A special meeting was called on Sept. 1 for the purpose of installing the officers for their terms of office, following an election in August. Those in attendance were Business Manager Dale Marr, President Harold Huston, Vice President Bob Mayfield, Recording- Corresponding Secretary James "Red" Ivy, Treasurer Don Kinchloe, as well as Guard, Conductor, Auditors, Trustees and Executive Board Members.

**ENGINEERS NEWS**

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**Brown Signs Bill For Dumbarton Bridge**

**Revenue Bonds To Be Issued On Bridge 'As Soon As Is Feasible'**

Construction of the new Dumbarton Bridge in the South San Francisco Bay Area has received what may be the final state approval. The sudden move came on September 22 when California Governor Edmund G. Brown, Jr. signed into law SB 1975 by Senator John Holmdahl.

The Holmdahl legislation calls for revenues bonds to be issued, as soon as is feasible, to finance the construction of a new Dumbarton Bridge. The bonds are to be secured by the revenues deposited in the San Francisco-Oakland Bay Bridge Toll Revenue Fund as provided by state law.

The bill says that upon completion of the studies and preliminary work, "the California Toll Bridge Authority shall, as promptly as is feasible, issue revenue bonds to finance the construction of a new Dumbarton Bridge."

According to Dick Turkland, City Manager of the City of Newark, a long time proponent of Dumbarton, the state has completed all the necessary studies and preliminary work on the bridge.

However, even though the state has given final approval of the project, it is based on stubborn opposition from a few bedroom communities south of San Francisco.

Palo Alto and Atherton have announced that they intend to file suit against the state under the legislation. Atherton, a wealthy community in the peninsula area, has taken upon themselves responsibility to stop the project. In May, 1963, the residents of Atherton went so far as to vote an increase in their property tax assessment to finance lawsuits against the bridge project because the Governor has already signed the bill. Atherton's lawsuits are not expected to be successful.

**For $1**

**Marin To Buy Hamilton Air Force Base**

Operating Engineers won a major battle in Marin County last month. The issue was the construction of Hamilton Air Force Base in Novato. Previously opposed by the U.S. Air Force, the base was closed for economic reasons. The Federal Aviation Administration (FAA) and the Government Service Agency (GSA) agreed to offer the base to Marin County at the price of $1. Although this sounds like an offer nobody could refuse, the people of Marin County, especially those in Novato, were reluctant to accept it. Only after a series of public hearings, many testifying well into the night did the Board of Supervisors agree to take over the airport.

Saying that the airport can be used for general aviation only (any commercial airlines prohibited), the Marin County Board of Supervisors finally voted on September 1 to move ahead with acquisition of the base. The property will be transferred to a county from the federal government at a 100 per cent discount of fair market value (for $1.95 provided that the airport be retained for general aviation use.

San Rafael District Representative, Lucky Sprinkle, appeared before the Board at all meetings giving operating engineers support. Sprinkle told the Board that unless Marin County takes advantage of the "Hamilton opportunity, the county will eventually become a paradise for the rich and a hell for low, moderate and middle-income working families.

Sprinkle reminded the Board of the County Plan which was recently adopted which set out three major goals. First, discourage rapid or disruptive population growth has encouraged economic and residential diversity within communities and in the county as a whole, second, achieve a better balance of work and residence, through a balanced system of transportation, land use, and open space.

He went on to say that "so far, you have spent millions of dollars for open space and zoned over 2,000 acres in west and north Marin to provide parks. However, you have not included the fact that so far you have done very little in the area of employment and housing,"

The Supervisors apparently accepted the argument of Sprinkle and other participants for the base. The final vote was unanimously in favor of the project.

**Hwy. Fund Gets Boost**

California Governor Edmund G. Brown, Jr. signed into law legislation which will give a significant boost to the financially drained state highway fund. When combined with federal matching funds, the total package should amount to over $100 million for highway construction in California. The Bill, AB 1221 by Senators John Foran and Randolph Collier, calls for a transfer of $77,000,000 from various funds to the highway fund to match federal funds for the construction of high-priority gap-closure projects in the state's road system.

The new law calls for a transfer of $77,000,000 from the Abandoned Vehicle Trust Fund to the State Transportation Fund to match federal funds for the construction of high-priority gap-closure projects on the National System of Interstate and Defense Highways. These federal funds have been available to the State of California but because of declining state revenues in the state gas tax, California has been unable to match the state's portion of construction costs.

Under existing laws, Interstate Highways are financed with 10 per cent state money and 90 per cent federal funds. With this transfer of $7.7 million into the state (Continued on Page 2, Col. 3)
Dumbarton Bridge Moves Ahead

(Continued from Page 1)

The project now sits on the desk of Governor Brown in Washington, D.C. When Engineerers News contacted the Department of Transportation, they were told that they are awaiting on clearance from the U.S. Department of Interior and the federal Fish and Game Department. This delay is expected to be cleared up soon.

The bill, which will be before the U.S. Department of Transportation, before a final Environmental Impact Statement (EIS) is issued, will be before the legislature. California now has $17 million for interstate highway construction.

The second section of the legislation calls for a transfer of $8,900,000 from the Driver Training Fund and the Federal Highway Account to match other federal funds which may become available for highway construction. The highway commission would be required to allocate these funds to the state Highway Fund and the federal funds to match these funds. This section of the bill is necessary for the immediate highway construction projects which will fill the gaps in the California highway system.

Hwy. Bill Calls For Transfer Of Funds

(Continued from Page 1)

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Building Trades as a result of the new state program.

(Continued from Page 1)

In responding to the resolution, Industrial Relations Director Don Vial told the Engineers News that the passing of the resolution "now sharpens the focus on an issue we have been dealing with for a year.

Though the heavy reaction from the construction industry might have been expected, the government is increasing its efforts to resolve the "lax enforcement of Article IV of California's Constitution that has allowed the construction industry to operate with a free hand.

Marr also had some kind words for Governor Brown. "Recently, we haven't exactly seen eye-to-eye on important legislation which effects the construction industry. However, there is no reason why all union members shouldn't be interested in this. We need to get together and work on this issue."}

State Apprenticeship

(Continued from Page 1)

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Texas Firm To Build New Gravel Plant

Lone Star Industries, Inc. (NYSE) has announced it will build a new sand and gravel plant near Sacramento, California costing more than $12 million, on 1,473 acres purchased from Aerojet General. The project has been approved by the Lone Star Board of Directors, and construction will begin immediately in order to have the facility on line by the end of the year.

The new plant will replace an existing Lone Star plant four miles north of the new facility that was closed down due to depletion of its mineral resources after 35 years of operation.

The new site, adjacent to the Mather U.S. Air Force Base, is believed to be located near the largest available major source of construction-quality aggregates in the area. The two-square mile tract contains an estimated 45 million tons of sand and gravel, or about a 30-year supply at expected rates of production. (Productivity capacity of the new facility will be 100 tons per day or 36 million tons per year.)

The property, part of larger Aerojet properties, was acquired in recent years for missile tests, was dredged for concrete aggregate, and included 1,700 mile-long windows of dredger tailings 15 to 25 feet high. These tailings contain construction aggregates, but make the land unusable for other purposes since the cost of leveling the property exceeds the price of comparable land in the area. A detailed re- evaluation of the property shows that Lone Star provides for gradual return of the property to usable condition for such purposes as agriculture, industrial parks and public recreation facilities.

The operating plan for the new facility entails the most advanced environmental concepts in the industry, according to Lone Star President Robert W. Hutton. "Three years ago," he said, "neighboring residents expressed concern about this facility at a public hearing. But last year a new permit was obtained allowing a detailed environmental impact study and long, hard work by all concerned to make possible the use of this important economic resource." The use permit, he noted, "has 42 separate operating pro- visions attached, covering air and water pollution control, noise control, safety and health, visual screening, land rehabilitation and other factors.

