



A special meeting was called on Sept. 1 for the purpose of installing the officers for their terms of office, following the Local 3 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.

Brown Signs Bill For Dumbarton Bridge

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. 10 SAN FRANCISCO, CALIFORNIA 40 October, 1976

Demands Its Withdrawal

Labor Blasts State Apprentice Program

By JAMES EARP

Organized labor and government met head on last week as the California Labor Federation attacked the state Industrial Relations Department for a program recently initiated by its Director Don Vial, to make apprenticeship training in certain building trades available to state employees in a tax funded program.

The program, to be operated by the State Departments of Health and General Services, would train apprentice carpenters, plumbers, electricians and painters in the maintenance classifications. Pointing out that the program is the only one of its kind in state government, Vial said he hopes to have 120 apprentices registered in the program in the coming year. There is already an ongoing apprenticeship program in the Department of Transportation for heavy equipment mechanics.

The issue, which was announced early in September came to a head last week at the 11th Convention of the California Labor Federation, AFL-CIO in Sacramento, as President James Lee and Sec. Treas. Jim Twombly of the State Building and Construction Trades Council submitted a resolution calling for Vial and Chief of Apprenticeship Standards Ed Wallace to withdraw the program and to "not enter into any unilateral agreements on journeyman-apprenticeship standards without consultation with the California Apprenticeship Council, duly appointed to represent the joint interests of the State of California, management and the trade union movement."

Marr, who worked closely with Lee and Twombly on the resolution praised them for their "time-

ly response on an issue affecting union member employment that is just beginning to surface."

"The vitality of the apprenticeship program lies under the direction of organized labor," Marr said. "In a time when the building trades suffer from extremely high unemployment, we cannot have the state placing an additional burden on our union members by increasing the already large pool of unemployed journeymen and trained apprentices."

"It is also unfair to expect our journeymen to pay in taxes for a

state apprenticeship program when they are already paying for a first-rate apprenticeship program in their own union," he pointed out.

"State apprenticeship encourages a quality of training that will not hold up to the expertise found in labor-operated apprenticeship programs. The public associates apprentice training with union labor. We cannot tolerate the poor reflection a state program would have on our own programs," Marr said.

(Continued on Page 2, Col. 4)

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 feasible, issue revenue bonds to finance the construction of a new Dumbarton Bridge."

According to Dick Turland, 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 still faces 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 to block the legislation. Atherton, a wealthy community in the peninsula area, has taken upon themselves responsibility to stop the project. In May, 1975, the residents of Atherton went so far as to vote an increase in their property tax assessment to finance lawsuits against the bridge. However, because the Governor has already signed the bill, Atherton's lawsuits are not expected to be successful.

(Continued on Page 2, Col. 3)

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 \$180 million for highway construction in California.

The bill, AB 1923 by Senators John Foran and Randolph Collier, calls for a transfer of \$17,700,000 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 \$7,700,000 from the Abandoned Vehicle Trust Fund to the State Highway Account in the State Transportation Fund to match federal funds that are available now for the immediate 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 raise 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)

For \$1

Marin To Buy Hamilton Air Force Base

Operating Engineers won a major battle in Marin County last month. The issue was the future of Hamilton Air Force Base in Novato. Previously operated by the U.S. Air Force, the base was closed for economic reasons. The Federal Aviation Administration (FAA) and the Government Services Agency (GSA) agreed to offer the base to Marin County for the price of \$1.

Although this sounds like an offer nobody could refuse, the people of Marin County, especially those in Novato, were very hesitant to accept it. Only after a series of public hearings, many lasting well into the night, did the Board of Supervisors agree to take over the airfield.

Saying that the airfield 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 air base. The property will be transferred to the county from the federal government at a 100 per cent discount of fair market value (or for \$1.00) provided that the airfield 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 ad-

vantage 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-wide Plan which was recently adopted which set out three major goals. "First, discourage rapid or disruptive population growth but encourage social and economic diversity within communities and in the county as a whole, second—achieve greater economic balance for Marin, by increasing the number of jobs and the supply of housing for people who need them; and third—achieve high quality in the natural and built environments, through a balance 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 200,000 acres in west and north Marin to protect agriculture. However, you have to admit 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.



LOOKING AT LABOR

By DALE MARR, Business Manager

Two years ago, during the California gubernatorial campaign, when candidate Jerry Brown endorsed Proposition 17 which would have stopped construction of the New Melones Dam, I wrote an article which stated that "none of us can always agree 100 per cent or get 100 per cent commitment from the candidates we support for public office." Over these past two years, this has proven to be true.

We haven't exactly seen eye-to-eye with everything that Governor Brown has done in Sacramento. When we disagreed, we did not walk away from our responsibility to criticize him or his actions. On the other hand, when his actions warranted support and praise, we gave it to him. Governor Brown's action on September 22 deserves support and praise.

With the stroke of the pen, Governor Brown signed two bills which mean much to Operating Engineers. In signing the Dumbarton Bridge bill, Governor Brown gave what we hope is final state approval for that project which we have been supporting for years. And in signing Senator Foran's highway financing bill, the Governor has enabled the state to become eligible for over \$180 million in combined state and federal highway construction financing.

These actions took courage. Jerry Brown represents a wide ranging constituency in California. Not everyone has been in support of building necessary highways and bridges. The pressures on Governor Brown to veto both bills was very strong. However, because of the merits of both bills and the high unemployment in California, the Governor saw fit to sign both bills. He is to be commended for his actions.

During the week of September 20 through 23, your officers attended the Eleventh Convention of the California Labor Federation, AFL-CIO in Sacramento, California. In addition to the normal business that came before us, the Committee on Political Education (COPE) also met for the purpose of endorsing candidates for the November 2 general election. The recommendations for that election will be listed in full in the next issue of *Engineers News*.

One of the most important items to be brought up at the State Federation Convention was a resolution submitted by the State Building Trades Council which dealt with the apprenticeship programs in California. This resolution, covered in detail on page 1, called for the state Director of Industrial Relations and the Chief of Apprenticeship Standards, to rescind a recent agreement with the Department of Health and the State Department of General Services dealing with state operated apprenticeship programs.

This new policy on the part of state government mandates a new non-labor apprenticeship program that will arbitrarily train apprentices in all trades and crafts for privilege entry and advancement in municipal employment.

The action on the part of the California State Federation of Labor came none too soon. It is about time that someone starts a complete reevaluation of the apprenticeship programs throughout the labor movement. We believe that working with government, rather than having it work against us, we will be able to develop a program that will be fair not only to those who wish to enter the trade union movement, but also fair to those journeymen who have been in the movement for years.

As most everyone should realize by this time, we are approaching an important election on November 2. As I stated in this column last month, the deadline for voter registration is October 4. I realize that many union members are reluctant to register to vote for fear of being called for jury duty and thus, losing days on the job. However, as most states have changed their laws in the selection of jurors, calling prospective jurors from the list of licensed drivers instead, there is no reason why all union members shouldn't be registered to vote.

By the time you receive this issue of your union paper, another Western Conference of Operating Engineers may well be in the record book. Your officer and officers from the other thirteen western states will meet the first week in October in Las Vegas, Nevada to discuss many crucial areas affecting the brother engineers for the next several years. I will be giving the membership a full report in the next issue.

Dumbarton Bridge Moves Ahead

(Continued from Page 1)

The project now sits on the desk of the Secretary of Transportation in Washington, D.C. When *Engineers News* contacted the Department, we were told that they are waiting 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.

According to the U.S. Department of Transportation, before a final Environmental Impact Statement can be published, a response from the Fish and Game Department is necessary to outline what effects construction will have on wildlife in the area. After the final

E.I.S. is issued, there will be a 30-day period for comment by the public. The Fish and Game Department said that they are in the process of making their evaluation of the project at this time.

Assuming that Fish and Game and the Department of Transportation does not delay action any further, the project is tentatively scheduled to go to bid in January or February, 1977.

The legislation which gave the state its final approval also contains an emergency clause which states "this act is an urgency statute necessary for the immediate preservation of the public peace, health or safety within the mean-

ing of Article IV of the Constitution and shall go into immediate effect. The facts constituting such necessity are:

"The California Toll Bridge Authority is ready to issue revenue bonds to finance construction of the new Dumbarton Bridge. In order that the appropriate language be included in the offer it is necessary for this act to take effect immediately."

Business Manager Dale Marr had praise and compliments for Governor Brown's action in signing the bill. "I would like to thank the governor for his signature on this bill. I realize that there was (Continued on Page 6, Column 3)

Hwy. Bill Calls For Transfer Of Funds

(Continued from Page 1)

highway fund, \$69.3 million in federal funds are immediately available for highway construction. Combined with the state money, California now has \$77 million for interstate highway construction.

The second section of the legislation calls for a transfer of \$9,900,000 from the Driver Training Penalty Assessment Fund to the State Highway Account to match other federal funds which may become available for highway construction. The highway commission would be required to allocate both state and federal funds for high-priority gap-closure projects on the state highway system.

This section in effect, gives California a "hunting license" to go looking for federal funds for highway construction. Its purpose is to "tie up federal funds in the future for California needs."

The authors of the bill estimate that approximately \$40 million per year for the next two years will become available for state highway construction under this section.

Part three of the legislation transfers from the Abandoned Vehicle Trust Fund, \$100,000 to create an environmental unit in the Department of Transportation for the sole purpose of expediting the environmental clearances of the projects funded by this bill.

This section is one of the most important breakthroughs in the environmental process to come out of the Legislature this year. Operating Engineers and the State Building and Construction Trades Council have been fighting for legislation along these lines for years. In effect, it mandates the State Department of Transportation to expedite, as rapidly as pos-

sible, the environmental reviews of construction projects.

The bill further states that "therefore, the environmental unit in the Department of Transportation . . . shall be used only for the purpose of expediting the environmental clearances of those projects funded by this act."

Business Manager Dale Marr hailed the legislation as "landmark." The new environmental unit will set a precedent in state government. We now have a bureaucratic process for environmental clearance. Senators Foran and Collier are to be complimented for their innovative approach to state government."

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. I realize that the Governor had a tough decision in signing this bill, but given the fact that there was a huge amount of federal money available for California highway construction and the high unemployment rate in the construction trades, the governor saw fit to sign the bill. I thank him for that.

"We now have the money available to finance needed highway projects which will fill the gaps in our system."

Marr also suggested more legislation which will aid the industry in Northern California and help Local 3 members more. "Because of the moratorium on roadbuilding last year, many projects were simply abandoned. In Southern California, there are no major (Continued on Page 6, Column 1)

State Apprenticeship

(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 Building Trades on his program came as a surprise to him, Vial said that the criticism would hopefully help to resolve the "lax in communication" that has occurred between the state and labor in this matter.

He said he plans to meet with James Lee within the next two weeks to "straighten out some of the problems that have occurred" between his department and the

Building Trades as a result of the new state program.

At this point, Vial gave no indication that he would withdraw the program, since, he claims, the state has a serious need to train apprentices in the building trades areas in order to provide maintenance for the many public facilities, "which have grown into a serious state of disrepair."

Marr agreed with Vial on one point—that the new program represents only the "tip of the iceberg."

"The initiation of a State program like this clearly indicates to me that in the area of employment, the government is increasingly losing touch with the needs of our working people," Marr warned. "We simply cannot let the state or federal government paralyze the union movement in this bit by bit process of taking jobs from our union members wherever it can get them."

ENGINEERS NEWS

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



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam)

Subscription price \$4.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103

Advertising Rates Available on Request

DALE MARR Business Manager and Editor
HAROLD HUSTON President
BOB MAYFIELD Vice-President
JAMES "RED" IVY Recording-Corresponding Secty.
HAROLD J. LEWIS Financial Secretary
DON KINCHLOE Treasurer

KEN ERWIN Director of Public Relations and Managing Editor

ATTEND
UNION
MEETINGS

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



A Personal Note from The President's Pen

By HAROLD HUSTON
President

We were very pleased to have the Dumbarton Bridge Bill, Senate Bill 1975 passed by the California State Assembly on August 25, 1976, by a 55 to 11 vote. Passage of this bill will reduce the possibility of future lawsuits and, hopefully increase the chance of success in defeating two suits now pending against the project.

We appreciate the help Senator John Holmdahl, Democrat, Castro Valley, has given in attending the hearings with us and speaking out with labor against much opposition. The bill is now on the governor's desk awaiting his signature.

Congressman Phillip Burton has informed us that the Coast Guard has ok'd the permit for Dumbarton Bridge, and it was sent to Secretary Coleman's office to Judith Connor, Assistant Secretary for Consumer Safety and Environment. This has been one of the big obstacles we have been fighting to get approved.

Federal approval of the new bridge is considered imminent. With federal approval, the State is ready to let bids for construction—but the two lawsuits remain an obstacle. This approximately 100 million dollar project would employ many of our brother engineers. It's been a real privilege for me to attend these hearings with you brother engineers and your families. We must fight for jobs in order to get jobs!

In 1965 the State Legislature authorized the sum of \$100,000 for a study to review the need for improvement of the reconstruction of the Dumbarton Bridge. This study was completed in November, 1966 when the Division of Bay Toll Crossings submitted its report "Dumbarton Bridge Study" to the California State Legislature. The report concluded that a replacement facility would be necessary.

In 1968 the State Legislature authorized \$1,750,000 to finance a program to plan and design the crossing. Work on the project has proceeded under this legislation. In 1972 the State Legislature amended the 1968 legislation to authorize construction and included provision for financing of the new additional westerly approach connection to Route 101 at or near Marsh Road in the vicinity of Embarcadero Road.

MAJOR DESIGN FEATURES

The 4-lane bridge replacement has a center span 340 feet long and 85 feet above water. The 7300 foot-long bridge will have 28 spans of prestressed concrete box-girder construction and 15 spans of trapezoidal steel box-girder construction to be supported by double column concrete piers.

The new high-level bridge will eliminate the need for a lift span and will include a separate 8-foot path for pedestrians and bicyclists. The east and west approaches as well as the bridge itself will be four-lane facilities.

The easterly connection is about three miles in length and is a planned four-lane highway from Route 17—Decoto-Jarvis Road interchange to a new toll plaza. Interchanges are planned at Newark Boulevard and a new street just east of the toll plaza. The street will connect with Thornton Avenue. Grade separations are planned at Lake Boulevard and the Southern Pacific Transportation Company.

Westerly connections to Route 101 are planned at University Avenue (4 lanes), Marsh Road (4 lanes) and Willow Road (2-3 lanes).

The profile grade of the highway from Route 17 to the east end of the bridge will drop down from the Route 17 interchange and pass under the proposed Lake Boulevard overcrossing, thus being depressed adjacent to the residential area in Newark. It will rise and pass over Newark Boulevard and the Southern Pacific Railroad at an elevated level. Beyond the railroad crossing the highway will return to near ground level to the bridge.

The westerly connections will be at the existing level of Willow Road, 3 to 4 feet above the existing ground level on the Marsh Road connection and about the same elevation on the University Avenue connection.

There will be local streets affected by this proposal. In the City of Newark the section of Jarvis Road between Lake Boulevard and Route 17 will be eliminated by the construction of Route 84. Thornton Avenue (existing Route 84) northerly of Jarvis Road will not connect to the bridge approach. It will terminate at the Bay and will serve the Wildlife Refuge, proposed recreational facilities, and private salt ponds.

In the City of Menlo Park, the section of Independence Drive between Marsh Road and Constitution Drive is to be eliminated. It is planned to extend Chrysler Drive to the Marsh Road connection to restore access. It is also planned to include an extension of Chilco Street to Marsh Road connection. This proposal is desired by the City for improving traffic circulation.

The west approach and connections will be constructed with bicycle and pedestrian facilities connecting to like facilities on the bridge. There will also be bicycle and pedestrian facilities along the east approach and between Lake Boulevard and Route 17 along the east connection.

It is proposed to revise the existing Decoto-Jarvis Road Interchange on Route 17 by expanding the overcrossing from two to four lanes and widening the off ramp terminals for added capacity and for improved traffic operation. It is also proposed to revise the Marsh Road Interchange on Route 101 to a four lane over-crossing. The ramp arrangement will be modified to include loop on ramps in the northwest and southeast quadrants.

A berm with a noise wall is planned along the residential area

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 Corporation. The project has been approved by the Lone Star Board of Directors, and construction is to start immediately in order to have the facility on stream by the end of 1977.

The new plant will replace an existing Lone Star plant four miles away at Fair Oaks, which will be 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 represent the last 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. (Productive capacity of the new facility will be 500 tons per hour, or as much as two million tons a year.)

