Many Candidates Get Local 3's Support

Trustees Make Health & Welfare Changes

A.G. Candidate
Urges 'No Vote'
On Prop. 17

BY JOHN MCMAHON, Research Director,
Voluntary Organization of Trucking Engineers (V.O.T.E.)

During the long campaign leading up to the general election on November 5, many candidates have been phoning registered voters throughout the country asking for votes, money and support for their campaigns for elective offices, ranging from U.S. Senator to county clerk and auditor. With the conflicting stories being put out by the different political parties, explaining why they are the logical choice for the office, many people have naturally become confused.

An independent analysis of this year's election campaign of monumental proportions is the apotheosis of the voters. The average citizen has come to believe that all political candidates are crooks, they don't care what the voters think, that their one vote will not make any difference. This feeling very naturally arises from the scandals that surrounded Washington, D.C., for over two years. The voters have come to the conclusion that politics is just another dirty word, that all candidates are unreasonable and they don't care what they can get out of it.

While recognizing a problem is the first step in solving it, the solution to that problem is a difficult task. Throughout the long campaign leading up to the Local Union No. 3 have endorsed Democratic nominee, Edmund G. Brown, Jr. and one of his major supporters, Brown, a former member of Operating Engineers, was endorsed by the Executive Board at its June meeting.

In making their endorsement, the Executive Board said that "Jerry Brown may very closely represents the views and philosophy of organized labor and the state-wide offices throughout the jurisdiction of Local 3. These endorsements have been made not with the purpose of telling the voter who and family how to vote, but rather, it is a recommendation, based on extensive interviews by the grievance committee. The candidates themselves have voiced a philosophy that would be of great political benefit to the candidate and the workers.

The endorsements were made on the basis of analyzing the candidate's record and the view of how each candidate will help your orders and the goals of full employment, better wages, better hours and safer working conditions.

From Utah to Hawaii, members of Local 3 are being asked and encouraged to support candidates for public office, who in the opinion of the Executive Board, will fight for just legislation for the working families of this country.

In California, the race that is receiving most of the attention in the newspapers is the campaign for governor. Local 3 has endorsed Democratic nominee, Edmund G. Brown, Jr. and one of his major supporters, Brown, a former member of Operating Engineers, was endorsed by the Executive Board at its June meeting.

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The Board of Trustees of the Operating Engineers Health and Welfare Trust Fund at their meeting, voted yes on insurance plan, was two important actions taken by the Board of Trustees of the Operating Engineers Health and Welfare Trust Fund at their meeting, voted yes on insurance plan. It is time for a change.

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As most of you are aware, major negotiations throughout our jurisdiction have now been completed. We are still in the process of tying down a number of non-association and smaller agreements and in several instances in this area have run into minor difficulties. However, I am happy to report to you that in most cases your officer-led negotiating teams have or are managing to successfully resolve the wage and fringe packages and working conditions. We are proud of the results and the dedicated efforts of all those who have made this one of the most successful periods of achievements in negotiating in the history of Local 3. We have every intention of maintaining the same high standards of success in all fields that affect your local union.

Your International Union General Executive Board, the Western Conference of Operating Engineers and your local union, No. 3 Executive Board have just completed important meetings and sessions in Hawaii. Local 3 was proud to have acted as host and to have participated in the many important achievements of these sessions. A number of proposal sessions were held under the auspices of the Western Conference of Operating Engineers and included such topics as oil well drilling; public employee and effective new N.L.R.B. coverage for hospitals; welders' workshops; public employee and gubernatorial and congressional politics; apprenticeship and training programs and national contractors; central pension funds and health and welfare plans; pollution; pollution control; food processing plants; ecology and environmental work laws; followed by reports from all local unions and a general discussion of mutual problems. Much ground was covered. Many workable solutions were put forth that it is believed will solve a great number of the mutual problems that all local unions face today.

We left these sessions to go immediately to a national safety conference in Chicago, where we spoke to the general session and acted as moderator of one of the important construction industry workshops. All indications are that this meeting of the National Safety Council will provide an important framework for the future of our craft working in the heavy construction industry, as well as in the shops and plants throughout our jurisdiction. Our Director of Safety, Jerry Martin, will be providing you with more detailed information in upcoming issues of your Engineers News.

By the time you receive this issue of your union newspaper, myself and several other delegates will be attending the 20th Annual Educational Conference of the International Foundation of Employee Benefit Plans in Toronto, Canada. Last winter, and the 19 to 20 candidates in order to enable you to exercise the most important responsibility that each of us has as citizens of a free society. We firmly believe that the greatest threat to the American way of life today is voter apathy and that the greatest promise of a healthy and viable democracy must depend on the participation of all members in the elective process.

Please vote and encourage others to vote.

By SYDNEY MARAGOLUS
Consumer Expert for Engineers News

You know that three immediate problems for October: (1) to get anti-freeze for your car early early in the season; and (2) to prepare against still higher fuel prices; (3) to adjust food shopping patterns against a new wave of price hikes.

AN ANTI-FREEZE Spectacular price hikes are building up as the winter season approaches. Most hardware stores are getting only partial supply of last year's supplies and that has prices bounded from $2.50 to $3.50 a gallon last year to $4.00 a gallon. One service station quoted us a price of $6.00 a gallon. Prices in Canada as high as $10 a gallon are being rumoured, and some dealers predict prices of as much as $10 in the U.S. after this winter. If you left in last year's supplies, you had better get some quickly. Just have it checked for strength, free zoon from sediments and your equipment will debit.

Even anti-freeze solvent for your windshield washer fluid is getting scarce, although you don't need much. While cutting gasoline prices a half cent a penny a gallon, now that the summer driving season is over, the oil companies are raising fuel oil prices again. Recently a gas station was finding deliveries cost 35 to 37 cents a gallon compared to the record-breaking $1 to $2 cents six last winter, and the 19 to 20 cents that prevailed last fall before the big gouges started. Thus, while there is no shortage, conserving oil is just as urgent to protect your own pocketbook. Weatherstripping yields quality electric blankets and a few inches of insulation in the attic is worth $1 to $2 a big air conditioner. Especially conserve hot water, second biggest fuel eater. The government continues to found on in dealing with inflation, you and I are finally beginning to hear about with new hikes on many staple foods.

Your fringe benefit package includes a burial expense in the amount of $1,000, payable in full to your beneficiary, is the event of your death from any cause, on the job or off, while you are insured under this plan. Members of Operating Engineers Local Union No. 3 health and welfare plan. If you are not insured under this plan you must still be entitled to this benefit as a member in good standing of the Operating Engineers Local Union No. 3.

