

Marr Calls For New Alameda Town

Local Union 3 Supports Many Winners

By JOHN McMAHON,

Research Director, Voluntary Organization of
Taxpaying Engineers

While most of organized labor was getting soundly beaten at the polls in San Francisco on November 4, most of Local 3 supported candidates and propositions were victorious. Leading five major candidates for Mayor was State Senator George Moscone.

For the office of District Attorney, labor lawyer Joseph Freitas, Jr. surprised incumbent John Jay Ferdon.

In California Assembly District 4, covering parts of Solano, Yolo and Sacramento Counties, Victor Fazio won the Democratic nomination to complete the term of Edwin Z'berg who died suddenly last summer. Fazio faces Republican Mike Abernathy in a special election December 2.

And in Salt Lake City, Local 3 endorsed candidate for Mayor, Ted Wilson, surprised incumbent Conrad Harrison by taking 55 per cent of the vote.

Even though many candidates who were endorsed by Operating Engineers were victorious, the most important political victory was the passage of Proposition A on the San Francisco ballot. The passage of this ballot measure will mean at least \$750 million and possibly \$1 billion in construction work in San Francisco.

Proposition A was a simple charter amendment which allows the construction of a sewer treatment plant on land owned by the City, in the area of San Francisco Zoo. Because of the City's antiquated sewage system, raw sewage is dumped into the bay, ocean and beaches some 800 times a year. This situation could cause up to \$10,000 a day fines to the City for polluting the area's waters.

The location of the main treatment plant has been a political problem for years, with at least four alternative sites at one time or another. Since the City could not make up its mind where to locate the main plant, replacement of the sewer lines throughout the City would not be undertaken because it was considered a waste of time and money. However, now that the site has been decided, millions of dollars of sewer line construction can begin immediately. This measure is expected to go a long way in aiding the unemployment picture for building tradesmen in the San Francisco area.

Business Manager Dale Marr was obviously pleased with the results of the Proposition A vote.

"This comes at a time when unemployment is at one of the highest points in years. We needed this project and the overwhelming approval shows that the people of San Francisco recognize a sound construction project when presented to them," Marr said. He also has praise for Quentin Kopp, who was reelected to the Board of Supervisors. "Quentin made Proposition A one of his campaign points this year, he was out there in the neighborhoods pushing for this project. Operating Engineers thank him for his help on this measure."



GEORGE MOSCONE
S. F. Candidate

Surprising no one, George Moscone was the top vote getter in the Mayor's election. However, because of the new section of the City Charter, there must be a run-off election. The Charter says that if no candidate receives at least 50 per cent of the vote, the top two candidates must compete in a run-off election. Moscone polled 31.5 per cent or 66,672 votes, while Barbagelata received 19 per cent or 40,842 votes. Coming in a surprisingly weak third place was Supervisor Dianne Feinstein.

The run-off campaign promises to be an interesting one. Already,

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New Town Approval Will Aid Employment

With home building at its lowest ebb since the Great Depression of the 1930's, and unemployment at its highest rate since the end of World War II, the 70 million man hours of employment for the construction trades and related industries over an 18-year period to be generated by the Las Positas New Town offers the first major glimmer of light in an otherwise gloomy "work force" picture for Alameda County.

Citing the employment prospects for the "much harassed and maligned" New Town proposed for the Livermore-Amador Valley just north of the City of Livermore, Dale Marr, business manager and chief executive of Operating Engineers Local Union No. 3, IUOE, AFL-CIO, Northern California, Utah, Nevada and Hawaii—with headquarters in San Francisco, said mounting pressures from the unemployed for jobs and public demand for housing must be answered—and New Town appears to be one of the best answers.

An estimated 25,000 new families a week are anticipated in the United States over the next 15 years, families which will want and require adequate housing. But, they will also want and have the right to expect social services and employment close to that housing, too, which pre-planned and phased New Towns appear better able to incorporate and provide, Marr added.

Noting the employment opportunities that would be afforded by the proposed 15,000 family unit Las Positas New Town, which would include schools, recreation facilities, open spaces, an industrial park and commercial centers on some 4,300 acres for a 45,000 population, Marr's estimates are based upon initial research by Real Estate Research Associates, San Francisco.

His projections also are based upon research of the Bureau of Labor Statistics and the National Association of Home Builders, with 2,000 man hours equated to one man year of employment:

On-Site Construction (This represents construction trades, supervisory and professional personnel).

Buildings: 20,779,600 man hours, 10,400 man years.

Land Development: 10,430,200 man hours, 5,200 man years.

Off-Site Employment (This encompasses administrative, estimating office and warehousing related to construction):

4,097,880 man hours, 2,100 man years.

Other Industries Employment: (This includes employment associated with manufacturing activities producing fabricated and raw materials and equipment, transportation, wholesale trade and services, warehousing, distribution and sales affected directly and indirectly by construction):

35,210,500 man hours, 17,600 man years.

Totals: 70,518,100 man hours, 35,300 man years.

More specifically, with regard to just on-site building, employment, Dale Marr cites the employment projections by actual trades as follows:

Estimated Summary of Employment by Occupation	
Occupation	Man Hours
Carpenters	6,276,300
Painters	1,246,300
Brick Layers	1,109,100
Plumbers	1,275,500
Cement Finishers	531,600
Electricians	936,500
Plasterers & Lathers	373,700
Sheet Metal Workers	461,400
Roofers	192,100
Operating Engineers	591,100
Floor Layers	324,300
Laborers & Helpers	554,400
Truck Drivers & Miscellaneous Workers	245,600
Iron Workers	200,000
Pipe Fitters	48,200
Power Tool Operators	12,900
Pipe Layers	37,100
Supervisory Personnel	762,400
Other Skilled Workers	611,500
TOTAL	15,790,000

Marr, one of the country's top labor speakers on construction manpower and economics, has become a major advocate in western construction circles for improving the nation's economy by

(See More LAS POSITAS, Page 13)

The next semi-annual meeting will be held on Saturday, January 10, 1976, at 1:00 p.m., at the Masonic Auditorium 1111 California Street near Taylor, in San Francisco.



MAYOR TED WILSON
Salt Lake City

While Local 3's political program was fairly successful, organized labor in general took it on the chin on election day. The

(See More ELECTIONS, Page 13)

Happy
Thanksgiving



LOOKING AT LABOR

By DALE MARR, Business Manager

At this column was being written, California Senator John Tunney telephoned me to say that the Senate was successful in closing off debate on the Situs Picketing Bill. This will clear the way for a vote on the issue which should have taken place by the time you have received this paper. We wish to thank Senator Tunney for all the help and support that he has offered on this vital piece of labor legislation.

The anti-unionists are at it again. To borrow a market place phrase currently in vogue—"they're trashing the mails." Many members have written and complained to me personally about receiving "junk mail" from such obvious organizations as the "National Right to Work Committee" which claims to be a "coalition of employees and employers" that will save you from "union goon squads" and "union cronies" who will come into your town and take the jobs of "honest workmen" in order to perpetuate the "corrupt, ruthless and violent union bosses in our nation."

They go on to cite "runaway feather-bedding, mushrooming makework practices and increased gangsterism" as the cause of inflation and unemployment. Then they ask for \$15 to \$500 donations to help destroy these horrible union bosses and stop H.R. 5900 in the House of Representatives and S. 1479 in the Senate, the Situs Picketing Bills.

Most of our older members are all too familiar with these slanderous attacks having been this route in the twenties and thirties when management "goon squads" and "strike breakers" and broken union heads were the order of the day and when they were protected by the law or the lack of law. We think our younger members are much too smart to fall for this "trashing" from the right wing anti-unionists that still remain such a pervasive force in our society today.

However, these clearly identifiable attacks from the right should not lull union families to sleep, for there are far more subtle efforts being made by other anti-unionists on the left seeking to "democratize" and "liberate" members from their chains. Some, such as the so-called U.S. Labor Party, are still parroting the old socialist labor doctrine, along side the myth of free trade unionism in Russia, that the answer to all economic and political problems is the nationalization of all American industry; equal income for all working men and women regardless of competitive skills and supply and demand in the work place; nationalized welfare; nationalized income and, of course, in exchange for all this nationalization and governmental control—nationalized serfdom! No system except American democracy can long endure in a climate of individual freedom. Whether it be industrial paternalism, communism, socialism or the honestly avowed dictatorship of the fascist, the sacrifice of personal freedom comes high.

So when you receive this junk mail in your homes or on your jobs just remember that your democratic union and your democratic republic still remain the "last hope on earth" for men and women who honor individual freedom of choice above all. Remember also that only in this society of equals under the law can your voice be heard.

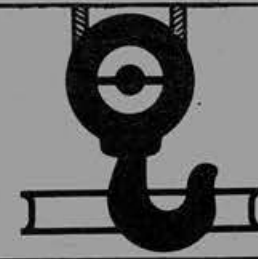
So whether it be the blatant and clearly labeled attack on your union from the right, or the social and totalitarian subtle undermining of the left, or the cowardly and unsigned anonymity of those who cry foul from dark caves for reasons of personal power, be on your guard and stand up for your union and your country. They have proven durability and records of accomplishment for those who truly love and believe in the individual rights of free working men and women.

As we approach Thanksgiving, and soon to follow, Christmas, remember to be thankful for the benefits and advantages that American union members possess. The officers and staff of Operating Engineers Local No. 3 join me in wishing each and every one of you a happy and safe Thanksgiving.



QUESTIONS & ANSWERS

By DALE MARR, Business Manager



Q: Recently, *Engineers News* has carried a lot of stories about the Situs Picketing Bill being considered in the Congress in Washington. Could you explain what the purpose of this bill is and how close it is to being passed?

A: The Situs Picketing Bill, S.1479, has passed the House of Representatives by an overwhelming vote and is scheduled to be considered by the Senate very shortly.

The effect of the bill would be to overrule an interpretation of the so-called "secondary boycott" provision of the Taft-Hartley Act. This overly technical and inequitable decision was made by the Supreme Court in 1951. The ruling was made in the case of an appeal of a 1949 decision by the National Labor Relations Board against the Denver Building and Construction Trades Council.

Under existing law, the secondary boycott provision makes it an unfair labor practice for a union to picket when the object is to force any individual employed by any person to cease doing business with any other person. During the debate on the original act, Senator Taft explained that the purpose of the provision was to protect the inno-

cent neutral businessman who is wholly unconcerned in the disagreement between an employer and his employees.

In this decision, the Supreme Court reasoned that because the contractor at the building site and the non-union subcontractor he hires are each separate legal entities, it is a violation of the law for a union to picket the contractor to force him to stop doing business with the non-union subcontractor.

This decision opened the door to the second gate activity we are starting to see more and more of lately. As I am sure you know, opening of a second gate forces employees working for sub-contractors to go to work despite a strike against a prime contractor.

The decision itself is an unfair one but the real inequity comes when you find out that it only holds true in the case of the building trades. Ten years after the Supreme Court decision in the Denver Building Trades case, the court ruled that a union with a dispute against a manufacturer could picket a plant gate reserved exclusively for workers employed by an independent contractor and that it would not be a violation of the secondary boycott clause.

Passage of the Situs Picketing Bill will clear up this unfair legal decision. The basic idea behind this legislation has been supported by every President since Harry Truman. What President Ford will do with the bill if it is passed is not known. However, anti-union forces have been lobbying with all their muscle to prevent this bill from passage.

In the Salt Lake City Tribune recently, the National Right to Work Committee, that great anti-union group, paid for a full page advertisement against the legislation. Their unethical method included linking passage of the bill with violence on the job site. "The basic question involved then," the ad says, "is whether Congress is going to force even more Americans into corrupt and violent unions in order to earn a living." Such tactics as those employed by this committee are nothing but lies.

The officers of Local 3 urge you to write your Senators urging a yes vote on S.1479. The Senators are: for Hawaii, Hiram L. Fong and Daniel K. Inouye; for California, Alan Cranston and John V. Tunney; for Nevada, Paul Laxalt and Howard W. Cannon; for Utah, Jake Garn and Frank E. Moss.

Kaiparowits Draws Opposing Comments

The compatibility of energy development and environmental preservation drew opposing responses from two experts on the Kaiparowits power plant project in southern Utah.

The project, which has been studied for the last ten years, will cost close to one billion dollars when completed. A decision is expected to be handed down from the U.S. Department of Interior in 1976.

State Senator Dixie Leavitt, (Rep.-Cedar City) representing the citizens from Kane, Garfield, Beaver, Iron and Washington counties, said the power project will aid the nation in gaining energy independence, and also will provide services to make the area easily accessible to those wishing to view natural wonders there.

Jack McClellan, vice chairman of the Sierra Club's Unita Chapter, however, contended that both interests—development and environment—could not be cohesively maintained.

The opinions were expressed during the second in a series of Bicentennial Forums sponsored by the Hinckley Institute of Politics at the University of Utah.

The environmentalist also spoke about the "cultural" reverberations which might occur after thousands of workers invade the "unique, Republican conservative and Mormon" culture which has dominated the area from its very inception.

"The majority of workers will be outsiders and nonsmoking, nondrinking nonfighting does not describe these people" who will

construct the plant, Mr. McClellan said.

Senator Leavitt, however, said the "vast majority" of his constituents were aware of the cultural consequences and had overwhelmingly voiced support for Kaiparowits.

He also noted that the opinion of the people from southern Utah should be given "higher priority" than opinions voiced by persons from outlying areas.

More than 353,000 persons received manpower, job counseling, or placement services during fiscal year 1974 under the Work Incentive (WIN) program, designed to move welfare recipients into productive jobs.

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Sacramento Scene

Assembly Holds Hearings On Energy, Land Use, Transit

By EDWARD P. PARK, Director of Education & Research, California-Nevada Conference of Operating Engineers



Edward P. Park

The Legislature is not meeting in regular session here in Sacramento at this time and won't until January of 1976. However, there are interim committee hearings being held throughout the state on a variety of subjects. We are attending those hearings that are of the greatest concern to the Engineers. These include hearings by the Senate Committee on Public Utilities, Transit and Energy which has been meeting jointly with the Assembly Transportation Committee; the Senate Committee on Transportation; the Senate Committee on Public Employment and Retirement, and the Assembly Committee on Resources, Land Use and Energy. There are numerous other committees meeting on health, education, economy, human resources, revenue and taxation, just to mention a few. If something of interest to the engineers appears on these agendas we try to make those hearings also.

Energy is the big issue at the moment and the anti-nuclear propagandists are running out of valid arguments, but that doesn't stop them and they are vigorously promoting the anti-nuclear measure which will be on the ballot in June of 1976. Despite the fact that nuclear power has had a remarkable safety record and there has never been an accidental release in significant amounts of radioactive substances into the air in the U.S., the opponents of nuclear power maintain there is a nuclear safety weakness that to date they have been unable to demonstrate. Assemblyman Charles Warren, Chairman of the Committee on Resources, Land Use and Energy intends to continue committee hearings on this issue into December. There will be a lot more written on this subject before the 1976 primary election.

Another controversial issue is also being debated. The state coastal plan has been submitted to the legislature for approval and Assemblyman Warren's committee will be holding hearings on this subject during November.

Senator Collier, chairman of the Senate Transportation Committee is holding hearings on current highway financing problems. The first of these was held in Fresno on November 7, which we attended. A lot of information became available concerning the financial crunch that has overtaken California's highway program and most of it is disheartening. We missed the hearing in San Diego on the 28th of October, but we will attend the next two scheduled

for Redding on November 4 and Marysville on the 5th. One thing that is quite evident, is the necessity of raising additional funds if we are to win further funding from the federal government. In January, S.B. 100, by Senator Mills, will be heard again in the Assembly Ways and Means Committee. The consensus seems to be that the current two-cent-a-gallon state gas tax should be boosted to at least three cents to raise more highway money. S.B. 100 would boost it by two cents as it is presently written.

On October 15th we attended the meeting of the California Highway Commission and once again the tone was bleak indeed. Number 1 on the agenda testimony, urging closing the gap on interstate No. 5 between Stockton and Sacramento, some 24 miles. It appears unlikely this will happen in the near future, unless additional funding is forthcoming. The concerned Citizens Coalition of Sacramento County and a group of concerned citizens, led by the mayor of Stockton, including representatives of business and labor deserve plaudits for turning out an enthusiastic crowd. Public interest and pressure will be continually needed if we are going to get any action.

There were numerous other items on the agenda including funding of the Manteca bypass, Route 120; urging retention of the freeway route adoption on Route 47 near Long Beach; and the funding of Tantau overcrossing in Santa Clara County. There were also items dealing with rescinding several freeway route adoptions. Perhaps the worst news is that the state highway budget for 1976-77 will be smaller. To add to the problem, it seems that because of a complex tangle of state and federal laws and red-tape regarding the use of highway money, Caltrans feels the best way to use any new federal road building money is to spend all of it in Southern California.

Although the foregoing doesn't appear too promising, I can't accept the premise that we will let our highways and transit system fall into decay. Nor can we allow the construction industry to disappear along with the thousands of jobs it provides. I am certain, as anyone can be, that something will be forthcoming when the Legislature reconvenes.

There are several things that it seems to me could be done to alleviate unemployment in the building trades. How about starting some of those projects that the bond issues we supported were supposed to accomplish? Our big Clean Water Act was one of them. These projects have the advantage of providing employment after they are completed, as well as during construction. We will spend some time in the ensuing month trying to get a handle on what is happening in connection with these bond issues.

A Personal Note from The President's Pen

By HAROLD HUSTON
President



First may I take this opportunity to personally wish all the members and your families a very Happy Thanksgiving! What a pleasure to serve such wonderful people this past year! Each of you deserve the very best out of life! The Thanksgiving Holiday Season is a time for all of us to be thankful for what we have. Remember, you can always look around and find someone who is a little worse off than you are. If we have health, happiness, and peace of mind, in my opinion, we are rich, because money won't buy any of these.

We are pleased to advise the membership that for the following agreements, (1) East Bay Equipment Dealers Association Agreement, (2) Pacific Steel Agreement, Crane Division, (3) The American Forge Company Agreement, the Union will furnish to each member an insert on "crack'n peel" gummed paper containing the wage and fringe benefits rates effective September 1, 1975 for the Equipment Dealers and on October 1, 1975 for the Steel Mill and Forge Agreements. The inserts will be available very shortly and each member will be able to insert the current wage rate in the printed booklet previously furnished by your Union. We want the members to have at your finger tips, the current wage rates and fringe benefits due you from your Employer.