The property, part of larger Aerojet holdings used in recent years for missile tests, was dredged for gold by a previous owner leaving mile-long windrows of dredger tailings 15 to 25 feet high. These tailings contain the recoverable 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 rehabilitation plan filed by Lone Star provides for gradual return of the property to usable condition for such purposes as agriculture,

industrial parks and public recreational 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 deep concern about this facility at a public hearing. But last year a use permit was approved, following 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 22 separate operating conditions attached, covering air and water pollution control, noise control, safety fencing, 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 government, 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 environmental requirements were described by John H. Davies, president of the company's cement & Construction Materials Group.

"Before the plant is constructed," he said, "a 15-foot-high earth berm will be started around its perimeter, with a visual screen of trees. Settling ponds will be provided for all the wash water used, so that no water leaves the property. For safety, the whole two square miles of land will be surrounded with a chain link safety fence."

"To minimize noise," he continued, "no trucks will be used in the harvesting operations; instead, conveyor belts will reach out from the plant to the raw material, eventually covering nearly a two-mile distance. Dust suppression equipment and practices obviously have the highest priority in the entire operation, which will be a model one for the industry."

Plant operations will include washing (or "scrubbing") of materials to remove clay and other impurities, screening of materials into various size classifications, and crushing of oversize stones to usable size. Reclaim tunnels running under the processed materials will proportion the various sizes to meet customer requirements. One operator in a single control tower will start and stop all machinery in the plant, except for automated safety shutdown features.

Separate plants will also be incorporated on the property to produce ready-mixed concrete and hot-mix asphalt.

Lone Star Industries, a leading producer of portland cement and aggregates, is also a large distributor/retailer of lumber and home improvement materials. The company's California operations include a cement plant at Santa Cruz, construction materials operations throughout the Bay and Central Valley areas, and lumber distribution and retailing operations in the Los Angeles area. The company is one of the 300 largest U.S. manufacturers, and has its corporate headquarters in Greenwich, Conn.

On November 2 Ballot

Marin County Votes On Water Project

What nature can't guarantee, the people of Marin County can do for themselves on November 2. They can approve a water project that will assure an adequate water supply for the next 20 years. Or they can vote to continue depending on the changing weather patterns to give up water when it is in the clouds.

On the ballot in Marin this November 2 is County Measure F, a \$19-million bond issue which will finance the proposed Soulaule Reservoir Project. The Marin Municipal Water District feels that the planned dam and associated water projects is an all-important element of the District's program, which also includes wastewater reclamation, water conservation and the North Marin Intertie.

The bond issue will total \$19 million to be allocated as follows: \$15 million for construction of the

Soulaule Dam; \$2 million for improvements to the San Geronimo and Bon Tempe Water Treatment Plants; \$500,000 for water main replacement; and \$1.5 million for necessary bond issuance costs.

The Soulaule Reservoir Project would consist of construction of a new dam downstream from the existing dam. Water would then be pumped over the ridge into Nicasio, then to the existing treatment plants and finally into the system.

In announcing Operating Engineers endorsement of the measure, the rank-and-file Executive Board said that Measure F will go a long way in eliminating the present water shortage and assure Marin customers a safe water supply. Measure F will be a vote for the most economically and environmentally sound water supply alternative—one selected after 2

years of study and public input. A unique environmental innovation of the Soulaule Project will be restoration of the silver salmon and steelhead on Walker Creek. The Executive Board strongly recommends that all Operating Engineers in Marin County vote yes on Measure F.

Marin residents will also be voting for a member of the Board of Supervisors in District 2. Local 3 has endorsed June Weden of San Anselmo. Weden has attacked what she calls "elitism policies of no-growth advocates."

She says that "the high cost of living in Marin is driving our old and young people out of the county. We are rapidly becoming a two-class society for the very rich and those on welfare. Our present policy discriminates against the hard-working middle class, the minorities and people on fixed incomes. This is a county of opportunity. The zero population advocates are making it a showcase of elitism."

Another important Marin County race is that for the Marin Municipal Water District Director for Division 2. Norris Rawles, former Director for Public Works for San Rafael has been endorsed by the Executive Board. Rawles believes that the Water Board's job is to provide water for the people of Marin County, not regulate growth. Rawles says that the job of regulating the development of Marin County belongs to the Board of Supervisors and the County Plan, not the Water Board.

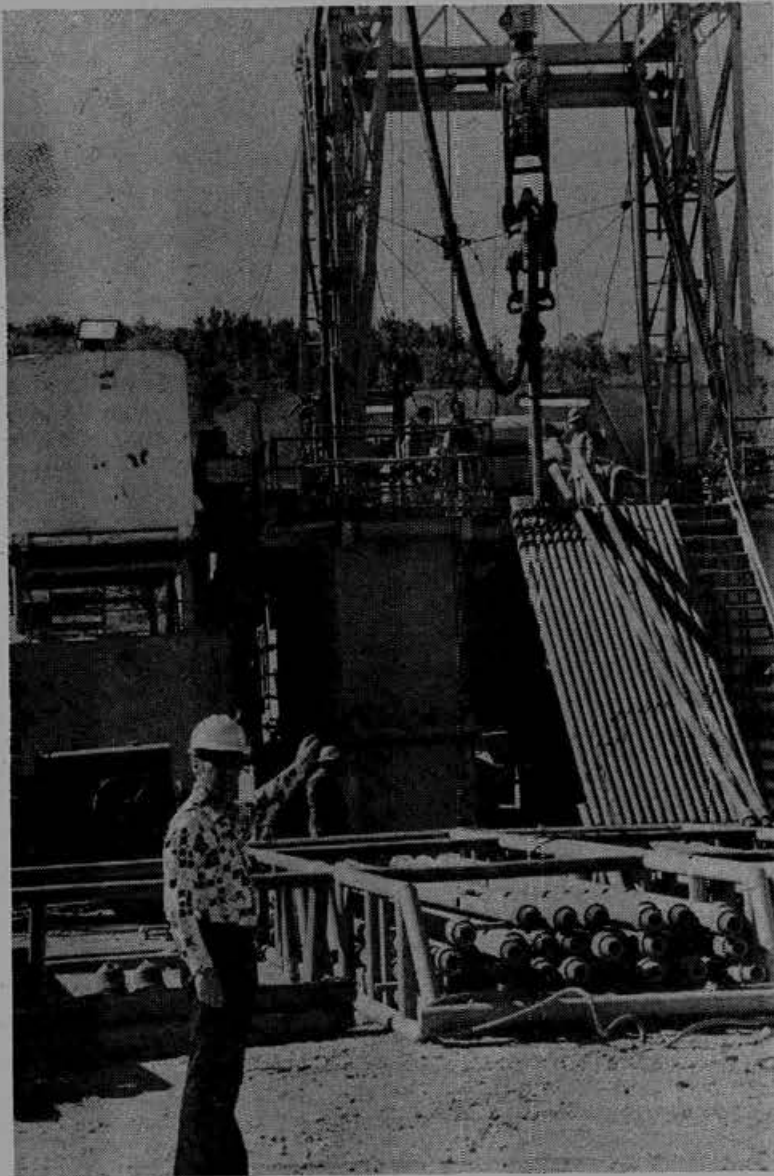
between Lake Boulevard and Route 17 in Newark. This is along the section of highway where access is to be controlled.

Much of the bridge traffic is commuters from the east bay traveling to their jobs in the west bay. The Dumbarton is the only State-owned bridge carrying traffic without a barrier between opposing traffic. Because of this, the accidents that occur tend to be serious often, head-ons and fatalities. The nine year average fatality rate for the Dumbarton bridge is 11 fatalities per 100 million vehicle miles. This compares to 5½ fatalities per 100 million vehicles miles for state-wide suburban two-lane roads. The fatality rate for the Dumbarton Bridge has been the worst among the bay area bridges, seven out of the last nine years.

Senate Bill 1975 states legislation determination that existing legislative requirements have been met and that construction should proceed immediately.

We hope construction and replacement of this bridge can start this year or early next year.

Your continued assistance in making this project a reality is very much appreciated.



DENNIS WRIGHT

Local 3 Rep. Runs For County Post

DENNIS WRIGHT, Local 3 Business Representative in Utah is running for one of the three County Commissioner posts in Summit County. The county has recently been the site of extensive oil drilling, although the county residents have not received the benefit of the increased labor, since most of the workers are from out of the area. Wright promises to do all that is possible to see that Summit County residents get first chance at working in the oil fields.

Utah Gets Bicentennial Hwy.

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

The completed U-95 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-95 for almost fifteen 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. Lowdermilk Company have also had construction projects on this highway during recent years.

U-95, 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-95 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 200-mile long loop through northern Arizona to stay on paved highway.

Work on the Huntington Power Plant is starting to wind down. However, there will be work for a few hands for sometime to come. The Power Plant at Emery is progressing very well with about sixty-eight operators on the payroll. Utah Power and Light Company plans to start the second unit at Emery in the early spring of 1977, so it looks as though 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 fiberglass and runs in sizes from 22 inch to 26 inch 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 crusher crew and Kohlman loader working at the Emery project.

W. W. Clyde Company has started work at the Koosharem Junction job and are employing about twelve operators at present. W. W. Clyde has also been awarded the Clear Creek job on I-70 south of Richfield. The project is four miles long with about 1,800,00 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 Kiewit Sons' is about completed on the Holden job on I-15 and should be out of there by the end of September.

Corn Construction was the low bidder on the Paria River job on Highway 89 east of Kanab. The job consists of 9 1/4 miles of overlay and two miles of guard rail. We expect the work to start on this job in the very near future.

Sand And Gravel Takes A Slight Dip

The Salt Lake area sand and gravel industry is slightly slower during the months of July and August because of the absence of bids on road work. Concrete Products Company has excessive amounts of gravel in stock and should any road work be let in the valley, there would be much competition between Monroc and Concrete Products Co.

Approximately 100 Operating Engineers are currently employed on the Arthur G. McKee project at the new Kennecott Copper Corporation smelter site. Jerry Gribble and Bill Snow are the stewards and they are doing a fine job. Truck cranes, crawlers and small pickers make the horizon at this job site look like a forest of

booms. Some booms are up to 260 ft., 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 picked up a job cleaning up and rebuilding in the Teton Dam disaster area in Idaho. From stories the Brothers who have been working there tell, the loss and destruction is totally unbelievable. Equipment that was in the path of the water has not yet been found.

G & R Contractors have had fairly steady work this season. M. H. Cook Pipeline, Tempest and Enoch Smith & Sons Co. have had a little less than average year.

W. W. Clyde Company is putting the finishing touches on their job at Magna.

An interstate agreement between Utah and Wyoming will provide residents of both states with access roads to the Flaming Gorge National Recreation Area. L. A. Young Sons' Company has almost completed the \$800,000 contract to drain and grade the 3.7 mile section of U-260 in Daggett County between Dutch John and the Wyoming line. The two-lane highway will connect to Wyoming Highway 363 and give the population centers of Rock Springs, Cheyenne and Denver a paved access to Utah's eastern side of the Flaming Gorge Dam. Utah received the money to complete this road through Federal Land Highway Funds.

Negotiations will soon be under way at Abbott G. M. Diesel Company in Salt Lake City. Items such as upgrading the weekly indemnity insurance program, pension, and classifications in the parts department as well as the addition of a cost-of-living allowance will be included in the Union proposal.

The employees at Wheeler Machinery Company have had a dental plan in effect since July 1, 1976 and they are beginning to realize the value of such benefits. These Brothers will also receive another cost-of-living adjustment on October 1, 1976 in addition to the annual wage increase on November 1, 1976. These increases, plus upgraded pension contributions, etc., will constitute a total package increase of \$2.81 per hour over the past year.

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.

A great deal of comfort can be derived from seeing these men in action. In case of an underground mining disaster, these men, who have become proficient in this difficult and dangerous profession, are ready and available to assist. Their only reward is knowing that they can and may have helped save the lives of their fellow miners.

Three teams from Utah entered the competition. They did not place in the top three; however, they made a fine showing and we want to congratulate them. They were: Kennecott Copper from the Bergan Mine at Tintic, Utah; Anaconda from the Carr Fork Mine at Tooele, Utah, and Rio Algom from the Lisbon Mine at Moab, Utah.

The Rio Algom Team is made up mostly of Safety Committeemen and Job Stewards and has only been organized for six months. They have made remarkable progress and have become formidable competitors.

The competition was keen throughout the program. The top team rankings are as follows:

Multi-Level—22 teams competing:

No. 1—COMINCO American Inc., Bixby, Missouri

No. 2—Texas Gulf—Granger, Wyoming

No. 3—Stauffer Chemical No. 1, Green River, Wyoming

Single-Level—11 teams competing:

No. 1—COMINCO American Inc., Bixby, Missouri

No. 2—Cities Service Co., Copper Hill, Tennessee

No. 3—Stauffer Chemical No. 1, Green River, Wyoming



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.

Work Drought In Nevada Finally Begins To Ease

DALE BEACH,
District Representative

The Northern Nevada work drought has eased somewhat and a number of local contractors have been successful in bidding some of the new jobs being let in the area.

Robert Helms is presently at work on the Mt. Rose highway job, hoping to complete it before the snow hits. They also have the \$669,884 storm drain and the \$836,457 street work jobs for the City of Reno. They were successful in bidding the I-80 bypass at Lovelock for \$4.7 million, beating out Max Riggs Construction. The work will begin in October and take an estimated 275 working days. Their Highway 395 North project is nearing completion with only the fencing and barrier rails to go.

Jeakins and McCulloch are busy

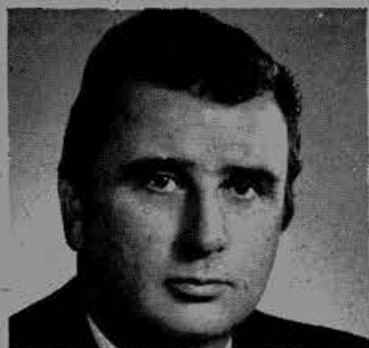
on the \$2 million, 5-acre apartment complex on the Truckee River in Reno. Also in Reno, Brunzell's hotel-casino is starting out of the ground, and the tower crane is busy with the iron. The M.G.M. Project is well underway with Rodoni and Son and George Reed presently working at the site preparation. Heric Steel has the structural and Jake's Crane will do the hoisting.

M. L. DuBach, Inc. has started on the \$2 million Highway 80 job, consisting of reshaping ramps, drainage structures, bridge decks, rails, base course and wearing course.

Construction of a new freight terminal on Kleppe Lane in Sparks has been awarded to Corrao Construction of Reno for \$573,327.00.

In the eastern part of the State, the weather has created problems

(Continued on Page 14, Col. 1)



Negotiator's Notebook

By DON KINCHLOE,
Treasurer

In last month's issue, I reported on Holt Tractor and the members working in the plants 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 more money and the offer was taken 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 40 against. The three week strike ended with a three-year agreement calling for an increase of 32 per cent plus two extra paid holidays and improved vacations. One classification, "The Trainee" received the same across the board increase as the journeyman which amounted to nearly 15 per cent increase for the first year.

We are now starting negotiations with Berglund Tractor who have shops in Napa and Willits 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. These 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—federal, state and local—and many organizations don't seem to be concerned with the conditions of the working people of this state. Even worse, 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, the people that need jobs. If we quit 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. I think 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 the time to vote, you haven't got a thing to complain about. So vote.

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 in being returned to office 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.

Due To Dry Weather

Seasonal Jobs Ending Early This Year

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

This has been a most unusual year in both weather conditions and work patterns. Normally at this time, jobs are at their peak with a concerted drive to complete the projects before the rains come. However, with a few exceptions, the larger projects have already been completed causing the out-of-work lists to grow instead of dwindle. This condition is due largely to the early start this year because of the lack of rainfall. Our observation of this situation is that the construction industry is geared to one season contracts—the earlier the start the sooner the finish.

Melones Contractors, one of the exceptions noted, continues to place calls for engineers as this project will not be completed until 1979. At this writing there are approximately 225 engineers employed on the job on a one, two and three shift basis. More engineers will be employed as the project is not expected to reach the manpower peak for operating engineers until the fall of 1977.

Teichert Const. Co. was the successful bidder on three contracts totaling \$1 million plus in Stockton. \$413,000 for engineering and construction of improvements on Units 7 and 8 in Quail Lakes subdivision. \$321,000 to construct streets, curbs, gutters, sidewalks and underground facilities on Schedule 1 and \$331,000 on Schedule 2 of the El Pinal Industrial Park. \$306,000 for street improve-

ments in the McKinley Urban Renewal Area. R. Gould & Son was low bidder for \$250,000 on Schedule 3 at the El Pinal Industrial Park.

McGaw Co. was low to the City of Stockton to construct the new boat launching facilities at the Stockton Channel for \$278,000 and \$153,000 on the street resurfacing program also for the City.

Western Pipeline Co. of Modesto picked up a \$158,000 contract to construct the Hammer Lane Sanitary Sewer trunk line from Etna to El Dorado streets. Stanfield & Moody of Tracy and Stockton is fast completing the \$219,000 contract to construct parking lots under the Crosstown Freeway in downtown Stockton.

