQUIPMENT TRAILER, pull type w/tilt bed, 16 ton minimum capacity w/air brakes. J. Avella, Ph. 415/897-2527. Reg. No. 0964940. 1-1.

FOR SALE: 25' EXPRESS CRUISER, all fiberglass, 3 safety compartment bottom, twin volvo engines w/Penta I O units. Electric tacs, fathometer. Needs work. \$4,500. Ph. 415/961-2909. Reg. No. 0557446. 1-1.

FOR SALE: 1970 FORD F500, 4+2 speed, 330 V8, lowbed trailer. 1975 backhoe w/extension & buckets. D. Sare, 5435 Dry Creek Rd., Sacramento, Calif. 95838. Ph. 916/991-5472. Reg. No. 1040538. 2-1.

FOR SALE: LOT CLEAR LAKE PARK LOT—12—Block 6—Subdivision 6 on 6th Street between Oak and Bush. A. Gabriel, 1730 Almond Ave., Merced, Calif. 95340. Reg. No. 0714912. 2-1.

FOR SALE: APPX. 1/2 ACRE CORNER LOT, in Redding, Calif. Wooded area, paved streets, sewer, gas, water & elect. Can divide into 2 parcels, well & small oak trees. Two small building sites available. J. Paulazzo, 275-41st St., Apt. 115, Oakland, Calif. 94610. Ph. 415/658-6539 or 658-3048 after 5 p.m. Reg. No. 865537. 2-1.

FOR SALE: 3 WHEEL UTILITY CART, 8 h.p. Kohler eng. 12 volt elect. start, 8" tires. \$700 or best offer. D. Wise, 26700 Old San Jose Rd., Los Gatos, Calif. 95030. Ph. 408/353-1612. Reg. No. 1148422. 2-1.

FOR SALE: 1972 20' ARISTOCRAT TRAILER, will sleep 6, fully equipped, self-cont., very clean. Asking \$2,900. W. Kissell, 154 Junco Dr., Bonny Doon, Santa Cruz, Calif. 95060. Ph. 408/427-1585. Reg. No. 1136297. 2-1.

FOR SALE: 1972 F-350 FLATRACK. Asking \$3,300. W. Kissell, 154 Junco Dr., Bonny Doon, Santa Cruz, Calif. 95060. Ph. 408/427-1585. Reg. No. 1136297. 2-1.

WANTED: U.S. and FOREIGN COINS, and world currency. G. Lambert, P. O. Box 21427, San Jose, Calif. 95151. Ph. 408/226-0729. Reg. No. 1225584. 2-1.

FOR SALE: In beautiful Lake County, deluxe 1972 model 24x62 mobile home on lovely 1/2 acre, custom draperies, fully carpeted, family room w/wet bar, many extras, must see to appreciate. D. Doyle, P. O. Box 1947, Clearlake Highlands, Calif. 95422. Ph. 707/994-5933. Reg. No. 0509652. 2-1.

FOR SALE OR TRADE: 4/10 ACRE IN LAFAYETTE, Calif. Residential lot, upslope w/all utilities. Prefer trade for heavy equipment, boat, etc. Will consider all offers. Value \$12,500. F. Spaulding, Box 357, Lafayette, Calif. 94549. Ph. 415/284-7355. Reg. No. 354798. 2-1.

FOR SALE: 1974 JOHN DEERE, 410 Loader and backhoe, 1300 hrs. \$15,000. Ph. 415/934-7931 or 415/676-4151. James, 1263 Las Juntas Way, Walnut Creek, Calif. 94596. Reg. No. 15721. 3-1.

FOR SALE: 24' TRAILER HOUSE, 1973 Shasta, fully self-cont. Oversized refrig. w/freezer, heater, carpeting. Will sleep 6. See to appreciate. \$3,750. J. Killean, 236 E St., Redwood City, Calif. 94063. Ph. 415/591-3253. Reg. No. 1509108. 3-1.