Brothers, your Officers are still fighting for jobs! On September 24, 1975, I had the privilege of appearing before the San Mateo Planning Commission at Redwood City and gave the following speech on behalf of our membership:

Members of the Planning Commission
San Mateo County Board of Supervisors
401 Marshall Street
Redwood City, California

"My name is Harold Huston, President of Operating Engineers Local Union No. 3. Some of the members of this Commission may have heard me before today, fighting for the approval of other vital construction projects.

On behalf of 26,000 engineers throughout Northern California and 14,000 living in the nine county Bay Area, I would like to place our organization on record as being in favor of the expansion of San Francisco International Airport (SFIA).

This past summer, I appeared before this commission on behalf of the San Bruno Mountain Development. At that time, I reported to the members of this commission that our members are forced to cope with a 20 per cent unemployment rate. One of every five were on the out of work list and remained there for an average of 16 weeks before employment is found. Now the members are suffering from 35 per cent unemployment.

So my request to you is to approve this expansion for the sake of the unemployed workers in this area. For every one job in the construction industry, there are an accompanying six jobs in the service and industrial sector of our economy.

What we are talking about is a \$226 million project spread over a five year period. We are talking about hundreds of jobs in the short term and thousands of jobs in the long term.

But I am not asking you to approve this project merely to provide jobs for the unemployed, though that should be an important factor, but to also consider the other benefits and service to the citizens of this area this project will provide.

Throughout its history, the air transportation industry has grown continuously, making ever greater contributions to the nation's economic well-being and to the quality of life of the population of this country.

This history of continuous growth has made it clear to those responsible for providing adequate air service, to maintain a vigilant watch on trends in the public demand for that service.

Numerous studies have shown that in spite of other airports in this region, San Francisco International Airport will continue to be the main regional airport for the Northern California area. Numerous studies also show that the airport, as it is now, is grossly inadequate to meet the projected short term needs of this area.

I would like to point out an item of interest to me. In the past few years, the emphasis on transportation planning has been on alternatives to the automobile. "Find a more energy efficient means of transportation," we have been told.

"Automobiles and freeways are environmentally damaging," we have heard.

So here is an alternative to more cars and more freeways. Here is a more energy efficient means of transportation.

For the sake of providing jobs for the unemployed, for the sake of providing increased air service to the people for this area and to provide an alternative to the automobile, I request you to approve this project with the least amount of delay.

Thank you for the courtesy given to our members and myself here today."

Respectfully submitted,
Harold Huston, President
Operating Engineers Local Union No. 3

Assemblyman Perino concluded the second extraordinary session) while not perfect, reflects quite faithfully the opinions expressed in this survey."

Feedback On Malpractice Crisis

Some 92 per cent of the registered voters in the 26th Assembly District favor limiting the amount attorneys could collect as contingency fees in medical malpractice suits, according to a recent survey conducted by Assemblyman Carmen Perino (Dem.-Stockton).

The Assemblyman recently sent out a questionnaire dealing exclusively with possible remedies for the medical malpractice crisis, and received 967 replies, approximately one and one-half percent of the registered voters in his district.

"I believe that we can learn a good deal from these responses," Perino said. "However, we should also be careful not to read too much into them either. Nonetheless, I think it should be plain to anyone looking at this survey that the people in my district are very much aware of the problems surrounding suggested solutions to the medical malpractice crisis, and have some very definite ideas on the subject."

For example, less than 18 per

cent of those responding favored placing the public in charge of the Board of Medical Examiners. There were ten questions in all, and following are the tabulated percentage of the total replies, in ascending order of those favoring various proposed remedies.

- Place the public in charge of the Board of Medical Examiners—17.5 per cent.
- Establish citizen arbitration boards to handle malpractice suits—36 per cent.
- Require all physicians to take periodic competency tests—46 per cent.
- Establish periodic payments of malpractice awards to patients still requiring medical treatment to eliminate award windfalls—59 per cent.
- Require the Insurance Commissioner to call public hearings on rate increases by malpractice insurance carriers—62.5 per cent.
- Tighten the statute of limitations for suits—67.5 per cent.
- Allow the Insurance Commission to roll-back insurance rates if increases are considered unjustified—69 per cent.
- Expand the Board's powers to remove or discipline incompetent physicians—74 per cent.
- Limit the amount patients can collect for "pain and suffering"—76.5 per cent.
- Limit the amount attorneys can collect as contingency fees—92 per cent.

"Even a quick glance at these figures," Perino continued, "shows that our constituents have strong opinions about paying exorbitant fees, while at the same time, they show a great deal of respect for the medical profession as a whole. It is clear to me that they do not wish to recklessly take over the responsibility for judging the competency of individual doctors, but on the contrary, believe this should be left in the hands of experts. But by the same token, voters in my district very definitely expect responsible officials to exercise an expanded authority with the power to discipline those who take advantage of sick or injured people."



RIGGING LINES

By BOB MAYFIELD
Vice-President

Organizing, and elections resulting from these efforts, have been the object of quite a bit of time this past month. National Labor Relations Board elections are in almost all cases difficult and uncertain as to the outcome until all ballots are actually counted, and require a great deal of work if there is to be any hope of winning, as unorganized companies have in one sense of the word a captive audience every day that they work. Three such elections were held this month and at the present time the results are: One winner, one loser and on tie.

The bad news is the pure loser, which was the Atlantic Drilling Co. (gas, oil and geothermal). This was a mail ballot type and was filed jointly with Local No. 3 and Local No. 12, as this company's operations covered the entire state of California. This is the first such drilling election in the last two years we have been involved with that we didn't win, and needless to say a great deal of time and effort was spent on this one. It was a disappointment, of course, to both Local Unions involved, as there were at least 250 men involved, and even though the final results were fairly close, closeness counts only when one is playing horseshoes.

From the Eureka Area, under the direction of District Representative Bob Wagon, we were the successful winner in representing over 30 mechanics employed by the Redwood Construction Company. The tie was with the Eastman Company (logging operations, drivers and mechanics) as a final ballot count showed a tie with the unions involved versus the company (no Union) with 5 challenged ballots. The N.L.R.B.'s decision on these ballots will determine whether a runoff election between the company and the Union (Local No. 3 was highest number of ballots of the 3 unions involved) will be held. Under the N.L.R.B. rules a tie is the same as a loss. However, if any one of the five challenged ballots were for a Union and the company didn't receive any more votes, a runoff election would then be held.

A few months ago a Board election was held with the Wilson Construction Company who primarily built oil field roads and drilling pads for drill rigs. The election was held, but not before some men were discharged by the company and as a result the election count showed a loss by one vote. However, we filed objections to the election and filed unfair labor practices in behalf of the discharged men. The N.L.R.B. in San Francisco investigated our charges and ruled in favor of the company. We (Local No. 3) felt strongly that such findings by the San Francisco Board office weren't correct at all and subsequent findings were then appealed to the N.L.R.B. headquarters in Washington, D.C. The happy ending to this whole story is that in the time just recently passed, a Union contractor purchased this company and therefore, even though we thought we lost this battle, we actually won the war. Additionally, the Washington, D.C. office of the N.L.R.B. overturned the San Francisco branch of the N.L.R.B. and ruled in the Union's favor, and also ordered back pay for the wrongly discharged men. These type of happenings make one feel that the difficult efforts of organizing are sometimes worth it all, and in truth, organizing in one sense is very necessary and is the lifeblood if any Union is going to continue to survive.

In closing, on the much talked about Kaiparowits powerhouse (in Utah), it is our understanding that Southern California Edison has called for pipeline bids to bring water to the projected powerhouse work sites. We also understand that all such potential successful bidders were told to bid their jobs on a project agreement. This would indicate that the entire project would be built on this agreement, which would guarantee a 100 per cent Union job, and consequently, the efforts of this Local Union's Officers, myself and the Representatives on our Utah staff a complete success, as we were the prime pushers of this project agreement.

Manufacture Errors Delay Pier 94 Work

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

Due to errors in the manufacture of the cargo handling cranes being erected by Aggressive Erectors at Pier 94, a delay of at least five weeks can be expected in completion of the cranes.

The areas adjacent to Pier 94, the Bay View-Hunters Point, is keeping many of the Brother Engineers busy on street widening, underground and site development.

There will be increasingly more work on the Muni street car tracks in the future. Bay Cities Excavating and Lummus have started replacing tracks and renewing road bed on Taraval St., in the Parkside District, and there are plans to continue upgrading the system in all Districts of the City. Street cars will go underground the full length of Market St., so in this instance it will mean the removal of the old tracks and the overhead trolley wires.

Work in the downtown area has been quite slow and with few jobs

Picnic for Duval Mine Workers

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

Frehner Construction at Wells has completed the Highway 93 overlay. Jack Parsons has come to a near stop due to frost at the Highway 80 Silver Zone job.

Robert L. Helms has shut down his hot plant at Osino, but has about two more weeks work on I-80 near Rye Patch. He also has several paving jobs throughout Washoe Valley keeping many Brothers busy.

S. J. Groves at Winnemucca is working three shifts on the truck haul and dragline crew working on the Humboldt River channel changes. They have laid off the scraper crews at the Rose Creek Gravel pit.

Max Riggs at Battle Mountain has about three weeks work on the I-80 by-pass.

Harker-Harker has a small sewer job at Battle Mountain, working approximately five employees, but will soon be finished.

Holcomb Construction has the small bridge crossing at Wadsworth, also the pile driving at the new Kresge building east of Sparks. This job was joint ventured with Foundation Constructors of California.

Nevada Paving has been busy with small jobs and is working a full crew.

The shops in our area working many Brothers are Wells Cargo, Sierra Machinery, Liquid Air, Graid Equipment, Mentzer Detroit Diesel, Sierra Engineering and Robert L. Helms truck shop.

Robert L. Helms Construction Company's Highway 395 job, north of Reno, is moving right along and keeping many of the Brothers busy.

Johnson-Mape Stead School job is in the final stages. Corrao's Sewer Plant project is ahead of

schedule with I. Christensen pouring concrete, Gerhardt & Perry on the underground and Ferretto Construction doing the final stages of the dirt work.

Teichert has their rock plant going on the Mayberry job and they are ahead of schedule on the dirt moving. Nevada Paving is right behind them with sidewalks, curbs and gutters.

Metro-Goldwyn-Mayer, Inc. has announced plans to build a 1000-room hotel casino complex in the Reno area. This is good news for the construction trades in Northern Nevada. The starting date has not been announced yet, as the site has not been confirmed. Tentatively, it has been proposed for two miles west of Reno on Highway 40.

McKenzie's Fitzgerald Hotel Casino project is in the final stages as far as the outside work but will be keeping a few engineers busy during the winter months. Speaking of McKenzie, their extension to the U. of N. Medical Science Building is slowly taking shape.

R. E. Ferretto still has a number of small jobs going. He is busy putting the final touches on most of the bigger jobs he has undertaken this year.

Harker-Harker is starting to pick up a few jobs in the immediate area again. One of the better ones is the Peavine Mountain Sewer Phase II job.

In the Lake Tahoe area, Byars has not wasted any time on the four million dollar Harvey's expansion, with Corao Construction as the prime. MacSween Construction has cleaned up the Tahoe Palace job. There are rumors that this project will start up again with a new owner. Harrah's twin tower project is moving at an even pace and will go into winter, keeping some of our hands busy. Huber, Hunt and Nichols, who is the prime for the Jennings multi-million dollar casino should

be finished driving piles by the time you read this. W. H. Schultz is the company doing all the dirt and, hopefully, the underground on this job.

The Environmental Protection Agency has approved a 1.5 million dollar sewer plant for the Crystal Bay Improvement District. The funds will be used to aid in the construction of a collection system, pump station and interceptor for the District's waste water treatment facility.

As the cold weather is starting to set in, our Brothers at Japan Golf at Incline are getting ready to move to the ski area, where they will man the snow plows, lifts, etc.

The work at the McGill Kennecott Mill is at a standstill due to the Federal Environmental Protection Agency. They are hoping to get over this hurdle within the next few months. If they are successful, this will mean jobs for the members in that area.

Our members in the mines have received some good news in the form of a slowly rising price of copper. A long industry-wide freeze on hiring has been lifted at most of the mines represented by the Operating Engineers, and work situations are returning to normal again. We hope that economic conditions continue to improve to provide for more employment in the mines.

The brothers and sisters at the Duval mine in Battle Mountain were treated to a Labor Day picnic because the mine has had no lost time accidents this past year. The Company supplied the food and the Operating Engineers supplied the beer. A full day of games for both the adults and children were enjoyed.

Your stewards are interested in helping you with your complaints about contract violations, and can also help you with information on the Credit Union.

Friant Kern Canal Job Out to Bid

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

Trico Construction has started its two boat launching ramps at Hidden Dam. They also have approximately one mile of road to build. Weather permitting, this job should be able to work all winter and last until next year.

L. D. Folsom has three scraper spreads working on the Fresno River, Ash Slough and Berenda Slough, plus two finish crews. This job will work every day this winter, weather permitting, and last until sometime late summer next year.

Ernest E. Pestana Inc. has started back on his pipeline job at El Portal. This has been a very hard job as traffic has to be held up four hours at a time and all the ditch has to be drilled and shot.

Ladd Construction Company on Highway 49 at the Mariposa

starting at this time.

The only major job starting is a sewer project at 18th and Indiana. The Contractor is Homer J. Olsen Inc., Homer J. Olsen Inc. also received an additional \$400,000 contract to extend the Muni section of the Embarcadero Station.

County line still has sixteen operators working, however, will shut down when the rains come as they have until late next year to finish.

KERN CANAL

Mcquire and Hester are the apparent low bidder on the Friant Kern Canal Project in Tulare and Fresno County near Orange Cove at approximately \$1.7 million. The Bureau of Reclamation announced the majority of the work will be performed during the months of December, January and February while the canal is not being used for irrigation. The contract calls for excavating the slopes and bottom and lime treating the material and recompacting it. Due to the short work period it will probably take two seasons to complete the work.

The Lloyd Rodoni Company is making good progress on the Highway 198 and 99 Interchange project south of Goshen. There is 1.6 million yards on this job but only 750,000 yards can be moved in the first stages. C. K. Mosman will begin construction on the structures shortly on this \$9 million dollar project. Fresno Paving Company has the finish work, baserock and asphalt paving. Kessler Corporation will do the concrete paving.

A. J. Construction Company has finished work on the Forest Service logging roads in the Kennedy

Meadows area of Eastern Tulare County. However, will be back next year on a new contract on the Sherman Pass Road north-east of Johnsondale.

There is no official bid date on the San Luis Master Drain from Mount Whitney Avenue south to the Kettleman City area, but according to the Bureau of Reclamation is scheduled to go later this fall. The project is approximately 26 miles long and will cost approximately \$8 to \$10 million dollars for construction. There is also more laterals to be at this fall by Westlands Water District for irrigation pipeline off the San Luis Canal.

DELTA MENDOTA CANAL

Hane Construction Company from Long Beach was the low bidder at \$1,485,250 for rehabilitation of the Delta Mendota Canal. This project is located northwest of Ora Loma in western Fresno County. This job consists of raising each side approximately four feet and relining the canal with concrete.

Work on the Herndon Conelia Sewer Line will get underway about December 1st. The courts have finally decided the low bid was submitted by Dorfman Construction. This \$9 million dollar job has been held up since early summer due to the fact the low bid could not be determined outside of court.

Big Population Jump In Santa Clara Co.

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

The California Department of Finance is predicting a 48 per cent jump in Santa Clara County population to 1.8 million persons by the turn of the century. Monterey County's population by 62 per cent, from 245,700 persons today to 399,700. The anticipated growth will mean local jurisdictions and the state will have to plan such things as energy, water and sewage facilities.

District 90 is already looking forward to a few projects to handle this anticipated growth. Construction should start next month on the \$4.3 million job to reclaim waste water in Palo Alto and the plant should be in operation by mid-1977. Planned is a 2-million-gallon per day pumping operation in which the ground water from the city's sewage treatment plant would be reclaimed and pumped under pressure into shallow ground water basins along the Palo Alto and Mountain View bay fronts. The water would not be used for human consumption. The plant will be erected on Embarcadero Road east of Bayshore Freeway. Operation and maintenance costs will be borne by Santa Clara Valley Water District. 80% of construction costs will come from state funds.

Dredging of silt-filled Alviso harbor won't begin until sometime next year. Approval of the County's parks and recreation \$400,000 dredging operation is expected next month. Plans call for the expenditure of \$1.4 million over the next 5 years for dredging, installation of 45 new boat berths. A one-mile pipeline would carry the dredge material to a baylands site in Sunnyvale and another pipeline would be built to carry the clear water back into the bay, according to proposed dredging plans. Last week, the County Board of Supervisors approved contracts for the dredging and rehabilitation of the Palo Alto Harbor.

Construction should start in six weeks on the proposed downtown convention center to be built next to San Jose Civic Auditorium. Low bid was R. L. Carroll Construction Co.'s estimate of \$3,573,000. The building will feature 30,000 square feet of indoor exhibit space, plus 20,000 square feet of outdoor exhibit area and an equal amount of service areas. The job should be completed in a year and a half. Another project planned for this area is a major hotel.

Santa Clara County purchased the sprawling 9,500-acre Grant Ranch tract for \$3.5 million and declared it should be kept a natural park with low intensity use for at least 15 years. The land, all that remains of an original 25,000 acre Mexican land grant is located one ridge line and seven miles east of San Jose along Mt. Hamilton Road. The County promised not to bring any water or sewer lines to the park, and not to have any part in expansion of the two roads giving access to the park. Now a taxpayer's suit "and rightfully so" may block acquisition—claiming money is "being squandered on a wilderness in the back hills."

Meanwhile, the West Valley Freeway corridor continues to vanish with developments springing up in its path. Officials of the almost bankrupt state department of transportation can only look on, wringing their hands. The state already owns about three-fourths of the land corridor which stretches from De Anza College in Cupertino to Highway 101 in South San Jose. Mounting public sentiment against freeways and in favor of mass transit may block the actual construction of the West Valley freeway, replacing it with a rail system. But if any kind of major transportation corridor is to remain, it looks like the local taxpayers will have to pay the bill.