In my opinion," Mr. Hutton added, "this represents one of the finest examples anywhere of close cooperation between industry and local citizens to make possible the achievement of a common economic goal." Features of the plant's special operating plan to meet the envi- ronmental standards include:

1. What nature can't guarantee, the people of Marin County can. A new gravel plant will be built near the Mill Valley city line, at 61-63 violations per 100 million vehicle miles. This new plant is a $12 million public works project which will replace an existing gravel plant that has been polluting the air for nearly 30 years. The new plant will use state-of-the-art pollution control equipment and practices obvious-

6. One of the major sources of construction-quality aggregates in the area.
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8. What happens if a house is built on top of concrete aggregate?
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On November 2 Ballot

Marin County Votes On Water Project

Marin residents will also be vot- ing for a member of the Board of Directors of District 2. Local 3 has endorsed June Woden of San Anselmo. Woden has stated that she "will work to make sure our children have the cleanest water possible and will monitor public health." Woden is running against incumbent Norma Rawles, who is endorsed by the Marin County Chamber of Commerce.

On the ballot in Marin this No-

What nature can't guarantee, the people of Marin County can build a gravel plant.

Lone Star Industries, a leading producer of Portland cement and aggregates, is also a large distributor of agricultural lime and other environmental products. The company's California operations include Lone Star, a cement company, and Lone Star Star, a construction materials plant.

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By TOM HILLS, District Representative, and DON STRATE, WAYNE LASSITER, RICK DAUGHERTY and WILLIAM MARCUS, Business Representatives

The completed U-6 has been declared as Utah's Bicentennial Highway by Governor Calvin Rampton. A two-day dedication ceremony was held September 17th and 18th to commemorate the completion of the highway.

Utah has been trying to complete U-6 for almost ten years. It's been a job that was done in bits and pieces as the money became available. The last section of paving between White Canyon and Atomic Rock was completed by Corn Construction Company of Grand Junction, Colorado, Strong Construction Company and H. E. Loundermilk Company. All have also had construction projects on this highway during recent years.

U-6, the single most important road to the people of Southern Utah, is considered the backbone of the Golden Circle of national parks and recreation areas and is a vital part of southern Utah's economy. U-6 provides direct access to Canyonlands National Park, Lake Powell and Natural Bridges National Monument. With this highway completed, travelers between southwestern and southeastern Utah will no longer have to go through the two-mile long loop through northern Arizona to stay on paved highway.

Work on the Huntington Power Plant is starting to wind down. There are 720 operators at the plant. However, there will be work for a few hands for sometime to come. The Power Plant at Emery is progressing very well with about gravel industry is slightly slower than expected. The increase in amounts of gravel in stock and the lack of road work has meant that the flow of gravel from the plant to the field is picking up.

Utah Power and Light Company plans to start the second unit at Emery in the spring of 1980. It is expected that there will be plenty of work to be done on the project. The completion time on the second unit will be in 1980.

Enoch Smith & Son Company is putting in the water supply line to the Emery Plant. The line is being installed by fiberglass and runs in sizes from 22 inches to 26 inches and will run over a distance of eleven miles. Two crews are working at the present time.

W. W. Clyde Company is still keeping a cranes busy with a large land loading at the Emery project.

W. W. Clyde Company has started work at the Koshareem Junction and is employing about twelve operators at present. W. W. Clyde has also been awarded the Clear Creek job on I-79 south of Richfield. The project is four miles long with about 1,000,000 yards of muck to be moved. This contractor has the grade only with no structures. It is mostly a rock job and a new alignment on the north side of the canyon. This project should provide some good winter work for the members and the contractor expects to get started about the first of October.

Peter Kielwo Son's has about completed the work on the Holden job on I-85 and should be out of there by the end of September. Corn Construction was the low bidder on the I-85 south of Kanab. The job consists of 94 miles of over and two miles of guard rail. We expect to work on this job in the near future.

Utah Enters In Mine Rescue Contest

By VANCE ABBOTT, Safety Representative

On the 2nd and 3rd of September the National Metal and Non-Metal Mine Rescue Competition was held at the Salt Palace in Salt Lake City, Utah. Twenty-two teams participated in the Multi-Level Competition and eleven teams in the Single-Level. There were teams representing mines from all regions of the United States.

Sand And Gravel Takes A Slight Dip

The Salt Lake area sand and gravel industry is slightly slower during the month of July and August because of the absence of bids on road work. Concrete Products Co. has a number of big projects, with no structures. It is mostly a rock job and a new alignment on the north side of the canyon. This project should provide some good winter work for the members and the contractor expects to get started about the first of October. Peter Kielwo Son's has about completed the work on the Holden job on I-85 and should be out of there by the end of September. Corn Construction was the low bidder on the I-85 south of Kanab. The job consists of 94 miles of over and two miles of guard rail. We expect to work on this job in the near future.

Work Drought In Nevada Finally Begins To Ease

INTERSTATE 80 construction work has started somewhat slowly this year due to the drought. Some booms are up to 260 feet, which require a great deal of expertise on the part of the operator to maneuver in the close spaces required.

Gibbons and Reed Company has completed about 200,000 cubic yards of work on the job and has been working on 10 miles of road. The contractor anticipates that the job will be completed by the end of the year.

The work is expected to continue into the winter months. The project is expected to provide some good winter work for the members and the contractor.

Utah gets its Bicentennial Hwy.

DENNIS WRIGHT

Local 3 Rep. Runs For County Post

DENNIS WRIGHT, Local 3 Business Representative at the Power Plant at Emery is pro-

With "THE JUDGES" looking on, the Rio Algom Rescue Team performs one of the required exercises in the competition of locating and rescuing an injured man.

Utah gets Bicentennial Hwy.
Negotiator's Notebook
By DON KINCHLOE, Treasurer

In last month's issue, I reported on Holt Tractor and the members working on a new plant in Stockton, Modesto and Los Banos who were on strike. The negotiating committee made a telephone call to the attorney proposing more money. After a day or so, the attorney proposed $15,000. We went back to the membership. On September 9, we met with the members and they accepted the agreement by a vote of 63 for settlement and 46 against. The three-week strike ended with a three-year agreement calling for an increase of $2 per cent plus two extra paid holidays and improved vacations. One classification, "The Trainee" received the same across the board in- creases in the other classifications which amounted to nearly 15 per cent in- crease for the first year.

We are now starting negotiations with Bergland Tractor who have shops in Napa and Williams and will report on the result next month.

I would like to take some time now to address the members and I am sorry that I can't talk to each one individually, because I feel that it is that important. But if I could talk to each one I would say this to all of you. There are trying times today, not just because of jobs, but it seems as though everyone is against the working people of this country. The politicians, the laws, state and local, and many organizations don't seem to be concerned with the conditions of the working people of this state. Even worst, nobody seems to care, nobody seems to want to get involved.

This Union belongs to you. The only way to keep your Union strong and intact is to work together and work for one another. Are you getting the right wage scale and are you getting paid overtime when overtime is performed by you?

One thing I think that all of us can approve of is voting for the politicians that will help us, the working people, the people that pay the taxes, and not the big business. If we are spending money to those foreign countries and start taking care of our own, one half of the battle would be over. The other half of the battle could be won in November of this year. We have had enough of the kind of administration that has been shown for the past eight years. You can change this by voting in November and if you haven't got a thing to vote, you've a lot of things to do.

In closing, I personally want to thank all the Brother Engineers for voting for me in the past election. I appreciate the support that I received. I was elected for three more years. I would also like to thank all the members for returning to office our good business manager Dale Marr and the three Local Union Trustees.