This burial expense benefit should not be confused with the Impulse Purchases such as luxury foods and candies. More important may be to have shopping lists on hand to go right to the items you want. They're also buying more private brands and larger sizes.

Retailers themselves are worried about the prices, Supermarket News reports. One said, "A consumer is a craftsman. It's hard to understand why they haven't already happened. Another doesn't blame the government but the Big Boys but thinks shoppers will cut down on convenience foods. - Low prices for poultry are a life saver. Turkeys are in heavy supply and are an even better buy than chicken. Rosemarts are contaminated a nickel a pound in some stores, offer a better value than broilers. - Most fish we checked cost more last year. Look for

Three Consumer Problems For October

You are going to have to be more knowledgeable than your government officials to deal with this problem. Many meat prices recently going up, and alterations such as beans and rice are over 40 per cent. Several meat products are still up as $10 in the U.S. later this year. If you left in last year's supplies, you had better get some quickly. Just have it checked for strength, free zoon from sediments and your equipment will debit.

You have probably been hearing a lot about the price hikes in the stores using a kind of fine print concerning invisible lines across packages to estimate how many portions they can get. Store managers continue the recent severe upswing in prices will continue, they say. They are also buying more ground meat, and businessmen is being featured again. Shoppers also are resisting buying the items they don't want. They're also buying more private brands and larger sizes. Retailers themselves are worried about the prices, Supermarket News reports. One said, "A consumer is a craftsman. It's hard to understand why they haven't already happened. Another doesn't blame the government but the Big Boys but thinks shoppers will cut down on convenience foods. - Low prices for poultry are a life saver. Turkeys are in heavy supply and are an even better buy than chicken. Rosemarts are contaminated a nickel a pound in some stores, offer a better value than broilers. - Most fish we checked cost more last year. Look for

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Amendments Clear Passage Of Mills Bill from The President's Pen

By HAROLD HUSTON
President

On behalf of the negotiating committee may I take this opportunity to personally thank all the brother engineers who attended the previous meetings and all the meetings held for the East Bay Equipment Dealers Association. The results of the ratification meetings held in Oakland, Redding, Chico, Redding, Eureka, and Petaluma were favorable, as 94 out of 105 members voted for the new agreement, which is retroactive to Sept. 1, 1974. This contract gave the brothers an increase of over 14 per cent for the first year.

In our opinion this is a major step forward in improving your wages, benefits, working conditions and other terms and conditions of employment in the new agreement.

The negotiating committee for the union consisted of the following: Harold Huston, President; Vincent Curry, James "Bill" Ivy, recording-corresponding secretary; Dick Bell, Oakland and Redding district representatives; Mike Kraynick, San Jose district representative; Anthony DeSantis, Northern district representative; Bob Clark, Redding district representative; Ken Allen, Oakland assistant district representative; and Bob Moss, Athens district representative. We hope you will accept the new agreement printed inside the front cover which we know will make all the brothers very happy. Thank you once again for your tremendous support you gave us.

Due to the fact that many of the brothers were unable to attend one of the ratification meetings held for the East Bay Equipment Dealers Association agreement we are printing here the changes which have been made in your new agreement.

09.01.00 As to reduction in work force, it is recognized that during prolonged rainy periods when the employer has a significant drop in demand for his products or services, it may be necessary to reduce the number of employees regularly reporting to a plant for work on a day-to-day basis.

09.02.00 Under these conditions, employees with the longest length of continuous service within each classification in that plant will be required to work on the basis of layoff in the order of seniority. For layoff when the number of employees laid off being the first man recalled according to length of service.

09.03.00 Persons retained or recalled because of seniority must be offered the first opportunity for those last to be laid off when the recall is made and of the last to be laid off the first opportunity for those last to be laid off when the recall is made and of the last to be laid off the first opportunity for rehiring. A senior employee laid off for 30 days or more may request reassignment to a job for which he is qualified.

09.05.00 An Employee shall not attend seniority until he has completed 12 months of service. Service shall be considered to be in the employment of the Employer after which time his seniority shall date from his date of hire.

09.06.00 Continuous service shall be broken and recall right forfeited by:

- Voluntary quit.
- Withdrawal from the union.
- Suspension of subject to Section 04.00.00.
- Layoff of (12) continuous months except that Employees with less than (6) months of service shall lose recall right after six continuous months.

09.06.00 Failure to report after being recalled from layoff within three days of recall notice at the time the employee reports to the Employer in the recall notice provided that inability to report because of bona fide accident or illness shall not result in loss of seniority rights.

09.07.00 If the Individual Employer is unable to contact the laid off employee or if a laid-off employee refuses to report or fails to respond to the recall, the individual employee shall send written notification to the employee with a copy to the local union.

09.08.00 Right to pay the above specified holidays shall receive two (2) the regular straight time rate of pay in addition to holiday pay. An Employee who is eligible for holiday pay and who is required to work on the above specified holidays shall receive two (2) the regular straight time rate of pay in addition to holiday pay. An Employee who is eligible for holiday pay and who is required to work on the above specified holidays shall receive two (2) times the regular straight time rate of pay in addition to holiday pay.

A Personal Note: This is a major step forward in improving your wages, benefits, working conditions and other terms and conditions of employment in the new agreement. We hope you will accept the new agreement printed inside the front cover which we know will make all the brothers very happy. Thank you once again for your tremendous support you gave us.


By HAROLD HUSTON

Personal Pen
to work on the above specified holidays shall receive two (2) times the regular straight time rate of pay, and be guaranteed a full day's pay

06.18.01 Tools. The Individual Employer shall provide on each job site a secure place where his Employees may keep their tools. If all or any part of an Employee's kit of working tools is lost by reason of the failure of the Individual Employer to provide such a secure place, or by fire, flood, or theft involving forcible entry where in the Employee's workplace is designated by the Individual Employer, the Individual Employer shall reimburse such Employee for any such loss from a minimum of One Hundred Dollars ($100.00) up to a maximum of One Thousand Dollars ($1,000.00). In order to obtain the benefits of this paragraph, an Employee must provide the Individual Employer with an inventory of his tools at the time he commences work and an additional inventory every six (6) months. Inventory forms will be furnished by the Union. (See Exhibit A).

06.18.02 All Employees covered by this Agreement shall be entitled to a ten (10) minute rest period before the end of each shift, which shall be taken (ten) minutes. ' 1

Leave and/or Holidays, the Union and the Employer will meet and negotiate the provisions applicable to Sick

06.19.01 All Employees shall be paid at the applicable overtime rate for such meal period

surgeries, there were financial fined, that

Meal Period. The meal period shall be one-half (1/2) hour and shall be entitled to a ten (10) minute rest period during the first four (4) hours of his shift.