Easley & Brassey are the proud owners of a brand new D9 dozer with an air-conditioned cab and the works on it. Brother Russell Brooks can go to work with a suit on now and not get a speck of dust on him. It's also sound proof inside. No outside noise can be heard. No wonder he's smiling from ear to ear these days.

Work throughout the area is winding down and a lot of people are getting ready for the winter and getting their jobs buttoned up. As we mentioned before, the new Bullocks store is now open to the public and the rest of the complex will be done in the very near future. This new shopping center will be a good asset to that area and will be on the scale of Eastridge Shopping Mall featuring a lot of stores and a restaurant too.

MONTEREY COUNTY
Monterey County feels the pinch for work. Not just construction, some of the shops are cutting back. All the construction we will report in this article describes the work of about thirty brothers.

We attended the Central Coastal Commission hearing September 15, 1975. We support Kaiser Refractories' request to build and enlarge settling ponds at Moss Landing.

The new ponds are so necessary, Kaiser predicted they must close down in five months if the ponds aren't built. Several people complained that some local species of life might be threatened if the ponds were built. For Local 3, Jack Bullard pointed out that the species HOMO SAPIENS (MAN) had been there since 1939, 3½ decades. He stated that those men, their mates, and young would be threatened if the ponds weren't built in five months.

A modified proposal to build the settling ponds was ok'd October 6, 1975.

Ed Buttler, Salinas, got the new Jacks Peak Road. His bid was \$636,000. The new road starts at Hwy. 68, up to Jacks Peak. Ed says he'll keep 10 engineers busy. That's good, we need the work bad.

Granite Construction has begun the second 2 million cyd stripping project at the Graniterock Aromas Pit. That's a dirt spread of professionals up there, no doubt about it.

South County Hunter Liggett Military Reservation progresses well. Clayton Sanchez completed their rough grading for Fred

In Stockton

Work Picture Brightens Some

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

The work picture has brightened in this district since our last report. This is due largely to new contracts that have been awarded and some that were awarded sometime ago but have just commenced.

Piombo Corp. of San Carlos is moving dirt on the 3.8 miles of new Interstate 5 freeway north of Stockton. This project covers a portion of Interstate 5 from a point north of 8 Mile Road, where GHB-Kirst Const. have about moved all the borrow material for their contract, to Highway 12 east of Lodi. Both the GHB-Kirst Const. job and Piombo Corp.'s new job, will remain unpaved except for frontage roads. This situation, according to the State Department of Transportation, is due to the lack of funds although the Federal government will now furnish 92 per cent of all funds expended on Interstate 5. Estimated cost to pave both projects with concrete is \$11 million.

H. M. Byars Const. Co. of Reno, Nevada, who were awarded the Old River outfall sewer line project last winter, are now excavating 17,000 feet of trench for a 33 inch sewer pipeline. The delay was caused by a high water table that is common to that area and from underground seepage from adjacent sloughs and crop irrigation that is now at its lowest level.

Arnold. Brother Jim Snyder runs that job. Baker Corporation (pipeliners) subbed the pipe from Sanchez. Brothers Louis Payne, Earl Narramore, and Charles Ramirez are with Baker.

Sanchez contracted the screening plant work to San Jose old time member, Don Cancimilla. Working for him are Brothers Tony Enfantino, Bill Card, and George Alameda. Doyle Ford is loading the material out with a 966 C loader. We've maintained Union agreements at Hunter Liggett very carefully. All the building trades have worked closely with each other to maintain these conditions.

October 13th, we held a meeting in the Salinas hall for Brothers working for Roy Alsop and Dougherty Pomp. We met to review the procedure of computing the COST OF LIVING clause in these agreements. They are soon due to come into effect.

Trautwein Brothers have a small pile driving barge at the Monterey Marina. Brother Charlie Bryan is there. It's interesting to watch that little rig work.

Madonna Construction Co. is well on the way of completing their job on Hwy. 17 as reported in the July issue of Engineers' News. This job runs from Santa Claus Village to Vine Hill Road on Hwy. 17. Basically shiver cuts and small fills; however, due to the traffic conditions it was very treacherous. Bud Wampler is the superintendent foreman and the operators are Clark Steel, Larry Good, Lew Fitzsimmons, Fran Dayton, Dick Story, and the apprentice is Ted Zamudio. The job should be completed in the middle of November if the weather holds.

Granite Construction Co.'s job on the sewer transmission line is

J & M Inc., underground contractors from Hayward has been awarded and are now busy moving dirt on a \$500,000 contract for the New Jerusalem Irrigation District south of Tracy. This is the fourth contract that has been awarded over a four year period to change from open irrigation ditches to underground concrete pipe system.

Titan Pacific Constructors of San Mateo submitted a low bid at \$3.5 million for sewage treatment plant expansion on White Slough near Lodi. This plant is for the City of Lodi and its environs and is adjacent to the new Interstate 5 freeway contract awarded to Piombo Corp.

James L. Ferry and Son of Sacramento was low bidder at \$200,000 for levee stone protection work at the Stockton Deep Water Channel.

McGaw Co. was low bidder for resurfacing street in Manteca for \$135,000.

MODESTO

Autumn is upon us and the work is drawing to a close as it does every year at this time, however, we do have some jobs still in progress and among them are the Archie Stevenot Bridge being done by Kaiser Steel. Pacific Excavators relocation of Highway 49 is another. As you know these projects have been in progress for quite some time. The latest project in the Tuolumne County since the last writing are the water treatment projects which are being done by Pennsylvania Pipe Company and the Arthur M. King Company. These

still going full swing. Some of the conditions on the job have been quite critical, such as the crossing of the line through the Yacht Harbor. Dutra Construction Co. was involved in this venture and at one point we had Operating Engineers, pile butts, divers, plumbers and laborers in the same location which was really something. No friction with any of the other crafts and the job went smoothly except when the Business Agent tried to strike up a conversation with the diver about scuba diving!

Flintkote's job on Hwy. 25, 7 miles south of Paicines is near completion. Freeman-Sondgroth were the sub-contractors on moving the bulk of the dirt and getting the job sown to sub-grade. Flintkote Co. has set up a portable hot plant and rock crusher near the 101 Ranch. At this time they have paved approximately 2/3 of the 8 mile job, quite an efficient operation. This job has kept about 20 operators busy.

M. L. Dubach's job on Hwy. No. 1 between Castroville and Marina is under schedule. The scraper spread has moved out and went back up to Vallejo. The truck haul is still at full swing and should finish up at the end of November.

Foundation Constructors, a sub-contractor of M C M Co. are busy at trying to get the foundations completed for the Salinas River Bridge crossing which was a separate contract on the M. L. Dubach's job.

The Rock, Sand & Gravel industry has been busy. Olive Springs Quarry has had the best month this year on sales. Santa Cruz Aggregates has started a two shift operation to keep up with their sales. Lone Star Industries,

two projects will keep 8-10 busy until the winter weather makes a turn for the worse. Also we have the Hensel Phelps Co. at Moccasin Power House Plant and a new spillway and Hensel Phelps also has a small project at Red Mountain Siphon.

In the Stanislaus County area there have been quite a few small projects. The most of them are building projects and they require very few engineers, however, there will be some work for our members. The largest project in Stanislaus County is, of course, Kasler Corporation. At this point they are five to six months ahead of schedule on the dirt and now there will be a heavy concentration on the overcrosses and this would consist of building the structures. C. K. Moseman is the subcontractor for the structures. The water treatment plant at Wesley will be underway in the near future. The 10 acre park will be completed in Turlock. Morrow and Waggoner are the successful bidders on that project. However, I cannot anticipate where very many engineers will be needed as this is primarily a truck haul. We are not aware of who the contractor is on the 700 unit multi-screened drive in Turlock. Flintkote is putting the finishing touches to the rest area south of Turlock, Myron Drilling has completed their intertie job. The next stage of this job will be to erect the towers. This will be done by Erickson Air Crane from Washington. This should prove to be a very interesting segment of (See More STOCKTON, Page 14)

Felton Plant is holding their own; Kaiser Sand Plant, Felton has been shipping most of the sand over the hill to Santa Clara County. Granite Rock Sand Plant, North of Santa Cruz has never had more sand due to production changes making the operation more efficient. Felton Quarry is busy for the last two months trying to keep up with the push before the rains come. Lone Star, Marina Plant has gone to a three shift operation due to some new sale orders. Monterey Sand is running a three shift operation in Sand City and a two shift operation in Marina. Hillsdale Rock has been slower, however. San Juan Plant, the busier of the two. The Hollister Plant has run about six days a month.

Some of the contracts awarded in the area are:

G. W. Davis picked up a contract to construct a warehouse and office building for Couch Distributors on Lee Road. Excavation, grading and paving will be performed by Floyd Fleeman, from Salinas.

Bogard Const. Co. picked up a contract to build the occupational training center at Cabrillo College for \$1,818,000. Sub-contractor will be Granite Const. Co.

Frank Hunter Const. Co. from San Jose picked up a contract to build the storm drains for Atkinson Lane-Rodriguez St-Union St. in Watsonville for \$87,080.00.

Granite Const. Co. was awarded the contract to build Frederick Street Park in Santa Cruz for \$130,150.00.

Vanderson Const. Co. picked up a contract to build the T V C Area Expansion at the Lockheed Missiles Space Complex, Boulder Creek for \$104,900.00.

In Oakland

E. Bay Equipment Dealers On The Job

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

The work picture hasn't changed very much in the past 30 days. Madonna Construction out of Southern California got the bid on Highway 24 and Highway 4. The bid was \$13.7 million. They are going to make a 4 lane from Highway 4 down to Olivera Road to the existing 4 lane. At Olivera Road they will build an overpass and at the intersection of 4 and 24 they will build a cloverleaf. I understand they have around 800 thousand yards of dirt to move. We have not had the pre-job at this writing, but we're looking forward to one in the next couple of weeks. The job should get to rolling around the middle of November.

Ebert & Spartan are moving along very well on their job in Concord. They are about two-thirds of the way through.

McGuire & Hester are about to get started again. They have been held up on the boring. The first bore was 280 feet along with a 90" hole.

Wait 'till next year! That's the work picture in Southern Alameda County.

There are quite a few jobs that have been bid, a lot more close to going.

Freeman-Sondgroth/Oliver DeSilva are ready to get underway on the Mission Blvd. job within the month. Ludwig Betchart of Fremont is going to do the clearing and grubbing. The job is scheduled for completion in December 77.

The City of Fremont has been a moderately busy area all year and should remain so next year, with more building permits being applied for. The street improvement jobs should also continue.

The City of Newark is still carrying on the fight for the Dumbarton Bridge. The Mayor and his council are hopeful that this project will go to bid this coming year. Let's give them all the support we can brothers.

Union City is working hard on plans for a residential development in the hill area. This would be a great shot in the arm for the industry as a whole, but there are some real problems to overcome first. The problems of schools, tying into existing streets, water and sewage. With a lot of help and little luck, this project could be ready to go late next year.

Pleasanton should once again become a busy work area. The new post office has been bid and should be going strong by the first of the year with a little help from mother nature.

Due to Court Order, V.C.S.D. has put to bid some new sewage treatment ponding areas. Once the capacity of this facility has been expanded, the housing industry will get into high gear.

Plans are still being worked on for a regional shopping center in Pleasanton, and each and every agency involved is looking forward to getting this big job off the ground.

The biggest news in the Valley is the vote of the Livermore City Council to approve a 2 per cent growth factor per year over the next 25 years. Even though this doesn't seem like much, it's a damn sight better than it has been since the no-growthers got ahold of that town.

Brothers, the work picture looks good, but it could still be better. Please take an active interest in the happenings of your local gov-

ernment. This is our work—let's get to it.

STEEL-MILL AND FORGE — The Mills at Passco and Open Hearth are back in production with a full crew of crane operators.

This means that the Mills are operating at 75 per cent to 80 per cent of capacity, the open hearth and scrapyard at 80 to 90 per cent of full capacity.

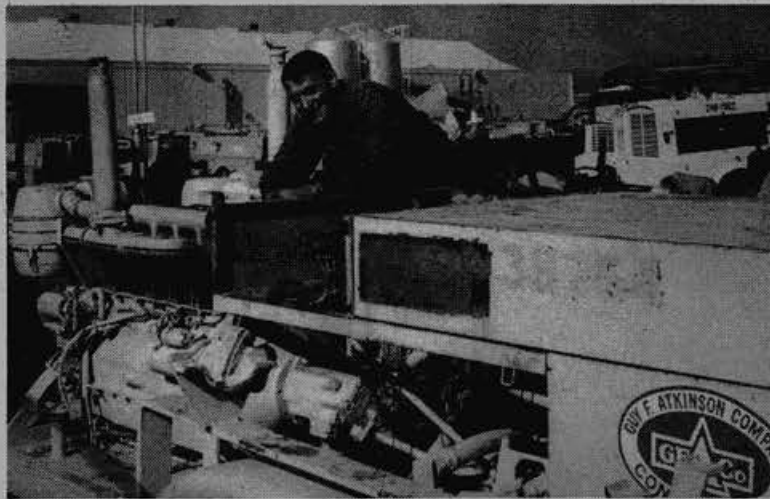
The Forge is still down to 35 per cent to 50 per cent of its normal operation. If you are one of these on the layoff list you should take advantage of Rancho Murieta Training Center. If you don't know what to do and how to be sent to RMTC, check with your Steward or call the Oakland Office. This is an opportunity of a lifetime.

The Gravel plants have been running at about 75 per cent to

100 per cent of capacity the last 3 to 4 months and that's not bad considering the economic slowdown in home and road building. Hang in there and hope for late rains, and a mild winter.

Out in Central Contra Costa you can't shake a stick at all the jobs. Again, they are small spreads, 4 and 5 hands with the real big ones putting on 7 or 8 men. They are also of short dura-

(See More OAKLAND, Page 11)



WHAT DO THE BROTHERS employed by the East Bay Equipment Dealers Association do??? Besides turning wrenches and busting nuts and bolts, they do lots of things, as these photographs show. Automation comes to the parts department, simply push the right buttons and the machine goes and gets the parts you want. Bruce Knowles, shown at top left, has learned the advantage of the Kenway Mini-Load Storage System at Peterson Tractor Company in San Leandro. Rich Chaika, job steward in the parts department at Williams and Lane, Incorporated in Berkeley must still fill his orders by hand. He is shown at top right breaking out a shipment of Detroit Diesel-Allison Parts.

Brother Dick Jones, shown at middle left, is repairing a Whiteman Concrete Pump for the Guy F. Atkinson Co. at Rix Equipment Company in San Leandro. At middle, right, Jim McGregor, job steward at North American Equipment Corp. in San Leandro, poses with his service truck. Intently watching the dials on the Schroeder Test Bench at bottom, left, is Donald "Robby" Robertson, job steward in the Engine Shop at Peterson Tractor Company. Robby is checking the shift points on a 633 8-speed semi-automatic transmission. At bottom, left, Dave Ingalls, job steward at Williams and Lane, assembles the turbine gearbox for a 500 KW Generator set.

Annual Report For Pension Trust Fund

Following is the 1974 Annual Report covering the period from January 1, 1974 through December 31, 1974 for the PENSION TRUST FUND FOR OPERATING ENGINEERS HEALTH AND WELFARE FUND.

To Operating Engineers and Contributing Employers:

We are pleased to present this brief report reviewing the activities of the Pensioned Health and Welfare Fund and the Pension Trust Fund during the year ended December 13, 1974.

Pensioned Health and Welfare Fund

Benefit payments under the provisions of the Health and Welfare Plan exceeded \$1,850,000 during 1974. These payments were made to the 4,158 retired operating engineers now covered by the Plan, and brought the total amount of benefit payments made since the Fund's inception in 1963 to over \$8,000,000.

On January 1, 1975, the benefit program was improved so that the annual deductible under Major Medical was removed while the co-insurance percentage was increased from 80 per cent to 85 per cent of covered expenses. Early this year a new booklet describing the revised benefit coverage was distributed to Plan participants.

Pension Trust Fund.

The Board of Trustees awarded 680 pensions during 1974, bringing the total number of pensions approved during the Fund's 15 years of operation to 5,547. Of these, 4,267 pensions remained in effect at December 31, 1974. These pensions fell into the following categories:

Normal	1,416
Early	1,573
Disability	1,025
Basic	27
Pro Rata	226

In addition to the pensioners on the rolls, there were 157 beneficiaries of deceased pensioners and 178 beneficiaries of deceased non-retired engineers receiving benefits for the remainder of their guarantee periods.

A significant liberalization of the provisions governing vested rights went into effect on January 1, 1975. As of that date, the age requirement for vested rights was removed; now an engineer who has accumulated ten years of Pension Credit has a vested right to a future pension.

The Fund's financial position continues to be sound. Total Fund reserves (including the retired life reserve held by the insurance carrier) stood at \$179 million by year's end, an increase of 20 per cent over last year's figure. At the same time, the Fund's total accrued liability stood at \$517,020,500.

We believe this report demonstrates the continuing success of these Funds in providing a substantial measure of financial security to retired operating engineers. We hope you share our pride in the accomplishments of the Funds. If you have any questions with regard to the activities of the Funds or any of the benefit provisions, please do not hesitate to contact the administrative office.

Sincerely,
BOARD OF TRUSTEES

THE PENSION TRUST FUND FOR OPERATING ENGINEERS FINANCIAL POSITION December 31, 1974

ASSETS

Cash (includes interest-bearing accounts \$4,832,602)	\$ 17,003,534
Contributions receivable	2,452,784
Funds on deposit with life insurance company for purchase of annuities and disability payments	23,972,111
Marketable securities	47,409,289
Investment in Rancho Murieta project	16,309,081
Equity in composite accounts	426,555
Other assets	27,308
Total	\$107,600,662

LIABILITIES

Accounts payable and accrued	\$ 90,791
Fund balance (reserve for future pension payments)	107,509,871
Total	\$107,600,662

Note: 1. Assets amounted to \$179,364,472 including the Retired Life Reserve of \$71,854,601 with the New York Life Insurance Company.
2. Contributions receivable represent employers' contributions for hours worked prior to December 31, 1974 received by the Trust Fund during January, 1975.

(The complete accountant's report of examination by Haskins & Sells, Certified Public Accountants, is on file in the Fund Office and is available for inspection by anyone having a bona fide interest in the Fund's transactions.)