During the past month pre-job conferences were held with Roy E. Ladd, Inc. of Redding for the

Camp Nine Road Relocation job, Campbell Const. of Sacramento for the St. Joseph's Hospital addition and American Bridge Co. for the steel subcontract on the New Melones Powerhouse. These jobs also exceed one million dollars and are expected to provide some employment for Local area residents.

The Stockton District Grievance Committee has recommended the endorsement of the following candidates:

Richard Yoshikawa, San Joaquin County Supervisor District 1.

Norman Walters, Assemblyman, 7th District.

Carmen Perino, Assemblyman, 26th District.

John Garamendi, State Senator, 13th District.



PICTURED IS a new Bucyrus Erie 280-B 15 yard electric shovel currently in operation at the New Melones Dam.

Rock, Sand & Gravel Workers Back On Job

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

In the Redding District the Rock, Sand and Gravel negotiations are behind us mostly and our people in these plants are working. Don Kinchloe—working under the directions of Brother Marr—did a very outstanding job and put together our agreements and negotiated them.

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 companies in the area.

J. F. Shea Company has taken over the Morgan Paving operation with the Hot Plant and Crusher and Screening. Dick Rowan of J. F. Shea Company has employed those employees who were employees of Morgan Paving.

W. Jaxon Baker of Aggregate Products has acquired the Oaks operation. Also, those employees of Oaks are now employees of Aggregate Products.

Jack Baker of Aggregate Products has put together a very impressive operation in the Redding area. He has a modern up to date rock plant that has the capability and capacity to run 400 tons per hour. The Hot Plant also is a 10,000 lb. plant that has the 400 ton per hour capacity.

The J. F. Shea 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.

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

W. H. Ebert and Spartan has started their Palo Cedro Sewer Project. Ebert brought all of their employees with them from San Jose. The only local employee is one (1) oiler. This job, according to Spartan, will last about two months.

Lloyd Rodoni has completed their Hiway 395 job at Hallelujah Junction—this has been a two season job but piece-meal.

Glenn Shook has completed their Central Valley project. The project completion date was to be the Fall of 1977. Bud Cox—Superintendent ran a good show with very few breakdowns and good weather.

Paul Bunten—operator, Roy Ellison—oiler, Don Griffith—operator, John Hinote—oiler, Doug Sherk—operator and Chuck Green—oiler. These men were

the operators and oilers 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 Superintendents who also were knowledgeable in the underground construction.

With the Union election behind us and the November 2nd election coming up—be sure and register to vote and also be sure to vote. Vote for knowledgeable people who have and will work for us. If you have a preference vote your preference—if not, Vote for Senator Collier—he has done his share of work for the Engineers. Help Him and he will surely Help Us.

The Voice of the Engineers picnic was held August 21st and was well attended by a crowd of approximately 450. Hank Waits and Ben Carvalho came out to my home August 7th and we killed the calf and skinned it. I can't say we were experts, especially after the Butcher said (what did you use to skin with—a chainsaw and double bitted ax)??

John Hinote was busy most of the day dispensing the liquid refreshments. Charles Green, Hank Waits and Ben Carvalho boned the beef. Sonda Green was in charge of the food. Gene Behnke supplied two loads of fruitwood to barbecue the meat. Ruth Hurlbut, Bar-

(Continued on Page 6, Column 1)



BROTHER BEN CARVALHO checks the beef at the Operating Engineers Annual Barbeque in Anderson, Ca., which was held Aug. 21.

Recession Took Toll On Unions

The depth of the 1974-75 recession resulted in a decline of 38,000 union members between 1973 and 1975 in California.

Donald Vial, State Director of Industrial Relations, announced today that the union membership survey, made every two years by his department's Division of Labor Statistics and Research, shows that union membership totaled 2,141,800 in mid-1975, 1.7 percent less than the mid-1973 level. This was the first membership loss reported 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 1975. Underscoring the relationship between union membership decline and job losses, Vial commented that "union membership decline is unhealthy for the California economy because organized labor is one of the strongest forces in our society that is working to restore full employment."

The membership drop over the two-year period was concentrated in manufacturing, where local unions reported losses totaling 32,100 members. The largest decreases in membership were in transportation equipment and ordnance (down 20,600) and metals and machinery (down 14,200). These losses were associated with sharp employment declines in the two industry groups.



RIGGING LINES

By BOB MAYFIELD
Vice-President

This past month has been spent by me for a large part in contract negotiations. The score now stands at one down, (the contract renewed) one on strike, and five to go. Most of these contracts are in a beginning stage, with at least one meeting of the parties having been spent already.

I'm most pleased to report that the Carlin Gold Mine contract was successfully concluded this past week, covering a new 42 months period. Only a short three years ago, this very large Gold Mine, (the 2nd biggest such mine in the USA) was closed down by a bitter and hard fought 17-day strike. I would suspect that the main difference between the present and 3 years ago was that we (the Union) were dealing with a new Industrial Relations Representative, who had the power to settle this contract including both language and money. Last time an outside third party from an Employers Council, who was more interested in stringing out negotiations than making a settlement was in charge. It is likely he was being paid on an hourly scale and therefore, the longer the negotiations strung out, the more money went into his pocket.

Highlights of this settlement included heavy head end pay increases, plus substantial language changes effecting working rules of the day to day operations and a number of classification up-grades, and also a cost of living clause and substantial up-grades of health and welfare and pension were brought into this contract. The C.O.L.A. (cost of living adjustment) clause is to have its first adjustment effective 1-1-77, with a base period beginning August, September and October of 1976, immediately preceding this adjustment being the period of measurement for this adjustment.

This first adjustment to be measured on a factor of for each .4 of a per cent increase in the C.P.I. index, there is to be a .01 cent C.O.L.A. increase. Later in the contract this factor is to change to .3 of a per cent, equal to a .01 cent, which is the same C.O.L.A. factor that exists in both the copper and steel industries. This was no doubt the biggest issue on the table for the Union side and would no doubt have been a strike issue had it not been obtained. Three permanent roll ins to the wages will be input on what C.O.L.A. generates in the life of this agreement.

Pension increases went in to this contract which will also make this plan on a near par with the copper industry and the same thing can be said of Health and Welfare Plan increases.

I do hope that all of our members working in this mine are entirely happy with the settlement and once more feel like they are not working in a forgotten place.

I would like to extend my personal thanks, to the rank and file Stewards, George Careote, the Chief Steward, Bill Cuttler, Harvey Hill and Bill Cleland, as they were very helpful to Lenny Fagg and myself in reaching this successful conclusion. All members at the mine should be proud of these men for the way they represented their constituents.

On the heels of this one and yet to be re-negotiated, is the Cortez Gold Mine, located about 60 miles to the East in Elko County.

Negotiations with the Utah Builders Bargaining Unit and the Lakeshore Equipment Co., are well under way and maybe by the time the next *Engineers News* article is printed, I can hopefully report on a successful ending to both of the above negotiations.

The Abbott Diesel Co. of Salt Lake City should be under way with a first meeting having been held and also right away negotiations are set for Camay Drilling in the Bay Area for a maintenance agreement regarding up-grading of a large oil drilling offshore rig they are bringing in from the State of Alaska.

Just so that things won't be getting dull for a lack of anything to do, it might be noted that the non-ferrous conference will begin in February in Arizona, which is the kickoff for copper negotiations for most of the copper producing companies in the entire United States. It seems like only yesterday this difficult contract was just completed for a 3 year term.

Aside from negotiations it might be noted that in the state of Utah the apparent low bidder for the State Line Dam project was the S. J. Graves Co., with a low bid of over 11 million dollars.

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 mandates split between northern and southern California for highway financing. State law

currently calls for 60 per cent of all highway funding for southern California, the remaining 40 per cent is for northern California. But because of the moratorium, southern California does not have 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-line 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."

In Federal Funds

San Jose Pursues \$38 Million

By MIKE KRAYNICK,
District Representative,
TOM CARTER,
Assistant District Representative,
and JACK BULLARD,
BOB FLECKENSTEIN,
NATE DAVIDSON,
Business Representatives
FEDERAL FUNDS MAY GIVE
SAN JOSE A BOOST

The City of San Jose is in a rush to pursue \$3.8 million in federal public works funds. Unfortunately our much needed highway projects cannot be considered because of the time constraints. Eligible projects must be put to bid, and put into construction within 90 days. Four projects that qualify are: \$920,000 for construction of a fourth floor on the police administration building; \$2.27 million for renovation of the civic auditorium.

\$12 Million In Offing

Santa Clara County officials are hoping to receive up to \$12 million from the federal public works bill which could be available as early as mid-October. There is a

federal limit of \$5 million per project so the already-designed \$8.5 million Civic Center Parking structure cannot be included. Projects included and their estimated costs are: General Services agency communications building addition \$1,695,000. Additions to Juvenile Hall, \$1,775,000. Replace the bridge at Boys Ranch, \$100,000. Health, South County Clinic \$1,109,000. All of these projects have been previously approved by the board in prior years and have been re-budgeted for this year.

Ground is to be broken soon on a center for nationwide television entertainment in Santa Clara. The new \$20 million facility will be on a 19-acre site in Santa Clara about a quarter of a mile from Marriott's Great America Theme Park. It will be called "Century Past" and will consist of a complex of restaurants grouped around a lagoon with a beautiful stage on an island in the middle of it. David M. Semas, Century Past developer, said financing has been obtained and the complex is to be opened by August 15, 1977.

The outlook for speeded up state funding of "Blood Alley" improvements is quite dismal. Valley legislators suggested to the California Highway Commission a trade-off in freeway funds that would speed up completion of the South Valley freeway. The proposal was made at hearings by the Highway Commission on a six-year capital improvement budget. It will be further considered at the Pasadena Commission meeting next month. A local "action" group is campaigning for improvement and modernization of the valley's road system. The Santa Clara County Transportation Action Committee plans to work with similar Bay Area and state advocacy groups to mobilize state-wide resources to obtain state and federal funds for completion of the state highway system, and development of valley roads and needed transit systems and transportation corridors.

San Felipe

Government attorneys have taken the initiative in the long-delayed San Felipe Project, asking for an early trial date in their attempt to free the legal log jam that has blocked work on the \$200 million plus system since early June. They have announced their readiness to go to trial immediately on the case. The supplemental EIS is not expected to be ready for five or six more months (Continued on Page 12, Column 3)

More On Dumbarton

(Continued from Page 2)

tremendous pressures on the governor to veto the bill."

Noting that this bridge "is not the most popular project with many of the Governor's staff members," Marr said that this is all the more reason to compliment Brown on his tough decision. "The Governor of California represents the entire state and there are many cross-constituencies in California. Many people in the south Bay Area did not want this bridge. Governor Brown's decision was a tough one but we welcome it with open arms."

Marr also thanked all the members who attended the many public hearings on the project. "We have been fighting for this bridge for many years now. It has taken a lot of pressure and work on our part. Many long evenings were spent in hearings by members of Local 3. President Harold Huston was assigned to attend all the meetings and public hearings on the project. President Huston, along with all the membership of Local 3 are to be complimented for their dedication to secure work for our brother engineers."

Marr said that he intends to take the matter of Dumbarton to the Western Conference of Operating Engineers Convention meeting in Las Vegas during the last week of

September to press for federal approval. "Working with the Western Conference and the International Union, 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 plant and underground jobs that make up the Sewer Bond project, passed by the voters in 1974, is now being sued by 100 people in Sacramento County Superior Court. A hearing will be held on September 28 on whether to issue a stop order on all construction regarding the sewer project. It is hard to understand how a much needed project such as this, that has been voted in by the voters of Sacramento County, can be stopped by a handful of people. At the present time, Granite Const. is working on a 6 million dollar underground portion of this project and is the apparent low bidder, while A. Teichert was the apparent low bidder on another 4 million dollar portion. Also, two other portions are due for bids in the near future. This is in addition to the 147.5 million dollar plant itself. The total \$400 million cost of Sacramento County's giant sewage treatment project may be reduced substantially as the result of favorable pipeline bids.

All of this is in jeopardy because of a few people that are against any new growth anywhere. The Brothers in the Sacramento area stand to lose many years of work if this project is halted. We have some good work coming up in the Sacramento area if we can get past the no-

growthers. Brothers, we need your help.

A hearing was held September 7 in Woodland regarding the mining of aggregates along Cache Creek. There are presently seven plants along Cache Creek that employ many brother engineers. The purpose of this hearing was to determine if the aggregate mining is responsible for the water table in the Yolo basin to be 30 feet below normal. The committee making this study will recommend to the Yolo County Board of Supervisors their recommendation on the destiny of the aggregate plants along the creek. There is a possibility that they could close down all the plants, which would cost many of our Brothers steady unemployment. We will keep abreast of this very serious problem and will be calling on the Brothers for help in fighting this serious problem.

Brothers, we cannot emphasize strongly enough the importance of registering and voting in November. The only way we are going to combat these problems, as well as other problems causing unemployment in the construction industry, is to vote for the people that will help us and vote out those that won't. Check the voting record of each candidate before you cast your vote for him.

Our Annual picnic, which was held on September 5 at Elk Grove Park, was attended by about 250 Brothers and their wives and kids. Everyone had a good time pitching horseshoes, playing games or just visiting. A word of thanks to the people that helped (Continued on Page 16, Column 3)

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 a membership card in Local 3's chapter of the Club, or for more information.

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 3—No. 10

SAN FRANCISCO, CALIFORNIA

October, 1976

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 a 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 serv-

ices, including operations.

Room and board—general nursing—use of operating room.
Intensive care—cardiac care.
Drugs and medicines—injections—special duty nursing.
X-ray—X-ray therapy—laboratory tests—physical therapy.
Dressings—casts—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.
Caesarean section.
Care for interrupted pregnancy.

It should be noted that eligible members 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.

Low Tar, Nicotine Cigarettes
Account For Over Tenth Of Use

The Tobacco Institute of America in Washington, D. C., said 10.9 per cent of all cigarettes smoked last year by Americans were of the low tar, low nicotine variety. In 1971, this same figure was 3.8 per cent.

Americans smoked 607.2 billion cigarettes in 1975, according to the official figures of the U.S. Department of Agriculture.

Dr. Hammond said the new evidence suggests that a "much larger reduction" in the average tar and nicotine content of cigarettes consumed by Americans would be of considerable public health importance.

Scientists defined "high" T-N as 2.0 to 2.7 mg. of nicotine and 25.8 to 35.7 mg. of tar.

Low T-N was defined as less than 1.2 mg. of nicotine. Dr. Hammond said these cigarettes delivered less than 17.6 mg. of tar.

Medium T-N was defined as intermediate between high and low.

If you are one of the diminishing number of Americans that smoke cigarettes, you should be smoking low tar and low nicotine cigarettes. The first definitive evidence that smoking low tar and low nicotine lessen one's chances of contracting lung cancer and coronary heart disease has been reported.

The proof, delivered at the closing session of a week-long meeting of cancer researchers at Cold Spring Harbor Laboratory in New York, was in an analysis of deaths occurring in a population of more

than one million males and females over a 12 year period.

Deaths for "medium" T-N (tar-nicotine) smokers from lung cancer were 10 per cent less than for "high" T-N smokers and for "low" T-N smokers, 26 per cent less.

Dr. E. Cuyler Hammond and associates of the American Cancer Society also reported that corresponding figures for coronary heart disease were eight per cent less for "low" T-N smokers.

The analysis, presented at an international conference on "The Origins of Human Cancer," did not mean a clean bill of health for smokers of low tar, low nicotine cigarettes.

Hammond and associates emphasized that the death rates from the low tar and low nicotine cigarettes were "far higher" than the death rates of subjects who never smoked regularly.

Americans received an estimated \$2.7 billion in disability insurance benefits last year to help replace wages lost due to illness or injury the Health and Insurance Institute reported recently.

This means that American families whose bread winner was unable to work were getting nearly \$7.4 million daily to be used any way they saw fit.

However, inflation has been so sharp in recent years many people may find their benefits are far less than they actually need.

Fringe Benefits Service Center

Phone: 415/431-1568

Trust Fund Administration Office

Phone: 415/391-4440

Notice For Kaiser Participants

Operating engineers who are currently participating in the Kaiser Plan will not be required to submit another enrollment card if coverage was elected last year.

Members and their dependents, who are eligible for health and welfare benefits, will automatically continue in the Kaiser program for the coming year.

However, if a member who is covered under the Kaiser Plan now wishes to change to the Operating Engineers Comprehensive Plan, this may be accomplished by writing to the Trust Fund Administration Office, 50 Francisco Street, San Francisco, California 94133 before the October 15, 1976 deadline.