Rock, Sand & Gravel Workers Back On Job
By KEN GREEN, District Representative and BOB HAVENHILL, Business Manager

In the Redding District the Rock, Sand and Gravel negotia- tions have been temporarily suspended. There were no people in these plants are working. Don Kinchlo - working under the direction of Brother Marr — did a very outstanding job and put together our agreements and negotiations.

The Morgan and Oaks plants have been in operation here for many years. The familiar yellow trucks with the horse and oak leaves will be no more. The plant has been sold to two larger compa- nies in the area.

J. F. Sha Company has taken over the former Fearing's operation with the Hot Plant and Crusher and Screening. Dick Rowan of J. F. Sha Company has employed those employees who were em- ployed of Morgan Paving.

W. Jaxon Baker of Aggregate Products has purchased Union 12,800 lb. operation. Also, those employees of Oaks are now employees of Ag- gregate Products.

Jack Baker of Aggregate Prod- ucts has put together a very im- pressive operation in the Redding area. He has a modern up to date rock plant that has the capability and equipment to do the work in a six hour. The Hot Plant also is a 10,000 lb. plant that has the 400 ton per hour capacity.

The J. F. Sha Company has had very little work in this area this year in comparison to the past years. When they do pick up a little work they have let it out to sub-contractors.

Sho has a small job now on Hilltop Drive. The small job has only five (5) Operating Engineers employed and was approximately six (6) weeks.

W. H. Ebert and Spartan has started their Falo Codo Quarry Project. Ebert brought all of their employees with them from San Jose. The only local employee was one (1) olie. This job, according to Spartan, will last about two months.

Lloyd Rodoni has completed their Hw. 395 job at Halleigha Junction — this has been a two season job but piece-meal. Glenn Shook has completed their Central Valley project. The project completion date was in the Fall of 1977. Bud Cox — Superintendent ran a good show with very few breakdowns and good weather.

Paul Button, operator, Roy Ellison — oiller, Don Griffith — operator, John Hinote — oiller, John Hodge — oiller, Chuck Green — oiller. These men were the operators and oillers for the large backhoes on the Central Valley job. There were as many as 12 owner-operator backhoes on this project at one time.

I would like to thank Glenn Shook for running a good show from the union point of view. This shows that Glenn had the knowledge and the foresight to hire good Foremen and Superintendent.

The Union membership loss reported by the State's labor unions shows that union membership totaled 2,911,000 in mid-1975, 1.7 percent less than the mid-1973 level. This was the first membership loss re- ported by the State's labor unions since the 1961 recession.

Vial noted that the severity of this recession is reflected in the rise in the State's unemployment rate, from 7.0 percent in 1973 to 9.9 percent in 1979. Underlying the relationship between union membership decline and job loss is the realization that union membership decline is unhealthy for the California economy because a large fraction of the workforce is unionized. The lack of unionization of the workforce is a factor in the nation's unemployment rate, which is higher than the national average of 8 percent.

The membership drop over the two years was attributed to the manufacturing, where local unions reported losses totaling 32,100 members. The largest decreases in membership were in transportation equipment and transportation and public utilities, which lost 20,000 members. The largest decreases in membership were in manufacturing, where local unions reported losses totaling 32,100 members. The largest decreases in membership were in transportation and public utilities, which lost 20,000 members.
More On Dumbarton

(Continued from Page 2)

San Jose Pursues $38 Million

By MIKE KRAYNICK, District Representative, and JACK ROLLARD

By BOB MAIFIELD, Vice-President

FEDERAL FUNDS MAY GIVE SAN JOSE A BOOST

The City of San Jose is in a race to see if any federal funds will materialize in the life of this negotiation. The score now stands at one down, (the bid, and put into construction entertainment in Santa Clara. The Company has been fighting for this bridge for many years now. It has taken a lot of work and pressure on our part to see that this project is completed. The California Treasure Bond project is expected to be completed in the near future. We will keep abreast of this development. We will keep you informed of any progress made on this project.

September to press for federal approval. "Working with the Western Transportation Action Committee, we will work with our friends in the Congress to expedite U.S. Department of Transportation approval for this project."

Sacramento Sewer Bond Project Under Suit By 100 People

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

The long awaited sewer project which was voted the Creek. There is a possibility of this hearing being turned down by the voters of Sacramento that they could close down all the roads. This project is expected to be completed in the near future. We will keep abreast of this development. We will keep you informed of any progress made on this project.

Sacramento Treasure Bond Project Under Suit By 100 People

Our Annual picnic, which was held in October, 1976, was a success. The weather was perfect and everyone enjoyed themselves. The food was delicious and the company was great. We look forward to having another picnic in the future.

Brothers and their wives and children were present at the picnic. We had games and prizes for the children. Everyone enjoyed themselves.

More On Highway Bill

(Continued from Page 2)

projects far enough along to be put out to bid. However, that is not the case in Northern California. What we would like to see is a temporary suspension of the state highway system. State law currently calls for 60 per cent of all highway funding for southern California. This is in accordance with the Northern and Southern California highway financing. State law also provides for the collection of 60 per cent of all highway funding for southern California. But because of the motorists, southern California has not had a significant amount of projects ready. We would like to see a one-time suspension of the 60-40 split so that those roads that are on-time in northern California can go to bid and get started. This would have a significant effect on our work picture for Local 3 members in northern California.

The outlook for speeded up state funding of "Blood Bay" improvement projects is quite promising. Several major bill cosponsors and supporters indicated to the California Highway Commission a trade- in of their federal aid in order to speed up completion of the South Valley freeway. The proposal was apparently made by Commissioner William N. Fagan at the Highway Commission on a six-year capital improvement budget. It will be considered at the next meeting of the Highway Commission meeting next month. A local "action" group is developing with the City of San Jose to get the state highway system, and development of valley roads and state highways and inter-county corridors.

San Felipe

Government attorneys have taken the initiative in the long delayed San Felipe Project, asking the State Land Board to put the project to bid. The State Land Board has agreed to this request. The project is for the development of a large sewage treatment plant in the San Felipe area. The project is expected to be completed in the near future. We will keep abreast of this development. We will keep you informed of any progress made on this project.

Brothers and their wives and children were present at the picnic. We had games and prizes for the children. Everyone enjoyed themselves.

Our Annual picnic, which was held in October, 1976, was a success. The weather was perfect and everyone enjoyed themselves. The food was delicious and the company was great. We look forward to having another picnic in the future.

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Northern California

October 15 Deadline For Kaiser Option

For the third consecutive year since it became a part of the Operating Engineers Health and Welfare Plan, engineers in Northern California who live within a 30 mile radius of any Kaiser/Permanente medical facility will be provided with the option of electing medical and hospital coverage under a Kaiser program for Local 3 members and their families. The Kaiser option is in lieu of the comprehensive hospital, medical, surgical and maternity benefits available through the health and welfare plan.

Selection of the option is restricted to those eligible participants who maintain a permanent residence within 30 miles of any Kaiser/Permanente medical facility within the following counties: Alameda, Amador, Contra Costa, El Dorado, Marin, Napa, Placer, Sacramento, San Francisco, San Mateo, Santa Clara, Solano, Sonoma, Yolo and Yuba.

The Trust Fund Administration Office has announced that enrollment will be allowed until October 15 for November eligibility. This selection of Kaiser coverage is only permitted once a year. Once the option has been selected, an eligible participant may not change back until the enrollment period of the following year.

Under the Kaiser plan, medical services are provided only by the doctors and hospitals of the Permanente Medical Group and the Kaiser Foundation Hospitals.

SUMMARY OF BENEFITS - KAISER "S" COVERAGE

In the Doctor's Office
- Doctor's office visits - Paramedical services.
- Laboratory tests, x-rays, x-ray therapy.
- casts and dressings.
- Physical therapy.
- Injections, allergy tests.