FOR SALE: 1975 THUNDERBOLT Jet Drive 18', 465 Olds engine, trailer, only used 5 times, seats 6. License & engine tags paid, \$6,000. Ph. 916/489-3560 after 5 Monday-Saturday. R. Dunton, 2922 Walnut Ave., Carmichael, Calif. 95608. Reg. No. 0708240. 3-1.

FOR SALE: NATIONAL PRESSURE COOKER, 14 qt. or 18 pint jars, cast aluminum, never used. \$20. Mr. Mefstead, 2667 18th Ave., San Francisco, Calif. 94116. Ph. 415/731-7607. Reg. No. 276799. 3-1.

FOR SALE: 1971 CHRYSLER NEWPORT, 4 dr. vinyl top, p.s., p. disc brakes, a/c. 360 engine, body perfect inside and out, needs engine work. \$850 firm. W. West, 4419 Gertrude Dr., Fremont, Calif. 94536. Ph. 415/797-0572. Reg. No. 1634806. 3-1.

FOR SALE: 160 ACRES IN TRINITY COUNTY, California. Plenty of water, timber, good hunting. \$150 per acre—low down, balance at 7 percent. Easy terms. M. Sykes, 1674 Granet Lane, Concord, Calif. 94519. Ph. 415/682-5683. Reg. No. 1087611. 3-1.

FOR SALE: 2 TANDEM AXLE EQUIP. TRAILERS, 62 Chev. 2 ton truck bit up for moving tractors, etc. 70 Chev. 18 ft. van w/lift gate. A. Strasser, 5409 Brophy Dr., Fremont, Calif. 74536. Ph. 415/797-8738 eves. Reg. No. 0647495. 3-1.

FOR SALE: SERVICE STATION/GIFT SHOP/MOTEL. Hwy frontage close to Norfolk Lake. \$85,000 full price for business and property. J. Ball, Box 618, Salem, Arkansas 72576. Ph. 501/895-3106. Reg. No. 1142907. 3-1.

FOR SALE: 19' JET BOAT, 454 LS7 Chev. Tantom trailer, Beesmile Fiberglass hull. 17' Silverline Dolphin Open 17 sailboat. 22' Anodized Aluminum Mast, 163 sq. ft. 575 lbs. Dacron Sails. Brand new. Ph. 415/757-5914 after 5 p.m. Reg. No. 1637625. 3-1.

FOR SALE: 4 ACRES, 3 BR., 2 bath refurbished home close to town, lake, etc. Tack room, stalls, corrals, fenced, fruit trees, sprinklers, paved frontage. \$42,500. T. Gardner, 3070 Oro-Bangor, Oroville, Calif. 95965. Ph. 916/534-6644. Reg. No. 1091194. 3-1.

FOR SALE: REG. 1/2 ARABIAN FILLY. Bay coloring, good comp., gentle, nice showing prospect. \$500. T. Gardner, 3070 Oro-Bangor, Oroville, Calif. 95965. Ph. 916/534-6644. Reg. No. 1091194. 3-1.

FOR SALE: 9,000 LB. PULL ELECTRIC WINCH. Hickey Sidewinder almost new \$380. Belt driven winch in good condition \$250. 4 — 15" Ford wheels \$40. Redwood burl table, oblong 6', all natural sides, root base \$200. L. Green, 15211 Mitchell Creek Dr., Ft. Bragg, Calif. 95437. Ph. 707/964-3622. Reg. No. 1351438. 3-1.

FOR SALE: APPX. ONE ACRE IN LOOKOUT, California, Modoc County, good hunting and fishing area. \$1.50 cash or trade for self-cont. camp trailer. Ph. 916/243-4169. Reg. No. 0813772. 3-1.

FOR SALE: 1972 ELCONA, 12 x 60, 3 BR mobile home w/10 x 14 expando,

new cpts, skirting, 100 pressure pads, awnings, \$6,000. J. Batten, Box 212, Shingle Springs, Calif. 95682. Ph. 916/622-8593. Reg. No. 1153059. 3-1.