OPERATING ENGINEERS TRUST FUNDS:

OUTLOOK

Vol. 2—No. 11

SAN FRANCISCO, CALIFORNIA

November, 1975

THE PENSIONED OPERATING ENGINEERS HEALTH AND WELFARE FUND STATEMENT OF CASH RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDED DECEMBER 31, 1974

CASH RECEIPTS:

Employers' contributions	\$2,978,434
Interest	94,285
Dividend from insurance carrier	272,457
Sale of commercial paper	1,224,000
Reimbursement from other funds	26,379
Total cash receipts	4,595,555

CASH DISBURSEMENTS:

Purchase of commercial paper	1,224,000
Insurance premiums and benefit payments	2,159,265
Operating expenditures	154,502
Professional fees	20,387
Printing, postage and other office expenses	9,591
Advances to other funds	7,945
Other	6,487
Total cash disbursements	3,582,177

EXCESS OF RECEIPTS OVER DISBURSEMENTS . . . 1,013,378

CASH BALANCE, BEGINNING OF YEAR . . . 1,004,667

CASH BALANCE, END OF YEAR . . . \$2,018,045

The Fund Balance is being accumulated to meet the cost of providing benefits in future years, as the number of engineers on the pension rolls continues to grow.

HOW THE BENEFITS PROVIDED BY THE PENSIONERS' WELFARE FUND WERE DISTRIBUTED January 1 to December 31, 1974

Type of Benefits	Amount Paid
Death Benefits	\$ 215,000
Drug Benefits	303,200
Major Medical Benefits	992,800
Medicare Reimbursements	204,000
Vision Care Benefits	144,500
Total	\$1,859,500

Benefits Paid by the Fund since 1963:

Calendar Year	Average Number of Retirees	Benefits Paid
1963	390	\$ 30,886
1964	531	48,329
1965	697	51,188
1966	926	83,461
1967	1,119	178,905
1968	1,404	280,386
1969	1,748	519,228
1970	2,144	948,858
1971	2,594	1,128,928
1972	3,060	1,468,253
1973	3,602	1,601,600
1974	4,158	1,859,500

Grand Total . . . \$8,199,522

PENSION TRUST FUND FOR OPERATING ENGINEERS

AND PENSIONED OPERATING ENGINEERS HEALTH AND WELFARE FUND BOARD OF TRUSTEES

209 Golden Gate Avenue
San Francisco, California 94102

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Self Payment Plan Extended

At a recent meeting of the board of trustees of the Operating Engineers Health and Welfare Trust Fund for Northern California, the trustees elected to extend the self payment provision of the Plan.

Under the new provision, members may now make monthly payments for a maximum of 12 consecutive months. Members interested in making self payments may do so at the full rate for three months for the full benefit schedule followed by nine months at a reduced rate for the Burial and Comprehensive Hospital, Medical and Surgical Benefits only; or they may elect to make a total of nine payments at the reduced rate for the lesser benefits. As before, the first payment should be remitted through the Trust Fund Office by the 15th of the month following the month the insurance would otherwise terminate. Subsequent payments are also due by the 15th of the month.

The amount of the self payments, as determined by the board of trustees, may be obtained from the Trust Fund Office, 209 Golden Gate Ave., San Francisco, California 94102, Tel. 415/863-3235, or the Fringe Benefit Service Center, 474 Valencia St., San Francisco, California 94103, Tel. 415/431-1568.

Fringe Benefits Service Center

Phone: 415/431-1568
474 Valencia Street
San Francisco, Ca 94103

Trust Fund

Administration Office
Phone: 415/863-3235
209 Golden Gate Avenue
San Francisco, Ca 94102

The Davis-Bacon Act, enforced by U.S. Labor Department's Employment Standards Administration, provides prevailing wage, fringe benefit and other labor standards protection for employees on construction contracts financed in whole or part by federal funds.



TEACHING TECHS

By ART PENNEBAKER
Administrator, Surveyors' JAC

For many years, Local Union No. 3 Tech Engineers have personally and individually involved themselves in a collective effort to upgrade the minimum acceptable standards for the surveying workpool.

On their own time, they have participated in the preparation and validation of tests, arranging curricula material, developing training standards and in every other way supported the upgrading of the occupations involved in Field and Construction Surveying.

The Union has noticed, the Employer has noticed, even other training programs across America have noticed the successful results.

There has to be some respect and some acceptability of the product of the Tech Engineers effort or there would not be the enthusiastic interest in our program and our Tech Engineers that we are now experiencing.

Operating Engineers Apprenticeship Programs from throughout the International Union have been making inquiries about the Local Union No. 3 Surveyors Training and Qualification Program. Requests for Related Training material have been received from such places as Saskatchewan, Canada, Ohio, New York, etc.

The National Apprentice Conference, including representatives of all Operating Engineers Training Programs in the United States, will be held late in November. That conference will include a special seminar on Tech Engineer Training.

Here in Local Union No. 3, both your Union and Employer representatives that make up the Joint Apprenticeship Committee have provided a certification program for Chiefs of Parties who, through experience and/or a formal education, have become the backbone of the Tech Engineer workpool. Along with the designation "Certified Chief of Party" goes 30 cents over the negotiated wage scale for Chief of Party.

It is interesting to note that from the very beginning, Journeyman Tech Engineers have made up more than 50 per cent of the training classes. That situation holds true even today.

To the Apprentice, new to all this and just starting out, we can give this advice: "Get with the Program." If you want the Chief of Party job, you will have to better what is there now. The respect they have, they earned. The skills they have, they learned. The effort expended to get there was their own personal involvement.

There is no magic. The successful Chief of Party has paid his dues. If you really want his job, then you too must get off your aspidistra and involve your own personal self in your own destiny.

Through collective bargaining, the opportunity, the method and the wherewithal has been provided. No one says its easy. It wasn't easy for the Chief of Party whose job you are after. He just worked a little harder than some of the rest.

Geothermal Energy for Redding?

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

More than 30 oil companies and others have applied for the right to explore for geothermal energy in many thousands of acres of federal land on three sides of Mt. Shasta.

The firms include Union Oil Company, Hawthorne Oil Company, California Geothermal, Inc., and Thermal Resources, Inc. They seek 10-year leases giving them the right to explore, build access roads and drill for underground sources of steam power.

The applications involve national forest and Bureau of Land Management land north and east of the mountain, north and east of McCloud and in the Iron Canyon Reservoir area, between Shasta Lake and McCloud.

This land sprawls across three national forests on the fringes of two so-called "known geothermal resource areas" that are already being exploited commercially—the Glass Mountain area of Modoc County and the Lassen area, covering parts of Lassen, Plumas, Shasta and Tehama Counties.

Exploration leases—like offshore oil exploration leases—are non-competitive. They are granted by the California Bureau of Mines on a first-come, first-served basis.

Some 300 such applications have been made statewide by companies wanting to cash in on

(Continued Next Column)

TALKING TO TECHS

MIKE WOMACK, Dir.
PAUL SCHISSLER
GENE MACHADO

November has come in with fair skies and a brighter look for the Spring of 1976. A lot of plans that have been gathering dust are coming off the shelves and back to the drafting tables.



Mike Womack

There has been a flurry of dispatches lately to beat the coming rains. With the year coming to a close, many of our large construction projects are in their final stages of completion. For example, J. J. G. Construction is currently in the final stages of completion of the Great America Park project in San Jose—there are only a few access roads and the hotel to finish.

In Pinole, the Hilltop Shopping Center is slowing down due to a hold up from other crafts. Also, many large subdivisions that have kept a lot of Tech Engineers working are in their final stages throughout Northern California and Nevada.

This brings us to the point of the need for all of us to attend planning commission meetings and environmental study meetings going on in our communities. As most engineers are all too well aware, our industry is suffering one of its worst periods ever. Unless we take an active interest in supporting those projects and issues that mean work for Operating Engineers, we will end up with nothing. Our union has some of the best contracts in the industry, however, if there is not any work for the members, the contracts are not worth the paper they are written on. We must all do our part on a local level to support the efforts of those fighting the battle for us on the state and international level.

The drilling Techs may be interested to note that Bill Bonladelli, who sluffered a heart attack, is recovering nicely and ready to go back to work.

We would also like to take this opportunity to thank the Job Stewards for the fine job they have been doing. Speaking of Job Stewards, Gene Schaffer has been remodeling his family room for the last two years and when he went to buy some 2 x 4's, was asked by the salesman how long he wanted them. His answer was, "For quite a while, because I'm going to nail them down."

Ron Bacon, a long time member and quite a scrounger for many years, has opened an antique business in Soquel called the "Square Nail."

News Flash! Don Long was voted into the Minna Hall of Fame. Congratulations, Don.

Glenn Thresher claims that work is up and down these days (he recently started a job as an elevator operator).

If you don't think that work is slow, we found Bob Bryant and Stan Rose doing an ATLA survey on a Photo-Mat booth.

this possible new source of energy because of the scarcity of fossil fuels.

A geothermal operation, differs from oil drilling in that, if usable steam is found, a power-generating plant would have to be built on the site. By contrast, oil extracted from the ground is piped elsewhere.

All the jobs in the Redding District are going at full capacity at this time trying to either wind-up or winterize before the rains and snows set in.

Piombo has two jobs in the north end of the District that will have to put in another season before they will be completed. Bob Brodies job in Dunsmuir on Hiway I-5 is coming along well within schedule, but Buzz Parker has some real problems on his job on Hiway 97 northeast of Weed—and these problems are all rocks. Seems they have run into more drilling and shooting than has been anticipated. They had to shut the scrapers off and go to a rock-truck operation. As far as the engineers are concerned it has turned into a dozer and loader operation plus the compressor operators, mechanics, graders, foremen and apprentices. There will be some scraper work next spring when topping out operations resume.

Contri Construction under the direction of Brother John Christman is making good progress on their Mt. Shasta City sewage project. Most of the force-main and all of the leach-field lines are in as is most of the work on the sewage ponds.

Mt. Shasta Gravel, Inc., has been working six and seven days a week producing material for

the Piombo job in Dunsmuir and giving several brothers some very good paychecks.

O'Hair Construction has sub-contracted the paving on the Piombo I-5 job and are in the process of setting-up their crusher plant and hot plant between Edgewood and Gazelle to provide the material for next year's paving operations.

Ladd Construction under the supervision of brother Wendall King is doing some extensive flood repair work on the Klamath River Hiway (Hiway 96) around Happy Camp and Somes Bar. Since the convict camps have been closed it is hoped more and more of this type of work in that area will be let to bid and less and less will be performed by Cal-Trans.

J. F. Shea Company will have finished their job on Lookout Road by the time this goes to press. They had a good contract for realignment of the road and construction of a new two-lane bridge over the North Fork of the Pit River that will allow traffic to by-pass the Metropolis of Lookout. Brother Curt Jones was the Super on this job after recuperating from some extensive back surgery.

Geo. Reed Company has completed their City of Alturas main street construction job and is now working on their realignment and paving operations on Hiway 395, between Termino and Likely. Most of this work is near the five thousand foot elevation and Winter comes early, so they are getting as much done as is possible to do before the snow flies.

We in the Redding office wish you and yours a very happy and bountiful Thanksgiving.



CERTIFICATION

LAND AND BOUNDARY
JANUARY 1, 1975

HEAVY CONSTRUCTION
JANUARY 1, 1975

LIGHT CONSTRUCTION
JANUARY 1, 1975

HYDROGRAPHIC
JANUARY 1, 1975

TOPOGRAPHIC
JANUARY 1, 1975

AGRICULTURE
JANUARY 1, 1975

John Doe
Certified as
CHIEF OF PARTY

by

NORTHERN CALIFORNIA SURVEYORS

JOINT APPRENTICESHIP COMMITTEE

Paul Weissman *Mike Womack*
CO-CHAIRMEN

10/14/75
DATE

OVER 350 LOCAL NO. 3 Tech Engineers have earned the respect of the Employer and the Union by becoming "Certified Chiefs of Parties." Each Certificate represents many, many years of training and experience. Along with the Certificate, above, a wallet-sized card, at left, is provided to identify eligibility for 30 cents over the negotiated wage rate for Chief of Party.

JOHN DOE

SOC. SEC. No. 123-45-6789

Certified as
CHIEF OF PARTY

by

NORTHERN CALIFORNIA SURVEYORS
JOINT APPRENTICESHIP COMMITTEE

Art Pennebaaker
ADMINISTRATOR

Rep Abbott Named To Mine Committee

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

The year 1975 is almost history and it has been a busy year for the negotiators in Utah. New agreements were secured for the members at most of the plants, shops and mines as well as for the members working in the construction industry.

All of the contracts negotiated in Utah this year far exceeded any previous contracts in wages and fringe benefits obtained for the Brothers.

The Iron Mines at Cedar City, Utah are a prime example of the agreements that have been settled this year, with an average wage increase of \$1.44 per hour plus a 58 cents per hour increase from the Cost of Living Adjustment the first year of that three-year agreement. Also, increased health and welfare, pension and vacation benefits.

At the expiration of this three-year agreement, the wages and fringe benefit increases will surpass any three previous agreements combined.

The uranium mines in Moab, Utah, owned and operated by Rio Algom Corporation of Canada, are entering an era of prosperity with the market price per pound for processed bulk uranium increasing quarterly. Also, the daily ore production has increased from 750 tons to 1235 tons per shift.

Many improvements have been made during the two years this first agreement with Rio Algom has been in effect. With the expiration date of that agreement just around the corner (February 28, 1976) Local No. 3 representatives are looking forward to even more improvements in working conditions, health and welfare, pension and some substantial wage increases.

Local No. 3's Safety Represen-

tative for Utah, Vance Abbott, has been appointed to the U.S. Bureau of Mines Technical Advisory Committee. The Project Director, five representatives from Federal safety enforcement agencies and five representatives from labor and management make up the eleven-member committee. Abbott is the only representative from the Operating Engineers.

The Committee was established in 1975 to review the safety and performance training programs that are now being used. The Committee will survey and recommend any changes that will keep safety training programs current with the everchanging methods and machines used in the mining industry. Also, to ensure that all employees receive adequate safety training on entry into the mining industry and thereafter at regular intervals.

The results of this national survey should allow the Bureau of Mines to develop improved safety training material and future training programs to reduce current accident trends associated with mining.

Brother Abbott has worked most of his life in the heavy construction and mining industry. He was a crane and shovel operator in the Marine Corps for 3½ years and after his release in 1945, he spent several years as a miner, first joining the Operating Engineers in 1947. He served as a Business Representative for Local No. 3 from 1961 to 1968, worked as a Safety Inspector and Compliance Officer for the State of Utah from 1971 to 1974, and has been a full-time Safety Representative in District No. 12 since January, 1974.

Tests conducted by the National Safety Council's Committee on Winter Driving Hazards cast considerable doubt on some popular and long-standing misconceptions about driving on snow and ice.

Letting some air out of today's low-pressure tires to increase traction doesn't really help but

instead may actually increase the tendency to side-skid.

While it's a good idea to carry some sand in the trunk in case you do get stuck, the added weight in your trunk can make steering tricky and create big skids out of little ones. The Council's tests show that carrying extra weight in the trunk increases traction so little that it's not worth the risk.

About the only thing that will safely increase traction is the use of snow tires, studded tires (where legal) and tire chains.

Based on years of testing, the Committee on Winter Driving Hazards reports that snow tires increase traction on ice by 28 per cent, studded tires by 218 per cent, and reinforced tire chains by 630 per cent, as compared with regular highway tires. On loosely packed snow, snow tires show a 51 per cent increase over highway tires and reinforced tire chains increase traction by 313 per cent.

CENTRAL UTAH

At the Currant Creek Dam, S. J. Groves is getting some of the zone (1 dirt in place). With the grouting about done there is still a chance a lot of dirt will be moved this year. The pipeline work on this job is taking shape and the structures and control tower are looking better every day. The deer and elk hunters would like to see a good snow storm to bring the game down from the high mountains but the Brothers working in the higher elevations are glad to be able to get the hours of work while the weather holds.

Thorn Construction is working on two jobs in the basin area, one of which is a safety project on the highway between Duchesne and Roosevelt. This project probably won't be finished until next year.

Heckett Engineering Company at Geneva is still working two shifts on production and three shifts on maintenance. Heckett Engineering has been successful

in establishing a new plant in southern California and some of the Brothers working at their Utah plant may be asked to go to work in California.

Talboe Construction was the apparent low bidder on the Utah Valley hospital.

SOUTHERN UTAH

The contractors in Southern Utah are taking advantage of the good fall weather to get as much work completed as possible before winter sets in.

W. W. Clyde Company is picking up momentum on their I-70, Fremont Junction, project. They are bringing in equipment about as fast as they can break it loose from other jobs. The Brothers in Clyde's shop at Springville are busy as this equipment comes through for a quick check. Approximately twenty-six Brothers are working in the shop at the present time. Brothers Norm McDonald, Job Steward, and Deveryl Craig, Safety Committeeman, should be commended for the fine jobs they are doing in the shop. W. W. Clyde has completed the asphalt on I-15 between Provo and Springville.

Industrial Construction is having a problem meeting the State specifications on the asphalt at Scipio. The job has been down for a couple of weeks so far and we hope that the problem can be resolved soon as the Operators are missing work opportunities that may not last much longer. Industrial Construction also has

a problem with the State on their Beaver job.

Valley Asphalt Company's plant in Spanish Fork has had a very good summer—the brothers have had plenty of work and it appears as though they will be set for most of the winter. Dave Henrie is the Steward and Bill Renzello is the Safety Committeeman.

Custodis Construction from Chicago is the contractor building the stacks at the Huntington Power Plant. They topped out the stack on October 1st. The project was started on April 1, 1975 and they have really moved along. There are 3400 yards of concrete and going to a height of 600 feet. The stack was poured in 80 sections, 7½ feet per section. The outside measurement at the bottom is 56' 1" and a wall thickness of 22". The stack is 32' 9¾" with a wall thickness of 8½" at the 600' elevation. Elmer Andreason is the hoist operator on the job and the Superintendent is Chuck Robertson. Custodis Construction is scheduled to start the stack at the Emery Plant on April 1, 1976. The Emery Plant will have two stacks and they will be copies of the Huntington stacks.

Arthur G. McKee Company is making good progress on the new smelter project at Kennecott Copper. Most of the foundations are in and from this point on it will be "red iron." Several subcontractors have been awarded contracts and will kick-off as soon as possible.