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 _____ Zip _____

Signature _____

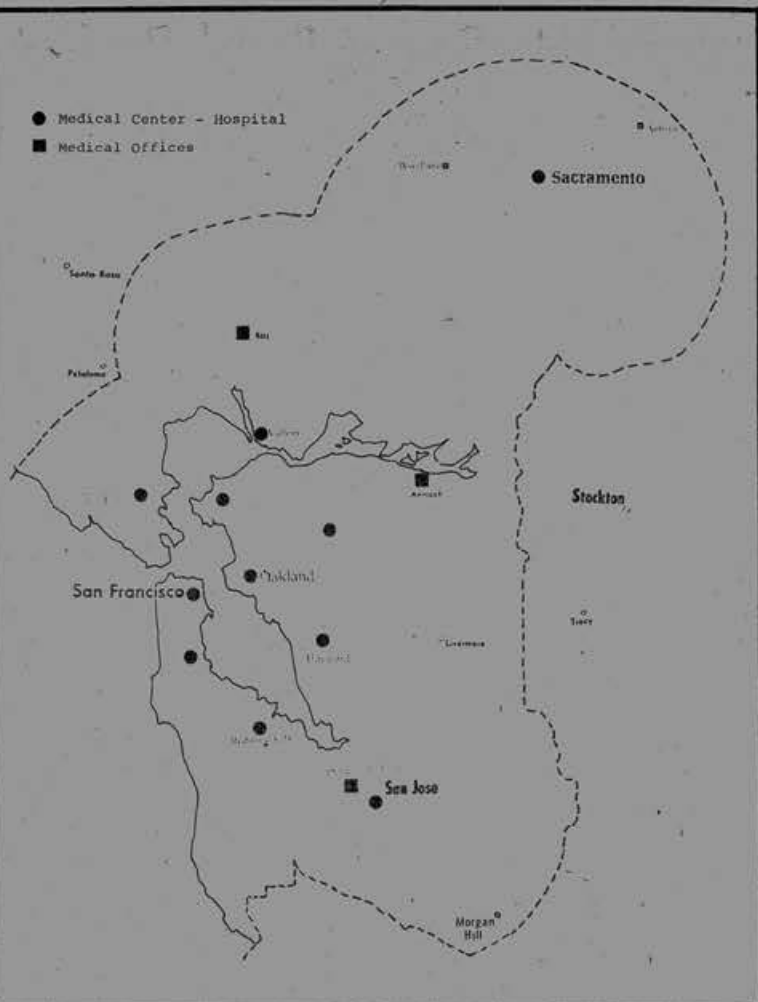
MAIL TO: Before October 15, 1976

TRUST FUND OFFICE

Attention: J. Prindeville

50 Francisco Street

San Francisco, Ca. 94133



KAISER FACILITIES within the jurisdiction of Local 3 are shown above. Only those members having permanent residence within the area designated by the dotted line may elect the option.

All the information contained on this page is explanatory to the general terms of the benefits. It is to be specifically understood that these benefits are subject to the terms and conditions of the group policies issued by the insurance companies and the applicable rules and regulations of the Board of Trustees of the Operating Engineers Health and Welfare Trust Fund.

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**,
DEWITT MARKHAM, **BOB**
MARR, and **HANK MUNROE**,
Business Representatives

The Southern Alameda County area still remains steady. By the time you brothers read this article I-580 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 sub-division 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.

Raisch and 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 giant shopping complex in place of the now abandoned plant. Some 20 restaurants are scheduled for spaces, and the whole ruckus 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. 19 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 brought all their engineers back to start on the concrete piling for the Antioch Bridge which should go for eight or nine months with hope for other new work after that.

Peter Kiewit is moving along with their big storm drain job on Interstate 80 by the San Pablo Dam Road. They "might" get it

done by January, 1977.

The work in Eastern Contra Costa County is about the same as last month. The men working in the shop on the Guy F. Atkinson job on Hwy. No. 4 are doing a great 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. Winton 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 their big water rig starting to drive piles.

Our pickets are still out in Oakley. The contractor told our pickets that we were hurting their business. They have laid two men off due to the lack of work.

Shipyards Are Picking Up

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)



ON THE MADONNA job, near Concord, operating engineer Jack Barba walks the

slope along a filled in stretch of Highway 4 with a D-9G Cat equipped with a slope bar.



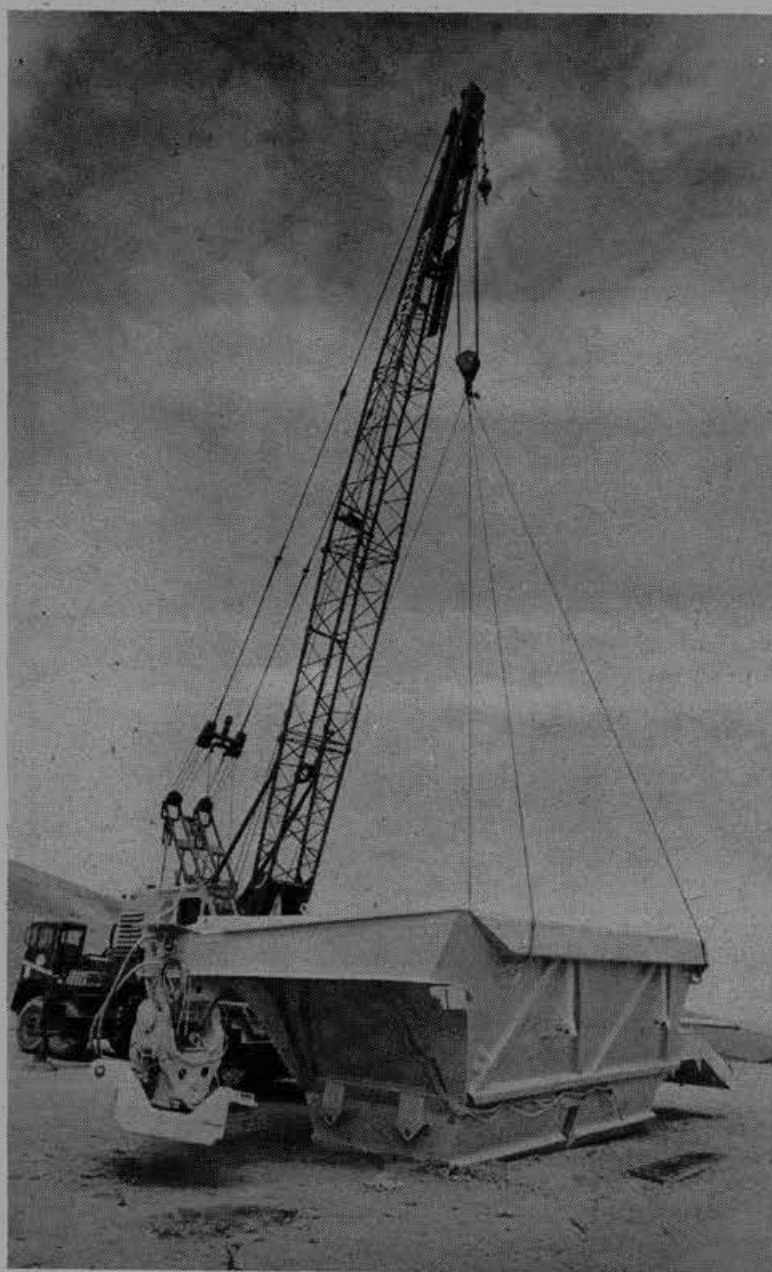
WITH THE TWO and one half mile section of Highway 4 nearing completion in the background, blade operator Jim Coleman does some excavation work next to an over-

pass. The highway was designed with 90 feet between the opposing lanes of traffic to accommodate a possible BART railway in the future.



A SEPARATE JOB on Highway 4—the new Antioch Bridge—is now in its early stages and operating engineers operate the cranes for the pile drivers. The big floating crane

shown here has a 130 ft. boom and a lifting capacity of 75 tons—which is equivalent to 225 tons on land. The steam operated crane dates back to pre-World War II days.



GUY F. ATKINSON is finishing up its portion of Highway 4, and is in the process of repainting and loading up the Dart trucks for a job in New Zealand.

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 fringes, 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. K. Ferguson Company is completing the job on time. According to Mr. Russell Dearolph, 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. Oh well, more dirt work to look forward to in the future.

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

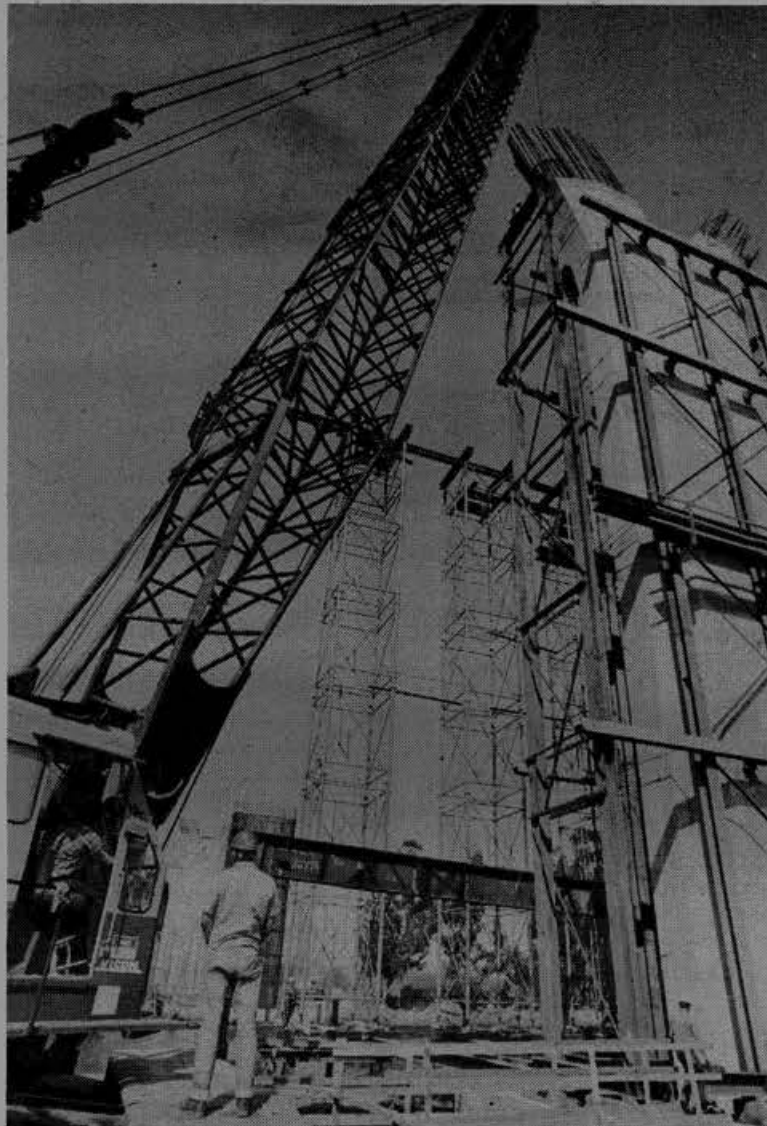
Oliver DeSilva has the dirt work on the new Lucky Stores distribution center in Vacaville. The total job should run about 18 million dollars.

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.

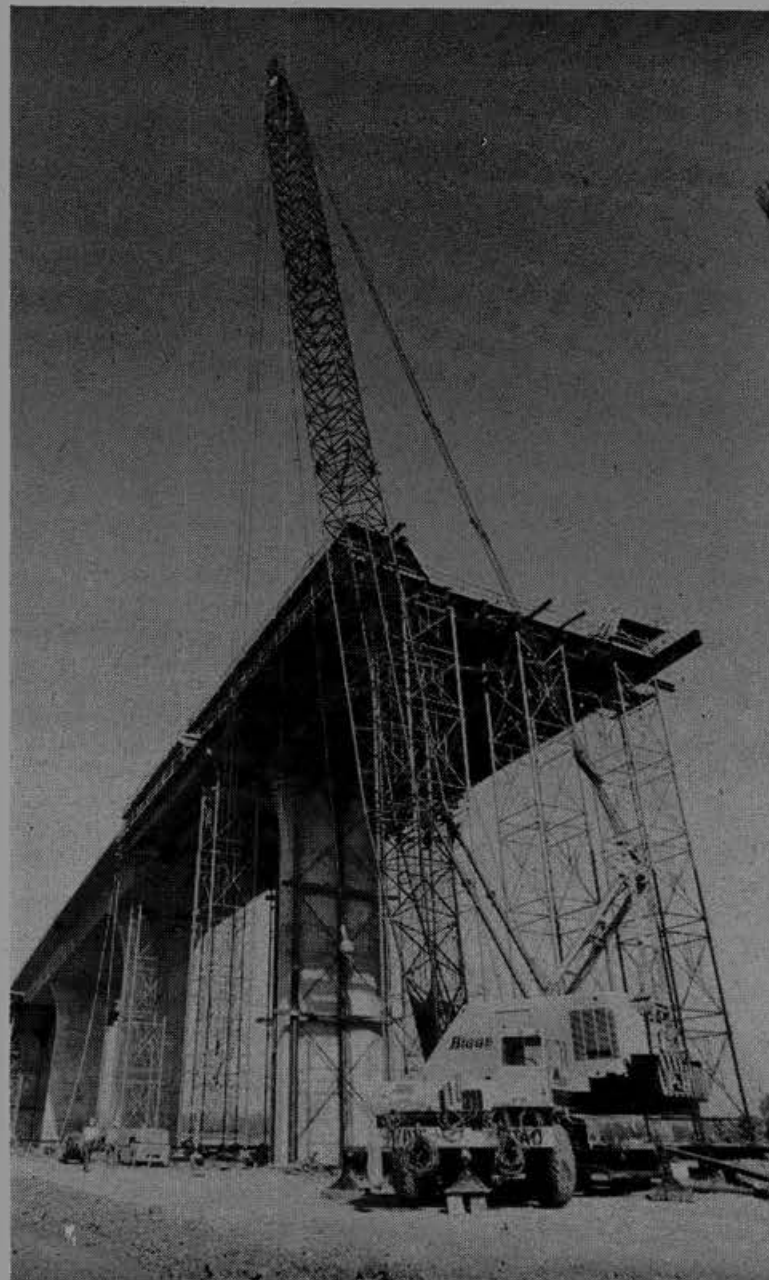
Brother, can you spare a pint of blood? If you can, contact the Vallejo office as our blood bank is depleted and we never realize the help of the blood bank until we need it, so if you are physically able, please donate.

BROTHER ENGINEERS (top and right) begin to level ground for the Lucky Stores distributing warehouse north of Vacaville on Highway 505. Approximately 14 operating engineers are on the job working for Oliver DeSilva, which will have a total cost of \$18 million.



High and Heavy

BRIDGE WITHOUT A ROAD—Has nine months of work left. Unfortunately, when the state appropriated money for the bridge, they let out no funds for the highway that goes with it to connect Sonoma and the Napa-Vallejo area. (left) Oiler Ben Turkovich watches on while crane operator Neil White lifts a temporary supporting beam to the top of the tressle. (below) Operator Ralph Brizzee and Oiler Ray Bond operate a 200 ft. boom Bigge.



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 whirley or bridge crane should get on the out-of-work list in San Francisco and Oakland. I have found that quite a few members 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 any other hall you want, but be sure 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 storing the rest waiting for the price to go up.

Joffee, Circosta 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. Shell-maker has about 10 days in Alviso. 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 Sausalito around the middle of October. They have about 400,000 yards there. Dutra Dredging has 3 rigs working at Whiskey Slough and Honker Bay with 6 or 8 hands. Dutra Construction is keeping 2 floating rigs working most of the time with about 10 hands. P.K.S. has moved the YDI onto the Antioch Bridge and are starting to drive pile 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 4100 ringer there for Brooks Erection. Winton has a few cranes out there and Bay Cities will have a 90 P & H leased from Bigge bare lease there also.