In the Hospital
- Physician's and surgeon's services, including operations.
- Room and board - general nursing care.
- Intensive care - cardiac care.
- Drugs and medicines - injections - special duty nursing.
- X-ray - x-ray therapy - laboratory tests - physical therapy.
- Dressings - cast - blood transfusions, if blood is replaced.

In a Skilled Nursing Facility
- 100 days coverage per benefit including: room and board, general nursing, physician's services, drugs, medicines, injections, supplies, appliances and equipment provided by skilled nursing facility.

Ambulance Service
- Provided with the service area if authorized or approved.

Maternity Care
- Full care starting early in pregnancy.
- All doctor and hospital services for mother and child during confinement.

Cancer care section.
- Care for interrupted pregnancy.

It should be noted that eligible participants will continue to participate in the life insurance, burial, dental, vision, hearing and prescription drug benefits even if the Kaiser option is selected.

Enrollment cards will be available at the Fringe Benefit Service Center, the Trust Fund Office and all union district offices.

The completed enrollment cards should be mailed to the Trust Fund Administration Office, 50 Francisco Street, San Francisco, California 94133 before October 15, 1976.

Questions concerning the benefits provided by the Kaiser plan may be addressed to any of the Kaiser Foundation offices or to the Fringe Benefit Service Center.

I am now participating in the Kaiser 'S' Plan for members of Operating Engineers Local No. 3 but would like to change my coverage to the OPERATING ENGINEERS COMPREHENSIVE PLAN for California.

PLEASE PRINT

Name ____________________________
SS # ____________________________
Address _________________________
City ____________________________
State ____________________________
Zip ______________________________

Signature ________________________

MAIL TO: Before October 15, 1976
TRUST FUND OFFICE
Attention: J. Prindiville
50 Francisco Street
San Francisco, Ca. 94133
Hwy. 4 Job Keeps Operators Busy

By BOB SKIDGEL,
District Representative,
RON BUTLER,
Assistant District Representative,
GIL ANDERSON, BUFORD BARKS, BILL DORRESTEYN,
CHUCK IVIE, JIM JOHNSTON,
DENTY MARKHAM, Bob MARB, and BANC MUNROE,
Business Representatives

The Southern Alameda County area still remains steady. By the time you brothers read this article I-80 will have gone back to a double shift on the dirt work, with the finish and paving crews coming to a slow crawl.

Livermore-Pleasanton remains slow to dead. The subdivision work keeps up with itself, starting a new area when one finishes.

Over the hill into Fremont, Union City, and Newark areas work is promising but still not here yet.

MARR, and HANK MUNROE,
Business Representatives

Pointe, Rodeo for Singer Housing, MARR, and HANK MUNROE,
Business Representatives

BARKS, BILL DORRESTEYN,
CHUCK IVIE, JIM JOHNSTON,
DENTY MARKHAM, Bob MARB, and BANC MUNROE,
Business Representatives

Anthony & Hackett Bros. are working along Fremont Blvd.

Nothing fantastic but steady. The old Kimber Chicks Plant is fighting a battle over the E.I.R. with residents in the new houses just built behind the plant. The developer plans to put in a plant shopping complex in place of the new abandoned plant. Some 30 restaurants are scheduled for spaces, and the whole racket is being raised because one bar wants to locate there also. Brothers, this is the kind of crap we have to put up with constantly. 10 months ago those concerned homeowners didn’t live there. Now that they are there they don’t want anything to upset their little world. Please help us in this fight.

If you hear of similar rumblings in your neighborhood, please let us know immediately so that we can take dead aim on these people.

Keep smiling, it’s got to get better!!!!

Western Contra Costa Slow

The work picture in Western Contra Costa has slowed down. Gallagher & Burke has small crews doing paving in View Pointe, Rodeo for Singer Housing, across the road at Centex Homes, Hercules, and of course the new on and off ramps for Hilltop Ave. and Interstate 80. This work should be wound up in about a month.

Castcon out in Richmond has shown much improvement in the background, blade operator Jim Coleman does some excavation work next to an overpass. The highway was designed with 90 feet between the opposing lanes of traffic to accommodate a possible BART railway in the future.

The work in Eastern Contra Costa County is about the same as last month. The men working in the shops of Guy F. Atkinson are doing a good job. They went through all the Dart trucks in record time and have them all painted, rebuilt and broken down and ready for shipment. The Dart trucks are going to be shipped to Venezuela to a job over there. The scrapers are going into storage for the time being. The other traffic lane should be opened up by December 15, 1976.

The Madonna job is moving along good also. The Engineers are moving dirt again on this job as well as doing finish work. Winston Jones Crane & Rigging has been on this job doing a lot of hoisting. The landscape has sure changed around this area on Hwy. 4 in Concord.

The Antioch Bridge is starting to make a show with the few operators that Peter Kiewit has on this job. Kiewit has his big water rig starting to drive piles.

October 7th Todd will start a multi-million dollar contract which will be a very healthy shot in the arm for them and should put a few brothers to work. Willamette Iron & Steel has not showed much improvement in the

(Continued on Page 9, Column 1)
9 Months Left On Napa Bridge: Fairfield Brewery Nearly Done

By HUGH E. BODAM.
Assistant District Representative

The Vallejo office has dispatched a few men just recently as the turn-around at Exxon has started and by the time you receive your paper the turn-around will be almost completed, but it does offer good work for about a dozen engineers who can use the hours, not only in wages, but toward their fringe, too.

One job that is finishing up is the Anheuser-Busch Brewery, which has been very good to a large number of members from the Vallejo area and several of the nearby surrounding areas. They should be producing beer in October and the H. H. Ferguson Company is completing the job on time. According to Mr. Russell Dourell, General Superintendent the members of Operating Engineers who worked on the job are to be commended for their fine work and cooperation in helping to complete the project on time. Also, along with the brewery goes the Water Treatment Plant at Fairfield, a very good job for a number of members and the can plant which produces the containers for the brewery and eight million gallons of beer per year ... that is a lot of beer, Brothers.

Guy F. Atkinson bridge job in Napa has about nine more months to go and we have approximately eight engineers on that job, a ten million dollar bridge, and no approaches from either side. On well, more dirt work to look forward to, but that is future.

Kaiser Marine Division should have another offshore drilling rig to start on which should keep about 14 of our members busy for the better part of a year.

Vallejo DeSilva has the dirt work on the new Lucky Stores distribution center in Vacaville. The total job should run about $10 million dollars.

Still nothing definite on Dow Chemical plant in this area, but doesn’t look favorable, maybe a new governor would help in this matter also.

Brother, can you spare a pint of blood? If you can, contact the Vallejo office as our blood bank is depleted and we never realize the balm of the blood bank until we need it, so if you are physically able, please donate.

BROTHER ENGINEERS (top and right) begin to level ground for the Lucky Stores distributing warehouse north of Vacaville on Highway 305. Approximately 14 operating engineers are on the job working for Oliver DeSilva, which will have a total cost of $18 million.

More From East Bay Counties

(Continued from Page 8)

Paceco has plenty of work with 5 members working, Merritt and Pacific are also holding their own with 3 brothers working steady.

Bethlehem is down, somewhat, but Triple A Machine Works has taken over Hunter’s Point and have hired several members and will be hiring more people.

While I am talking about shipyards, anyone that wants to run a wholesale or bridge crane should get on the out-of-work list in San Francisco and Oakland. I have found that quite a number don’t know they can get on more than one list. The rule is simple, get on the out-of-work list in your home area, then you can register in another area if that is your desire and specify you are out of area on the second and subsequent lists.