Mendocino Needs Gas Tax

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

With the arrival of winter rains we would like to remind the Brothers residing in Mendocino and Lake Counties of the Wednesday morning meeting, between 8:00 and 10:00 A.M., at the Ukiah Labor Temple on Kuki Road, behind Sambo's restaurant. The world's best coffee is served piping hot and many roads and dams are built in these two hour sessions. However, the primary purpose is to take care of registrations and/or re-registrations and any questions or problems that may arise. For example — unemployment, (the rocking chair people have been very helpful this year with extensions), pension questions, etc.

The Mendocino County work picture will not show much improvement for the 1976 season unless our legislators get to work and raise the gas tax. The majority of slide repair has been completed, with Pete Baretta, The Stephen Tyler Corp., Mendocino Aggregates and Ray Bertelsen paving out as we write. At this time only two small highway jobs are scheduled for next year—a quarter mile section of Little River and the west approach to the Dos Rio Bridge.

Ranney Method Western beat the rain and completed the horizontal wells at Forestville for the Sonoma County Water Agency. Both wells were tested at twenty million (plus) gallons per day. W. M. Lyles of Fresno was low bidder on the pipe line from For-

estville to Cotati, which should create quite a bit of winter work.

Even though we have had our first look at winter here in the Sonoma, Napa and Lake Counties area, it didn't last too long but it lasted long enough to shut down most of the work for a few days. However, now things are back rolling again and at least most of the Brothers who were knocked off are back in their seats again. Let's hope winter holds off for a few more weeks—say like Christmas!

Ghilotti Bros. were low bidder on the widening of Chanate Road here in Santa Rosa. Their bid was \$496,587; Argonaut Constructors were second with \$612,557. Ghilotti Bros. have already gotten a good start on the job, with Soiland Co. doing the underground work.

C. R. Fedrick is going great guns on the Porter Creek job and although the rains slowed work down a bit the men are right back in there going strong. They have finished up with the scrapers and sent them out but there still are two compactors, a backhoe, two dozers and a loader working, so will start trucking dirt very soon.

The shops in the area are starting to pick up. Empire Tractor has been very slow all summer but according to the report received just recently things are starting to look much better. Berglund Tractor also has been very slow all year but it, too, is looking better all the time.

The work in the Clearlake area is starting to slow down, but there is quite a lot of sewer work to be let late this fall or in early spring, so either way it will be of help to us next year.

East Side, West Side Moving Well

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

The work on the West side which has been going has kept up fairly well. The first rain in October shut down some jobs for a couple of days but as of this writing they have all returned to work. We are hoping the rain will hold off for a few more weeks at least.

Ball, Ball & Brosamer has been doing real well on the canal job at Willows and by the time you read this article, they may be completely shut down for the winter.

The shops and plants have been down but we are hoping that as soon as the crops are in, their work will pick up.

As of this writing, Butte Creek Rock is putting the finishing touches on the Highway 162 job at Butte City. They have been working on the new Safe way store in Chico, doing the dirt work and paving. They also have the paving work on the Skyway job in Magalia for Lema Construction.

Luhr Brothers is coming to the end of their work on the Sacramento River levees until next Spring and the crusher crew at Chico is working day to day and could be working into December.

I would like to thank all the Brothers who made the Marysville District meeting at the Elks Hall and am glad to hear that Brother Millhouse is doing fine after his auto accident and that Brother Charles Hardwick is doing better.

I would like to wish everyone a Happy Thanksgiving.

EAST SIDE

Work on the East side is still moving along well, with the starting of a couple of new jobs. Burdick Construction Co., who was awaiting the award on Phase II of the underground, has had their pre-job conference and the project is underway in Oroville.

At Quincy, Madonna Construction Co. is still working as they can when the weather permits. They will probably not finish that project this year.

R. & D. Watson at Chester is working steadily and keeping a bunch of the fellows working. It appears that they won't miss too

much time even though it is high country and they get a lot of rain and snow.

Work in general is fair for this time of year. Hopefully the forthcoming year, with the advent of more work, will be considerably better.

BLOOD BANK

We wish to thank the following members for their donations and hope that we have other members to thank next month: Ray Dolce, Jack May and our Representatives Alex Cellini, John Smith and George Halsted. Brother Ben Wells had to have open heart surgery this past month and we could certainly use and appreciate any donations.

The donation centers are as follows:

CHICO: Every Monday: 3 to 6 p.m.; Every Tuesday: 8 to 11 a.m. & 1 to 4 p.m.; Every Friday: 8 to 11 a.m. at the Chico Donor Center, 169 Cohasset Road.

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

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

International Convention Rules Are Adopted

(Continued on Page 12)

Oakland Bros. Build Rigs For Alaska

(Continued from Page 6)

tion, which is the bad side of the thing.

Independent Construction picked up the second unit at Orinda Downs, not much yardage but it's not going to go quick. Old Marks is pushing this job. Ed's doing a good job knocking a bunch of these tracts out each year. Another young man on the job, E. P. Squarzino, initiated April, 1936. This dude started riding those yellow dragons before they painted them yellow, Dirt Hand! E. P. makes a Texas storm look like a popcorn. In all seriousness, E. P. loves his work and is proud of his union. Squarzino oiled for our Business Manager Dale Marr. Seems Dale was a pretty fair hand, and a bitch on safety and non union politicians, even then. After talking to men like this you walk away

feeling glad you belong to Local Union No. 3.

Smoking Joe Foster moved in on the Glazier Drive tract in Martinez. Joe has kept 10-12 hands working steady all year. Again, small yardage so it keeps them hopping like fleas.

E. Pestana has work all up and down the Valley keeping a bunch of operators and oilers working.

McGuire & Hester has about hit the finish stage on their tract in San Ramon. This bunch will be going down to Fresno on a canal job this winter.

A few weeks ago Gallagher & Burk lost their top Honcho, Jack Galligher. Jack was a true friend of labor and the working man. Those of us who worked for him from time to time will miss him. Dale Marr passed this on to us—Jack Gallagher was hell on wheels at the bargaining table, but once

he signed, that's the paper he lived by. A hell of a great contractor, Jack Gallagher.

CRANES

Truck Crane Rental looks to be up again and down again. It's on the up and looks good as of this report.

Dupont has some maintenance and a little new construction. Standard Oil is slow, but is picking up. Avon still on with a little maintenance work.

There are truck cranes all over the state doing small and large jobs. There are still a few cranes in Local No. 12's area, and have been there quite a while.

Sheedy Crane working well and so is Bigge. Also, Rosendahl working well and have been at the Brewery in Fairfield for quite a while.

Had a few problems with Local No. 12 working for Economy

Crane, but this was resolved satisfactorily and their men are now back in No. 12.

Had a few safety problems at the Fairfield Brewery job, but these are being repaired or red tagged until they are.

All work in the truck crane business is looking good for the rest of the year and hope next year will be big.

Still quite a lot of work going on in Western Contra Costa County. Gallagher & Burk, Mission Pipeline, Valley Irrigation and others are proceeding with the development of the Hercules housing project for Centex Homes.

Vickrey Enterprises is moving right along with new paving on Highway 80. Vickrey is doing the concrete paving and Syar is doing the asphalt paving. The idea behind this is to remove and replace the rough chopped up truck lanes

on both sides of Highway 80 between El Portal in Richmond and Apian Way in Pinole. Vickrey will be setting up a complete concrete batch plant in the Hilltop cloverleaf area to feed the mud to the paving machines.

Knapp Excavators are doing the excavation for the new Brookside Hospital addition in Richmond, altogether a ten million dollar, four to five year job.

DREDGING, SHIPYARDS & SCRAPYARDS

Shipyards are still moving along. Bethlehem's work load is staying about the same primarily because of the barge contracts with the Alaska Pipe people. Bethlehem runs about 20 to 22 men. Brother Hube Mynatt is Crane Superintendent with John Watson and Kevin Amaral as Shop Stewards. Greg Shapzian is Safety Committeeman.

Todd's work load is about the same with 15 to 18 hands working. Brother Leonard Perry is the Crane Superintendent at Todd's. Brother Perry has been at Todd's since 1942 and a member since 1939. Needless to say, he does a good job as Superintendent. Brothers Luke Webb and Jerry Napier are the Job Stewards and Brother Lew Wright is Safety Committeeman.

Willamette is getting back in the swing of things and dispatching a few more hands now. They have about 12 to 15 hands with Brother Slim Schribner as Crane Superintendent and Brothers Al Palmer and R. D. Boyer as Job Stewards and Brother Harry Faison as Safety Committeeman. Brother Faison has just been selected to represent Local No. 3 on the Pacific Coast Metal Trades Council Safety Committee. Congratulations Harry!

Paceco is holding up also. They have been keeping 6 men busy right along with Brother Lloyd Russell as Steward and Bill Wentworth as Safety Committeeman.

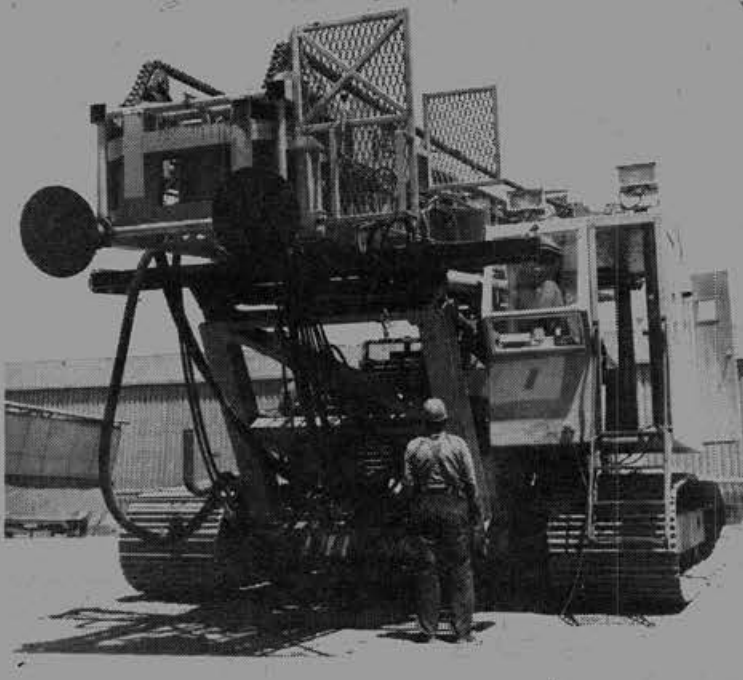
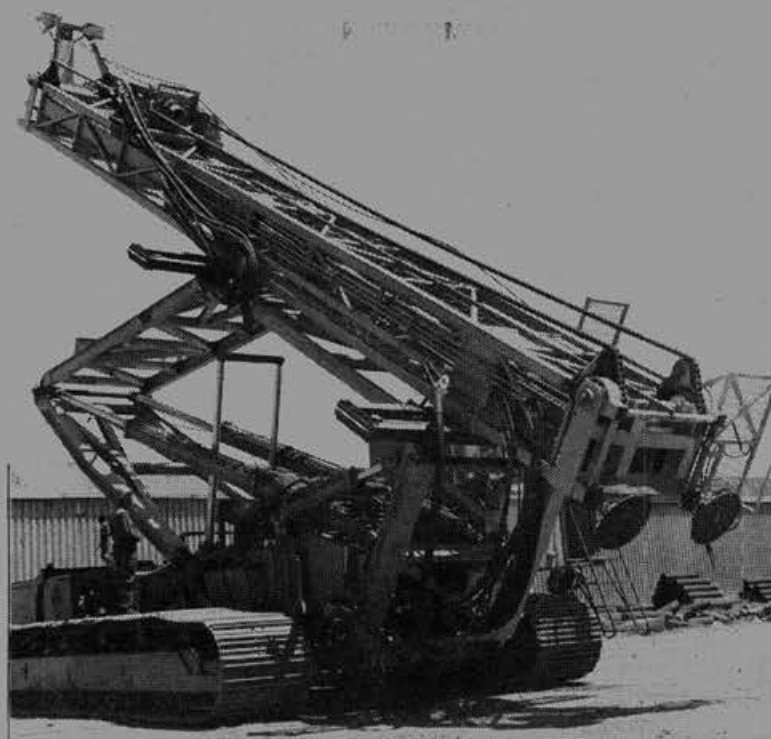
Some scrapyards are still slow. Learners is still slow with only an occasional barge to load out and the smaller yards, Rose, Drew Sales and Joseph Levin, etc. are quiet because of the low scrap prices. Levin, Joffe and Schnitzer are still holding pretty well though they are stockpiling most of their stuff and waiting for the price to move up.

Dredging is at a standstill. Smith-Rice Company is the only dredge job going at the moment at Parr Richmond.

Once again, I would like to remind the Brothers that if you get called to a political meeting, County Supervisor's meeting, Corps of Engineers meeting, or environmental impact study meeting, please come. When you show up in a group at one of these meetings you can sway the judgement of the people in power. There is literally millions of dollars out there waiting to be picked up by somebody willing to yell for it!

The \$5.5 billion in unemployment insurance benefits paid to 6.7 million persons during the 1974 fiscal year included payments made because of 45 major disasters and because of the energy shortage, according to the annual report of the U.S. Department of Labor.

SIX DRILLING RIGS, especially designed for operating in the fragile environment of the Trans-Alaska Pipeline Project, were manufactured by Local 3 members at Raymond International, Inc., of Oakland, California. The rigs are self-contained, versatile and designed to operate at speeds and pressures that will do the job without unnecessary damage to Alaska's ecological balance. The rig body is only 9 feet wide, 30 feet long, 7 feet in height and is covered by a sheet metal enclosure insulated to contain and utilize engine heat to combat Arctic temperatures that range down to -70°F . The drilling rig is 60 feet long, with the mast in a folded position, including the hoist and extension legs. The one-piece mast is 57' 10" long. Overall width of the rig is 21' 10" and it will fold to an overall height of 13' 6" with the drill string removed from the mast. Since the drill rig must operate from mostly rolling and hilly terrain, Raymond engineers developed a unique arrangement of hydraulically operated support frames and horizontal slides which give rapid and precise control to the positioning of the mast. Even when the machine body is not level because of uneven terrain, the rig is designed for vertical drilling.



Convention Rules Adopted

—(Continued from Page 10)

SECTION III

Each member nominated, otherwise eligible, in order to continue to be eligible shall have filed with the Recording-Corresponding Secretary of the Local Union an "Acceptance of Nomination," Article XII, Section 1(g) By-Laws, and a Section 504 of the Labor-Management Reporting and Disclosure Act of 1959 Affidavit within ten (10) days after having been notified of his nomination in writing by the Recording-Corresponding Secretary, and approved by the Election Committee. Such filing shall be made at the office of the Recording-Corresponding Secretary, 474 Valencia Street, San Francisco, CA 94103. Copies of such Acceptance and Affidavits will be available at all meetings at which nominations are made and in the office of the Recording-Corresponding Secretary of this Local Union, and will be mailed to all members nominated.

SECTION IV

All members nominated, otherwise eligible, shall continue to be eligible provided that thereafter they attend each and all regularly scheduled membership meetings in their Districts and the Semi-Annual Meeting in San Francisco on January 10, 1976, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, death in family, but not including work assignments.

Those excused from attending meetings:

NOTE: All members nominated who are more than one hundred (100) miles from San Francisco on January 9, 1976, and January 10, 1976, are excused for good cause from attending the Semi-Annual Meeting on January 10, 1976, in San Francisco, California, as are all who are more than one hundred (100) miles from their Regular District Meetings the day before and the day of the meeting between December 12, 1975, and February 17, 1976. A member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary at 474 Valencia Street, San Francisco, California, in writing, by letter or telegram, not later than 5:00 p.m. Local San Francisco Time, within five (5) days after a meeting which he is required to attend.

REGULAR DISTRICT AND SUB-DISTRICT MEETINGS

Nomination of Delegates to 30th I.U.O.E. Convention

Dist. No.	Location	Day and Date	Meeting Place
4	EUREKA	Jan. 13—Tuesday 8:00 p.m.	Engineers Bldg. 2806 Broadway, Eureka
7	REDDING	Jan. 14—Wednesday 8:00 p.m.	Engineers Bldg. 100 Lake Blvd. Redding
6	OROVILLE	Jan. 15—Thursday 8:00 p.m.	Prospectors Village 580 Oroville Dam Blvd., Oroville
17	HONOLULU	Jan. 21—Wednesday 7:00 p.m.	Washington Inter- mediate School (Cafetorium) 1633 S. King St., Honolulu
17	HILO	Jan. 22—Thursday 7:30 p.m.	Kapiolani School 966 Kilauea Ave., Hilo
1	SAN FRANCISCO	Jan. 28—Wednesday 8:00 p.m.	Engineers Bldg. 474 Valencia St., San Francisco
2	OAKLAND	Feb. 5—Thursday 8:00 p.m.	Labor Temple 23rd Street and Valdez, Oakland
3	STOCKTON	Feb. 10—Tuesday 8:00 p.m.	Engineers Bldg. 2626 No. California St., Stockton
5	FRESNO	Feb. 17—Tuesday 8:00 p.m.	Engineers Bldg. 3121 E. Olive St., Fresno

TIME OF ELECTION SECTION V

Ballots shall be mailed on Thursday, February 12, 1976, and must be returned to the Post Office Box on or before Thursday, February 26, 1976, at 10 o'clock a.m. Local San Francisco Time, at which time the Post Office Box shall be opened for the first and last time.

ELIGIBILITY TO VOTE SECTION VI

All members not suspended for non-payment of dues as of February 12, 1976, 5:00 p.m. Local San Francisco Time, of the Parent Local Union Branch Sub-divisions and Registered Apprentice Engineers Sub-divisions of Operating Engineers Local Union No. 3 shall be eligible to vote.

No member whose dues have been withheld by his Employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements shall be declared ineligible to vote by reason of any alleged delay or default in payment of dues by his Employer to the Local Union.

WHO SHALL BE DECLARED ELECTED SECTION VII

The number of candidates who receive the highest number of votes cast shall be declared elected Delegates or Alternate Delegates, as the case may be. Their names shall be arranged in descending order based on the total number of votes received by each of them. The candidate receiving the highest number of votes shall be at the top of the list, the candidate receiving the least number of votes at the bottom of the list, and they shall be numbered in descending order, one (1) through the total number nominated and eligible for Delegate and for Alternate Delegate.