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

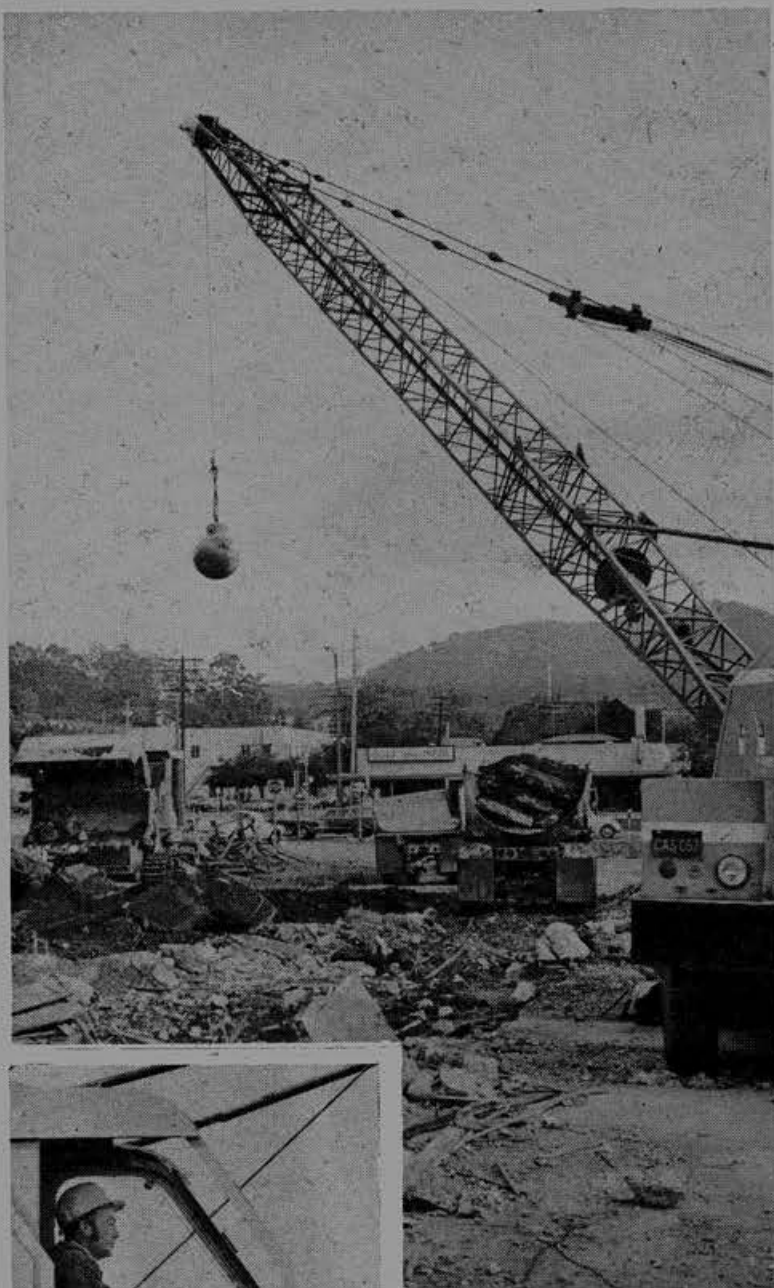
Bigge is also doing a small three shift job at Mare Island. This will go a few weeks.

Sheedy has been doing fair with 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 was 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)



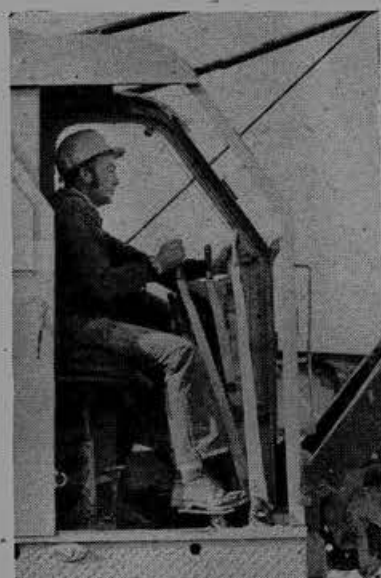
'Jaws'

Operating a Cat 977L loader may seem like old hat for a brother engineer like Gary Sorgdrager, but to the average onlooker, those 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 oiler 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.



JIM HOLT



23 Percent Wage, Fringe Hike

Pact Ratified At Remco Hydraulics

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

REMCO EMPLOYEES RATIFY THREE YEAR AGREEMENT

The Brothers and Sisters employed by Remco Hydraulics, Inc. ratified by an 86 to 61 vote a three year agreement calling for approximately 23 per cent increase in wages and fringes over the life of the agreement. Business Manager Dale Marr, President Harold Huston, District Representatives Russ Swanson and Bob Wagnon and Business Representative Stan McNulty assisted Job Stewards Rick Strait, Tom Mack, Fred Vincent and John Richards in hammering out a fair agreement. Negotiations proceeded to within hours of contract expiration when the negotiating committee would not recommend management's "final" offer. Management's immediate concession to increase front end money in exchange for cost of living language changes resulted in the negotiating committee's unanimous approval. One extra paid holiday was added to the contract (February 29th), to be called Reinhard Day in honor of the plant manager. Although this holiday will only arrive once every four years, it is believed to

be a first for a union contract. Remco was also first on the West Coast with a cost of living clause at just the right time.

Berglund and LAMBAM negotiations are still continuing at this time. Dresser Industries negotiations reached an impasse when the Vice President of Industrial Relations wanted a kiss on the coat tail; needless to say he'll receive a few cardboard signs instead.

W. M. Lyles, Ernest Pestana and Valley Engineers winding up their respective underground jobs which will put a few Brothers back on the list. Don Dowd Co., A. B. Siri, Argonaut Constructors, Stroco Paving and Ghilotti Bros. are all hurrying to button up work before the fall rains. C. R. Fredrick Co. putting in good hours on The Geyser project. Forman Mac McManus claims he now has the telephone numbers of two-thirds of Local 3's membership due to job hustles. Wes Brooks was named the sub to Owen Haskell on Units 14 and 15 in the same area. Brooks presently recalling his old crew who have been out of work for about 18 months. Lange Bros. are low bidders on the Snow Mountain Road and new boat harbor at Lakeport. Lange had been down to a skeleton crew

and really needed the work.

Next year still looks promising; we had hoped some of the work would start this fall on the major contracts to bid in the area, but the red tape beat us again. Warm Springs Dam is back in court on the 10th of January and the Russell Ave. overpass is still tied up with property acquisition although the state survey crews are presently staking the job.

As most of you know, Russ Swanson is now working for the International Union and would like to thank each member of District No. 10 for their cooperation over the past years.

This is just a short message from me, Bob Wagnon, to tell all my good friends here in the Santa Rosa area how much of a pleasure it is to be back and I also would like to say "Thanks" to all the good Brothers in the Eureka area I had the pleasure to work with for the past three years.

The thing that would make me the happiest now would be to see us get the Warm Springs Dam and the Cloverdale By-pass and some of the other jobs started so we can see the Brothers back to work again. Thanks — and with your help we will get the job done.

Increase Posted In Claims For Benefits Over Last Year

There were 25,777 claims for benefits filed with the State Workers' Compensation Appeals Board (WCAB) in the second quarter of 1976, an increase of 6 percent above the previous quarter and 13.3 percent higher than in the same quarter a year earlier.

The increase in new claims during April-June contains the long-term upward trend, according to Franklin O. Grady, Administrative Director of the State Division of Industrial Accidents. Major factors causing the trend include the continued rise in California's civilian employment and the broadened concepts of what can be defined as an industrial injury or illness. Such concepts recognize cumulative trauma due to work-related factors and the increasing awareness of the industrial influences on certain injuries and illnesses.

Awards to injured workers for permanent disability, death benefits, and compromise and release agreements totaled \$88,881,936 for the April-June 1976 quarter, compared with \$79,557,943 for the prior quarter. Awards for the fiscal year 1975-76 totaled \$310,463,579 as against \$260,706,539 for 1974-75.

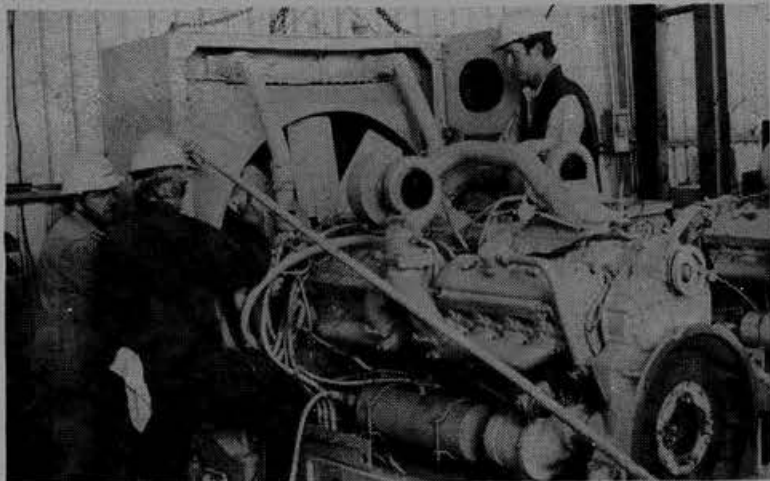
Total awards for temporary disability, medical and hospital care, vocational rehabilitation and cer-

tain other benefits cannot be computed from WCAB records.

Filings before the WCAB involve only disputed claims for benefits 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 result in benefits promptly and voluntarily provided by the employer or the insurance carrier.

Benefits due workers who become ill or injured as a result of job-related factors may include, under California law, medical treatment; temporary disability payments to make up partially the workers' wage loss; compensation for partial or total permanent disability; and vocational rehabilitation for workers who qualify. Benefits are also awarded dependents of workers who die as a result of job-related illness or injury.

The Division of Industrial Accidents has functional responsibility for workers' compensation programs administered by the State Department of Industrial Relations, which is headed by Donald Vial.



WORKING IN THE Guy F. Atkinson shop on Highway 4, engineers (left to right) Steve Bowen, Jim Tomlinson and apprentice Lee Lawrence repair one of the diesel engines that powers the Dart trucks and loaders.

Redding Has Annual Picnic

(Continued from Page 5)

bara Hinote, Lonnie Waits, Gwen Carvalho, Shirley Townley, Glenna Havenhill, Cora Green and Sonda Green all helped by providing the pot of beans and helped serve the food. Lee Ellison was responsible for the fine liquid refreshments. Walt Hurlbut was responsible for the ticket sales.

Senator Collier and Betty Smith attended the picnic with our Operating Engineers.

Brother Dale Marr, our Business Manager; Vice President Robert Mayfield and Conductor Ray Cooper were all in attendance at our Saturday outing.

Senator Collier is again very much the center of attention in his bid for re-election for the First Senatorial District.

Many of the smaller crafts and sub-crafts were backing another candidate (Pizelo) in the primary and that man is now backing the Senator.

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

Collier never received the name "Father of the Highway System" by being a follower. He led his people.

The man running against Collier has never been noted for anything that I know of. He is a Veteran Representative apportioned out of the Assembly. Do not be confused by the name Johnson. This is Ray, NOT Bizz Johnson. Vote for a man for the job. Vote for the incumbent "Senator Randolph Collier."

ATTEND

UNION

MEETINGS

More From East Bay Counties

(Continued from Page 9)

out guy wires. Rig's boom was at approximately 70 degrees while this was going on. All of a sudden the rig went over backwards on the counterweight. The boom went back over cab and bent it up a bit. The guy wires pruned half the trees on the jobsite. Had a bit of luck as no one even got a scratch, but was an expensive wreck.

Also, went out on a very bad problem on a dirt spread. One of the apprentices was fatally injured by a scraper. He was backed over and killed. The rig's back up horn was not in operation. You Operators on the small rubber tired centermounts and such, check this back up device every day and if it's not working report it to the foreman or superintendent for repairs. This item is a must as your visibility is not the best on these machines.

We are currently in the process of getting all the memorandums of agreement signed by members of the East Bay Equipment Dealers Association.

These are for the 9/1/76 wage and fringe benefit increases for members working under this agreement.

As of this writing we have had a couple of calls from members saying they have not yet received this increase. We will get this straightened out by getting these employers signed first.

Any member working under this agreement who has not received this increase should give us a call.

We have concluded negotiations with Pacific Resins & Chemicals, Inc. in Richmond and were able to win substantial gains for these members.

Gravel Plants

All the Rock and Sand plants are moving more material than they are producing thanks to large stock piles from early summer operations and no sales.

Lone Star, Elliot Plant have

made the change over to the conveyor system to bring the material from the pit to plant, and from all reports the system is successful, with no loss of manpower.

Rhodes & Jamieson, at this time, has a few loose ends before starting the same program.

All of the other rock producers are just holding steady to increasing somewhat and hoping for a strong 4th quarter, with the one exception of Niles Sand & Gravel.

They have changed owners. Quarry Products of Richmond are the new owners.

The Steel Mill and Forge are down to a snail's pace. Some of the people tell me it's the worst in 30 years for sales and consequently the slow down of work.

If you are working even 3 or 4 days per week, take care and attend the environmental meetings in your area. Help protect your job.



OPERATING ENGINEER JACK Vanlandingham is currently one of the job stewards working on the Madonna construction site on Highway 4.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

Please carefully read the following Section 02.15.00 contained in the Technical Engineers Master Agreement. This section has been a part of the Agreement for many years.

At the time that the hiring procedures are put into the computer it will be absolutely essential that your individual "qualification" is recorded correctly. If it is not recorded correctly then it will be possible that your name will be bypassed for a job opportunity.

Additional questionnaires may be obtained at any Job Placement Center, the Tech Engineer Center or from Mike, Gene and Paul. Remind the other members of your crew.

A Certified Chief of Party is automatically "qualified" in all Field and Construction Surveyor classifications. If you are a Certified Chief of Party, it is not necessary to submit the questionnaire.

TECHNICAL ENGINEERS MASTER AGREEMENT

Section 02.15.00 Job Placement Registration.

Section 02.15.01 Any person seeking employment in one or more of the classifications of work as set forth in this Agreement, may register for employment in the Job Placement Center in one or more such classifications in which such person qualifies.

Section 02.15.02 All employees who have worked 1050 hours during the preceding three (3) years in a classification covered by this Agreement for individual employers approved by the NCSJAC shall be qualified in such classification for the purposes of Section 02.15.01 of this Agreement upon application on forms provided by the NCSJAC.

Section 02.15.03 All Apprentices registered under the NCSJAC Standards shall be qualified for the purpose of Section 02.15.01 upon completing 1st period through:

- 4th period of Apprenticeship—Chainman/Rodman
- 6th period of Apprenticeship—Senior Tech
- 8th period of Apprenticeship—Chief of Party

Section 02.15.04 All persons not qualified under Section 02.15.02 or 02.15.03 who have worked 1050 hours during the preceding three (3) years in a classification covered by this Agreement shall for the purposes of Section 02.15.01 be qualified as Chainman/Rodman.

Section 02.15.05 All disputes concerning the application or interpretation of these procedures shall be appealed to the Northern California Surveyors Joint Apprenticeship Committee. The decision of the Committee shall be final and binding on all persons affected thereby, subject to such appeal as may be permitted by law.

Section 02.15.06 All Employees who have been terminated and/or rejected as employees or applicants, as the case may be three (3) or more times within twelve (12) consecutive months, as not qualified to perform work in the classification of work for which requested by the Individual Employer and in which they have accepted dispatches, shall be referred to the Northern California Surveyors Joint Apprenticeship Committee for the purposes of having their qualifications reviewed. In the event the Northern California Surveyors Joint Apprenticeship Committee finds the Employee not qualified in such classification such Employee shall not be eligible to sign the Out of Work List in such classification until the Employee has re-established his qualifications pursuant to Section 02.15.00.

The parties to the Technical Engineers Master Agreement have given over to the Northern California Surveyors Joint Apprenticeship Committee the task of issuing certificates to Chiefs of Parties in six specialties of Field and Construction Surveying.

LAND AND BOUNDARY SURVEYS
LIGHT CONSTRUCTION SURVEYS
HEAVY CONSTRUCTION SURVEYS
HYDROGRAPHIC SURVEYS
TOPOGRAPHIC SURVEYS
AGRICULTURE SURVEYS

Performance while an employee of an employer is, of course, the ultimate test. The N.C.S.J.A.C. has therefore chosen a method of employer (s) evaluation as the testing device on which to base its certification decisions.

A form has been devised that permits a wide range of ratings (see attached). The completed forms will be accumulated by the Administrative Office of the N.C.S.J.A.C. and presented to a Sub Committee appointed by the J.A.C.

SPECIALTY EVALUATION PROCEDURES

- Individual Employer evaluations shall be submitted to the N.C.S.J.A.C. Administrative Office on forms provided by the N.C.S.J.A.C.
- The N.C.S.J.A.C. area Sub Committee will examine the evaluation(s) and make a recommendation to the N.C.S.J.A.C.
- The person being evaluated will be notified, by mail, of the Sub Committee's recommendation to the N.C.S.J.A.C., including the right to appear in person before the Sub Committee to appeal the recommendation.
- When such appeal is received by the Administrative Office, a hearing will be scheduled for the next J.A.C. Sub Committee meeting and the person appealing will be notified, by mail, of the time, date and place of such hearing.
- The person appealing in person before the J.A.C. Sub Committee will be notified, by mail, of the J.A.C. Sub Committee's recommendation to the N.C.S.J.A.C., including the right to appear, in person, before the N.C.S.J.A.C. to appeal the recommendation.
- When such appeal is received by the Administrative Office, a hearing will be scheduled for the next N.C.S.J.A.C. meeting and the person appealing will be notified, by mail, of the time, date and place of such hearing.
- The decision of the Northern California Surveyors Joint Apprenticeship Committee shall be final and binding on all persons affected by their decision.