The scrapyards are holding and if the economy picks up then the scrapyards will also put more people to work.

Levin, Learners and Schnitzer are loading an occasional ship and starting the rent waiting for the price to go up.

Joffee, Cirecota and Joseph Le- vin are doing the same. Joffee should be loading a ship before long also.

The dredging is still slow. Healy Tibbitts is running 3 shifts at Standard Oil Long Wharf. Sheller maker has about 10 days in Altico. Roberts Bros. are running off and on at Vista Bahia with 3 men. Smith-Rice has about 3 weeks in Crescent City. Umpqua hopes to start their dredging in Saugus in around the middle of October. They have about 600,000 yards there. Dutra Dredging has 3 rigs working at Whiskey Slough and Honker Bay with 6 or 8 hands. Dutra Construction is keeping 3 floating rigs working most of the time with about 10 hands. P.K.S. has moved the V.U. onto the Altico Bridge and are starting to drive piles with 4 hands aboard.

I do not feel I can close without reminding you, the members, one more time how important it is to vote. If you are not registered you can register by a mail in form available at the Dispatch Hall. So get registered and vote and do not believe that one vote does not make a difference. There have been many elections lost by one vote.

Truck Cranes

Truck Cranes are still a little slow, but there are a few jobs starting here and there. The biggest job is Exxon at this time, as they are on a shutdown and have several crane rental companies out there. Bigge has a 400 ringer there for Brooks Erection. Winton has a few cranes out there and Bay Cities will have a 90 F & H leased from Bigge bare lease there also.

Winton Jones is moving some of their cranes, as they were slow for awhile.

Bigge is also doing a small three shift job at Mare Island. This will go a few weeks.

Sheddy has been doing fairly well for no big jobs to speak of.

Cranes in the Valley are moving well.

Went to Meridian, California on an accident—a 50 ton American Crawler with a guy derrick set up in the process of being moved after putting in more boom. They moved rig up on a pad—Operator and Oiler got out of crane and were discussing way to anchor rig to pad, and the Iron Workers on the job were pulling and stringing

(Continued on Page 11, Col. 3)
Operating a Cat 977L loader may seem like old hat for a brother engineer like Gary Sorgdrager, but to the average onlooker, these are a pretty monstrous looking set of jaws. Sorgdrager is tearing down an old Borden's Dairy Processing Plant at the corner of Fourth St. and Tamalpais Ave. in San Rafael. The large structure is being demolished to make way for a California Federal Savings and Loan office.

Assisting Gary in the project is crane operator Jim Holt and oiller Don Vinturini.

In other Marin County work, Shellmaker is currently clearing out a large area at their home base in Port Sonoma to make a 250-birth marina. Ted Carson (bottom left) is on this job, working a Komatsu flotation dozer. Ted says the wide, specially constructed tracks on the machine make it the only kind of rig that can keep from getting bogged down in the heavy mud.
23 Percent Wage, Fringe Hike

Pact Ratified At Remco

By ROBERT WAGNON, District Representative and
STAN McNULTY, Business Representative

REDCO EMPLOYEES RATIFY
THREE YEAR AGREEMENT

The Brothers and Sisters employ-
ing at Remco Hydraulics Inc. have
ratified by an 86 to 81 vote a three-
year agreement calling for ap-
proximately 21 per cent increase in
wages and fringe over the life of
the agreement. Business Man-
ager Dale Marr, President Harold
Huston, District Representatives
Russ Swanson and Bob Wagner and
Business Representative Stan McNulty assisted Job Stewards Rick Strahl, Tom Mack, Fred Vin-
gen, and Dale Marr in com-
mitting to a fair agreement.

The new contract (February 29th), to
expire in 18 months. of work for about 18 months. some of the other jobs started so agree-
tion signed by members

October, 1976

The Senator is running again be-
cause he knows he has helped the
laboring class of people in his
District. We of the Operating En-
gineers know how very valuable
this man is to our very life blood.

III

The increase in new claims dur-
ing April-June contains the long-
term upward trend, according to
Franklin O. Grady, Administra-
tive Director of the State Division
of Industrial Accidents. Major fac-
tors causing the trend include the
continued rise in California's civil-
ian employment and the broad-
ed concepts of what can be de-
finits as an industrial injury or ill-
ness. Such concepts recognize cu-
mulative trauma due to work-re-
lated factors and the increasing
awareness of the industrial influ-
ences on certain injuries and ill-
nesses.

Awards to injured workers for
permanent disability, death bene-
fits, and compromise and release
agreements totaled $38,881,336 for
the April-June 1976 quarter, com-
pared with $40,507,465 for the prior
quarter. Awards for the fiscal
year 1975-76 totaled $230,659,570 as
against $250,769,659 for 1974-75.

Total awards for temporary dis-
ability, medical and hospital care,
vocational rehabilitation and cer-
tain other benefits cannot be com-
pared from WCAB records.

Filings before the WCAB involve
only disputed claims for benefit
to be paid by employers under
State Workers' Compensation
laws. WCAB records reflect only
those cases where disputes have
arisen over facts of an injury or
illness or the amount of benefits
due. The great majority of work-
related injuries and illnesses re-
sult in benefits promptly and vol-
untarily provided by the employer
or the insurance carrier.

Benefits due workers who be-
come ill or in hospital is due as a
result of job-related factors may include,
under California law, medical
1. treatment, temporary disability
payments to make up partially the
workers' wage loss; compensation
for partial or total permanent dis-
ability; and vocational rehabilita-
tion for workers who qualify. Benefits are also awarded depend-
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The Division of Industrial Acci-
dents has functional responsibility for
programs administered by the State
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tions, which is headed by Donald
Vial.

have changed owners. Quar-
ity Products of Richmond are the
new owners.

The Steel Mill and Forge are
down to a mail's pace. Some of
the people tell me it's the worst
in 30 years for sales and conse-
quently the view down of work.
If you are working even 3 or 4
days per week, take care and at-
tend the environmental meet-
ings in your area. Help protect your
job.

More From East Bay Counties

(Continued from Page 9)

 boring is a natural phenomenon. Collier never received the name "Father of the Highway System" best on these machines.

Bara Hinote, Lonnie Wals, Gwai Carvalho, Shirley Townley, Glen- na Havenhill, Cora Green and Son-
tha Lawrence, one of the diesel
engines that powers the Dart trucks and looders.

Working in the Guy F. Atkinson shop on Highway 4, engineers (left) Steve Bowen, Jim Tomlinson and 
apprentice Lee Lawrence repair one of the diesel engines.

Radding Has Annual Picnic

(Continued from Page 5)

W. M. Lyles, Ernest Pestana
the job hustles. Wes Brooks was
back in the list. Don Dow Co.,
A. B. Snee, Architectural Construc-
tors, were all hurrying to button up
work before the full rains. C. R. Fed-
sick Co. putting in good hours
on the Geyser project. Forman
Mu

"Father of the Highway System" best on these machines.

working for the Cloverdale Bypass
and some of the other jobs started so
much, but we are not
back work again. Thanks — and
with your help we will get the job
done.

This man was going on. All of a sudden
the rig went over backwards o
the cab. The boom went
back over cab and bent it up a
bit. The guy wires pruned half
the truck but the rig was not
all that much as one even got a scratch,
but was an expensive wrench.

Out went on a very bad problem on a dirt spread. One of the apprentices was badly
injured by a scraper. He was
backed over and killed. The rig's
back up bars were not in opera-
tion. You Operators on the small
rubber tired centermounts and
back are not as one often
have to do it. We have an
expensive wrench.

This is just a short message to
those cases where disputes have
been resolved by the State Dis-

Collier never received the name "Father of the Highway System", by being a follower. He led his
colleagues to new heights of achievement and recognition. The man running against Collier for
district Representative and
senator (Pizelo) in the primary
race is Senator Collier and Betty Smith.