06.19.02 Each Employee covered by this Agreement shall be entitled to a ten (10) minute rest period during the first four (4) hours of his shift and half-shift. The above includes such work when performed in any other employers' shop or yard. However, travel shall be paid out at the rates set forth in Section 07.01.00.

EFFECTIVE DATES
9/1/74 9/1/75* 9/1/76*
Heavy Duty Repairman Foreman $11.19 $12.46 $13.73
Heavy Duty Repairman $9.59 $10.86 $12.13
Heavy Duty Repairman Helper $7.70 $9.03 $10.36
Production Welder $7.15 $8.13 $9.11
Journeyman Partsman $7.15 $8.13 $9.11
Pension $6.64 $8.13 $9.11
*Utilitman $5.24 $6.97 $8.70
Apprentice $ 5
Heavy Duty Employees performing maintenance and repair work for employers bound to the Master Construction Agreement, excluding warranty work as described in 07.10.00, off of the employer's time shall be paid the following Wage Rates reckoned by the shift and half-shift. The above includes such work when performed in any other employers' shop or yard. However, travel shall be paid out at the rates set forth in Section 07.01.00.

EFFECTIVE DATES
9/1/74 9/1/75* 9/1/76*
Area I Areas II Areas III 11/1/76
Heavy Duty Repairman Foreman $11.19 $12.46 $13.73
Heavy Duty Repairman $9.59 $10.86 $12.13
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Pension $6.64 $8.13 $9.11
*Utilitman $5.24 $6.97 $8.70
Apprentice $ 5

**Under this Section 07.01.01, any increase applicable under the Master Construction Agreement between the Associated General Contractors of California Inc. and the Union shall be applicable to the Employees covered by this Agreement working under the provisions of this Section 07.01.01.

07.03.00 Additional Increase. It is agreed an increased an increased of One Dollar ($1.00) per hour shall be paid to Employees covered by this Agreement effective as of September 1, 1976, and an additional One Dollar ($1.00) per hour shall increase become effective on September 1, 1976. The Union Executive Board may at any time upon at least thirty (30) days notice to the Employer prior to September 1, 1976, and September 1, 1976, to allocate one One Dollar Increase to any or all of the following:

2. Health and Welfare
3. Pensioned Health and Welfare
4. Pension
5. Sick Leave (9/1/75)
6. Bereavement Leave (9/1/75)
7. Holidays (9/1/75)
8. Benefit Allowance (9/1/75)
9. Family Leave (9/1/75)
10. Sick Leave (9/1/75)
11. Bereavement Leave (9/1/75)
12. Holidays (9/1/75)

07.03.01 It is agreed that if the Union's Executive Board, at its discretion, can allocate any part of the allocated One Dollar ($1.00) per hour increase effective September 1, 1976, and the one dollar ($1.00) per hour increase effective September 1, 1976, to be allocated to Sick Leave (9/1/75) and the Union and the Employer will meet and negotiate the provisions applicable to Sick Leave and/or Holidays.

07.04.00 to 07.04.01 Cost of Living Adjustment is the same as the Master Agreement for Northern California except that the adjustment is effective September 1, 1976 and September 1, 1976.

08.01.01 Effective September 1, 1976, for twenty (20) or more years of service, he shall receive four (4) weeks' vacation and

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ENGINEERS NEWS
October 1974

More Personal Note...

(Continued from Page 3)

In June of 1966 Ron Cain was a 20-year-old operating engineer who had been a member of Local 3 for seven years. He was popular and successful, running a dirt spread for Ball & Granile in the San Joaquin Valley. A strong individual, he enjoyed physical activity.

One hot weekend afternoon he was standing in a swimming hole to cool off. When he came out of the water his spine was broken and he was operated on. The injured vertebra punctured his spinal cord. After extensive physical therapy and many hours of rehabilitation, he left a quadriplegic.

To many people, Cain seemed to have just dropped out of sight. Men had worked with asked what happened. Now Ron Cain is making a comeback which might well make his return a cause célèbre and uncounted number of people.

Cain's comeback, however, is just beginning. He has been in a long, hard road. Besides the tremendous pain involved with his surgery and rehabilitation, there were financial losses due to his absence from his hospital work.

"A few months ago I didn't know what to do," said Cain. "In fact, I didn't know where to go for six and a half years.

"I knew that whatever I'd do, it would be something from which I would be contributing the largest percentage of time and work. I don't know what it means to give up for instance, because I'd have to tell others to "put this hand where it doesn't belong there" and pretty soon I'd be in the role of instructor and there'd be no need for me to do something, even though I'm conscious, pretty soon I'd be doing something. I just don't feel comfortable."

"Then I just stumbled into poetry and, from there, into song writing," he said.

Cain still uses the tape recorder, but now he preserves both lyrics and melody.

"They don't always want to hear the way I want them to," he said. "But the most important thing is that they're words, music, my music, not something that anyone else in the world would do just exactly the way I do. Similar maybe, but never exactly."

Cain has now been writing songs for about seven years, and he has recently had some help. An article in his home town newspaper mentioned the fact that he needed someone with technical musical knowledge to transfer his music from tape to leads and sheets and write it out in melody form. The man who turned up was Dave Keene, a young musician who is a paraprofessional as a result of a knife wound.

In the ensuing months Keene became a close friend, in addition to an able assistant who could help arrange Cain's music and transfer it to paper.

"Having both musicians actually put into ready-to-record form was, not surprisingly, helpful to operating engineers. It is entitled, "Dirt Movin' Man."

"I wanted to offer a song to the operating engineers," he said. "I think it tells a lot about how operating engineers feel. It's their song."

Although the two men had originally hoped that a well-known artist would record the song, it is difficult to even make contact with such people, and Cain and Keene have decided that they will record the song themselves if that is what it takes to get the song before the public. "Dirt Movin' Man" may even be available to operating engineers in limited edition, on a 45 rpm record. The B-side will be another song Cain wrote, entitled, "Shoot Low Sheriff."

The song's lyrics are similar to those of many other songs, as well as many other plans. He hopes to become a member of the American Society of Composers, Authors and Publishers (ASCAP) and wants to start his own company; it will be called RONCAIN. The company's trademark will be a dozer with RONCAIN written across the blade.

Money is still a problem and this is another reason Cain is hoping "Dirt Movin' Man" becomes a hit.