NORTHERN CALIFORNIA SURVEYORS JOINT APPRENTICESHIP COMMITTEE



675 HEGENBERGER RD.
OAKLAND, CALIF. 94621
(415) 638-7225

Questionnaire to Determine Qualification for Registration

under
Section 02.15.00 of the Master Agreement for Technical Engineers and General Surveying

Print Name: (Last) (First) (Middle)

Address: (Street) (City) (State) (Zip Code)

Place in the appropriate box the number of hours worked during the preceding three (3) years:

Chief of Party
1301

Instrument Man
3761

Senior Tech
6321

Chain/Rodman
6311

If "Qualification" is claimed under Section 02.15.01, then the Employer will verify the hours.

I hereby verify the work hours reported on this Questionnaire.

(Date) (Signature of Employer) (Title)

I hereby certify under penalty of perjury that to the best of my knowledge all statements made in this application are true.

(Date) (Signature of Applicant) (SS Number)

MAIL QUESTIONNAIRE TO: Tech Engineer Center, 675 Hegenberger Rd., Oakland, CA

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 newly adopted one per cent construction tax will pay for \$1.4 million in road construction this fiscal year. The projects include Coleman Avenue, Almaden Expressway, Aborn Road, Branham Lane and others. REMEMBER—REGISTER AND VOTE!!!

This is the time for you to express your desire for a change in city, county, state and national elected officials. 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 to keep them from spending any more funds on highway landscaping until the Blood Alley bypass has been completed.

The Cal Trans budget for this year includes several million dollars for landscaping and these organizations as well as the people of the South County would like to know why this money is to be spent for landscaping while from 25 to 30 people are killed each year on Blood Alley. Already this year 13 people have lost their lives on this 10-mile section of highway.

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 Campbell, a stretch of about 10 miles. This job should start about October 1st and will take about a

month to complete. This job will be done under the special shift provisions of the Contract because of the traffic conditions.

Most of the contractors in the area that are involved in grading and paving are fairly busy at this time. This type of work has picked up for the last month or so and it will continue until winter.

The Water Treatment Plant in San Jose is starting to take shape with a lot of work being per-

(Continued on Page 15, Column 3)

Sewer Bond Crucial

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

The sewer work has been slow in starting in San Francisco, which points out the importance of the Sewer Bond issue coming up on the November ballot. Without the passage of this Bond issue, it will be unable for San Francisco to obtain the necessary matching funds from the State and Federal Governments. Be sure to vote and work for the passage of this important Bond issue.

Work on Municipal street car lines is moving along with Homer J. Olsen on Ocean Ave., Peter Kiewit on Taraval and on Church St.

The William Simpson job on the Muni station at West Portal is started; the excavation by Rosas Const., is approximately fifty per cent completed and demolition by Pen-Hall Const. Co., is due to start in about two weeks.

Annuzzi Bros. Concrete Service has been awarded a one million dollar contract with P. G. & E., for underground work in various locations throughout the city.

Lowrie Paving has been fortunate in picking up some of Pacific Telephone Co.'s work.

Peter Kiewit and Son is nearing completion of their sewer project in the Berry St. area.

It is expected that the Berry Street sewer plant will get underway sometime in October of 1976.

Embarcadero No. 3 has been slowing down with only finishing touches remaining.

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

TALKING TO TECHS



MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

There are many phases of surveying being done today. Most of the changes 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 surveys. There are some new measuring devices, four wheel drive vehicles, and in some companies a trail bike or two. You still have to climb up and down canyons looking for those old section corners that never seem to be where they should. It's still hard work brushing, climbing and searching.

Such was the case of a crew we found working in Shirt Tail Canyon just above Foresthill. On September 7, 1976, Clark Parker (Party Chief), Jim Richardson (Chainman) and Dan Mosley (1st Period Apprentice) were running a traverse in the Drummond Mine Area, locating and tying in section corners for twenty-two (22) miles of pipe line from the new Sugar Pine Dam to Foresthill. While searching for a clear flag line, the crew discovered a badly decomposed body of a woman about 55 years of age lying in a swale.

The crew promptly packed all their gear and left to notify the proper authorities. When the Sheriff and Coroner arrived, the crew had to transport them to the site in their four-wheel drive vehicle.

Clark Parker, who has worked for Raymond Vail & Associates in this area for quite some time doing control traverse, (P) lines, Center line, Line staking, Profiles, Cross-sections and section ties, best summed the situation up when he commented, "Surveyors are exposed to many adverse elements such as rattlesnakes, swarms of bees, dangerous terrain, forest fires and other unnerving situations. However, I hope I never repeat this experience."

While having a safety meeting with this crew, the subject centered around chain saws, being suspended on cliffs, rattlesnakes, and working in remote areas. This particular crew, like many others, had a safety manual on the proper use of chain saws and they were also familiar with dangerous terrain. They also had First Aid Kits com-



Mike Womack

With Safety In Mind

Safety Standards Don't Help If We Won't Utilize Them

Our work places can be covered with safety posters and bulletins. Potentially dangerous machinery can be properly guarded and we can be shown the safe way to do our work. But none of these things can totally insure freedom from accidents unless we personally want to prevent them. It is up to us. Unless we realize that our own actions go a long way toward determining whether or not accidents occur, and unless we accept the responsibility for these actions, injuries will continue.



Jerry Martin

Who puts the equipment into motion and controls their movements? Who but the individual can control the placement of his body, the movement of his arms, legs and eyes, and most importantly, the activity of his brain?

Machines do not reach out and bite; tripping hazards do not grab a person's feet; hand tools do not slice and jab by themselves. But, to hear some people talk about their accidents one would think the tools and equipment they used were alive!

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.

Of course, others have the responsibility of accident prevention, too. The employer must:

- Provide the safest possible work conditions.
- Furnish safe tools and equipment.
- Provide required protective clothing and equipment.
- Formulate safe practices for the equipment.
- Provide safety training for the employees.
- Provide competent medical attention for work injuries.
- Provide good supervision.
- The employee must cooperate by:
 - Maintaining safe conditions by reporting hazards which he cannot correct himself.
 - Applying the safety procedures learned in the safety training.
 - Reporting all injuries promptly.
 - Above all, the employee should be responsible for his own actions in preventing accidents.

In very few cases can the injured person honestly say there was nothing he could have done to prevent it. Hard luck or the conduct of other people are no excuse.

There are times when mistakes are unavoidable but accepting responsibility for our own actions means we have to firmly believe that it is up to us to do everything we can to prevent accidents.

THINK SAFETY - WORK AND PLAY SAFELY

Environmentalists Clogging Projects

By GENE LAKE,
District Representative and
BILL PARKER,
Business Representative

The construction season on the North Coast has not measured up to our earlier expectations this 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 workmen from the various crafts for one to two years.

The latest project to be shot down is the Woodley Island Marina. Although this project was approved unanimously at the local level the Sierra Club saw fit to appeal it to the State Coastal Commission where it was turned down. What the future of this project is no one knows at this time. In defense of the marina I can only say that it is a project that is long overdue and desperately needed here in Humboldt Bay.

South of Eureka David R. Wilkins and J&W Pipeline, Inc. J.V. are moving along rapidly on their sewer line project. At this writing they are about 50% completed. This project involves laying 23,000 feet of pipe and building a lift station. This project will eventually tie into the Humboldt Bay Wastewater Authority collection system.

The price tag on this project is just under a million dollars. In Arcata the Guy F. Atkinson freeway is about 98% complete. About ten 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 hands. Redwood Empire Aggregate plant up in the Crescent City area furnished the plant mix for the Ladd job at Gasquet. Also the Crescent City overlay and other jobs in and around Del Norte County.

In Del Norte County Earl Nally is going strong in an effort to beat the rains which are just around the corner. His U.S. Forest Service 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 of trying to keep their crew busy on repair and maintenance work. S & A Development Company has moved back to their Alton 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 will be looking forward to two projects getting underway. The controversial McKinleyville sewer project will be awarded to the original low bidders. Work is expected to begin shortly thereafter. The total price is over five million dollars. The project is broken up into five schedules.

A small maintenance dredging project is expected to get under way in Crescent City harbor.

Smith-Rice Company of San Francisco was the only bidder at \$335,000. We understand they plan to use a clam shell dredge and dump barges. The duration is expected to be two to three weeks. Hopefully there will be some extra work involved.

Next week bids will be opened on an extension to the sewer system in Crescent City. This, the first phase, is expected to cost about 1.6 million. Phase two should be ready to go to bid next summer at an estimated cost of over four million. This would include expansion of the present sewage treatment plant.

The contractors on the smaller projects such as State and County storm damage jobs are working at a fast pace to try and finish before the season turns to winter.

By DICK BELL,
District Representative

The elections in November are very important to working people 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 like to point out to those of you that vote in San Mateo County that we have an extremely important run-off election for County Board of Supervisors.

McRobert Stewart is labor's choice in this race. He has C.O.P.E. endorsement and the support of every one of the Building and Construction Trades Local Unions in San Mateo County. He has been a working man all of his life and as a Daly City Councilman for many years has always helped the labor unions when called upon.

His opponent on the other hand has been and still is a rabid "no-growth" and has the support of all the "anti-everything" kooks in this area. He is a very active member of the "Green Foothills" gang and has actively participated in stopping the Devil's Slide project, 380 Freeway and other badly needed projects in San Mateo County.

Whoever is elected to the County Board of Supervisors will be the "swing" vote on the board. At the present time out of five Supervisors, there are three "no-growth" and two for progress. One of the "no-growth" Supervisors chose not to run again, so you can see how vital it is to elect McRobert Stewart 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 lately.

Important Election Slated In San Mateo

As you know, McKee Co. is underway with the new parking garage at the Airport. It will be awhile before they are in full production.

Swinerton Walberg Co. is making slow progress on their Standard Oil fuel line at the San Francisco Airport.

Fiske, Firenze & McLean is making progress on their paving job at the San Francisco Airport. This company is also doing grading and paving on several projects around the County.

M.C.M. Company from Sacramento is starting their overpass job on Highway 92. This will link the Mariners Island area and Foster City.

The Foster City area is a busy place this year with several new projects started recently and 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 condominiums, single family dwellings and some duplexes. The necessary street and sewer work involved in these projects keeps quite a few of the Brothers busy.

San Mateo's sewer plant project is due to get underway soon. This will involve upgrading and enlarging the present facilities to meet B.C.D.C. requirements for the area. This project is only one of many such projects to be done in Northern California in the near future.

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.

Stewards' NEWS

by Ray Cooper, Job Steward Director

UNION LABEL WEEK NOT JUST A SLOGAN

Throughout the year, certain weeks are designated to bring important issues to our attention. Officially, Union Label Week is brought to the forefront during September 6-12 to remind consumers to buy union label products all year 'round.



Ray Cooper

Results of Non-Union Products

Two results can be expected when people buy "discount" products (usually manufactured in other countries where there are no controls on wages and the workers are scalped for their efforts) or hire a non-union man off the street to build that extra room on the house. First, when people buy a "deal" they get what they pay for; usually shoddy work for a low price. The basic idea of a labor union is having a group of skilled and trained members who have banded together to bargain for fair wages in exchange for quality craftsmanship.

The second result of buying non-union products is that unions are undercut. We, as union members are consumers, too. One strength we have, in order to keep our own wages and benefits at a living standard, is to support products made by the hands of other union workers and boycott those which aren't.

Unions Under Fire

Organized labor is facing a battle. Every time the economy dips, as it has these last few years, the battle lines are even tougher. There are less jobs available with more people competing for each one. If all workers belonged to a union and held fast to a wage and quality standard, organized labor would not be facing such a struggle. As it is, there are unorganized people waiting to undercut every union worker for his job. These people spend a full day working for wages 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 weaken labor even further. It's a vicious circle of anti-unionism and the victim will be the union employee unless its stopped.

Anti-Union Topics

Labor, nationwide, is in trouble. Here in the backyard of Local Union No. 3 is a good example of the tactics which threaten us. The Associated General Contractors recently held their second "Right to Manage" Conference in Denver. A spokesman for AGC said the purpose of the conference was not to support one system of construction operation over another. However, the three main topics of the conference were a) how to convert a union company to open shop, b) how to operate union in one area and open shop outside the jurisdiction of the labor contracts and c) the double breasted approach of operating as two separate employers.

It's Up to Us

Obviously it is up to unions to promote unionism—no one else will do it for us. As individual members and consumers we can begin by purchasing only union label products and boycotting the work produced by unorganized employees. In return, we can be assured of quality craftsmanship in the products we buy and support those people, like ourselves, who are finding their union on the firing line.

BUY UNION LABEL is not just a slogan to follow one week out of a year. All job stewards should convince each member and their families that buying *only* union products is an effective way for us, individually, to fight to keep the benefits we enjoy as members of Operating Engineers Local Union No. 3.

More From Reno

(Continued from Page 4)

for Sierra Paving at Wildhorse where they have an eighteen mile roadmix job. The contracting authorities have refused to let the paving, due to the temperatures being too cold. Jack B. Parsons has started excavating at the I-80 Silver Zone job, with Garry 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 McDermitt on a \$900,000 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, Walker 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 of schedule on their bridge job at Minden.



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.

Surveyors Find Dead Body

(Continued from Page 12)

plete with snake bite kits, etc. But most importantly, in case of accident or injury, 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 communication or assistance. The Union and Management are working together on safety for surveyors because of the special situations our work falls 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'll 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 675 Hegenberger Road, Oakland, California 94621—(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!

AL BRITTON IS ABOUT TO BE GROUNDED PERMANENTLY.



Al didn't bother to check the clearance before working his rig under those high voltage wires. And when that crane touches those lines, the entire rig will become electrified and deadly.

The real tragedy is that Al not only risks his life, but the lives of his co-workers on the ground as well. In

fact, anyone touching the rig is sure to get either seriously injured or killed.

So when you're working around PG&E power lines . . . look up, look around . . . and be careful.

If you're working with high-rising equipment—long pipes, cranes, well drilling rigs—stay well away from PG&E power lines. And if that's impossible,

make sure your equipment clears overhead lines by at least 10 feet.

One more thing, before you dig or drill, check with your local PG&E office. Because a lot of high voltage power lines and natural gas lines are buried underground. And when hit accidentally, they can be as lethal as the overhead lines.

PG&E

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:

Allen, Leslie (Myrtle, Wife)	7-26-76
P.O. Box 48, Moccasin, Calif.	
Andrade, Joseph H. (Helen, Wife)	9- 8-76
3079 Greenview, Castro Valley	
Asbury, James (Lillian, Wife)	9-17-76
12545 Stockton, Galt, Calif.	
Bock, Mark E. (Roger, Father)	9- 5-76
104 W. Fulton, Stockton, Calif.	
Bomactao, Lazaro (Grandchildren)	8-16-76
Lot 198-A Kaukamana St., Waianae, Hawaii	
Brass, Chris (Mary, Wife)	9- 6-76
P.O. Box 433, Montague, Calif.	
Carr, William (Eleanor, Wife)	9- 9-76
1685 Solano Ave. No. 201, Berkeley, Calif.	
Christiansen, Andrew (Leta, Wife)	8-16-76
99 N 900 East, Provo, Utah	
Clark, Hurley, S. (Maureen, Daughter)	9- 7-76
901 N Market, Redding, Calif.	
Curtis, James (Evelyn, Wife)	9-10-76
250 So 17th St., Richmond, Calif.	
Engelhardt, R. H. (Mary, Wife)	8-24-76
31038 Ponderosa St., Elsinore, Calif.	
Fairbairn, Mary (Rose Moore, Friend)	8-24-76
P.O. Box 1241, Madera, Calif.	
Foy, Ralph L. (Patricia Niemeyer, Daughter)	7-31-76
13 Bryan Ave., Antioch, Calif.	
Gallatin, Ralph W. (Ann, Daughter)	8-26-76
P.O. Box 1854, Marysville, Calif.	
Giambastiani, Louis (Beatrice, Wife)	9- 4-76
711 Old Cy. Road, No. 128, Fremont, Calif.	
Gonzalez, Joseph (Helen, Wife)	8-17-76
2831 No. Soscol Ave., Napa, Calif.	
Gurnsey, Leroy (Carolyn, Wife)	8-28-76
P.O. Box 171, Georgetown, Calif.	
Hail, Raymond (Walpurga, Wife)	9- 6-76
558 Nimitz Ave., Redwood City, Calif.	
Head, John L. (John M., Son)	6-19-76
Rt. 1, Box 287, Nevada City, Calif.	
Hill, Jesse (Betty, Wife)	8-18-76
1241 - 73rd Ave., Oakland, Calif.	
Hjelmstad, Barry (Susan, Wife)	9-14-76
1259 Hermosa, Pacifica, Calif.	
Kahawai, Samuel (Anna, Wife)	8-31-76
41 - 174 Huli St., Waimanalo, Hawaii	
Knutson, Carl (Lenna, Wife)	9-14-76
369 Van Ness, Lindsay, Calif.	
Kreiberg, Theodore (Robert, Son)	8-14-76
218 Plymouth, Santa Cruz, Calif.	
Langland, Mike (Jennie, Wife)	9-19-76
P.O. Box 538, Pollock Pine, Calif.	
McCall, O. K. (Alpha, Wife)	9- 4-76
1055 S. Main, Cedar City, Utah	
Martin, Walter (Grace, Wife)	9-14-76
P.O. Box 56, Dobbins, Calif.	
Mensing, Bernard (Mary Begley, Friend)	9- 7-76
2094 Eveleth Ave., San Leandro, Calif.	
Miller, William R. (Lillian, Wife)	8-29-76
13613 San Pablo No. 98, San Pablo, Calif.	
Molling, Al. (Elissa, Wife)	9- 8-76
338 N. 1230 W., Provo, Utah	
Quigley, Carl (Lorene, Wife)	8-20-76
1590 Gumview Rd., Windsor, Calif.	
Ramey, Floyd R. (Georgia, Wife)	9-11-76
P.O. Box 45, Greenfield, Calif.	
Robertson, John (Deall, Wife)	9- 3-76
355 Gresel St., Hayward, Calif.	
Rogers, Kyle (Agnes, Wife)	9-14-76
P.O. Box 272, Summit City, Calif.	
Ross, Henry (Hettie, Wife)	9-17-76
1497 Happy Woods Ln., Paradise, Calif.	
Stephensen, Clifton (Margaret, Wife)	8-16-76
862 Randolph Ave., Pocatello, Idaho	
Stevens, Charles Jr. (Eileen, Wife)	8-10-76
40 Leimamo Pl., Hilo, Hawaii	
Swensen, George D. (Christine, Wife)	9- 4-76
Star Rt. 2, Box 318, Pine Grove, Calif.	
Tabios, Igmedio (Lourdes, Wife)	9- 5-76
c/o Box 8, Agana, Guam	
Wright, D. (Rosie, Wife)	9- 7-76
5117 Boyd Dr., Carmichael, Calif.	
Zurlinden, John F. (Nita, Wife)	8-30-76
350 Gentry Way, Reno, Nevada	
101 Deceased Members July 1976 through September 1976	
3 Industrial Accidents July 1976 through September 1976	