Bara Hinote, Lonnie Wals, Gwai Carvalho, Shirley Townley, Glen-
na Havenhill, Cora Green and Son-
tha Lawrence, one of the diesel engines that powers the Dart trucks and looders.

Carvalho, Shirley Townley, Glen-

...and that man is now backing the 4:

Senator.

Many of the smaller crafts and
sub-crafts were backing another
project. Forman MacManus claims he now has the
not recommend management's MeManus claims he now has the
the negotiating committee would
The Geyser project. Forman Mac
Mu

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term upward trend, according to
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quently the view down of work.
If you are working even 3 or 4
days per week, take care and at-
tend the environmental meet-
ings in your area. Help protect your
job.
San Jose Construction Tax

Yields $1.4 Million This Year

(Continued from Page 6)
so there's nothing doing on that project until next year.
The first year's proceeds from San Jose's recently adopted one-cent construction tax will pay for light construction surveys this fiscal year. The projects include Coleman Avenue, Almaden Avenue, and South Del Mar Avenue. REMEMBER—REGISTER AND VOTE!!!
It is the time for you to express your desire for a change in county, state and national elections. We must protect our right of maximum employment and job opportunities by supporting the candidates and issues that will make them possible. Your International officers have endorsed the Carter-Mondale ticket. We urge you to strongly consider these candidates—but be sure to VOTE.

Cal Trans Sued

The City of Gilroy and the Chamber of Commerce are going to Court in the near future to seek an injunction against the State of California and Cal Trans for keeping them from paying any more funds on highway landscaping until the California Highway bills have been paid.

The Cal Trans budget for this year includes several million dollars for landscaping and those organizations as well as the people who have to pay these bills would like to know why this money is to be spent. For landscaping while from 20 to 30 people are killed each year on the Highway. Already this year 13 people have lost their lives in highway accidents in the San Jose area.

Everyone is being asked to write to your legislators regarding this section of Highway. GET RID OF BLOOD ALLEY.

O. C. Jones Const. Co. was low bidder on the resurfacing job on Highway 17 from Milpitas to around chain saws, being suspended on cliffs, rattlesnakes, and work in dangerous terrain. They also had to be familiar with dangerous terrain. They also had to be familiar

TALKING TO TECHS

There are many phases of surveying being done today. Most of them have been in the Bay Area and other urban areas and it is quite different from surveying in the past. However, it has been hard to change or alter methods for mountain surveying. There are some new measuring devices, four wheel drive vehicles, and some surveyors are even using the special shift for their work to be done under the special shift Act of 1976, which requires a one million dollar contract with P. & E. for underground work in various locations.

Bermadodo No. 3 has been slow down with only finishing a few projects.

Cleveland Wrecking Co. is coming along with their demolition of a portion of San Francisco General Hospital.

Mike Womack, Dir.

Ralph Wilson, District Representative, and Charles Snyder and PPIE President

Business Representatives

The sewar bond is slow in San Francisco, which points out the importance of the Sewer Bond issue coming up on the ballot in November. Without the passage of this Bond issue, it will be unfeasible for San Francisco to obtain the necessary funds from the State and Federal Governments. It is sure to be voted as one of the most important Bond issues.

Work on Municipal street car lines has been quite busy along with phones and Ocean Ave. Peter Kiwet on the track was due to start in about two weeks.

Annual Bond. Concrete Service has been quite busy in checking over million dollar contract with P. & E. for underground work in various locations.

Lowrie Paving has been fortunate in picking up some of Pacific Telephone and Telegraph jobs. The work has been quite busy.

Kiwi & Son is nearing completion of their sewer project in the Berry St area.

Embarcadero No. 3 has been slow down with only finishing a few projects.

Cleveland Wrecking Co. is coming along with their demolition of a portion of San Francisco General Hospital.
Important Election Slated in San Mateo

By DICK BELL,
District Representative

The elections in November are very important to everyone - everywhere and we would ask all of you brother Engineers to give careful consideration to your choice of candidates and above all get to the polls and cast your vote. I would urge you to make a complaint to those of you that vote in San Mateo County that we have an extremely important position up for County Board of Supervisors.

McRobert Stewart is labor's choice in this race. He has D.O.P. support of Labor to back up the support of every one of the Building Unions in San Mateo County. He has been a working man all of his life and has been a full-fledged member of Labor Unions for over forty years. His opponent has been a professional politician and has never worked a day for himself. I'm sure you've all heard talk such as this: "The machine was running and it slammed my hand against a bolt" or "The wrench slipped off the nut and struck me over the eye." Statements like these are hazards in themselves! These people are not victims of their surroundings, neither are they accepting the responsibility of their actions which might have caused, or at least contributed to the injury. We all have the responsibility of accident prevention. We must take care of our work places in the same manner that we would take care of our homes.

We won't utilize them because they used were alive! Ways helped the labor people talk about their accidents one would think the tools and equipment were used alive. The wrench slipped off the nut and struck me over the eye. Statements like these are hazards in themselves! These people are not victims of their surroundings, neither are they accepting the responsibility of their actions which might have caused, or at least contributed to the injury. We all have the responsibility of accident prevention. We must take care of our work places in the same manner that we would take care of our homes.

The safety training committee will be the "sweeping" vote on the board. At the present time out of five supervisors three are "sweeping" and two for progress. The "sweeping" supervisors chose not to run again, so you can see how vital it is to elect the right people to the board if we expect to be able to work and earn a living in San Mateo County.

We are happy to report that the work picture for San Mateo County has brightened considerably with several good sized jobs started in the county lastly. The price tag on this project is just under one million dollars. In Ar- mstrong Subdivision, Mayor F. Atkinson freeway is about 90% complete. About ten of our brother Engineers are still employed on the clean-up and final touches, would you believe that the environmentalists are still protesting this project!!! Redwood Empire Aggregates of Arcata has had a real good season this year. Out of the Arcata plant they paved the Guy F. Atkinson job as well as numerous small jobs in the area. The Guy F. Atkinson job provided some long hours for the Redwood Empire Aggregate plant up in the Crescent City area furnished the plant mix for the Ladd job at Gasquet. Also the Crescent City overpass and other jobs in and around Del Norte County.

In Del Norte County Earl Nally is going strong in an effort to beat the rates which are just around the corner. His U.S. Forest Service Fifth job has five locations and is at a high elevation where winter comes early.

Mercer Fraser Company is at an all time low from a work standpoint. They are doing a good job on the project with a good crew. Keep it up on repair and maintenance work. S & A Development Company has moved back to their Allen plant from the Orleans area where they have been busy crushing base rock. For a time this past summer they were operating on a three shift basis.

In the next couple of weeks we can look forward to the finishing projects getting underway. The controversial Mathiasen gravel job will be awarded to the original low bidder. Work is expected to begin shortly thereon. If we expect to be able to work and earn a living in San Mateo County.

The project is broken up into five sections.

A small maintenance dredging project is expected to get underway in the same harbor.

A small maintenance dredging project is expected to get underway in the same harbor. The job is going to be building a new channel to make a harbor.

The job is expected to be done by a river that don't make ends meet ... and they don't understand that they are hurting themselves too by not holding fast with the other workers to obtain fair wages.

Companies put more money in their pocket when they hire cheap labor, so of course they push for open shops in these times when organized labor is in a weak position. More open shops weaker labor even further. It's a vicious circle of anti-unionism and the victim will be the union employee unless its stopped.