"Monetarily, this is my way out of convalescence care," he said.
Fallacies Help To Put
Initiative On Ballot

In an era when the chronicle of environmental causes and disputes in California is expanding at an incredible rate, the latest chapter is Proposition 17, dubbed the Wild and Scenic Rivers Initiative, which will appear before voters on November 5. Easily the most controversial measure on the ballot, and the only one to qualify as an initiative, the issues of the proposition were a cause celebrated in the courts and have since become the symbol of the struggle between environmental groups and those who these groups are trying to portray as the guys in the black hats.

Sponsored by a group of raifing fanatics called Friends of the River, Proposition 17 talks about including certain sections of the Stanislaus River in California's Wild and Scenic Rivers System and its result would be to preserve these sections in their present state. The two sections in question are the nine-mile stretch of white-water between Camp Nine and Parrott's Ferry Bridge and 55 miles of meandering stream from Goodwin Dam to the junction of the San Joaquin River at Vernalis. Of course, as almost all California voters know by now, the preservation of these sections depends on stopping construction on the New Melones Dam, a rock-fill barrier that would create a 25-mile-long lake and inundate the nine miles of whitewater the initiative hopes to protect.

But the fight against New Melones Dam goes back much further than Proposition 17. It first began with challenges to the environmental impact statement on the dam filed by a Berkeley-based conservation group called the Environmental Defense Fund. This group lost in two separate challenges and later appealed the rulings to the 9th U.S. Circuit Court of Appeal. The Appeals Court, agreeing with the lower court, upheld the environmental impact statement as adequate.

Proposed Dam An Economic Windfall

The history of construction in California has often been a compromise between ecology and other concerns but the economic pluses of the New Melones Dam are so tremendous other aspects seem meager by comparison.

Now being built on the Stanislaus River, a tributary of the San Joaquin River which cuts through Calaveras, Tuolumne, Stanislaus and San Joaquin counties, the New Melones Dam was originally authorized by the Congress in 1944. As of June 30, 1974 $441 million had been spent on the project.

When it was first authorized New Melones was visualized only as a flood control reservoir of 450,000 acre-feet. However, later studies made it obvious that the many added advantages to be gained from a larger dam and reservoir were worth more than the added expense and the project was approved by Congress in its present form in 1962. The 1962 authorization, calling for a 25-mile-long, 2.4-million-acre-foot reservoir, provides many benefits in addition to flood control. These benefits include recreation, power generation, fish and wildlife enhancement and improved water quality.

Of course flood control is still the primary purpose of the dam, and for good reason. The primary area which would be flooded by the dam is that it would also greatly aid in reducing floods along the lower San Joaquin River and in the Delta. This an area involving 235,000 additional

THE SOLE summer source of water for nine miles of the Stanislaus River that Proposition 17 hopes to maintain as "wild and scenic," or P.G.&E. pipeline, is shown in the top photo. The bottom photo shows the results of pollution on the lower Stanislaus. Here streamside vegetation has been reduced by 90 per cent.

Dale Marr, Business Manager

On this page you will find the facts surrounding Proposition 17 presented in four articles, each covering a different aspect of the issue. I urge you to read each article carefully and make your own decision. But remember that there is more at stake here than just one dam.

Proposition 17 is a kind of keystone which could easily start a domino effect in either direction. There are many other projects currently being held up by environmentalists and the fate of Proposition 17 will have a very real effect on whether or not these other projects go through. If we can defeat this measure it may be the beginning of a reversal of the progress which has seen environmentalists halt so many much-needed projects.

Another part of reversing this pendulum is the election of Jerry Brown as Governor. This may sound strange because Brown has come in favor of Proposition 17. But he has also come out in favor of so many other things we need that we feel we must continue giving him our support. Among these other things is a return to the Capital Outlay Construction Program stopped by Ronald Reagan.

The perfect combination for operating engineers and we, believe, for the state as a whole to be defeated Proposition 17 and elect Jerry Brown. We would hope that you would vote accordingly and do everything in your power to see that others do likewise.

DALE MARR, Business Manager

The Profit Motive

Behind Proposition 17

The boatmen, muscular, long-haired young men and thin, athletic, young women, are adept at this sort of thing for they have been trained well. At their command the inflated rafts, some laden with life-jacketed passengers, some carrying cargo, slip out into the river. The water rushing with both, bounce easily through the rapids. This is a place where the rocks have names—Widowmaker, Death Rock, Devil's Staircase—names more dramatic and frightening than the rocks themselves.

The river is clean and cold and feels colder because of the heat of the surrounding air. But this does not stop some of the passengers from getting out of the rafts and floating through minor rapids in their lifejackets or diving into the water if the end of one of their ropes should swing tied to convenient trees along the way.

Everyone enjoys the trip, the hiking, the prepared meals, a four hour-long, informal dancing around a campfire. They ignore the fact that the river is far from wild, that the water on which they are floating comes from a Pacific Gas and Electric pipeline. The ramshackle buildings, posters, signs, power cables, mining operations, bridge remnants, mooring cables and other paraphernalia which dot the shores are overlooked in the excitement of the adventure.

The place is the Stanislaus River, specifically the nine miles of Class IV whitewater between Camp Nine and Parrott's Ferry Bridge, which the backers of Proposition 17 hope to place in California's Wild and Scenic Rivers System, thus preserving it in its present, "wild" state. The effect of this, of course, would be to stop construction on New Melones Dam.

After the adventure is over the passengers are

New Melones Dam
Last Hope For River

Of all the positive aspects of the New Melones Dam the most beautiful is that the project will result in unparalleled recreational and environmental benefits. Far from wreaking widespread environmental destruction the project will reverse the pollution which threatens to end human use of the lower Stanislaus River.

It is interesting that the prime appeal purpose of those behind Proposition 17 is to save the Stanislaus River, while the facts are that only the New Melones Dam can accomplish this. The reason is, simply, that the lower section of the Stanislaus is dying. According to the California Department of Fish and Game, 80 percent of the streamside vegetation disappeared between 1958 and 1965. The Department said that this loss is continuing and 50 percent of the remaining growth will be gone by 1980.

But this is only part of the problem. The huge salmon run for which the Stanislaus was famous are dwindling away due to the fact that the area is being lost to vegetation. Between 1960 and 1970 35 per cent of the gravel beds were lost with the result that salmon are not as abundant as in the past. The run has been up to 150,000. The average for the run has dropped from 11,000 a year in 1959 to 4,000 in 1970.