DECEASED DEPENDENTS— SEPTEMBER 1976

Bemis, Russell Leroy, Deceased September 15, 1976
Son of Leroy Bemis
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
Ramer, Wendy, Deceased July 30, 1976
Daughter of Raymond Ramer
Savage, Lawrence M., Deceased September 10, 1976
Son of Bennie A. Savage

Personal Notes

VALLEJO

Brother Harold Burnett recovering nicely from his recent surgery, his second in the past few weeks. He is home again, and from latest 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 Tapps, has relocated to his home area of Lodi after many years of employment as an Operator in the Vallejo area. We sincerely hope your new job assignment with the Operators there will be as lasting as your last one. You and your family will be truly missed by your friends, neighbors and brother engineers, as will your Bar-B-Q parties you were famous for in your neighborhood. Good luck George.

Brother Owen Parker is back in the hospital for minor surgery, his second visit over the past couple of months, however, as this is being written his wife reports he should be released soon as he is doing quite well and should be back on the job as you read this. Hang in there Owen.

Brother Al Coontz is looking well, and is up and around after his recent major surgery. Brother Coontz asked that I express his thanks to the Oakland Dispatch Hall for their efforts and help in replacing the blood units used during his surgery, as his request to the Vallejo hall met with negative results as the Vallejo Blood Bank is completely empty.

Brothers, in closing, and in line with the above, we have stressed the need for donors in several of the past issues of the *Engineers News*. We sincerely hope you Brothers will contact the Vallejo Dispatch Hall, or if you desire, the Irwin Memorial Blood Bank directly, and make arrangements to build up our depleted bank. Tell your fellow workers, your neighbors, friends and relatives, we need blood, urgently. The Oakland office has helped us twice in the past few months, for which we are sincerely grateful, however, we would like to be in the position to help them, and if needed, help other areas that may be low on their supply, but most of all, we need 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 next. 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 Quigley and Jim Ashbury. Our heartfelt sympathy is extended to the families and friends of our late Brothers. Our sincerest condolences also to Bro. William Brown because of the death of his son, Phillip.

SAN RAFAEL

Congratulations are in order to Brother Pete Thompson and his missus on becoming the proud parents of an 8 lb., 5 oz. girl born on August 21st. Pete is Job Steward for Bresnan-Dalecio, Inc.

Best wishes for a speedy recovery to the following: Ted Peoples who was in a car accident on July 17th. Joan Connell, wife of Brother Dick Connell who was in Novato General.

RENO

We want to wish brother Victor Mears the best of happiness and enjoyment in his retirement and thank him for his years of loyal membership in Local No. 3.

On a sad note, Brother John Zurlinden passed away August 30, 1976. We express our deepest sympathies to his family and friends.

SACRAMENTO

We would like to extend our sympathies to the families and friends of deceased brothers Leroy Gurnsey and David Wright.

STOCKTON

Our deepest sympathies are extended to the family and friends of departed Brothers Mark E. Bock and Leslie Allen and to Mr. and Mrs. Bennie Savage on the loss of their son, Lawrence.

Brothers Elmer Thorpe, Gilbert Myers and Vern Holms have either been hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

SAN JOSE

We would like to express our deepest sympathy to the families of the following deceased members: Raymond L. Tuthill, Donald J. Neumann, Chas. C. Duncan, Wesley Readhead.

We are happy to report that Brother Don Yetz and Leroy Di Stefano are both at home recuperating from surgery. Don's problem was created by an impaired intestinal tract that required surgery to straighten out. Leroy had some work done on his heart and expects to go back into the hospital in the next month or so to have his heart valve repaired.

Congratulations are in order to Brother Harry J. and wife Nora Wisler on the recent birth of a beautiful girl, Johanna Marie.

SPECIAL NOTICE

For the benefit of the membership, we in the San Jose Office are asking that in case of illness, members or their families contact our office to get assistance in filling out forms, to obtain general information or to find out about benefits they may not be aware of. Call us. We're here to help and we're glad to help.

OUR MOST SINCERE APPRECIATION to the following brother engineers for their recent blood donations: Claude M. Sloey, Stuart T. Moncrief, Thomas E. Milton and Robert Sandow.

SWAP SHOP CORNER: Free Want Ads for Engineers

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

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

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

FOR SALE: HEATHKIT GW44A CB TRANSCEIVER w/ antennas base power supply & extras base or mobile. \$150.00. N. Weaver, 6665 Singletree, Pleasanton, CA 94566. Ph. 415/846-7019. Reg. No. 1651958. 8-1.

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

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

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

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

FOR SALE: 1975 MF-30 TRACTOR-BACKHOE (500 hrs) w/Danuser Drill & 8 buckets. \$15,000 or trade for Townner Trencher. W. McCroskey, 1225 Vienna Dr. Sp. 429, Sunnyvale, CA 94086. Ph. 408/734-4090 after 5 P.M. Reg. No. 0362840. 9-1.

FOR SALE: APPROX 5 1/2 ACRES, fenced w/60x80 dance floor, nice bank stand, 40' beer bar. Many cocktail tables, chairs & stools. Huge fireplace. Vacant country store & gas pump. 3 bdrm living quarters in rear. 2 cabins, lrg parking & space for over-nite parking or picnics. Write Property, 223 MacArthur, Pittsburg, CA 94565. Reg. No. 0413422. 9-1.

FOR SALE: BENNETT BREATHING MACHINE, model TV2P — complete with nebulizer. \$150. Also, regulator & litter flow gage w/nasal canula & humidifier. \$50 complete. E. Conklin, 519 Linden Ave., San Bruno, CA 94066. Ph. 415/589-4237. Reg. No. 0529120. 9-1.

FOR SALE: LET-W MODEL C SCRAP-ER & 5x5 SHEEPSFOOT. Many C Scrapper prts. \$6500. J. McGeehon, 2460 Warren Rd., Walnut Creek, CA 94595. Ph. 415/934-4772. Reg. No. 0535760. 9-1.

FOR SALE: 212 CAT. BLADE. \$3600. W. D. Davis, 1773 W. Campbell Ave., Campbell, CA 95008. Ph. 408/379-6829. Reg. No. 0732151. 9-1.

FOR SALE: 1929 ESSEX to be restored. \$700. 1957 Chev. 2 dr. \$650. 1935 Pontiac Coupe to be restored. \$550. Wm. F. Watt, Rt. 1—Bx 685, Libby, Mt. 59923. Ph. 406/293-5078. Reg. No. 0827535. 9-1.

FOR SALE: TRANSFER UNIT (slam bang) 1966 Kenworth. 318 Detroit Engine. Gd. cond. \$13,500. B. Kinney, Rt. 1—Bx 438 T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 0879591. 9-1.

FOR SALE: 35' YELLOWCOACH DIESEL BUS converted to housecar. \$3000 or will trade for tractor. H. Pence, 4144 Cheeney St., Santa Clara, CA 95054. Ph. 408/248-1780. Reg. No. 1001665. 9-1.

FOR SALE: MASSEY FERGUSON BACKHOE. Model 2200 diesel tractor. Model 232 backhoe. Plus landscape scraper 3 point hitch, hyd. controls, rippers. B. Porter, 159 F St., Redwood City, CA 94063. Ph. 415/369-0896 after 6 PM weekdays. Reg. No. 1027853. 9-1.

FOR SALE: BEAUTIFUL LOT IN SHELTER COVE, Humboldt County, CA. All utilities & paved sts. Gd. retirement or vacation homelste. Owner

will finance or will consider trade. Wm. Yoshida, 47-197 Iuiui St., Kaneohe, Hawaii 96744. Ph. 808/239-9512. Reg. No. 1175218. 9-1.

FOR SALE: 4 LOTS, FALLS CITY, ORE. Newly fenced. 3 bdrm older Mobile Home on cement. 3 car garage. Berries & fruit. Owner will finance. \$28,500. City Water. J. Meyer, Bx 23, Petrolia, CA 95558. Reg. No. 1203463. 9-1.

FOR SALE: 2 310 MICHIGAN SCRAPERS w/33 yd. buckets. In gd running cond & gd rubber. J. Bryant, Rt. 2—Bx 716B, Bakerfield. Ph. 805/833-0937. Reg. No. 1238551. 9-1.

FOR SALE: BOB TAIL 1959 Int'l truck. 220 ser. 549 eng. 8 spd R.R. trans. 7 1/2 dump bx. 10x20 rubber. \$2000. B. Williford, 140 Angelita Ave., Pacifica, CA 94044. Ph. 415/355-4364. Reg. No. 1514711. 9-1.

FOR SALE: 73 MAZDA Rx2 Rotary 4 spd. Excel. cond. Radio, heater, reclining buckets, tinted glass. \$1800 cash. B. Simmons, 1737 Solano Ave. No. 304, Berkeley, CA 94707. Ph. 415/526-5725. Reg. No. 1682290. 9-1.

FOR SALE: BLONDE OAK DOUBLE BED. Hd & ft bds., Mr. & Mrs. drsr, lrg mirror & 2 nite stnds. A. Thomas, 19589 Gliddon St., Castro Valley, CA 94546. Ph. 415/537-4367. Reg. No. 0285497. 10-1.

FOR SALE: MOTOROLA MICOR 2-WAY RADIO SYSTEM. Low band—43.32 MHz. Motorola's bst. Base station w/ console & remote desk set. 5 mobile units w/ extra sending & receiving unit. 60' antenna. Less than 2 yrs. old. Vry gd cond. Under reg. maintenance prog. Present sales contract & maintenance contract can be assumed w/ lo down. H. Tower, Bx 326, Sonoma, CA 95370. Ph. 209/532-2281. Reg. No. 0295015. 10-1.

FOR SALE: HGHY HC HOLE DIGGER on FWD truck. \$3,500. Hgby HDB hole digger on DT truck, turntable, outriggers, winch line. \$7,500. L. Kelly, P.O.B. 38606 Sacto, CA 95838. Ph. 916/925-4488 or 916/644-1645. Reg. No. 0386080. 10-1.

FOR SALE OR TRADE: 65 WHITE FREIGHTLINER. 2 axle sleeper air, 1200 mi on full major overhaul. 318 GMC. PUC license incl. \$7,500 or trade for Rubbertire loader or Fergi w/ grding bucket. L. Walker, P.O.B. 11423, Tahoe Paradise, CA 95705. Ph. 916/541-6412. Reg. No. 0434521. 10-1.

FOR SALE: INTERNATIONAL TRACTOR, MODEL F. CUB. Exc. cond. N. Enfantino, 1723 Willow St., San Jose, CA 95125. Ph. 408/265-8814. Reg. No. 0459173. 10-1.

FOR SALE: COATS 10-10 NEWMASTER TIRE CHANGER. Exc. cond. \$250. L. Stewart, 4141 Deep Creek Rd. No. 50, Fremont, CA 94536. Ph. 415/792-1922. Reg. No. 0548609. 10-1.

FOR SALE: 8.42 ACRES, nr Shasta Lake. Jones Valley area, in Pit Rvr Arm. w/ 2 bdrm cabin. Owe \$3,500. Loan at 7%. Asking \$8,500. B. Pearson, 1621 Grimes Ave., Modesto, CA 95351. Ph. 209/523-6327. Reg. No. 0598616. 10-1.

FOR SALE: COMPLETE DRILLING & TRENCHING BUSINESS, incl. prts, 2-way radios in equip & misc. items. A. Strasser, 525 Driscoll Rd., Fremont, CA 94538. Ph. 415/656-0848. Reg. No. 0647495. 10-1.

FOR SALE: DANA 5th WHEEL. Custom bit 32". Completely self-cont. Loaded w/ extras incl. Holland hitch. \$10,500. D. Gano, 5662 Auburn Blvd. Sp. No. 25, Sacto, CA 95841. Reg. No. 0893059. 10-1.

FOR SALE: MINI MOTOR HOME. Field & Strm. 191 1/2 Sharp! Comp. self-cont. Sleeps 6. Many extras. Dodge chassis. 12,000 miles. \$10,500. D. Gano, 5662 Auburn Blvd. Sp. No. 25, Sacto, CA 95841. Reg. No. 0893059. 10-1.

FOR SALE: 1/3 SHARE IN UNIMPROVED 10 ACRES in King City area, on paved county rd. \$3,000 cash or trade for equal value. 13' hull & trailer, fiberglass on wood. \$150. A. Rodriguez, 1851 Bellomy St., Santa Clara, CA 95050. Ph. 408/246-7848. Reg. No. 1022442. 10-1.

FOR SALE: AMERICAN & FOREIGN COINS, & 1.4 barrel over & under, 25 CA. pistol, & 1.22 CA. antique pistol. T. Spiller, Rt. 1, Bx 920, Jamestown, CA 95327. Ph. 209/984-5716. Reg. No. 1054919. 10-1.

FOR SALE: 1972 CHEVY 3/4 tn. hvy duty w/ 10' Alaskan Camper, new tires, lo mileage. \$5,000. 1969 LTD, 4 dr,

pwr-brks w/ air, new tires. T. Spiller, Rt. 1, Bx 920, Jamestown, CA 95327. Ph. 209/984-5716. Reg. No. 1054919. 10-1.

FOR SALE: TRAILER ideal for hauling tractor or backhoe. 28' x 7'. Tandem wheels 750-16. \$1,000 firm. E. Paxton, 1169 Sonuca Ave., Campbell, CA 95008. Ph. 408/378-0856. Reg. No. 1043707. 10-1.

FOR SALE: 1966 NOMAD TRAVEL TRAILER, 17 1/2'. Self-cont. Awning, jacks, new tires. \$2,000. F. Martinez, Jr., Rt. 1 Bx 82C, Winters, CA 95694. Ph. 916/795-4420. Reg. No. 1112933. 10-1.

FOR SALE: 1 ACRE FORT DICK, CA AREA. Redwds, cleared bldng spot. \$7,500 terms available. I. Bolen, P.O.B. 95, Fort Dick, CA 95538. Ph. 707/487-4165. Reg. No. 1142677. 10-1.

FOR SALE: 152 ACRES on Hwy 62, 3/4 mi from Salem, Arkansas City limits. Dug well, 7 acre lake. Service Station. Motel & Gift Shop built new 5 yrs ago, gd location. Rm for exp. Owner retiring. J. Ball, P.O.B. 618, Salem, Arkansas 72576. Ph. 501/895-3106. Reg. No. 1142907. 10-1.

FOR SALE: FRONT END LOADER-WALDEN 5000, 1/2 yd bucket, 4 wheel hydraulic drive. Articulates—9 1/2' lift. E. Landrum, 5033 Brian Ct., Fremont, CA 94538. Ph. 415/656-1963. Reg. No. 1230135. 10-1.