FOR SALE: 1968 ROLLS ROYAL, 19 1/2' self-cont. trailer w/shower \$1,500. J. Batten, Box 212, Shingle Springs, Calif. 95682. Ph. 916/622-8593. Reg. No. 1153059. 3-1.

FOR SALE: 1969 TC 200 SUZUKI, 4,000 miles \$250. J. Batten, Box 212, Shingle Springs, Calif. 95682. Ph. 916/622-8593. Reg. No. 1153059. 3-1.

FOR SALE: STARLINE CAMPER SHELL, 6' x 8', needs some repair. Also, Kenmore automatic washer, 3 yrs. old. Priced to sell. H. Roberts, 3145 61st Ave., Oakland, Calif. 94605. Reg. No. 226736. 3-1.

FOR SALE: HOME IN SAN FRANCISCO, 26 Sargent for \$2,500 total down pymt. incl. closing costs, plus assume Operating Engineers Credit Union loan of appx \$17,000. Mo. pymts. of \$154.45 —no 2nd loan. Call 415/584-7045 anytime. Reg. No. 1195123. 3-1.

FOR SALE: TWO 5 ACRE LOTS in Applevalley, California. Will sell all or part, also will consider trade for right location. Ph. 209/984-3474. B. Gilcrease, Star Rt. Box 161, Jamestown, Calif. 95327. Reg. No. 0654165. 3-1.

FOR SALE: ONE BLACK ANGUS, 1 yr. old, artificial insemination, bred to black angus, will calve 10-25-76. One white face, 3 1/2 yrs. old, artificial insemination, bred to beefalo, will calve 4-3-76. One part Charlois, 3 yrs. old, artificial insemination, bred to beefalo, will calve 7-2-76. One part Charlois heifer, 9 mos. old. V. Sorensen, 17871 Andrea Way, Anderson, Calif. 96007. Ph. 916/357-2704. Reg. No. 0251990. 3-1.

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- Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, DALE MARR, Editor, 474 Valencia Street, San Francisco, California 94103. Be sure to include your register number. No ad will be published without this information.

More San Rafael...

(Continued from Page 12)

of any road project in Marin." The City of Larkspur has asked the bridge district to postpone opening the terminal until the access is improved.

In the meantime, the cost of the Golden Gate Bridge District's ferry terminal has shot up 160 per cent above the original estimate. The docking system proved far more expensive than expected. Plans for the terminal call for two separate docks, each with three gangways.

A flood control project along Novato Creek may not be worth the money it would cost unless intense development takes place in the adjacent bay plain.

The first phase of a study by a San Francisco consulting firm indicates reduction of the flood hazard would have to increase land value significantly—by as much as \$7,000 an acre to convince Congress the project is worthwhile.

The Army Corps of Engineers says it would cost \$10 million to deepen the creek's channel and build earthen levees along its banks on the 5,000 acre plain between downtown Novato and Hamilton Air Force Base.

A proposal for a hotel, restaurant and recording studio complex on Wolfback Ridge near Marin City has been approved. At issue is the proposal for a 50-unit hotel in 25 two-story structures, a res-

taurant and recording studio on the scenic slopes of the ridge overlooking Sausalito.

There is a long trail in the offering for bicyclists and walkers, but so far, most of it is but a wavy line across a map of Marin. The trail, known as the Cross Marin Trail and Bicycle Route, would extend from the Larkspur Ferry terminal to Tomales Bay State Park. The state has appropriated \$600,000 toward the cost of buying and developing the trail and Marin County has earmarked \$75,000 for planning and engineering.

The funding represents roughly half of the total cost of the 37-mile trail, and state and federal funding will be sought for the remaining half. The proposed trail will tie into the state "Bike Centennial" routes and be integrated with existing and proposed county and city bicycle trails.

Lack of rain in Marin may bring about water rationing. Marin County officials are preparing for the inevitable.