Theabove tragedies are the direct result of two interrelated factors—low water in the summer months and pollution. While in the upper area which would be protected from floods includes some 35,000 acres of high-yield agricultural land along the Stanislaus River. In the past 24 years, Electrical floods in 1959, 1962, 1964, 1966, 1975-76 and 1979 have caused millions of dollars of damage to this area. But the added advantage of New Melones is that it would also greatly aid in reducing floods along the lower San Joaquin River and in the Delta. This an area involving 235,000 additional

Graphic Presentation by Paul Ingalls
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See More ECONOMICS, Page 6

See More PROFIT, Page 6

See More ENVIRONMENT, Page 6
More Economics... More Environment... (Continued From Page 5)

Dirt Jobs In Oakland Dist. # Rush To Heat Summer's End

By DICK BELL
District Representative and
KEY ALAN
Alasitan District Representative and
BUFORD BARKS,
Alasitan District Representative

The refinery work looks good now as about twenty different contractors are working here. C. N. Brown, P. Bauer, P. Kiewit, Procon, Lauritzon, Kaiser, and a few other smaller contractors are involved. C. Norman Peterson and many more have all kinds of work in standards. Too late, the company is putting in a new park-campgrounds for the lower Stanislaus. The only way to stop the continuing process of pollution which is threatening the Stanislaus is to flush the lower river at critical, or dry, periods, with water stored upstream in New Melones reservoir. Specific releases have been planned for this purpose and standards have been set up such that the water in the lower river will be maintained at an oxygen level of five parts per million, which is all the dissolved oxygen which a million and water temperature will be lowered to support trout, steelhead and salmon. The end result will be a better-run fishery, more money in the econ- omy, more jobs, and less money spent on pollution, a service that is sorely needed.

Many allegations have been made to the effect that the Stanislaus River is not yet clean, and the Melones reservoir is not yet cleaned. However, the law that requires the Melones Dam to be self-cleaning was passed by the people of California, and this law will be enforced. Without doubt, the river and its ecosystem will be better off for the work that is being done.

To take advantage of this situation the Army Corps of Engineers has included in its plan nine new parts-comprehensive projects. These, combined with three existing projects, will form a string of 12 recreational areas, one day's skiing and fishing apart. Also for river sports, particularly kayakers, the Corps plans to develop a four-mile whitewater course in the canyon upsteam from Knight's Ferry. According to the Olympic kayak team coach Tom Hohensh of Kernville this course has "excellent potential for the development of whitewater sports." The project will take place in an area which at present has only six miles of shoreline not privately owned.

Of course the major recreational facility of the New Melones project will be the lake itself. Where the new lake will hold $8,000,000 gallons of water, the whitewater section and the dam will provide additional water for fishing and a few more jobs for the area.

The reservoir is expected to support 1/3 of a million visitor-days within three years of the completion of the project. This should eventually increase to 250,000 visitor-days per year, and this will be public use of the reservoir.

In addition to all this, New Melones will provide a much-needed expansion for the whitewater section and King's Canyon parks—will relieve the visitor strain. If New Melones can solve the overcrowding problem it might even occasionally close their gates, its multiple role as a natural environmental and recreational blessing will be impossible to denounce.

The only way to stop the continuing process of pollution which is threatening the Stanislaus is to flush the lower river at critical, or dry, periods, with water stored upstream in New Melones reservoir. Specific releases have been planned for this purpose and standards have been set up such that the water in the lower river will be maintained at an oxygen level of five parts per million, which is all the dissolved oxygen which a million people need and water temperature will be lowered to support trout, steelhead and salmon. The end result will be a better-run fishery, more money in the economy, more jobs, and less money spent on pollution, a service that is sorely needed.

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The new Comprehensive Health Plan, recently announced by the Board of Trustees, marks another dramatic step in the history of improvements for the Operating Engineers Health and Welfare Trust Fund. The new plan, which will affect the majority of operating engineers living in Northern California areas, will become effective Nov. 1, 1974.

Under the provisions of the plan, a comprehensive lifetime maximum of $50,000 will be provided to each eligible participant and an additional $50,000 for each eligible dependent. Each year, in the event that a portion of the $50,000 benefit is used, an amount up to $5,000 for each participant and each dependent will automatically be added to the unused balance for future use. The total amount reinstated in any year will be used to increase the maximum Comprehensive Medical Benefit available to $50,000.

The new comprehensive health plan is readily understandable. This will greatly facilitate its usage by the members of Local No. 3, hospitals, family doctors, etc. Simply explained, the comprehensive plan pays an amount equal to 85 per cent of the covered usual, customary, and reasonable expenses incurred by the claimant when an eligible participant or dependent receives therapeutic treatment for a covered illness or injury, or for medical treatment in connection with a pregnancy.

**Hospital Benefits**

Reimbursement will be made for charges made by any legally constituted general hospital for confinements, upon the recommendation of a licensed physician.

**Local 3 Members Now Have Kaiser Coverage Option**

As of Nov. 1, 1974, certain Operating Engineers living in Northern California areas will have the option of selecting for themselves and their dependents the health plan provided by the Kaiser Foundation in lieu of the new comprehensive plan recently adopted by the Board of Trustees of the Operating Engineers Health and Welfare Trust Fund. Selection of the option is restricted to those eligible participants who maintain a permanent residence within 30 miles of any Kaiser/Permanente medical facility within the following California counties: Amador, Calaveras, Contra Costa, El Dorado, Marin, Napa, Placer, Sacramento, San Benito, San Mateo, Santa Clara, Solano, Sonoma, Yolo and Tuolumne.

The Trust Fund Office will mail additional information concerning the Kaiser Plan to operating engineers whose current addresses are within these prescribed areas. If you are interested in the option and are now living in any of these areas, but have not received this information, please contact your district office or the Fringe Benefit Service Center.

In addition, the option is available to those OP members who maintain a permanent residence within 30 miles of any Kaiser/Permanente medical facility within the following California counties: Alameda, Amador, Contra Costa, El Dorado, Marin, Napa, Placer, Sacramento, San Benito, San Mateo, Santa Clara, Solano, Sonoma, Yolo and Tuolumne.

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It was noted that they exceeded the engineers' estimate by $453, 537. Hopefully, the state agency in Sacramento will approve of the Danvium City Council's approval.

While servicing the site of the new Sears store on Hilltop Drive in the Enterprise area we found a lot of activity by the various craftsmen and one day up by grading and paving apprentices from Sacramento. Although there are no objections to an apprentice going from one area to another with his employer, it is very important for him to comply with the rules and regulations and to be sure to complete his contact area coordinator, so that arrangements can be made with the coordinator in the area in which to which he is going. If in a county group apprenticeship, it is very important for all concerned to know of the category hours needed as he could be assigned to a piece of equipment for which he needs no hours.