FOR SALE: JD 450B TRACK LOADER w/4 in one bucket & rippers. Exc. cond., 10 hrs. Financing avail. D. Warren, P.O.B. 54, Upper Lake, CA 95485. Ph. 707/275-2603. Reg. No. 1312819. 10-1.

FOR SALE: LIKE NEW LINCOLN SA 200 DC WELDER on trailer w/ leads. Complete. \$1,600. B. Hewlett, Pleasanton, CA. Ph. 415/846-7225. Reg. No. 1359556. 10-1.

FOR SALE: INTERNATIONAL K-5 DROP-INS, International & Diamond T Dump Trucks for sale or trade. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 10-1.

FOR SALE: MACK 401 GAS MOTOR PARTS, crankshaft, heads, pistons, rods, generator, starter, & carburetor. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 10-1.

FOR SALE: HEADS FOR INTERNATIONAL RED DIAMOND MOTOR. Will trade for head for 450 International Red Diamond Motor. For sale—power take-offs for International Motors. L. Mulhair 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 154371. 10-1.

SWAP: HP No. 45 CALCULATOR for sexton, gd wrking cond., G. Treser, 220 Alta Vista Way, Daly City, CA 94014. Ph. 415/333-2967. Reg. No. 0991282. 10-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

More From San Jose Area

(Continued from Page 12)

formed out there and quite a few engineers on the job. They also have two of San Jose Crane and Rigging's cranes on the job which should be there for the duration along with two concrete pumps from J. G. Torres Concrete.

Nicholson and Brown Co. has started construction of the new Mission College job which is located by the new Marriott Park. They have Pacific States Steel setting all the iron on this job which will give a few engineers work for a while. Eilert & Smith moved all the dirt for the new Marriott Business Park just down the road from Mission College and a new electronic plant is about half-way completed now.

This writer is glad to report that most of the contracts in the area are all completed now and ratified and the men are enjoying the new benefits received from the new contracts.

Glad to report also that we got ARO, Inc. at Moffett Field back to work after a five-week strike. Hats off to all the brothers out there on how well they all stuck together and how they took their turns for picket duty. Our appreciation goes to the Federal Mediator who came in to help us resolve our problems with the employer.

We also had a picket at Peninsula Building Materials for a few days, but we got the picket off when we got that contract taken care of. We had good support from our picket out there which really helps when we get involved in that kind of situation.

All the shops and concrete plants in the area are busy at this time and working every day and are getting occasional overtime.

Work in general in our area has picked up somewhat but not quite enough to get all the Brother Engineers off the out of work list.

SANTA CRUZ AND NORTHERN MONTEREY-SAN BENITO COUNTIES

Eilert & Smith has started working on Highway 183 between Castroville and Salinas. This will keep approximately 15 engineers busy for three months. Chades Construction Co. is the sub-contractor who will do the three bridge structures on Highway 183.

Granite Const. Co. is quite busy in the Santa Cruz area running about 48 engineers on jobs ranging from First Street over Hayes to sub-divisions and the like.

The Rock, Sand & Gravel industry is still maintaining full production in all plants.

The Ready Mix people with Granite Rock, Las Animas, and Phil Calabrese have a new agreement which at the end of a three-year contract will be in parity with the materials agreement in Santa Clara, San Mateo and counties north.

DISTRICT & SUB-DISTRICT MEETINGS

OCTOBER

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

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

DECEMBER

2 Ukiah, Thurs., 8 p.m.
 10 Ogden, Fri., 8 p.m.
 11 Reno, Sat., 8 p.m.
 16 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), 1633 S. King St.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, 23rd & Valdez.
Sacramento, CEL&T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Salt Lake City, 1958 W. No. Temple.
Reno, Musicians Hall, 124 W. Taylor Street.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Provo, Carpenters Hall, 600 South, 600 East.
Ogden, Ramada Inn, 2433 Adams Ave.

JOB STEWARDS INACTIVATED

Week Ending August 27, 1976		Week Ending September 10, 1976	
Dist. Name	Agent	Dist. Name	Agent
02 Lon A. Leach	W. Sprinkle	01 Jasper Muccia	P. Pruett
12 Frank Bernardo	W. Markus	12 Helen Forbush	W. Markus
50 Hershel Kelley	A. Boyd	60 Norman Sass	R. Criddle
60 James Darvell	G. Halsted		
60 Sid Fippin	G. Halsted		

SAFETY COMMITTEEMEN ACTIVATED

Week Ending September 15, 1976		Week Ending September 10, 1976	
Dist. Name	Agent	Dist. Name	Agent
12 Carl Brandon	V. Abbott	13 Lionel Averett	V. Abbott
12 Dell Bunnell	V. Abbott	60 Terry G. Barney	R. Criddle
		80 Larry Heseman	A. Swan

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION NO. 3
 6300 Village Parkway
 Dublin, California 94566
 Telephone: 415/829-4400

Please send me information as indicated below:

- ☐ Membership.
☐ Dividends.
☐ 7% Investment Certificates.
☐ Signature Loan.
☐ Share Secured Loan.
☐ New/Used Automobile Loan.
☐ New/Used Motor Home Loan.
☐ New/Used Mobile Home Loan.
☐ New/Used Boat/Motor/Trailer Loan.
☐ Travel Trailer/Camper Loan.
☐ First Mortgage Loan.
☐ Second Mortgage Loan.
☐ Assistance in refinancing Automobile Loan.
☐ Temporary Disability Insurance on Loans.
☐ Life Savings Insurance on Share Deposits.
☐ Loan Protection Insurance on Loans.
☐ Share Insurance Protection on Share Deposits.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

SOC. SEC. NO _____ TELEPHONE _____/_____

IMPORTANT

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

REG. NO. _____

LOCAL UNION NO. _____

SOC. SECURITY NO. _____

NAME _____

NEW ADDRESS _____

CITY _____

STATE _____ ZIP _____

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



More From Sacramento

(Continued from Page 6)

put this on; namely, Duke Stace and wife, Hop Jones, Ed Wilkerson and wife, Blacky Bauzer and wife, Business Agent Bill Marshall and wife Donna, Executive Board member Jim Brown and wife Betty, Apprenticeship Coordinator Larry Uhde and wife Linda, Pat Bonar, Ernie and Dolly Nelson, and many others. We hope to have another one next year and on a better weekend than Labor Day weekend. Many Brothers and their wives have already volunteered to help next year, so we should have a good turnout and lots of fun.

Continental Heller, the general contractor on the \$20 million County Administration Center, is well along on this complex of buildings.

The steel frame is currently eight stories high and the construction area almost covers an entire block. Pre-cast concrete panels made by Tecon Pacific of West Sacramento will surface the exterior and provide sun screening. The aggregate concrete will be treated so it appears similar to the existing County Court House.

Continental Heller is also the prime contractor on the \$40 million remodel work on the State Capitol building.

Jim Ferry and Basalt are busy on the Sacramento River and as of this writing, they have just been awarded another job north of Sacramento.

Bids for a 6½ mile line connecting the South Land Park treatment plant to the new regional plant, east of Freeport, were about \$6.4 million below county estimates.

Interstate Tractor and Morgan Equipment Co. are both having a good year.

The Auburn Dam is still keeping some of the Brothers 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 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 ran into some big boulders which they had not anticipated. They are drilling and shooting and this is quite expensive. We hope they make out okay.

The small contractors in the Auburn area are trying to hang on and keep the Brothers as busy as possible. The rock, sand and gravel plants are running about the same, and we hope they can manage to keep busy.

Work is slow as winter draws near. Baldwin Constructors received the water treatment plant for the town of Folsom. This contract was let in June and will last until June of 1977. At the peak of the earth moving, they employed 12 brother engineers. Some of the good brothers on the job are: Joe Bertolas, running a crane, oiler Gilbert Gillispie, and the foreman on the job is Louis Plant.

Sears Const. is ahead of schedule on their first phase, on the Georgetown job, they have laid 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.

REVISED LOCAL 3 PHONE LIST

Business Offices and Agents Phone Listing

*Indicates Home Phone

OFFICERS
 Dale Marr, Business Mgr. *415/359-5351
 Harold Huston, President *415/791-1107
 Robert Mayfield,
 Vice President *415/365-2509
 James R. Ivy,
 Rec. Corres. Secty. *415/933-0814
 Harold J. Lewis,
 Finan. Secty. *808/395-5013
 D. R. Kinchloe,
 Treas. & Spec. Rep. *415/837-7418

DISTRICT 01—SAN FRANCISCO
 Dispatch Office:
 470 Valencia St., Office—415/431-5744
 Ralph Wilson, Dist. Rep. *415/355-8142
 Charles Snyder *415/479-2113
 Phil Pruett *415/359-0385

Pipeline & Drilling
 Frank Townley,
 Organizer *916/824-5785

DISTRICT 02—SAN RAFAEL
 76 Belvedere St., 94901 *415/454-3565
 Wayne Sprinkle,
 Asst. Dist. Rep. *415/892-5958

DISTRICT 03—SAN MATEO
 1730 So. Amphlett Blvd.,
 Room 110 94402 *415/345-8237
 Dick Bell, Dist. Rep. *415/359-6867
 Nathan Davidson *408/688-0303

DISTRICT 04—VALLEJO
 404 Nebraska St., 94590 *707/644-2667
 Hugh Bodam *707/642-8119

DISTRICT 20—OAKLAND
 675 Hegenberger Rd.,
 Oakland 94621 *415/638-7273
 Robert Skidgel,
 Dist. Rep. *415/937-3186
 Ron Butler,
 Asst. Dist. Rep. *415/686-0653
 Dewitt Markham *415/820-0309
 Jim Johnston *415/582-3305
 Buford Barks *415/797-4819
 Robert Marr *415/791-2170
 Charles R. Ivie *415/798-3362
 Henry F. Munroe *415/686-6016

Truck Cranes
 Wm. Dorresteyn *415/229-4503

Dredging
 Gil Anderson *415/797-4457

DISTRICT 30—STOCKTON
 2626 North California, 95204
 209/464-7687
 Walter Talbot, Dist. Rep. *209/477-3210
 Al McNamara *209/464-0706

DISTRICT 31—MODESTO
 401 "H" Street, 95354 *209/522-0833
 Jay Victor, Assist. Dist. Rep. *209/883-0148

DISTRICT 40—EUREKA
 2806 Broadway, 95501 *707/443-7328
 Eugene Lake,
 Dist. Rep. *707/443-5843
 Bill Parker *707/443-8960

DISTRICT 50—FRESNO
 3121 East Olive Street, 93702
 209/485-0611
 Claude Odom, Dist. Rep. *209/439-4052
 Bob Merriott *209/733-4892
 Harold Smith *209/222-8333
 Jerry Bennett *209/224-2758

DISTRICT 60—MARYSVILLE
 1010 Eye Street, 95901 *916/743-7321

Alex Cellini, Dist. Rep. *916/674-3927
 George Halsted *916/673-6702

DISTRICT 70—REDDING
 100 Lake Boulevard, 96001 916/241-0158
 Ken Green, Dist. Rep. *916/347-4097
 Robert Havenhill *916/241-3768

DISTRICT 80—SACRAMENTO
 8580 Elder Creek Road, 95828

916/383-8480
 Clem Hoover, Dist. Rep. *916/428-1458
 Al Swan *916/487-5491
 Wilbur Marshall *916/687-6494
 Geo. Morgan *916/725-8045
 Tom Eck,
 Asst. Dist. Rep. *916/546-3479

DISTRICT 90—SAN JOSE
 760 Emory Street, 95126 *408/295-8788
 Mike Kraynick, Dist. Rep. *408/266-7502
 Tom Carter,
 Asst. Dist. Rep. *408/779-3863
 Jack Bullard *408/476-1962
 Bob Fleckenstein *408/779-7606
 Harvey Pahel *415/359-5198

SALINAS
 (Area 408) 422-1869
 Hrs. 3-5 p.m. Mon., 4-8 p.m. Thurs.
 117 Pajaro, Salinas 93901
 Jack Bullard *408/476-1962

DISTRICT 10—SANTA ROSA
 3900 Mayette, 95405 *707/546-2487

Robt. Wagnon,
 Dist. Rep. *707/539-0145
 Stanley McNulty *707/433-1567

NEVADA

DISTRICT 11—RENO
 185 Martin Avenue, 89502 702/329-0236
 Dale Beach, Dist. Rep. *702/882-6643
 Paul Wise *702/882-1004
 Dave Young *702/359-2662

UTAH

DISTRICT 12—SALT LAKE CITY
 1958 W.N. Temple, 84116 *801/532-6081
 Tom Bills, Dist. Rep. *801/255-6515
 Wayne Lassiter *801/272-6535
 Wm. Markus *801/255-5227
 Dennis K. Wright *801/336-2541

DISTRICT 13—PROVO
 125 E. 300 South, 84601 *801/373-8237
 Donald R. Strate *801/377-4440

DISTRICT 14—OGDEN
 520 - 26th Street, 84401 *801/399-1139
 Rex Daugherty *801/621-1169

HAWAII

DISTRICT 17—HONOLULU
 2305 S. Beretania, 96814 *808/949-0084
 Wallace Lean, Dist. Rep. *808/941-3456
 Gordon MacDonald *808/488-9876
 Richard Shuff *808/833-4184
 Kenneth Kahoonel *808/259-5617
 Harold J. Lewis, Jr. *808/524-4674

Hilo—Lycurgus Bldg.
 56 Waiānue, 96720 *808/935-6316
 Wm. Crozier *808/959-6664

GUAM

DISTRICT 06—AGANA
 P.O. Box E-J 96910 *734-9064
 Eustaquio Punzalan, Asst. Dist. Rep. *646-1018
 Moises Flores *546-2427

PROPERTY MANAGER
 George Baker,
 Director of Transp. & Communications *415/431-1566
 *415/239-5697

SAFETY DEPARTMENT
 Jerry Martin, Director *415/431-1568
 *415/443-5285

Samuel Coburn *209/522-0833
 *209/529-5838

Jack Short *916/383-5011
 *916/878-1651
 Lenny Fagg *702/329-0236 *702/635-2419
 Vance Abbott *801/798-7123
 James Rowland, Jr. *808/923-7702

JOB STEWARD DIVISION
 Ray Cooper *415/431-1568 *415/349-5664

DELINQUENT EMPLOYERS

F. Walker *415/431-1568 *415/897-7546

PUBLIC RELATIONS

Ken Erwin, Director & Managing Editor *415/431-1568
 *566-1194
 Al Venning, Audio-Visual *408/252-8929
 John McMahon, Vote,
 Selfec & EPEC *431-1568
 James Earp, Engr. News *431-1568

TECHNICAL ENGINEERING DIV.

Technical Engineering Center
 675 Hegenberger Rd.,
 Oakland 94621 *415/638-9353
 Mike Womack, Director *916/383-2401
 Office—916/383-2401
 *916/333-0300
 Paul Schlissler *415/638-9353 *828-5355
 Harold (Gene) Machado *408/295-8788
 *408/923-2457

NO. CAL.-NEV. SURVEYOR'S JAC

675 Hegenberger Rd.,
 Oakland 94621 *415/638-7225
 A. A. Pennebaker, Adm. *415/254-8881

PUBLIC EMPLOYEES DIVISION

675 Hegenberger Rd.,
 Oakland 94621 *415/638-7710
 Dan Senechal, Director *415/837-5664
 Walt Norris, Spec. Rep.
 District Council, *415/341-5565
 San Mateo *415/237-0766
 Gary Fernandez, Spec. Rep.
 (Oakland) *415/237-0766
 Daniel Ray Valesano
 (Oakland) *415/237-6766
 Robt. J. Criddle, Jr. (Marysville)
 916/743-7321
 *916/743-6929

Allen Boyd (Fresno) *209/485-0611
 *209/875-8082

Stanley Glick (Stockton) *209/466-7141
 *209/948-2544
 Larry Wolfe *209/477-7073

SAN JOSE PUBLIC EMPLOYEES

510 N. 1st St., San Jose, CA 95110
 408/295-0514

Steven Dunkin (San Jose) *408/257-7534
 Loran Rudder (San Jose) *408/475-8778

FRINGE BENEFITS SERVICE CENTER

474 Valencia St.,
 San Francisco 94103 *415/431-1568
 Art Garofalo *415/582-6002

PENSIONERS

Steve Baker *431-1568

TRUST FUND SERVICE CENTER

50 Francisco St.,
 San Francisco 94133 *415/391-4440

CREDIT UNION

6300 Village Pkwy.,
 Dublin 94566 *415/829-4400
 P.O. Box 2082, Dublin 94566
 Dale Hanan, Mgr. *415/255-8850

OFFICE OF AFFIRMATIVE ACTION

476½ Valencia St. 94103 *415/626-8744
 Robt. H. Little, Adm. *415/347-9763
 Lou Brady *408/248-0246
 Joe Oxendine *415/967-4544