In the event that two (2) or more candidates receive the same number of votes, their names shall be arranged in descending order based on the length of membership in Operating Engineers Local Union No. 3. The tied candidate who has been a member of Operating Engineers Local Union No. 3 for the longest period of time shall be listed above the tied candidate who has been a member for a shorter period of time, and they shall then be numbered as in this Section provided, and the candidate with the next highest number of votes shall receive the number next following the number assigned the tied candidate who has been a member of Operating Engineers Local Union No. 3 for the shortest period of time.

The candidates, numbered one (1) through 38, shall be declared elected as Delegates. The candidates for Alternate Delegates, numbered one (1) through two (2), shall be declared elected as Alternate Delegates.

Each Alternate shall serve as necessary. The Alternate with the highest number first, and the Alternate with the lowest number last.

PUBLICATION SECTION VIII

The Recording-Corresponding Secretary, upon request of any bona fide candidate shall distribute such candidate's campaign literature, by mail or otherwise; provided the candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such requests shall be honored if made on or after 5:00 p.m. Local Time, the 7th day of February next preceding the mailing of the ballots.

OBSERVERS SECTION IX

Each candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity. If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity, as promptly as possible.

CONDUCT OF MEMBERS SECTION X

Every member shall have the right to express his views and opinions with respect to the candidates; provided, however, that no member shall libel or slander the Local Union, its Members, its Officers, District Members, or any Candidate, and all members shall avoid all personalities and indecorous language in any expression of views and opinions with respect to candidates.

Any member found guilty of violating the above paragraph shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and if such member should be a candidate he shall, if found guilty, suffer the loss of the office for which he is a candidate, if elected thereto.

SAMPLE BALLOT SECTION XI

A sample ballot shall be published in the Engineers News, January

Hwy. 101 In Marin To Be Widened

By W. A. "LUCKY" SPRINKLE
Assistant District Representative
Freeman-Sondgroth Construction Company completed the \$3.3 million project to widen Route 101 from six to eight lanes between the Richardson Bay Bridge and the Greenbrae Interchange, a four-mile distance.

A lane in both the north and southbound directions has been added on the outside of the existing lanes from the Richardson Bay Bridge to the Alto Interchange. North of this interchange, the widening has been done primarily in the median separating the north and southbound lanes.

Since December the new lanes along this four-mile stretch have been reserved exclusively for buses during weekday morning and evening commute periods. In the morning, the southbound inside lane is used exclusively by buses from 6 a.m. to 9 a.m. In the afternoon, the northbound inside lane is used only by buses from 4 p.m. to 7 p.m. At all other times, the lanes are open to all traffic.

Resurfacing, the last remaining phase of this major contract, has just been completed. A blanket of open-graded asphalt concrete has been applied to provide a smooth, non-skid surface for vehicles during wet weather.

Freeman-Sondgroth has also completed the final fencing, slope grading and other finishing work on the \$15.5 million Novato Bypass July 1, 1975.

The Novato bypass replaces the old Novato bottleneck with six lanes of divided highway — three lanes in both north and southbound directions — for 5.2 miles along Route 101.

A cooperative project is tentatively scheduled for next year between the City of Novato and Caltrans to improve old Route 101 through Novato, that stretch replaced by the Novato Bypass.

Basically the proposed project would involve reconstruction and alteration work from south of Novato Creek Bridge to south of Atherton Avenue Interchange, a 1.6 mile distance.

Provisions under the proposal include some landscaping, pedestrian walkways, bikeways, bus stops, parking zones and two lanes of traffic in both north and southbound directions.

Ghilotti Brothers construction roadway improvements along the Miracle Mile in San Rafael is just about two-thirds complete.

1976 Edition, subject to correction by the Committee by reason of the failure of a Nominee to continue to be eligible or to qualify for any reason.

CONDUCT OF ELECTION SECTION XII

The election will be conducted by mail, by secret ballot, under the supervision of the Election Committee. Price Waterhouse & Co., a nationally known firm of Certified Public Accountants, will mail a ballot to each member and count the returned ballots under the supervision of the Election Committee.

ELECTION RESULTS SECTION XIII

Results of the election will be published in the March 1976 edition of the Engineers News.

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:

Adams, Ray (Lena, Wife)	9-27-75
812 W. Acacia St., Salinas, Calif.	
Aguilar, Albert (Florence, Wife)	9-17-75
28 Kaumana Dr., Hilo, Hawaii	
Andre, William (Dorothy, Wife)	10-21-75
973 Lyon Ave., Elko, Nevada	
Cunha, Ernest M. (Mark, Son)	10-22-75
P.O. Box 44, Challenge, Calif.	
Dana, John (Dez, Wife)	10-16-75
2471 San Carlos, San Carlos, Calif.	
Fairbanks, Ivan (Marjorie, Wife)	10-10-75
P.O. Box 68, Trail, Oregon	
Foley, Vera (Corinne, Wife)	10-5-75
2 Appian Way, El Sobrante, Calif.	
Glasgow, Gary (Glenda, Wife)	9-20-75
3825 Esmar Rd., Cere, Calif.	
Griffin, John L. (Lillian Chaffin, Sister)	10-9-75
P.O. Box 423, Sisters, Oregon	
Griffith, Joseph (Leora, Wife)	10-11-75
932 Harlan Ave., Oroville, Calif.	
Guster, Mack (Christine, Wife)	10-17-75
4610 Summit Way, Sacramento, Calif.	
Hall, Ray C. (Hilda, Wife)	8-19-75
2430 Coronet Blvd., Belmont, Calif.	
Hightower, Albert S. (Jane, Wife)	10-8-75
932 Leroy Lane, Walnut Creek, Calif.	
Hinsz, Walter (Anna, Wife)	10-17-75
2516 I Street, Sacramento, Calif.	
Hovey, Grant (Bernice, Wife)	9-23-75
101 South 7th West, Logan, Utah	
Hovlid, Gilbert (Clella, Wife)	9-6-75
Rt. 2, Box 188, Gridley, Calif.	
James, Donald (Rolande, Wife)	10-18-75
Box 211, Lagunitas, Calif.	
Jensen, Robert (Edith Milburn, Friend)	10-19-75
P.O. Box 4048, Hayward, Calif.	
Lampley, Albert (Pandora, Wife)	9-24-75
1931 Happy Valley Rd., Redding, Calif.	
Lovett, Bennie R. (Beverly, Wife)	10-8-75
2096-20th Ave., Sacramento, Calif.	
Murphy, James (Jane, Wife)	10-13-75
8764 Gkyway No. 2, Paradise, Calif.	
Ramos, Miguel (Elisa, Wife)	10-10-75
33358 - 6th St., Union City, Calif.	
Reis, Nick (Marilyn Davis, Daughter)	10-6-75
306 Bear Creek Rd., Boulder Creek, Calif.	
Ridenhour, C. H. (Ina, Wife)	9-6-75
1310 Woolner Ave., Fairfield, Calif.	
Russell, App (Brenda, Daughter)	9-25-75
146 Healdsburg Ave., Healdsburg, Calif.	
Shade, Blythe (Mavis, Wife)	9-22-75
595 El Camino Real, Salinas, Calif.	
Shelton, Woodford (Marie, Wife)	10-2-75
1007 W. Myrtle St., Santa Ana, Calif.	
Slack, Guy, Sr. (Alberta, Wife)	10-23-75
39 Shell Road, Mill Valley, Calif.	
Smith, Leslie W. (Irene, Wife)	9-28-75
Box 393, Clearlake, Calif.	
Stewart, Glenn A. (Louise, Wife)	9-9-75
1283 Betty Ave., San Leandro, Calif.	
Strickland, Cleo (Anna, Wife)	9-30-75
240 Kuwait Way, Pacheco, Calif.	
Swenson, John N. (Olga, Wife)	10-3-75
5525 Harvey Ave., Oakland, Calif.	
Wells, Charley (Lorraine, Wife)	10-6-75
2261 Del Monte Dr., San Pablo, Calif.	
White, Dallas (Barbara, Wife)	9-29-75
1937 W. Belleview, No. 93, Porterville, Calif.	
Whitmire, Leonard (Howard, Brother)	10-18-75
Box 172, Hood, Calif.	
Woolridge, Charles (Maria, Wife)	10- -75
243 W. Worth, Stockton, Calif.	
Wright, L. Dee (Charlotte, Wife)	10-3-75
Box 84, Esparto, Calif.	

DECEASED DEPENDENTS OCTOBER 1975

Chamberlain, Agnes—Deceased: September 2, 1975
Deceased Wife of James Chamberlain
Dulinsky, Claire—Deceased: September 22, 1975
Deceased Wife of Clyde Dulinsky
Newsom, Jimmie—Deceased: October 19, 1975
Deceased Wife of Ralph Newsom
Welch, Ida J.—Deceased: September 21, 1975
Deceased Wife of Roy Welch
Whitmore, Mrs. Leonard—Deceased: October 18, 1975
Deceased Wife of Leonard Whitmore
Wilfong, May Catherine—Deceased: October 17, 1976
Deceased Daughter of S.F. Wilfong

Three affirmative action programs—federal contract compliance, handicapped workers' task group, and veterans' task group—within the Labor Department's Employment Standards Administration are being merged to improve operating efficiency.

On November 6th at its regular quarterly district meeting the membership of District 9 elected Ernest J. Henry to fill the balance of an unexpired term and serve on the District 9 Grievance Committee.

Murieta Receives International Fame

Rancho Murieta Training Center, the nation's prototype heavy construction education facility, has long been an object of interest nationally but it recently acquired an international flair by serving as a model for training programs which may soon be developed in Brazil.

RMTC's recent international importance was brought about through a visit by Florindo Villa-Alvarez, a Brazilian-born naturalized United States citizen with an impressive educational record and an even more impressive history in international diplomacy.

Villa-Alvarez, who speaks fluent English and at least four other languages, will soon embark on a monumental educational project in Brazil, sponsored by the Fletcher School of Law and Diplomacy and Dufts University, both affiliates of Harvard University.

The project consists of the development of the first school of rural administration and rural sociology in Lavras, Brazil. Although this may sound like a theoretical and academic topic and may seem to be far from the nut-and-bolts practicality of RMTC, its functional purpose becomes obvious once one understands the country's present economic status.

Brazil, as Villa-Alvarez describes it, is a developing country in every sense of the word. It now has 100 million inhabitants and since 1964 it has undergone an unprecedented boom, based on almost every conceivable type of industrial production.

Brazil's development since 1964 has been so rapid and so widespread that an understanding of

the complex industrial, agricultural, social, cultural and environmental factors it involves is crucial. This is the purpose of the school—to study these factors, to train engineers, economists and technical instructors for Brazil's future and to suggest to the government methods of proper management of the developing areas.

As in the United States one problem that is expected is environmental decline. Though Villa-Alvarez is a critic of many Brazilians' lack of concern for the environment he is a realist on these matters.

"We have to find an ideal compromise between industry and nature," he said. "But you just can't stop the progress of man."

Choosing the location of the school was not difficult since Minas Gerais, the state in which Lavras is a principal city, is the center of Brazil's economic boom. The huge state, formerly an agricultural and resort center, is the site of vast mineral deposits.

"Minas Gerais still has everything you can imagine in agriculture and cattle," said Villa-Alvarez. "Years ago rich people used to come to this area just to drink the mineral water, but since then they have found great deposits of minerals. What used to be a resort for the wealthy of Sao Paulo is now a center for the production of industrial materials."

Villa-Alvarez said that the area contains gold and precious stones in addition to deposits of minerals such as iron and uranium. For all these reasons, Lavras is the logical place for a school of this type.

Because of the fact that Brazil, like most previously undeveloped countries, was predominantly agricultural prior to the boom, the major thrust of the new school will be agriculture. Villa-Alvarez himself asks the obvious question.

"If I'm not an agronomist, then why will I be the one to start a school that is primarily agricultural? The answer is that Brazil is changing the idea of agriculture teachers. We will be approaching things in a different way. Before, agriculture teachers would simply go around and hand out leaflets. But the teachers we train will be able to give real technical assistance."

According to Villa-Alvarez, the new drive in Brazil will be towards agricultural business—large farms producing huge harvest through mechanization. This is part of the reason for the interest in a training center for operating engineers. Another reason is the sheer novelty of a training program run by a union.

Las Positas

(Continued from Page 1)
revitalizing industry and construction labor. He is also a much sought after speaker on construction safety.

"Delays by governmental agencies and by opponents of the Las Positas New Town only further depresses jobs and income for many out of work people in Alameda County; and forestall much needed housing for the country's new families," said Marr.

"I heard about Rancho Murieta and was anxious to see it because I thought it feasible in Brazil," he said. "To me the idea of a training center and a union supporting it is an idea that could have happened a long time ago."

He qualified his statement, however, by saying that such a program could not have been instituted until after 1964. In that year a new government took over under Ernesto Geisel, the former president of Brazil's oil monopoly and a personal friend of Villa-Alvarez.

"Prior to 1964 the unions were manipulated by the government," he said. "After 1964 they were allowed to build their own structure and now a construction union exists with the money to do something like this."

Villa-Alvarez was especially impressed by the apprenticeship program's concept of mixing classroom time and on-the-job training to produce well-rounded journeymen. He also pointed out that the freedom given Brazilian labor unions since 1964 would make it possible for training requirements to be set by experienced engineers, not governmental bodies. This, according to Villa-Alvarez, is crucial.

"The people who should say what is needed to produce a qualified journeyman are people like those who work here at Rancho Murieta," he said. "They are the ones who really know what's needed."

Overall, Villa-Alvarez said that he was much impressed with the training program and the professionalism of the Rancho Murieta staff. In terms of his experience with social institutions in Brazil, the mere fact that a labor organization has the freedom to create a Rancho Murieta is highly positive.

"When a labor union can be this powerful it is a wonderful thing," he said.

Compliance action by the U.S. Labor Department's Wage and Hour Division—responsible for enforcing a variety of labor laws—including the Fair Labor Standards Act—disclosed \$65 million in minimum wage and overtime pay due to about 327,000 workers during fiscal 1974.

The dues rates for the Local Union were increased in various amounts effective October 1, 1975, and the members who paid dues prior to this date were billed at the rate in effect at the time of payment, which is in compliance with the Local Union By-Laws. Dues paid after October 1, 1975 had to be held until all dues mailed and postmarked during September were processed at the old rate. Dues paid after October 1, 1975 were converted to the new dues rates and processed after October 15, 1975 which did not give members adequate time to pay the balance prior to November 1, 1975; therefore the Executive Board approved that:

Those members who paid dues after October 1st and prior to November 1st at the rate indicated on their billing cards shall be in good standing if they pay the balance of the current applicable dues prior to December 1, 1975.

With Safety In Mind

Emergency Actions For Contact Lenses

Years ago, more people talked about contact lenses than wore them. Today, over five million people wear them and each year 750,000 more patients are fitted for contact lenses.



Jerry Martin

There are many advantages to contact lenses, appearance being number one. In addition, they don't cloud up from perspiration like regular glasses do and for some type eye injuries and defects, contacts are the only type lens that work.

The big problem with contacts is the damage the lens can do to the eye when the wearer is injured or knocked unconscious. We've had quite a few calls asking what to do when a wearer is involved in an accident. Although we recommend that OPERATING ENGINEERS WEAR ONLY SAFETY LENS TYPE GLASSES ON THE JOB, here are the safety precautions for contact lenses in an emergency.

The first step is to determine whether or not the patient is wearing contact lenses. Ask him, if he is conscious, or check for Medic-Alert tags or bracelets. Otherwise, gently separate the patient's eyelids and shine a small penlight sideways on the eye to see if a lens is there.

If at all possible, secure help from a physician or optometrist or other emergency trained personnel to remove the contact lenses. NEVER REMOVE THE LENS IF THE CORNEA OF THE PATIENT'S EYE IS NOT VISIBLE UPON OPENING THE EYELIDS.

If the patient cannot remove the contact lenses himself, and professional help is neither available nor forthcoming then here are the procedures for removing the three types of contact lens:

HARD CORNEAL LENS: This lens is about the size of a man's shirt button and covers most of the cornea (colored area of the eye) when it's in the correct position.

TO REMOVE:

1. Wash your hands.
2. Position one thumb on the upper eyelid and one on the bottom eyelid.



3. Move the eyelid around gently until the lens is over the cornea.
4. Widen the opening of the eyelids beyond the top and bottom edges of the lens.
5. Press down gently but firmly on both lids.
6. Move the lower eyelid to a position barely touching the bottom edge of the lens.
7. Bring the upper eyelid down to the top edge of the lens, with both eyelids still firmly pressed against the eye.



8. Press slightly harder on the lower eyelid, move it underneath the bottom edge of the lens. This movement should cause the lens to tip outward from the eye.
9. When the lens has tipped slightly, begin moving both eyelids toward one another, causing the lens to slide out between the eyelids where it can be retrieved.

DO NOT USE FORCE! !

FLEXIBLE CONTACT LENS: As a general rule, do not attempt to remove these lens. They are made of flexible material and are smaller than a dime. Little harm will result if these lens are left in place for hours. If the emergency calls for it, carefully follow these steps.

TO REMOVE:

1. Wash your hands.
2. Pull down the lower lid with the middle finger and place the index finger tip on the lower edge of the lens.
3. Slid the lens to the white part of the eye.
4. Compress the lens lightly between the thumb and index finger with a pinching motion which causes the lens to double-up between the fingers.
5. Remove lens.

AGAIN, DO NOT USE FORCE! !

SCLERAL LENS: This lens is an uncommon type, about the size of a quarter and covers all of the cornea plus some of the white (sclera) area when in correct position.

Eugene Lake Appointed to Commission

Eugene "Gene" Lake, Business Representative of Local 3 in Eureka District 40, was named by California Assembly Speaker Leo McCarthy to the North Coast Regional Coastal Commission.

Lake is a long-time resident of Humboldt County. He attended Humboldt State University from 1954-57, majoring in Business Administration. A business agent for the union since 1969, Lake has also served as secretary of the Apprenticeship Committee and a delegate to the Humboldt-Del Norte Building Trades Council.

Prior to joining the Local 3 payroll, Lake worked for various contractors in the Humboldt area.