Unions Under Fire

Organized labor is facing a battle. Every time the economy dips, as it has in the last few years, the battles lines are even tougher. There are less jobs available with more people competing for each one. If all workers belonged to a union a standard would not be facing such a struggle. As it is, there are unorganized people waiting to undercut every union worker in a job. This is not only unfair but it is also detrimental to the economy. These people will have to be stopped. It might mean more to start soon. One very large shopping center and one smaller center are two of the projects for this area. The rest of the projects consist of condominium developments and some duplexes. The necessary street and sewer work involved in these projects is the only place we can be having the work done. This will involve upgrading and enlarging the present facilities. Of course, the C.M.S. requirements for the area. This project is only one of several such projects that have been on the drawing board in Northern California.

The Bureau of Labor Statistics, which is part of the U.S. Department of Labor, publishes a monthly consumer price index with information about price changes for selected geographical areas and family budget estimates for different levels of living in various cities.

Environmentalists Clogging Projects

By GENIE LAKE,
District Representative and BILTON ANDERSON,
Regional Representative

The construction season on the North Coast has not measured up to earlier expectations on this construction season. Environmentalists have been busy stopping and delaying projects that should be underway at the present time. These projects are large and would have employed many workers from the various crafts for one to two years.

The latest project to be shot down is the Woodley Island Ma- rina. Although this project was controversial in the beginning at the level the Sierra Club saw it to appeal it to the State, the County County, the project was turned down. What the future of this project is no one knows at this time. In de- fense of the marina I can only say that it is a project that is long overdue and desperately needed in Humboldt Bay.

South of Eureka David H. Wilkins and J.W. Plunkett are moving along rapidly on their sewer line project. At this writing they are about 125% complete. This project involves laying 21,000 feet of pipe and building a lift stat- ion. This project will eventually tie into the Humboldt Bay Waste- water Authority collection system.

The price tag on this project is just under one million dollars. In Ar- mstrong Subdivision, Mayor F. Atkinson freeway is about 90% complete. At the present time out of five supervisors three are "sweeping" and two for progress. The "sweeping" supervisors chose not to run again, so you can see how vital it is to elect the right people to the board if we expect to be able to work and earn a living in San Mateo County.

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A small maintenance dredging project is expected to get underway in the same harbor.

A small maintenance dredging project is expected to get underway in the same harbor. The job is going to be building a new channel to make a harbor. The first phase, is expected to cost over four million. This would in- clude the use of a clam shell dredge and Manage-
More From Reno

(Continued from Page 4)

for Sierra Paving at Wildhorse where they have an eighteen-mile roadmix job. The contract-authorites have refused to let the paving, due to the temperatures being too cold. Jack B. Parsons has started excavating the I-81 Silver Zone job, with Gerry Pollock as sub-contractor. There were some problems on this job with Parsons hiring without dispatches, resulting in a two shift shutdown and a fine being paid into the Local 3 Pension Trust Fund.

J. C. Compton is working at Mc Dermitt on a $800,000 paving job at the Indian Reservation.

Basic Refractories, Inc. of Gabbs is keeping approximately 140 engineers busy on a year round basis.

At the Hawthorne Naval Base, William Boudwin’s job is taking shape and will go until next summer. Sierra Paving has a number of jobs going and even more getting ready to go.

We are waiting for word on the eleven miles of highway work east of Dayton. A job in that area will be able to go all winter.

The crew at I.V.G.I.D. Golf are getting ready for the winter. They will be moving up to the Incline Ski area to work during the winter months.

A recently organized company, J & J Construction, is keeping quite a few engineers busy. They are located in Gardnerville.

Holcomb Construction is ahead on schedule on their bridge job at Minden.

Surveyors Find Dead Body

(Continued from Page 12)

plete with snake bite kits, etc. Most importantly, in case of accident or emergency, each crew member was familiar with the closest source of communication for first aid and assistance.

While stressing safety in all types of surveying we must be concerned with the fact that the crews are small and they work in remote areas away from communications or assistance. The Union and Management are working together on safety for surveyors because of the special situations we work into. The safe work procedures all of you use will determine how safe your crew is.

A new film on Roadway Safety is ready and will soon be available to you. We keep you posted through the Engineers News.

We have had numerous requests from Chiefs of Party to buy Related Training Workbooks. So as of September 16, 1976, Related Training Workbooks will be available to Chiefs of Party currently in the work pool at cost plus sales tax. Contact Art Pennebaker, Administrator of the Northern California Surveyors Joint Apprenticeship Committee at 405 Hegenberger Road, Oakland, California 94606 (415) 638-7225.

We would like to remind you at this time of the National election which will be November 2, 1976. The deadline for registration is October 4, 1976. For your convenience all of the local union offices have a deputy registrar during business hours.

We strongly urge you to register and to vote!

WHILE WORKING in the Drummond Mine Area near Forest Hill, Chief of Party Clark Parker (left) and apprentice Dan Mosley (right) found a badly decomposed body, and promptly notified authorities. At the time of writing, the cause of death had not been determined.

Obituaries

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

Allen, Leslie (Myrtle, Wife) 7-20-76
P.O. Box 48, Moccasin, Calif.

Andrade, Jose J. (Helen, Wife) 8-30-76
3079 Greenview, Castro Valley

Asbury, James (Lillian, Wife) 9-17-76
1204 Stockton, Stockton, Calif.

Bock, Mark E. (Roger, Father) 11-19-76
104 W. Fulton, Stockton, Calif.

Bonafacio, Lazaro (Grandchildren) 11-25-76
Lot 171 A Kaukamau St., Waianae, Hawaii

Brass, Carl (Mary, Wife) 9-6-76
P.O. Box 433, Montague, Calif.

Carr, William (Eleanor, Wife) 9-21-76
163 Salinas Ave, No. 231, Berkeley, Calif.

Christensen, Andrew (Leta, Wife) 8-16-76
99 N 900 East, Provo, Utah

Clark, Harley (Mary, Daughter) 9-7-76
510 N Market, Redding, Calif.

Curris, James (Evelyn, Wife) 9-10-76
8208 S 217th St., Richmond, Calif.

Engelhardt, R. H. (Mary, Wife) 9-26-76
P.O. Box 1411, Madera, Calif.

Foy, Ralph L. (Patricia Niemeyer, Daughter) 9-15-76
13 Bryan Ave, Antioch, Calif.

Gallatin, Ralph W. (Ann, Daughter) 9-25-76
P.O. Box 154, Marysville, Calif.

Gonzales, Joseph (Helen, Wife) 8-26-76
501 N 900 East, Provo, Utah

Gurnsey, Leroy (Carolyn, Wife) 9-26-76
P.O. Box 271, Georgetown, Calif.

Hail, Raymond (Jean, Wife) 7-31-76
587 Nimitz Ave, Redwood City, Calif.

Henderson, James (Beverly, Wife) 9-6-76
561 Old Cy. Road, No. 128, Fremont, Calif.

Hill, Jesse (Betty, Wife) 9-14-76
1231 77th Ave, Oakland, Calif.

Hjelmstad, Barry (Susan, Wife) 9-6-76
141 - 77 Hall St, Waimanalo, Hawaii

Knutson, Carl (Lenna, Wife) 11-25-76
308 Van Nuys Blvd, Van Nuys, Calif.

Kreiberg, Theodore (Robert, Son) 9-14-76
218 Plymouth, Santa Cruz, Calif.

Langland, Mike (Jennie, Wife) 8-16-76
P.O. Box 538, Pollock Pines, Calif.

McCall, O. K. (Alpha, Wife) 9-3-76
106 S. Main, Garden City, Utah

Martin, Walter (Grace, Wife) 9-14-76
P.O. Box 86, Dobbsina, Calif.

Messinger, Bernard (Mary Begley, Friend) 9-7-76
209 Evieeth, San Leandro, Calif.

Miller, William R. (Lillian, Wife) 8-29-76
15613 San Pablo, Rg. 10, San Pablo, Calif.