In the Redding area James Parker, HDR, has been advanced to Journeyman, Larry Roget, G&F, and Norman Potter, HDR, were advanced to Journeymen in the Marysville area. M. Barnett and R. Law G&P, were advanced from 2nd to 3rd. They were employed by Rahr who is losing the canal for Zurn Engineering on their Grland project. B. Peacher G&F, was advanced from 2nd to 2nd. E. Vandercook HDR, and R. Williams G&F, will be advanced from 2nd to 2nd step upon completion of their tour of related training at RMTC.

In the Redding area R. Diaz G&F, has completed his 400 hours on-the-job and two weeks related training at RMTC along with D. Martin and they have been advanced from 1st to 2nd step. John McGowan G&F, new working for Piombo on the Danvium freeway project has been advanced from 2nd to 2nd. Alfred Wilson presently employed by J. Shae on their Lake Shasta sub-division has been advanced from 2nd to 3rd. Joe Pearson has just completed his second tour at RMTC and will be returning to Latid, Inc. on their Forest Glen road project and will have been advanced from 2nd to 3rd period.

JAS NEWS

Volume 4—10

October 1974

NEWS AND PHOTOGRAPH COPY APPEAR AS THEY ARE PRINTED AND ARE FOR THE USE OF APPRENTICE NEWS.
New Sub-District Office Opened in Kings Beach, California

By DALE BEACH, District Representative, and DAVE YOUNG, PAUL WISE and RON RHODES, Business Representatives

The Operating Engineers opened a Sub-District Office early this month in Kings Beach, California. Brother Tom Eck is now the agent in the Lake Tahoe-Truckee area. We here in Reno will continue to dispatch to the Nevada side of the border and the California side will be under District 80 in Sacramento. Tom has several years of experience as an agent, and is very capable and ambitious. We hope you will take the time to stop by Kings Beach and get to know Tom and help him further his career.

By June, work will have begun on the new restaurant and hotel, a $1.35 million contract to J. A. Tiberti. Construction is expected to be completed by December. The contract is located in the jurisdiction of Local 80.

Tom’s number is (916) 546-3479. Thanks, Bud!
The vote turns out comprehensive plan will pay pre-natal care. Room and board will be reimbursed up to $50,000. Of course, the plan provides for payment of remaining after Medicare has supplied for agriculture, horticultural, and attorney general Evelle Younger, Governor Ronald Reagan supported the dam without reservation, which must be understood before the issue is put to the voters.

A/Brian Springs Dam Vote Nov. 5 in Stockton District

The opposition also is not standing still. They seem to have an unlimited treasury of money and it is quite evident according to the publicity which we have received.

The benefits arising from the completion of the project would be that the dam providing needed flood control affecting millions of dollars worth of existing and annually growing private and public properties; it would result in the creation of the relatively various Negroes an extensive recreational facility at to-wards the northern California. The benefits which will be realized from their facilities; it will assure future water supply for agriculture, horticultural.

The Department is expected to call for bids next summer on a new causeway from the Carquinez Strait to the islands of San Francisco Bay to the northern California. The Department is expected to call for bids next summer on a new causeway from the Carquinez Strait to the islands of San Francisco Bay to the northern California.

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The opposition also is not standing still. They seem to have an unlimited treasury of money and it is quite evident according to the publicity which we have received.

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Novatek Bypass Helps Motorists
In Marin And Sonoma Counties
By W. A. "LUCKY" SPRINKLE,
Business Representative

When the Novatek Bypass is completed this fall, motorists on Route 101 will be able to travel for more than 40 miles through Marin and Sonoma Counties without interruption by signalized traffic control.

Before the Novatek Bypass is opened to traffic, bridge railings must be installed, the surface of the remaining road surface is milled and the new pavement is placed. After this work has been completed, the bypass will be opened to traffic.

The Novatek Bypass project is underway to widen Route 101 in the sonoma County segment from just north of the Richardson Bay Bridge in Mill Valley to the Alto Interchange in Larkspur. Last spring, a widening project was under construction on the Richardson Bay Bridge. The present project will extend the widening for a distance of 3.5 miles to the fairview Canyon job.

Several miles of additional lane in the north and southbound directions is being constructed. The work is needed to accommodate the existing lanes from the Richardson Bay Bridge to the Alto Interchange.

The project involves one lane of I-80 southbound and the northbound and southbound directions on the Richardson Bay Bridge. The present project will extend the widening for a distance of 3.5 miles to the Fairview Canyon job.

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Important Measures On Nov. Ballot

BY MIKE KRAYNICK, District Representative, and TOM CARTER, Rob FLECKENSTINE, Lew WILSON and NATE DAVIDSON,
Business Representatives
People who work in Construction, government and politicians at all levels is a statement that most of us agree with. However, since the election to democracy all together. People have to be involved and concerned to make this town a better, safe, decent housing for elderly, and the work for prosperity. The City of Campbell, which was enacted in 1950. A vote for Proposition 34, the local and unnecessary part of our Constitution would be a vote to open up and this job may provide 300 jobs available, and the money that would be used for local control for the construction of local areas. We're working on the construction industry, so let's repeal Article 34 and vote YES on Proposition 15! This has been the year for many negotiations in all phases of our contracts. At the present time we have still having meetings, with the Warner Yates people, and this writer has started ne-gotiations with Prinzing Concretes Products, Meetings are going on with the Equipment Dealers also. These meetings are keeping us from getting around the jobs like we like. But hopefully we will slack off properly and we can start getting around to see you. We are still covering the "bees" though. This writer as well as all the business representatives would like to request from all of you, brothers, to report the bees as soon as possible. Don't let them just go by and then raise Cain about it with someone two or three weeks later. You should do something at the time it's happening. It is hard to take care of these situations after they are two or three weeks old.

The citizens of Campbell certainly will benefit by the passage of this bond issue because the present congestion in the downtown area will be relieved and through this bond issue a main pass in the business section. Thus, the way will be cleared for development of additional building lots and commercial landscaping. This bond proposition, which has been fully endorsed by San Jose Grievance Committee, will definitely help the citizens of Campbell without an increase in property tax, and will also provide some relief within the construction industry;

- Two sections of Highway 680 are about to be opened. The first section which starts at Highway 101 and exix in McKee Road in East San Jose will be opened for traffic in late September.