Lake said he was "very pleased to accept this position in behalf of organized labor and the Operating Engineers in particular. This most important commission affects the day to day lives of each and every resident of the North Coast. Proposition 20 (which established the Coastal Commission) was not the desire of the North Coast voters who are now restricted by its passage. I am looking forward to giving a voice to a most important segment of our area—the people who must work for a living."

Local 3 Business Manager Dale Marr commenting on Lake's appointment said that "this shows the type of people we have working for the union. Gene Lake is a dedicated agent who is constantly working for the good and welfare of the members. It also shows that Local 3's political involvement in the various planning committee hearings have paid off. We thank Speaker McCarthy for giving this important position to a representative of Local 3."



GENE LAKE
Business Agent

TO REMOVE:

1. Wash your hands.
2. Position an index finger on the lower eyelid near the edge.
3. Slowly and carefully press the eyelid down and under the eye until the bottom edge of the lens becomes visible. This requires more pressure than for the corneal lens, but don't use excessive force.
4. Maintaining a gentle but firm pressure on the eyelid, move the finger in the direction away from the patient's nose. The eyelid should be pulled taut.
5. By pulling the eyelid taut, the eyelid margin should slide underneath the bottom edge of the lens and lift it slightly so that it can be removed.

Points to remember: Be calm. Never attempt to pry a lens loose with hard objects such as fingernails, matches, etc. Remember that force can do more harm than leaving the lens on the eye. Once the lens are removed, place them in a bottle or case with a little water and identify the container with the patient's name.

SAFETY COMMITTEEMEN ACTIVATED

Week Ending October 14, 1975			Week Ending October 17, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
10	Robert Nelson	R. Swanson	12	Jerold Shields	V. Abbott
10	Don Owens	S. McNulty	12	Don Vandenburg	V. Abbott
10	Max Huckabee	W. Parker	12	Orin B. Hatch	V. Abbott
12	Duane Dull	V. Abbott	12	Johnny Suazo	V. Abbott
12	Joe Bates	V. Abbott	12	William Davis	V. Abbott
12	Lowry Olsen	V. Abbott	20	Thomas King	B. Barks
			31	Shirl Winnett	J. Victor
			60	Harvey Powell	G. Halsted

THINK SAFETY—WORK SAFELY

Stewards' NEWS

by Ray Cooper, Job Steward Director

The By-laws of Operating Engineers state that a member should be in the Union for five years, if possible, before being appointed Steward. It wasn't possible for Steward, Norvill "Red" Tanner, to be a five year member—employees at R. B. Montgomery Drilling have only been under the jurisdiction of Operating Engineers for a few years.



Ray Cooper

"Red" was instrumental in getting the company organized. He said most of the employees were willing to join the Union but there was still some work to be done. In conjunction with George and Ray Morgan, who were the Operating Engineer organizers, "Red" helped set up an election and get out the vote. The employees are satisfied with their decision, too, Red said. Wages, fringe benefits and conditions in general are better than they were before.

Brother Tanner has worked on drilling rigs for the past 18 years. He started out as a kid in New Mexico, hiring out on any job that was available. He's had experience on just about all the work there is to do on a rig but presently he is a motorman. "Red" has drilled offshore as well as on land and described the drilling process as essentially the same routine. The main difference in drilling for oil, water, gas or any other element, Red said, was in the safety measures needed to control the flow.

Last year R. B. Montgomery was putting in gas storage wells for P.G.&E. on McDonald Island when they made the newspaper headlines. They had a blow out, like most of us have only seen in the movies. The intense flame burned about half a million dollars of iron when the rig went up and they had to call in a world famous fire fighter, Red Adair, to control the blaze. Brother Tanner said they worked for 19 days straight to put out the fire. Unbelievably, no one was injured throughout the ordeal.

Montgomery has had enough jobs around the San Joaquin Valley too keep "Red" working near home the last couple of years although they drill throughout the States and Canada. Currently, they are drilling for steam near Middletown, California and the Tanners live in Lodi. Red's hobby is doing cabinet work (anything from chess boards to \$20,000 custom cabinets) so its convenient for him to be near his wood working shop.

It was interesting to talk to "Red" about his work. The geothermal business is one that you don't often hear about. Red agreed. He said, "It's surprising when you think about it. People probably know the least about the very things they use to most—oil, gas and water keep them going, and they don't have the slightest idea how or where it comes from."

JOB STEWARDS ACTIVATED

Week Ending October 3, 1975			Week Ending October 10, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
21	Tom O. Brower	J. Victor	01	Jim Oliver	G. Morgan
60	James Darvell	G. Halsted	10	Geo. Swicegood	W. Parker
60	George Genise	G. Halsted	20	Eugene Schaufier	P. Schissler
60	Bill Jordan	G. Halsted	20	Chuck Thompson	R. Butler
			20	Dave Gentry	B. Marr
			60	Kathy Lockard	R. Criddle
Week Ending October 17, 1975			Week Ending October 24, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
01	James Huffman	F. Townley	01	James Huffman	F. Townley
01	Bill H. Miller	F. Townley	01	Bill H. Miller	F. Townley
04	Patrick Tankersley	A. Smith	04	Patrick Tankersley	A. Smith

JOB STEWARDS INACTIVATED

Week Ending October 3, 1975			Week Ending October 10, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
12	Crayton Campbell	T. Bills	12	Roy Pogue	W. Markus
60	Glenn Berglund	G. Halsted	12	Jack Chynoweth	T. Bills
			60	Verle Williams	R. Criddle
Week Ending October 17, 1975			Week Ending October 24, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
01	Frank Benedetti	R. Wilson	60	Ruby Henry	R. Criddle
01	John Jaquysh	R. Wilson	60	Robert Boom	R. Criddle
12	Joe Baker	D. Strate	60	Luella Anderson	R. Criddle
30	Don Maritt	A. McNamara	80	Dan Hacker	A. Swan
Week Ending October 31, 1975			Week Ending October 31, 1975		
Dist.	Name	Agent	Dist.	Name	Agent
10	Wesley Hay	W. Parker	10	Wesley Hay	W. Parker
20	Thomas Westoby	R. Butler	20	Thomas Westoby	R. Butler

More Stockton

this project. They will be erected by helicopters and, of course, the two major local contractors, Flintkote and George Reed have been keeping several brother engineers very busy on their overlay projects throughout the city.

We are putting forth an effort to get as many proposed projects off the drawing boards of the various governmental agencies and our goal is to make the proposed projects reality. There are going to be times when we are going to need each and every brother engineer in this area to help us, so when we call on you, please put forth every effort to do what you can, because it appears that these small projects are going to be the lifeblood of our work picture.

Personal Notes

EUREKA

We wish a speedy recovery to Brother J. C. Kinney who is recuperating at home after surgery.

We wish a speedy recovery to Brother John Laam who is hospitalized in Arcata at the Mad River Hospital.

MARYSVILLE

Our deepest sympathies are extended to the families and friends of the following Retired Brothers who expired since our last article: Joseph E. Griffith, Gilbert Myron Hovlid and James Murphy. We are also sad to report that Ernest Cunha, Jr. was killed while returning from a hunting trip and we extend our heartfelt sympathy to the family and friends of our young Brother.

Ben Wells is out of the hospital and we certainly hope he continues to do as well as he has so far. A speedy recovery to Brother Charles Hardwick who has been hospitalized three times this past month for eye surgery and complications resulting from the surgeries. Retired Brother Walt Fisher is in the hospital in Sacramento having surgery. Good luck and we certainly look forward to having you back soon Walt.

Many Brothers are not aware of the fact that we have two phone numbers in our District. As well as the Marysville line we have an Oroville line because the majority of our members live in that area. Our numbers are as follows: Marysville, 743-7321, Oroville, 534-1858. HAPPY THANKSGIVING

REDDING

Our deepest sympathy is extended to the family and many friends of brother Albert "Bill" Lampley. Brother Lampley was a member of Local No. 3 for many years—at the time of his death he was on pension and living in the Redding area.

Heartfelt sympathies to the family and friends of brother Stephen E. Collins of Anderson. Brother Collins expired October 20th after a long illness—he was disabled since 1959.

Our sincere and heartfelt sympathy to the family and friends of brother Donald Pearson. Brother Pearson expired after a long illness. At the time of his death he was on pension with Local No. 3, and living in Corning.

Good Luck for a speedy recovery to the following brothers who have been ill—we hope it won't be long and they will be well and working again. Brother Tom Gay, J. T. "Alabam" Green, Stan Jordan, Gene Dorsey, Alex Rodak, Claude Brown, and Eugene Babcock.

We wish to thank all the members and wives who donated blood to the Engineers Blood Bank the past month: Dennis Bartels, Rose Ballard, Lawrence Bland, Donald Harris, Bruce McClain, Donald Rush, Ruby Vardanega, and Charles Charles Blackburn

SACRAMENTO

We wish to extend our deepest sympathies and condolences to the families and friends of deceased Brothers William Cullar, L. Dee Wright, and Bennie R. Lovett.

SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Dennis N. Reis, Ray Adams, Blyth C. Shade Charles F. Watson, Horace Spiva and Homer M. Lucas.

Our most sincere appreciation to Brother James D. Cooper for his blood donation.

A donation of a pint of blood can be helpful to more than one person. There are processes to separate the blood into its component parts; red cells, white cells, platelets and plasma. Most patients need red cells. Some need only platelets and others only a fraction of the plasma. This philosophy of component transfusion therapy enables more than one person to be helped by a single donation of blood.

SAN RAFAEL

Brother Ron Slagill, apprentice for Ghilotti Brothers, was laid up a couple months with a torn ligament in his ankle—the result of playing football on a Sunday afternoon. Hope all mended well, Ron.

Brother John Van Drunen from San Rafael, who works for Bresnan-Dalcio, has been on the sick list since July and in and out of Marin General. John is not happy unless he is working hard, so our good wishes for his return to good health.

Brother Fred Vaughn of Pt. Reyes was confined in Novato General Hospital. He was stepping off his "Cat" on the Ed. Dorsett job and that "first step" was a bugger! He landed up with a broken pelvis. (Best to leave that "space walking" to our Astronauts!) Our best wishes for a speedy and complete recovery.

Congratulations to Bob Merz and wife on the arrival of their baby boy (to keep his little sister company). Clint Robert came into this world at a whopping 11 pounds, 8 ounces!

Brother Guy Slack, Sr. is in Marin General Hospital. We wish him a speedy recovery. Brother Guy was our Executive Board member for many years, and retired a few years ago.

Brother Fred Burns recently joined the retirees and we do wish him years and years of happy retirement.

We are sorry to learn of the sudden passing of Brother Donald James on October 18th. Our deepest sympathy to his widow, Rolande.

SANTA ROSA

It is with deep regret we report the death of Brother App Russell and Leslie W. Smith. Our sincerest condolences are extended to the families and friends of our late Brothers.

STOCKTON

Our deepest sympathies are extended to the family and friends on the passing of Brother Charles R. Woodriddle who apparently drowned in the Persian Gulf while employed overseas for the Manitowac Crane Corp. and Ida J. Welsh, wife of Brother Roy F. Welsh.

The following Brothers were either hospitalized or under a doctor's care since our last report: August Bechtold, Edward Thoza, James Carney, Henry McBride and Omer Pruitt. A speedy recovery is wished for all.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: SPLIT LEVEL LOT in Castro Valley + house plans. Will trade for trailer or motor home. Will finance. L. Branaugh, 2122 Via Barrett, San Lorenzo, CA 94580. Ph. 415/278-2834. Reg. No. 1344605. 9-1.

FOR SALE: DOLLS, German, antique, priced from \$70 to \$300. Other dolls & compo body, porcelain heads. No list. Please call for appt. to see. 916/725-3142. Reg. No. 1058704. 9-1.

FOR SALE: APPX 1/2 ACRE corner lot in Redding, CA. Wooded area, paved streets, sewer, gas, water & elect. Can divide into 2 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. 9-1.

WANTED: FORD OR CHEVY 10-WHEELER DUMP TRUCK, 1964-1969. C. Ralsanen, P.O. Box 14, Lakehead, CA 96051. Ph. 916/238-2432. Reg. No. 1242998. 9-1.

FOR SALE OR TRADE: 54' ALBACORE/SALMON BOAT, \$65,000 or trade for property or equipment. Ph. 707/429-3362. Reg. No. 0795986. 9-1.

FOR SALE OR TRADE: 730 CASE w/Model 32 backhoe and front-end loader, low hrs. \$5,400. 1500-gallon fiberglass w/all plumbing. Two elec. pumps \$550. Ph. 916/726-5717. Reg. No. 0863796. 9-1.

FOR SALE: 25' DAYSAILER, fast bay boat, sloop rig w/3 sails, stainless rig, lift keel 1200 w/ lead. Equipped, ready to go. 7 1/2 h.p. out board and trailer. Built in 1974. \$5,000. 15366 Elvina Drive, San Leandro, CA 94579. Ph. 415/351-2559. Reg. No. 1020190. 9-1.

FOR TRADE: CORNER LOT IN CLEARLAKE (value \$3,000) for fully self-contained 25' to 28' trailer. J. Dills, 9459 E. Hwy 26, Sp #13, Stockton, CA 95205. Ph. 209/931-4004. Reg. No. 0683168. 9-1.

FOR SALE: UNTURNED SET of used pins and bushings for D8 (13A) tracks. \$125. W. Fischer, Rt. 2, Box 67-B, Placerville, CA 95667. Ph. 916/622-2483. Reg. No. 0574273. 9-1.

FOR SALE: NEAR COLOMA, 10.18 acres, remote & secluded, views of American River, beach access for property owners. Good hunting & fishing. 2 springs, \$10,750. Terms. W. Fischer, Rt. 2, Box 67-B, Placerville, CA 95667. Ph. 916/622-2483. Reg. No. 0574273. 9-1.

FOR SALE: NEAR COLOMA, 10.18 acres, remote & secluded, views of American River, beach access for property owners. Good hunting & fishing. \$8,750 with terms. W. Fischer, Rt. 2, Box 67-B, Placerville, CA 95667. Ph. 916/622-2483. Reg. No. 0574273. 9-1.

FOR SALE: 1968 DYNABOAT Model 140 diesel w/trailer, 4 buckets, 12" 18", 24" and 36". Low hours, extra teeth, tires, air & fuel filters, very good cond., \$8,200/best offer. Ph. days 415/232-8130, evs 415/937-2684. Reg. No. 0726717. 9-1.

FOR SALE: JANITORIAL FLOOR POLISHER, 22", like new. \$109. A. Quaini, 2589 Pacific St., Napa, CA 94558. Ph. 707/226-3045. Reg. No. 0342538. 10-1.

FOR SALE OR TRADE FOR DUPLEXES: MOTEL, Mantl, Utah, plus 3 rm. apt. and 3 bedroom brick home. Across from Mormon Temple. N. Clemens, Ph. 801/835-5611. Reg. No. 1238702. 10-1.

FOR SALE: HOBART PORTABLE WELDER, electric, Chrysler industrial engine on wheels. 7" Kilfer disc oil bath bearings all blades over 20". One-ton twin Caterpillar tractor. J. Silveira, 10 Donna Lane, Danville, CA 94528. Ph. 415/837-2194. By appt. only. Reg. No. 9828730. 10-1.

FOR SALE: '73 580B CASE BACKHOE, \$12,400. w/5 buckets. Six yd. F700 '66 Ford dumptruck and general engine, 3 axle Beaver tail trailer, \$7,400. K. Prenger, 6036 Lean Ave., San Jose, CA 95123. Reg. No. 1528272. 10-1.

FOR SALE: LARGE LEVEL LOT on Hwy. 4 near Camp Cornell. Elec. and water avail. Good terms. Box 111, Vallejo, CA 94591. Ph. 209/736-2759. Reg. No. 0750571. 10-1.

FOR SALE: '72 HARLEY DAVIDSON MOTORCYCLE, 74 cubic in. Flh Chopper, chrome extended slide front end. 5,000 miles on engine (rebuilt), \$2,000. D. Wilron, Ph. 415/886-7690. Reg. No. 1181717. 10-1.

WANTED: CLEAN 30' SKIP JACK CRUISER with fly bridge. A. Liranzo, 2627 Depot Rd., Hayward, CA 94545. Ph. 415/782-5177. Reg. No. 1112931. 10-1.

FOR SALE: HOME IN SAN FRANCISCO, 26 Sargent, for \$3,300 total down pymt incl. closing costs, plus assume Operating Engineers Credit Union loan of appx \$17,000. Mo. pymts of \$154.45—no 2nd loan. Call 415/992-1993 or 586-9433 anytime. Reg. No. 1195123. 11-1.

FOR SALE: '66 INTERNATIONAL 1/2 TON DUMP BED PICK UP, 8'6" bed, V8 eng. in top cond., 4 spd., pos. trac-

tion, galv. iron rack, new paint \$3,550. R. Balletti 2136 Santiago St. San Francisco CA 94116. Ph. 415/661-7571. Reg. No. 0935513. 11-1.

FOR SALE: 250 MALSBUARY STEAM CLEANER on '51 Chevy truck good cond. \$1,600. J. Hoover, 1780 Vance Way, Sparks, Nevada 89431. Ph. 702/358-2488. Reg. No. 1199113. 11-1.

FOR SALE: 175 INTERNATIONAL LOADER, 4 in 1, bucket, auto. shift, rippers R. Wise, 6389 Sonoma Hwy., Santa Rosa, CA 95405. Ph. 707/539-5735. Reg. No. 1335219. 11-1.

FOR SALE: 500 SERIES B HOE & LOADER, \$17,400. Serial No. B153P 150424R, 1970 John Deere, digging depth to 17', 2 yd. fr. end loader, 4000 hrs—1700 since compl. major, hoe cylinders packed 200 hrs on new packing, 5 backhoe buckets, 12" special made of T-1 steel 18"-24"-30"-42", exc. shape compl. w/weather cab. A. B. Donnelly, No. 7 Doolin Ct., San Pablo, CA 94806. Ph. 415/223-3152. Reg. No. 1075420. 11-1.

FOR SALE: 3 TRANSFER DUMP TRUCKS, slam bangs: 1966 Mack 335 Cummings \$13,500. 1965 Peterbilt 335 Cummings \$18,500. 1966 K.W. 318 Detroit \$17,500. B. Kinney, RT 1, Box 438-T, Chico, CA 95926. Ph. 916/342-5863. Reg. No. 079591. 11-1.