Molling, Al (Elissa, Wife) 8-30-76
338 N 123 W, Provo, Utah

Quigley, Carl (Lorraine, Wife) 8-20-76
1206 Gunsway Rd, Windsor, Calif.

Ramsey, Floyd H. (Georgia, Wife) 11-9-76
P.O. Box 45, Greenfield, Calif.

Robertson, John (Deall, Wife) 9-3-76
33 Grised St, La Honda, Calif.

Rogers, Kyle (Ages, Wife) 9-14-76
P.O. Box 272, Summit City, Calif.

Ross, Henry (Helice, Wife) 9-17-76
1497 Happy Woods Ln., Paradise, Calif.

Stephensen, Clifton (Margaret, Wife) 8-10-76
383 Randolph Ave, Pocatello, Idaho

Stevens, Charles J. (Eileen, Wife) 8-10-76
40 Leamont Pl., Hilo, Hawaii

Swensen, George D. (Christine, Wife) 9-3-76
711 Old Cy. Road, No. 128, Fremont, Calif.

Tafuro, Ignacio (Luisa, Wife) 9-19-76
c/o Box 8, Agana, Guam

Wright, D. (Rosie, Wife) 9-7-76
5117 Boyd Dr., Carmael, Calif.

Zurliene, John F. (Nita, Wife) 9-14-76
336 Gentry Way, Reno, Nevada

11 Deceased Members July 1976 through September 1976

1 Industrial Accidents July 1976 through September 1976

DECEASED DEPENDENTS—SEPTEMBER 1976

Bennis, Russell Leroy, Deceased September 15, 1976
Son of Leroy Bennis

Brown, Rodney P., Deceased August 24, 1976
Son of William Brown

Correia, Elizabeth Ann, Deceased September 12, 1976
 Wife of Joe Correia

Hesse, Mildred, Deceased August 25, 1976
 Wife of Robert C. Hesse

Rumert, Wendy, Deceased July 30, 1976
 Daughter of Raymond Rumert

Savage, Lawrence M., Deceased September 10, 1976
 Son of Bennie A. Savage

Al BRITTON IS ABOUT TO BE GROUNDED PERMANENTLY.

As seen in our last issue of Engineers News.

At least that's what the sign tells the locals as they work on the project.

PG&E
VALLEJO
Brother Harold Burnett recovering nicely from his recent surgery, his progress is excellent. It is hoped that in the near future, we will have some reports, he is doing well and should be back on the job soon.

Our deepest sympathy to Mrs. Helen Gonzalez, wife of Brother Joe Gonzalez, also to his relatives and friends. Brother Gonzalez passed away August 17, 1976, in Napa, California. His passing is a great loss to all who knew and loved him.

A long time member, Brother George Tappo, has relocated to his home in Los Angeles after his retirement. He will be missed by his former co-workers, Daniel Nahmens and George Moulat, and also the death of Carl Wisler on the recent birth of a beautiful girl, Johanna Marie.

The Operators there will be as lasting as your last one. You and your families contact our office to get assistance in filling out forms, and registers, our bank built up in order to help our loved ones and ourselves, so brothers, as added insurance, help be a donor, we never know which of us will be in need. Have a good week.

SANTA ROSA
It is with deep regret we report the passing of two Retiree members, Daniel Nahmens and George Moulat, and also the death of Carl Wisler on the recent birth of a beautiful girl, Johanna Marie.

On a sad note, Brother John Zurlinden passed away August 30, 1976, in Napa, California. His passing is a great loss to all who knew and loved him.

The Operators there will be as lasting as your last one. You and your families contact our office to get assistance in filling out forms, and registers, our bank built up in order to help our loved ones and ourselves, so brothers, as added insurance, help be a donor, we never know which of us will be in need. Have a good week.

SAN RAFAEL
Congratulations are in order to Brother Pete Thompson and his mission on becoming the proud parents of an 8 lb., 5 oz. boy born on August 21st. Pete is Joe Stewart for Brunswick-Daleco, etc.

Best wishes for a speedy recovery to the following: Ted Peoples who is in a car accident on July 17th. Joan Cornell, wife of Brother Dick Cornell who was in a car accident on July 17th. Joan Connell, wife of Brother Harold Burnett recovering nicely from his recent surgery.

The Operators there will be as lasting as your last one. You and your families contact our office to get assistance in filling out forms, and registers, our bank built up in order to help our loved ones and ourselves, so brothers, as added insurance, help be a donor, we never know which of us will be in need. Have a good week.

SACRAMENTO
We would like to extend our sympathies to the families and friends of deceased brothers Leroy Nicholson and Brown Co. has ator who came in to help us re- Construction Co. is the sub-contractor who came in to help us re-

SAVINGS
Our deepest sympathies are extended to the family and friends of deceased brothers. Presents for the following:

SAFETY
Because the purpose should be 'to do what is right, and not to build the union which at the end of a three-

RULES FOR SUBMITTING ADS
Any Operating Engineer may ad-

FOR SALE: 1000 BUSH ELIMINATORS
FOR SALE: 5 LOTS, FALLS CITY,
FOR SALE: HIGHT HC HOLE DIGGER
FOR SALE: MACK 401 GAS MOTOR
FOR SALE: MINE MOTOR HOME
FOR SALE: PROVED OF AKS in King city area
FOR SALE: MOWER BHAR DOOR
FOR SALE: CORNOS, 14' cub, over- under, 10' x 100' trailer, 80 HP, 10 x 100' trailer, 80 HP, etc.
FOR SALE: CHEVY 340 conv., 1961, 100 HP, 10 x 100' trailer, 80 HP, etc.

FOR SALE: 54 CASE 580-B-EXTENDA.
FOR SALE: 5 m/1 acres. beautiful view.

FOR SALE: 3000 CASE 580-B-EXTENDA.
FOR SALE: 74 CASE 580-B-EXTENDA.
FOR SALE: 1000 BUSH ELIMINATORS.

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Alone from Sacramento

Sheetmetal Workers Local No. 53

Continue from Page 6

Continental Hiller is also the prime contractor on the $40 million expansion at the State Capitol building. Jim Perry and Basalt are busy on the Sacramento River and for the rest of this writing, they have just been awarded another job north of Sacramento.

Bids for a 64-mile line connecting the South Lake Land treatment plant with the new regional plant, east of Forestville, were about $6.4 billion below county estimates. Interstate Tractor and Morgan Equipment Co. are both having a good year. The Auburn Dam is still keeping some of the Broderick boys busy on the slide area on the left abutment. They are still working two shifts, and the concrete crew and batch plant are working three shifts. We are hoping that the main body will get started real soon, but at this writing it looks like at least a six month delay; that is, if they can continue with the concrete structure. If not, it could be a lengthy drawn out session trying to change to a dirt filled dam.

Baldwin Constructors are still working on their job in Grass Valley trying to get it completed, but they are probably not as busy as which they had not anticipated. They are drilling and shooting and this is quite extensive. We hope they make it okay.

Some of the contractors in the Auburn Dam project are running on and keep the Broderick boys as busy as possible. The rock, sand and gravel moving operations are the same, and we hope they can manage to keep busy.

With that, Winters draws near. Baldwin Constructors received the water treatment plant contract, and this contract was let in June and will last until June of 1977. At the peak of the dry winter season, they employed 12 brother engineers. Some of the good brothers on the job are: Joe Lelios, running a crane, and Olga Gilberts, and the foreman on the job is Louis Plant.

Sears Coast is ahead of schedule on their first phase, on the south side of the 250 East. They have 10,000 feet of transit pipe in the last 3 weeks. H. M. Byars is moving right along on their pipeline job up in Pleasant Valley.