- The second section, which starts at Capitol Avenue and will tie in to the existing freeway at Milpitas, is scheduled to be opened in September too. The center three miles, which is due to be opened about the end of November, will complete Highway 680 through the City of San Jose and Milpitas. In the presence time there is a huge crew working on this job. All the bridge structures and concrete finishing is finished. The crews are making sub-grade and placing the C-T-2-H. The ramps and approaches. The off ramps and approaches for the C-T-2-H are scheduled to start about September 20th.

Kevin to keep your brothers informed on any of the guidelines of how the work picture looks in this Santa Clara Valley. We're naming a few of the many projects and jobs that are currently going on or are just about to be started. Freeman-Spalding-grooth with Piombo Construction Co., a large venture just picked up $30 million worth of work in Santa Clara. Auco Construction Co., the new Jordan-Conat, Co. and various sub-contractors are moving right along on their job at Coffin Rd. This will keep several brothers busy until the rains hit. In the same area we have Welco Construction working with a good size crew.

Just down the road we have the Lew Wilson and Robson Paving working on the parking lot for the Theme Park going in. They are at this time about 25 percent complete on the project and should have it finished before winter. J. J. Construction Co. is also doing work in this same job. They have a crew of 20 brothers working here and hope to keep them busy for a while. This project will last until about July or August next year.

ATTENTION OPERATING ENGINEERS IN THE SAN JOSE AREA
Central California Red Cross Blood Center
333 McKendrie Street
San Jose, Ca.
332-6042

BLOOD DONATING HOURS
- 9 A.M.-1 P.M. Wednesday (Alt.)
- 9 A.M.-12 P.M. Saturday (Alt.)
- 9 A.M.-6 P.M. Monday
- 9 A.M.-6 P.M. Tuesday
- 9 A.M.-6 P.M. Wednesday (Alt.)
- 9 A.M.-6 P.M. Thursday
- 9 A.M.-12 P.M. Friday (Alt.)

*For alternate Wednesdays and Saturdays, please call the Center for information.

THE WINNER of the Stephen Chelbay Insurance Co. Trophy, Jack Peterson (with trophy), stands with five other long hitters from the Operating Engineers Local 3 San Jose Golf Club. From left are Bob Min-

...
Obituaries

By KEN GREEN, District Representative, and BOB RAVENHILL, Publisher

Mastelotte Enterprises Inc. is in the process of finishing the final touches on the 600-unit, four-story, government camp job 65 miles west of Cornville. The project is located on the boundary between Coconino and Navajo County, right off the Hopi Reservation, and is situated at a 5,000 foot level in the Yolo Bollas wilderness area. This leg of the project, when completed, will make the yard area more accessible to the railhead of the roads.

The nearest house is 40 miles from the project, however. If it is a good weather holds, the company hopes to complete the work this season and worry about placing the sub-base next season. At the present time, the road is closed with the laying of pipe and at the end of the shift, they are opened up again to allow access to the equipment at the back side of the project.

It is approximately five miles from one end of the project to the other with most of the pioneer done, with just the cuts and fills to be brought to grade. Some of theproblems came from the hands on derover but it is a complete different type of work. It’s really a new experience area than what they are used to in the lower country. If the company holds the company hopes to bring in the crushing crew right away. The crushing site is located on the project.

By CLAUS DUOM, District Representative and BOB MERRl, HARKOL C. SMITH, and JERRY BENNETT, Business Representatives

Hidden Camp construction on the Fresno River is about 83 percent complete. Construction on the Chevelon Camp, under construction on the Chocwhilla River is about 74 percent complete. Construction on both dams started in June of 1972 and both are scheduled for completion in September of 1975. Perini Corporation of San Francisco is building both dams. Water is scheduled to start being impounded in the fall of 1975 at each dam.

The two dams are 23 miles apart by road and about 11 air miles apart. Hidden Camp is an earthfill structure and the Buchanan Dam is rockfill although it too has an earthfill core.

Construction is progressing on the control towers which will be in the lakes about 300 feet from the dams. The towers will contain a water treatment plant to provide domestic water for the administrative offices and proposed camping area. At the top of the towers will also contain controls for the conduct gates.

The lake to be formed behind the Buchanan Dam will be called Eastman Lake and the hidden dam behind the Hidden Dam is known as the Lake after a pioneer family in the area.

July 8, 1974

Dirt Flying in Redding District

In San Mateo

New Six-Story Building Changes Skyline

By BAY COOPER, District Representative, and PHIL FRUETT, Building Representative

The changing skyline in Bore Square, San Mateo, next to Highway 280, is now up and going. Williams & Burrows is the contractor, with Bathele- elshed hall ing the iron and Fisk, Finance & McLean on the project lot and grading. Several of the brothers are


Our F. Atkinson is progressing on the 280" in San Bruno. The only project that has speed comes under E. T. Hasso, the developers in San Carlos, Hillsborough and San Mateo and Pico Bros in East Palo Alto. Street improvements have been fair with Freeman's Grove in Palo Alto, Plomendo in Redwood City and Pacifica and Jardin Construction in East Palo Alto.

Jim Bybee, another small contractor in Red Bluff, has gone as far as Chico and other outlying areas to pick up underground projects. Jim keeps three engineers working summer and win-

ner. The rock, sand and gravel plants around Redding are work-

ing a two-week, six-day-a-week schedule. With the heavy winter we experienced last year the rock base would have grown and have required extensive re-

pair. New construction of the Hahn and Henner projects, the Mercy Hospital addition and Wright, Schuttab and Harbor have kept the Elkhorn and Gray's gravel plants moving.

M and C Construction Company of Fairfield have completed the earth work on the Shasta Mall. By the first of Octo-

ber they should have completed grading and rock. This is a new company that was formed this year and we hope to see them go.

W. Jason Baker was successful low bidder on the Dogwater Sewage Treatment facility and was awarded the job on Sept. 6.

1974. Although Baker was bid approximately $400,000 over the engineers estimate, he was as-

sumed $200,000 below the final low bidder (AFB Corp.) and was over $200,000 below the third low bidder (J.F. Shea Co.).

Plomendo Construction Company Inc. is moving along very well with theitled the睁工 ial work on their I-5 job at Dunsmuir and hopes to have the detours completed before the snow flies. They have around 40 of the workers working on the present time and will probably go to around 50 at the peak of the dirt haul.

J. F. Shea Company is going full bore on their Lake Shastina project, near upick up underground projects. Jim keeps three engineers working summer and win-

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Pacific Western is trying to get the rock crushed for their over-

way work on the crossing (McDowell) in order to pave before the cold weather moves in. The job is about a stretch of Highway 97 at an elevation of up to 5000 feet. Water has been known to move in the area.