FOR SALE: 1957 GMC 1 1/2 TON TRUCK, designed for backhoe or car transport, new engine, trans. & tires. \$1,500. R. Emry, 2334 Ramona St., Pinole, CA 94864. Ph. 415/223-0829. Reg. No. 1054956. 11-1.

FOR SALE: '68 AVION 27', compl. S.C. shower, bath, filtered water, 12-110V., lrg. butane tank, air, carpets, gaucha bunks, exc. cond. Also, '72-3/4 Ford w/38" camper shell, wired & "hitched"—easy, exc. cond. For sale or trade: Northern Calif. land in the Oroville/Paradise area, own water, will answer all inquiries. C. Pfohl, 6431 Lake Athabaska Pl., San Diego, CA 92119. Reg. No. 313690. 11-1.

FOR SALE: 1964 GMC 3/4 ton truck, 4 spd. & utility side boxes. \$800. Also, 1960 REO 5 yd. dump truck \$2,000. J. Cuddy, 2737 Randall Wy., Hayward, CA 94541. Ph. 415/537-6616 or 537-4709. Reg. No. 1281264. 11-1.

FOR SALE: KIT TRAILER, 28' glass sldg. door, twin beds, air furn., gas or elec., refrig. elec. cooler, 110 a.c. converter to 12 volt. exc. cond. CLEAN. \$3,500 or trade. E. Hagle, 150 Wright Ave., Morgan Hill, CA 95037. Reg. No. 0307911. 11-1.

FOR SALE: 1939 LESALLE V-8, A-1 shape, original paint & upholstery, best offer over \$3,500. or trade. E. Hagle, 150 Wright Ave., Morgan Hill, CA 95037. Ph. 408/779-3663. Reg. No. 0307911. 11-1.

FOR SALE OR TRADE: DIAMOND T DUMP TRUCK w/Garwood box and hoist. Also, International 6-cyl. Red Diamond Motor compl. w/carburetor, head, pan, water pump, \$550. L. Mulhair, 97 Southridge Way, Daly City, CA 94014. Ph. 415/333-9006. Reg. No. 1547371. 11-1.

FOR SALE: '74 CHEVY VEGA, low mileage, new engine, new tires, all new change-overs. W. Adams, P. O. Box 3349, Incline Village, Nevada 89450. Ph. 916/546-3330 after 6 p.m. Reg. No. 1159421. 11-1.

FOR SALE: SAILBOAT 20' Carinita spinaker, Jib, Gtno, main cabin sleeps two, head, Seagull Outboard, safe dry bay boat \$2,500. G. Treser, 220 Alta Vista Way, Daly City, CA 94014. Ph. 415/333-2967. Reg. No. 0991282. 11-1.

FOR SALE: ONE ACRE (appx.) in Lookout, Calif., Modoc County. Good hunting & fishing area \$1,500. or trade for down pymt on acreage in or near Redding. Ph. 916/243-4169. Reg. No. 0813772. 11-1.

FOR SALE: 24' TRAVELEZE 1969, self-contained trailer, exc. cond. or will buy 30' not self-contained 1970-up that is in exc. cond. Ph. 415/662-2985 (Concord) or 209/521-9854 (Modesto). Reg. No. 1075487. 11-1.

FOR SALE: GENERATOR SETS, two 300 K.W. A.C. Diesels, one 135 K.W. Cat Diesels, two 60 K.W. Cummings Diesels, one 100 K.W. A.C. Diesel, one 100 K.W. Butane—nat. gas or gasoline, one 10 K.W. gasoline. R. Ferraris, 1020 Crystal Springs Rd., San Bruno, CA 94066. Ph. 415/636-0273 or 589-8252. Reg. No. 0841471. 11-1.

FOR SALE: 1974 HONDA MOTORCYCLE, 350 CB \$675. Windshield, extras, 8,000 mi., exc. cond. 1215 Clay St., Oakland, CA 94612. Ph. 415/444-3624 "Steve" Reg. No. 1437910. 11-1.

FOR SALE: 2 BR HOME, fireplace, swimming pool, carpet, modern built-in kitchen. lrg. poolhouse could be converted to apt. Owner will carry note, small down. \$27,000. E. Metcalf, Ph. 707/923-3318. Reg. No. 1332586. 11-1.

FOR SALE: VACATION DREAM HOME, 4 BR, 2 bath, playroom, swimming pool, well & city water, fireplace, fruit trees, covered patio. \$48,000. Will carry note, small down. E. Metcalf, P. O. Box 184, Redway, CA 95560. Reg. No. 1332586. 11-1.

FOR SALE: 2 LOTS, 2 BR HOME, large equipment shop, well & city water. Owner to carry part or all. \$28,000. small down. E. Metcalf, Box 184, Redway, CA 95560. Ph. 707/923-3318. Reg. No. 1332586. 11-1.

FOR SALE: INCOME PROPERTY, six 2 BR houses on appx. 2 acres. \$8,500 income, in Redway. Walking distance to school, stores. Very good rentals. \$63,000 owner to carry note with small down. E. Metcalf, Box 184, Redway, CA 95560. Ph. 707/923-3318. Reg. No. 1332586. 11-1.

FOR SALE: WRECKING YARD-REPAIR BUSINESS, fenced, 2700 sq. ft. shop, 37 acres on main hwy., farm land, irrigated, 2 bedroom home, other buildings, established business 15 yrs. \$100,000. One-third down. J. Woods, Ferris Truck & Tractor, Rt. No. 3, Box 154, Weiser, Idaho 83672. Reg. No. 1039935. 11-1.

FOR SALE: TRI-PLEX, three 2 bedroom apts. on 80x100 lot. Close to shopping center, \$50,000. I. Wake, 185 East Oak Ave., Willits, CA 95490. Ph. 707/459-5634. Reg. No. 1199192. 11-1.

FOR SALE: LINCOLN WELDER, 200 amp, 4 cylinder, Continental engine, mounted on 2 whl. trailer. M. Byers, 8071 Glen Valley Cir., Citrus Heights, CA 95610. Ph. 916/725-0960. Reg. No. 1192106. 11-1.

FOR SALE: '61 GMC DUMP TRUCK, short coupled 4 c.y., 500 miles on completely rebuilt V-6 and transmission, 4 tires new (95%), 2 tires 50% outstanding mach. \$1,500. J. Caspersen, 3140 Shasta Way, Sacramento, CA 95821. Ph. 916/481-3050. Reg. No. 1102047. 11-1.

FOR SALE: MASTER TAMPER T-1000, \$295. D.C. Arc welder \$300. 55 Ford 3/4 ton p.u., \$350. Two 100' 20 amp 3 wire ext. cord \$30 each, 300 rnd. iron conc. stakes 30'-42'-36" \$1.25 to \$2. used thrice. J. Caspersen, 3140 Shasta Way, Sacramento, CA 95821. Ph. 916/481-3050. 11-1.

FOR SALE: '74 WESTLAKE MOBIL HOME, 12'x52', 2 bedroom located in Paradise, Calif. All set-up in nice family park w/clubhouse and swimming pool. J. Pannell, Rt. 1, Box 834, Durham, CA 95938 or call 916/343-4719. Reg. No. 760366. 11-1.

FOR SALE: ENGINEERS (BERGER) "Y" LEVEL, incl. tripod, level rod and extras \$300. J. Drury, 42 Campbell Ave., San Francisco, CA 94134. Ph. 415/467-6489 evenings. Reg. No. 0736331. 11-1.

FOR SALE: '72 FORD COURIER w/extra gas tank, other extras, \$1,700. Week-N-Der camper, 11 1/2' w/monomastic toilet, jacks, shocks, can sleep six, \$1,450. Ph. 415/389-3539. Reg. No. 1236499. 11-1.

FOR SALE: TWO DEVELOPED LOTS at Lakewood Memorial Cemetery, Modesto, Calif. \$600. We pay transfer. R. Rieder, 252 W. Sunset, Sonoma, CA 95370. Ph. 209/532-7561. Reg. No. 0971440. 11-1.

FOR SALE: CAT D8E, No. 14A2373. Cat No. 29 cable control. 8A Dozer. 515 Harwood scraper, and one 4 cylinder Hercules stationary diesel. D. Auldridge, 207 Linden St., Modesto, CA 95351. Ph. 209/529-1948. Reg. No. 1067452. 11-1.

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 side-lines.

● 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.

San Bruno Mtn., Airport Decisions Soon

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

Well, Brothers. It's getting awfully close to the end of the year and the work picture has not been what we expected it to be. The environmentalists have been able to keep the San Bruno Mountain Project beaten down, but it will be coming before the San Mateo Planning Commission November 5th at 9 a.m. The meeting will be held at the County building in Redwood City. We urge you, if you can possibly attend, to please do so.

There were three meetings in the last month and a half in regards to the 360 million dollar expansion program at the San Francisco Airport. These meetings seem to have gone over very well because the environmentalists were not out in force to protest at these meetings. But we would like to see a lot more Brothers at these meetings as we very much need your help to get these programs passed.

Homer J. Olsen has picked up two very nice jobs. The third phase on the parking garage at San Francisco Airport in excess of 3 1/2 million dollars for the

North San Mateo treating plant in Daly City.

R. Flatland Company picked up a \$500,000 storm drain job on 280. This should keep three or four brothers busy for three to three months.

Anza Engineering has enough work to keep the brothers at this company busy through the winter if the rains don't get too heavy.

Addco Company is moving very well with the dirt on the job at Sky Farms in Hillsborough.

Lu-Rob is in the finishing stage and has most of the dirt already moved on their job at Crystal Springs Golf Course.

1975 SCHEDULE OF SEMI-ANNUAL,
DISTRICT & SUB-DISTRICT MEETINGS

NOVEMBER	14 Redding, Wed., 8 p.m.
4 Fresno, Tues., 8 p.m.	15 Oroville, Thurs., 8 p.m.
6 Watsonville, Thurs., 8 p.m.	21 Honolulu, Wed., 7 p.m.
25 Sacramento, Tues., 8 p.m.	22 Hilo, Thurs., 7:30 p.m.
DECEMBER	28 San Francisco, Wed., 8 p.m.
5 Ogden, Fri., 8 p.m.	FEBRUARY
6 Reno, Sat., 8 p.m.	5 Oakland, Thurs., 8 p.m.
11 Ukiah, Thurs., 8 p.m.	10 Stockton, Tues., 8 p.m.
JANUARY	17 Fresno, Tues., 8 p.m.
13 Eureka, Tues., 8 p.m.	24 Sacramento, Tues., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.	Fresno, Engineers Bldg., 3121 E. Olive St.
Eureka, Engineers Bldg., 2806 Broadway.	Ukiah, Grange Hall (opposite 101 Motel), State Street, Ukiah.
Redding, Engineers Bldg., 100 Lake Blvd.	Salt Lake City, 1958 W. No. Temple.
Oroville, Prospectors Village, Oroville Dam Blvd.	Reno, Carpenter's Hall, 1150 Terminal Way.
Honolulu, Washington School (Cafetorium), 1633 S. King St.	Marysville, Elks Hall, 920-D Street.
Hilo, Kapiolani School, 966 Kilauea Ave.	Watsonville, Veterans Memorial Bldg., 215 Third.
San Jose, Labor Temple, 2102 Almaden Rd.	Santa Rosa, Veterans' Memorial Bldg., 1351 Maple.
Stockton, Engineers Bldg., 2626 N. California.	Provo, Carpenters Hall, 600 South, 600 East.
Oakland, Labor Temple, 23rd & Valdez.	Ogden, Ramada Inn, 2433 Adams Ave.
Sacramento, CEL&T Bldg., 2525 Stockton Blvd.	

On November 9th the Executive Board approved Honorary Memberships for the following Retirees:

Name	Reg. No.	Initiated	by Local
August Anthenien	288886	8/3/40	3
Harold Cooper	292566	11/2/40	3
Frank DeRezendes	286159	6/8/40	3
William James	272308	4/10/39	3
Clyde Stafford	286165	June 1940	3
J. H. Stampen	179239	8/18/27 by Local 302 & transferred 10/24/40 into Local 3	
C. W. Stephenson	293365	11/40	3
Arthur Swanson	292606	11/40	3
Roger Thomas	192015	3/18/29 by Local 59—out on withdrawal until 11/2/40	
Pete Connors	292565	11/2/40	3
Robert Shannon	292174	10/19/40	3

ELECTION NOTICE

Recording-Corresponding Secretary James R. Ivy has announced that in accordance with Article XII, Section 3 (b) and Article XIII, Section 1 (b) of the Local Union By-Laws, relative to the election of International Convention Delegates and Alternate Delegates, Election Committeemen shall be nominated and elected at regularly scheduled district meetings during the months of September, October and November preceding the election. (See "Meeting Schedule" on page 16.)

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address as shown on the records of the Local Union 10 days prior to the first such district meeting in September, 1975, was within the area covered by the district.

Nominees for the Election Committee must be registered voters within their respective districts; must have been members of Operating Engineers Local Union No. 3 for one year next preceding their nomination and shall not be a candidate or nominator of a candidate for Delegate or Alternate Delegate to the 30th International Convention.

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.



Early Winter For Sacramento

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

Ole man winter has descended upon us early this year in Sacramento. It wasn't a very welcome sight because of the late spring and slow work season that already plagued us all season.

Next season's outlook is a little brighter. We attended a meeting on October 15, 1975, in regard to funds for the remaining portion of Interstate 5, south of Sacramento. The Highway Commission reported that without the gas tax increase they will not have any funds for the completing of the gap in Interstate 5. The federal government has the money if the State can come up with their share. This is where we need all the members support toward Senate Bill 100, which will be before the State Legislature in January. This will provide the gas tax money that is needed for the State to come up with their share. Any pressure by each member on their State Senator or Assemblyman would be most helpful.

Negotiations are presently underway with Case Power and Equipment, Murphy Scales, E. E. Luhdorff, and Bacon-Western Company. We feel sure we will be able to negotiate suitable agreements for the members in those individual shops.

A pre-job was recently held with Novo-Rados J. V. on their \$11 million Interstate 505 freeway in Yolo County. The project consists of grading and paving 11 miles on Interstate 505, three overcrossings, and one undercrossing. Their starting date is November 1, 1975, if rains don't hold up their plans. We don't look for too much work on this project until spring. This will employ thirty five operating engineers, which will be a real shot in the arm of our dispatch hall.

A reminder to all the members in the Sacramento area, the Concerned Citizens Coalition needs your help on fighting the many issues that plague us that effects jobs for the members in the Sacramento area. Your membership is needed both for the numbers as well as the financial benefit. Membership fee is \$10 per year. Join now.

Continental Heller Corporation was awarded a thirty-six million dollar contract which will include almost complete reconstruction of the golden dome on the west end of the Capitol. The state officials said that the wing would not withstand a moderate earthquake. This project will last about five years. All of the contractors on the west side have been going great guns trying to complete their projects before the rains begin.

Robert G. Fisher Company was awarded a three and a half million dollar contract for the demolition and construction of the Old California School on Vallejo Way in Sacramento.

Wisner and Becker at the Sacramento Yolo Port project expects to start the North Slope project in late January of 1976. The superintendent says they will be running two shifts, eight hours a day.

In the mountain area, Byars Construction Company is in full

swing on the El Dorado Irrigation District pipe line job. They have finished up on the Oak Hill Road and are making good progress. This company has worked about 30 of our brother engineers this year in this area. They also have a number of jobs throughout California and Nevada.

Roen Construction Company on the Sly Park job are down to only a few men and are about to wind up this job. This company has also worked a number of our brother engineers.

Joe Vicini Company is working some of the jobs in the Placerville area and have cut down on the crew due to the lack of work.

There has been quite a lot of small jobs around but not enough to make much of an indentation on our out-of-work list. The list has averaged from 600 to 800 for the duration of the year. In essence, this tells the story and a very bleak story it is.

There is a little good to offset the bad picture. There have been many small contracts let throughout the season. Quite a bit of subdivision, site preparation, and some underground work.

Repeco Construction out in Roseville has been very fortunate in coming up with the necessary figures to be successful in winning a good number of these jobs. Repeco has kept a good number of brothers working throughout the season. They are a very progressive young company with a number of select people working for them.

Teichert Construction Company of Sacramento has kept fairly busy this year. They have been successful in quite a bit of the bidding. They picked up several subdivisions out in the Orangevale area and Fair Oaks.

R. C. Collet Company has had a fairly busy schedule this year—also keeping a few brothers busy and off the out-of-work list.

C. V. O'Neill Construction Company has been doing quite a lot in the north area and also picked up some site work over in the San Juan area.

Mastelotto Enterprises out of Marysville has all but completed their job at Lincoln on Highway 65. This was a ten-mile widening and resurfacing job that was badly needed in that area.

Ernest Pestana, Inc. has com-

pleted all but the pumping stations—two on their West El Camino job out by the Metro Airport. They are looking forward to another five million dollar job over in Santa Rosa that they recently acquired. A few of the brothers from District 80 will be going along on this one.

Granite Construction Company is in the finishing stages of their Lincoln Airport job. This was a fairly good job for a few brothers. They completely rebuilt one of the runways and also extended it.

I would like to take a few lines now to show our appreciation to Brother Al Terry Jr. of Hawaii for his and his family's hospitality to one of our Sacramento brothers who recently went over to Hawaii for a little rest and recreation. Brother Don Ruffner wrote me and says that the people of Hawaii are so warm, friendly, and hospitable that he may just stay a while. I enjoy him very much. Brother Terry took Don around the island and showed him a little bit about how our Hawaiian brothers live. Brother Ruffner says, "How sweet it is." I met Brother Al Terry while he was attending a training session at Rancho Murieta, also a few other Hawaiian brothers who attended our Sacramento area membership barbecue. We enjoyed having these brothers of the Islands with us at our doings and I am personally looking forward to the day when I have the opportunity to go to Hawaii and visit with them once again and rekindle a friendship that I know will be a lasting one.

Well Brothers, winter is drawing nigh, the weather is getting colder and a little damper. This means only one thing, and that is that winter is almost up on us, and it has been a bad summer for a lot of the Brothers. This is a very sad time and I wish that there was something that we could do to create more jobs. Hopefully, next year will show us a little more prosperity.

When I say this Brothers, I mean it from the bottom of my heart. Just hang in there and God speed. I feel that things have got to take a turn for the better. It damn sure can't get much worse.

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