On Jan. 20, 1885, President Chester A. Arthur nominated Carroll D. Wright to become the first U.S. commissioner of labor. Wright, a leading labor statistician, directed the Bureau of Labor for 20 years, from 1885 to 1905.

1976 SCHEDULE OF SEMI-ANNUAL MEETING

JULY held at the Masonic Auditorium, 1111 California Street, near Taylor, in San Francisco.
10 San Francisco, Saturday, 1:00 p.m. Semi-annual meeting will be

DISTRICT & SUB-DISTRICT MEETINGS

- MARCH
4 Santa Rosa, Thurs., 8 p.m.
12 Salt Lake City, Fri., 8 p.m.
13 Reno, Sat., 8 p.m.
18 San Jose, Thurs., 8:00 p.m.
APRIL
27 Eureka, Tues., 8 p.m.
28 Redding, Wed., 8 p.m.
29 Marysville, Thurs., 8 p.m.
14 Honolulu, Wed., 7 p.m.
15 Hilo, Thurs., 7:30 p.m.
MAY
21 San Francisco, Wed., 8 p.m.
JUNE
3 Ukiah, Thurs., 8 p.m.
11 Provo, Fri., 8 p.m.
12 Reno, Sat., 8 p.m.
17 Watsonville, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

- San Francisco, Engineers Bldg., 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, Washington School (Cafetorium), 1833 S. King St.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, 23rd & Valdez.
Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Salt Lake City, 1958 W. No. Temple.
Reno, Musicians Hall, 124 W. Taylor Street.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Provo, Carpenters Hall, 600 South, 600 East.
Ogden, Ramada Inn, 2433 Adams Ave.

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Many Jobs Delayed In San Mateo County

By DICK BELL, Assistant District Representative and HARVEY PAHEL, Business Representative

The work picture in the San Mateo area is very poor as we start into the month of March.

The projects that hopefully will provide work for Operating Engineers in the near future, the Crocker Hills development on San Bruno Mountain, the expansion of San Francisco Airport, Dumbarton Bridge replacement, Interstate 380 from I-280 to Highway 1 in Pacifica are all being challenged by environmentalists and with the possible exception of Dumbarton Bridge, these projects may never get off the drawing board.

San Mateo County Supervisors have promised to decide the fate of the Crocker Hills development during the second half of this month and at this time it is anybody's guess as to which way they will vote.

Perma Corporation is doing the basement excavation for the new Stanford Research Intitute Building in Menlo Park.

Street and underground work in the Foster City and Redwood Shores area is at a standstill at this time, but should begin again in the near future. The same is true of the condominium projects in these two areas, but more building is being planned for the future.

The work picture for the remainder of 1976 could be very good if the several big projects in the county are given the green light by the various agencies that make the decisions as to whether or not they will be built.

The members and their families who have attended any of the many open hearings being held in the county in regard to various construction projects should congratulate themselves on a job well done. Public participation is probably the one thing that all politicians understand. They know that when people take time to at-

tend meetings that they have to be concerned with what is going on in their communities, while your union representatives can tell the politicians in meeting after meeting that the unemployment rate is high in the area, it doesn't mean that they believe us but when they see the "Hard Hats" and their families in the audience to support these claims of high unemployment, that they do believe, so congratulations to all of you and keep up the good work and eventually we will convince the politicians that "People Environment" is the most important environment on this good earth. The most important element of the "People Environment" is the opportunity to support your loved ones in a comfortable manner and this means a job first of all.

Extra Checks Are Helpful

February 6, 1976

Mr. Dale Marr and Members of the Board of Trustees Pension Trust Fund for Operating Engineers San Francisco, California Dear Sirs:

My wife and I would like to extend to you our most sincere thanks for the two Supplemental Payments, received in 1975, and for the recent 1976 payment.

We appreciate your efforts in procuring these supplemental payments for retirees, and can assure you that they were a big help to us in this period of high prices, when it becomes something of a struggle for people on fixed-incomes to just get by.

Many thanks, gentlemen. Sincerely, Floyd L. Patterson San Leandro, Cal.

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