The Corps of Engineers is scheduled to let a contract for the construction of reclamation facilities at both dams in April of 1975 and construction is scheduled to begin under of 1977. The recreational facil-

ts are expected to cost approximately $500,000 and will include boat ramps, overnight camping, picnic areas and fishing areas.

C. R. Pedrick, Inc. has been awarded the contract for the Westlands Water District. Early construction on this project calls for excavation and structural work for 12 pump stations used to lift water from the San Luis Canal.

All farmland west of the canal is upland, requiring additional power, to ground water. The 84 miles of pipeline on this job will not start until next spring due to diffi-

culty in pipeline delivery. The company has 700 days to complete the pipeline.

Daleview Construction Co. of Fresno was low bidder on flood control work in the Huron area. Every time there is heavy rain in the foothills west of Coalinga, water from the Huron area comes to create work for opera-

ators.

Dolan Company Co. is busy working on forest service roads in the Nine-Mile Canyon area in the Sequoia National Forest. The only way into this area is from Highway 395 north of Inyo-Kern. There are nine engineers on the job and due to the 9,000-foot elevation, will be back to com-

plete the job next year.


**With Safety In Mind**

Local 3’s Safety Department is always interested in any information that will help to keep our brothers safe on the job site. This is mainly because the more we know about these things which threaten Local 3 members both on and off the job the better is the chance we can do something about them.

Several years ago NIOSH, the National Institute of Occupational Safety and Health, determined that breathing of fine silica dust has an effect on the body. They turned to the University of California for a study of the subject and the project was accepted by Operating Engineers Local No. 3. We were especially interested in cooperating with this study because it was felt that information derived from this study could help make your job site a safer place to work.

This time about 1,000 questionnaires will be sent to selected engineers. I would like to stress that no one will be able to identify these engineers by name, crew number or any other manner except fast good and at the same time have been kept in their work and the study they are not interested in who you are. All the questionnaires will be mailed from the San Francisco office of Local 3 and the names identified by group.

For this reason we would like to see 100 percent response on the questionnaires. It is important not only to the operating engineers but to all working men that you participate in this study if you receive a questionnaire. This is because of the fact that operating engineers seem to be the only ones who do this type of information. If something can be learned about whole body vibration as it affects operating engineers a great step will have been taken to prevent accidents in all workers and employers.

If, therefore, you receive a questionnaire please fill it out completely and return it promptly. If you do this you will have shown cooperation engineers have for their brother workers in all unions and in all trades.

**SAFETY COMMITTEE ACTIVITIES**

**T H I N K  S A F E T Y ,  A C T  S A F E T Y**

**Many Marysville Jobs Moving, Several Others Coming Soon**

**By A. A. CELLINE, District Representative, and JAMES W. FOSTER, District Representative, GEORGE HALSTED, Business Representative**

The construction work in the Marysville area is going very well.4200 California is just about to wrap up the main structure and the site office is being moved to Zurn Engineering. This has been a good job for the brothers. Zurn Engineering is moving right along with their job on the Tehama-Colusa Canal at Oroville. They have put their scrappers back to work. It looks like they will be there a good part of next year with the finishing up.

Twichert Construction has been doing a lot of public work in Yuba City along with their underground work on Lincoln Road, which is nearing completion. The crew will then be moving to the Paynesville job. This will keep them busy for another month or so. Twichert has also been keeping a crew busy on the Sunpower Plant in Yuba City.

Continental-Heller has started on the building of the Kaimin Dam for Kaiser Sand and Gravel in Hamlin City has some trouble keeping up with the demand for ready mix for River of California which has also been keeping their crew busy on a concrete plant. Butte Creek Rock should be about finished with paving the Skyway in Paradise by the time this issue comes out. The Butte College job, being done by R. G. Fisher, Bray and Cunningham Landscape, Frank E. F. and others, should be pretty well cleaned up by October. We would like to say that these fellows who have received from our job stewards on various jobs so far this season. We want to thank the brothers who made an effort to give blood at the blood banks this past month.

Work on the east side has gained momentum during the last month with the advent of several new jobs. Madison Construction Co. was awarded the contract of Highway 89, near Quincy, to $2.85 million and has just started. They have a fellow working currently, getting started, and depending on the weather, should accelerate somewhat this year but probably will be held up until well before they really get going. Also at Quincy, on the King’s Rock Lake, Ladd Construction is just about to start grading the land very well. They have made some cuts and fills, with more to do, and base and keep it.

Twichert Construction Co. picked up $600,000 worth of work at Crockett for a new waste water facility for Pacific Coast Producers. They have also been doing quite a bit of overlay work.

Baldwin Contracting Co. has received another aggregate plant at Hazard to enable them to keep up with the demand for their materials.

At Doddin, Gales and Fox is working on the Colgate Tunnel for the Yuba County Water Agency. They have about 15 brothers on three shifts, working seven days a week, a repair damage to the tunnel at a point about three-quarters of the way from the entrance. They have six fellows working at this project. They are not interested in who you are. They have made some cuts and fills, with more to do, and base and keep it.

**Next Issue**


**More Warm Springs**

(Continued from Page 10)

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MEETINGS SCHEDULE
1974 SCHEDULE OF SEMIANNUAL DISTRICT AND SUBDISTRICT MEETINGS

Semi-Annual Meetings

San Francisco, Engineers Bldg., 474 Valencia St., S.F., Calif.

November

10 Marysville, Thurs., 8 p.m.
23 Honolulu, Thurs., 7 p.m.
24 Hillsboro, Thurs., 7:30 p.m.
26 San Francisco, Wed., 8 p.m.

November

7 Watsonville, Thurs., 8 p.m.

San Francisco, Engineers Bldg., 474 Valencia St., S.F., Calif.

December

5 Fresno, Mon., 8 p.m.
9 Redding, Wed., 8 p.m.
12 Provo, Carpenters Hall, 600 401 S. 200 West, Provo.
21 Stockton, Tues., 8 p.m.
14 Oakland, Thurs., 8 p.m.
28 Sacramento, Tues., 8 p.m.

Stockton, Tues., 8 p.m.
Santa Rosa, Thurs., 8 p.m.


district and sub-district meeting places

FRESNO DISTRICT 5 CHANGE OF QUARTERLY MEETING DATE
The regular quarterly member meetings for FRESNO DISTRICT NO. 5 has been changed to TUESDAY, DECEMBER 2, 1974. There will be no meeting on November 15th, and the meeting will start at 8:00 p.m. in the Engineers Building, 2121 E. Olive Street, Fresno, on December 2nd.